

# PINELLAS COUNTY RESTORE ACT DIRECT COMPONENT PROJECT PROPOSAL SUBMITTAL FORM

Based on the Transocean settlement and until the BP trial ends, it is estimated by March 31, 2015, \$1,542,888 will be available in the Gulf Coast Restoration Trust fund for distribution to Pinellas County under the Direct Component allocation.

As a guideline, Pinellas County anticipates funding 3 to 7 projects not to exceed a total of \$1,542,888 as part of the initial multiyear implementation plan (MYIP). It's anticipated that projects selected for MYIP inclusion that receive funding would not begin until after December 2015.

Please read through all the questions before beginning.

- Submitted projects must address one or more of the five Gulf Coast Ecosystem Restoration Council goals and one or more RESTORE Act-eligible activities.
- Projects submitted by FEBRUARY 6, 2015 will be eligible for inclusion in the initial Multiyear Implementation Plan (MYIP)
- The "Steps" and "Criteria" numbers in the application refer to questions that address the steps and criteria for selection and ranking projects. The selection and ranking criteria can be viewed at [www.pinellascounty.org/restore/pdf/project-selection.pdf](http://www.pinellascounty.org/restore/pdf/project-selection.pdf)
- Answer each of the 29 questions as completely as possible, but keep responses focused.
- Submit one form per project.
- Once the form is successfully submitted, you will be contacted by Pinellas County.
- Send associated maps, charts, images, and budget information along with the title of your project in a Portable Document File (PDF) to [restore@pinellascounty.org](mailto:restore@pinellascounty.org).
- Direct questions to [restore@pinellascounty.org](mailto:restore@pinellascounty.org)

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**Applicant Name:** *(Include at least one Point of Contact (POC), phone number, email address, and organization name, if applicable):*

- |                            |  |
|----------------------------|--|
| 1. POC Name:               | Michael Helfrich, PE   |
| 2. POC Organization:       | The City of Treasure Island  |
| 3. POC Title:              | Public Works Director  |
| 4. POC Email:              | <a href="mailto:mhelfrich@mytreasureisland.org">mhelfrich@mytreasureisland.org</a> |
| 5. POC Phone:              | 727-547-4575 Ext. 252  |
| 6. Proposed Activity Name: | Public Beach Access Restoration  |

## **7. Restoration Council Goals Addressed:**

(Step 1 and Step 2 - Criteria 1 and 2)

*List which of the following goal(s) will be addressed and how each goal will be addressed.*

- B. Restore Water Quality – Drainage will be improved at all three locations, better directing stormwater runoff to the city's collection system and reducing/preventing the entry of sand and shell that may contain automotive contaminants from parking area into the collection system and public waters.
- D. Enhance Community Resilience – As a beach community, the local economy depends on tourism to a significant level. Any improvements that facilitate the visitation to beaches by tourists can be considered an enhancement to the economic health of the community.
- E. Build and Revitalize the Gulf Economy – Improvement of public beach access areas, both aesthetically and with regard to drainage, encourages visitors/tourism. At the same time, the drainage improvements will help to protect this section of Gulfcoast beach, providing sustainability to this aspect of the local portion of the Gulf Economy.

## **8. RESTORE Act Eligible Activities Addressed:**

(Step 1 and Step 2 - Criteria 3 and 4)

*List which of the following activities will be addressed and how each activity will be addressed.*

- 4. Restoration/protection of natural resources, ecosystems, fisheries, marine wildlife habitats, beaches, and coastal wetlands – Currently, much of the sand and shell that comprises the parking areas washes into the stormwater drainage system, where it can find its way into the Gulf. By improving the drainage system this will be reduced/prevented, benefitting the Gulf waters, which are a major natural asset of the area.
- 5. Workforce development and job creation – Planning, design and construction related to the project will provide work to engineering consultation firms and contractors, resulting in created and/or retained jobs.
- 6. Infrastructure projects benefitting the economy or ecological resources, including port infrastructure – Improvements to both the appearance and drainage systems of the beach access parking areas will benefit both the economy and ecological resources. More visible and attractive parking areas will encourage visitation to the public beach by tourists and local residents alike; and as noted, tourism is a significant component of the local economy. Improvements to the drainage systems will enhance the city's ability to clean sand and shell out of the city's wastewater collection system, benefitting the natural ecology of coastal waters.
- 8. Promotion of Gulf Coast Region tourism, including recreational fishing – Aesthetically improved parking areas at the three public beach access points will provide a visible and welcoming convenience for visitors to the city and its beach.

**9. Previous Claim:**

Is the proposed activity included in any claim for compensation paid out by the Oil Spill Liability Trust Fund after July 6, 2012? If yes, this activity is not eligible for Direct Component grant.

Yes:     

No:   X  

**10. RESTORE Act Pinellas County priorities addressed:**

(Step 2 - Criteria 5 and 6)

*List which of the following priorities will be addressed and how each priority will be addressed.*

- a. Protect and restore native habitats – reduction of potentially contaminated sand and shell into the city’s collection system will improve the quality of Gulf waters and ultimately the beach, enabling native plants and animal species to thrive.
- b. Provide stormwater quality improvements – Currently stormwater runoff is often blocked due to sand and shell from the parking areas clogging the drainage system. Providing a solid parking surface (pavers) will eliminate the sand and shell blockage, and improving the interconnection between the three parking area drainage systems will enhance their ability to redirect stormwater into the city’s collection system.

**11. Project Location**

(Step 1)

*As applicable, describe the location, attach a map and indicate the address, city, zip code, longitude/latitude, and watershed:*

There are three project sites, consisting of the termination points of 101<sup>st</sup>, 102<sup>nd</sup> and 103<sup>rd</sup> Avenues in Treasure Island. These termination points are located immediately west of Gulf Boulevard and are used for public parking lots to adjacent public beach access areas. Addresses are:

- |  |                                  |
|--|----------------------------------|
| 1. 101 <sup>st</sup> Avenue, Treasure Island, FL 33706 | 27.763443 Longitude / -82.766865 |
| Latitude   |                                  |
| 2. 102 <sup>nd</sup> Avenue, Treasure Island, FL 33706 | 27.764621 Longitude / -82.767380 |
| Latitude   |                                  |
| 3. 103 <sup>rd</sup> Avenue, Treasure Island, FL 33706 | 27.766216 Longitude / -82.768110 |
| Latitude   |                                  |

**All three project sites are located within the Southwest St. Petersburg Watershed.  
(Please see Attachment A for project locations and watershed locations.)**

**12. Region or Geographic Area Impacted by Project**

(Step 1 and Step 2 - Criterion 7)

*Provide a description of the project area or region in which environmental or economic benefits will be realized. Be as specific as possible by listing cities or geographical boundaries and why.*

The economic benefits will be realized by all of the beach cities in Pinellas County, located along the Gulf of Mexico. Tourists visiting the area will visit several beaches along the coast, and will stay at hotels, and will dine and shop in various facilities and accommodations along the Gulf Coast in Pinellas County. Cities likely to realize the benefits include Tarpon Springs, Dunedin, Clearwater, Belleair, Belleair Beach, Indian Rocks Beach, Reddington Shores, Madeira Beach, Treasure Island, Sunset Beach, St. Pete Beach, and Pass-A-Grille Beach. **(Please see Attachment B)**

### **Discussion of Specific Activity**

*Describe the project by responding to each of the following topics.*

**13. Project Description – Discuss the essential elements of the project. Include what is proposed, clearly list major project tasks or program milestones, the project duration, and why it should be done.**

**(Please see Attachment C)**

**14. Project Manager and Key Project Team Members - include credentials and experience doing similar work.**

Project Manager - Michael Helfrich, PE: Need resume

Project Engineer – Michael Baker International

Project Grant Administrator – Harry Gross, President, Public Management & Funding Services, Inc.

**(Please see Attachment D)**

**15. Environmental and/or Economic Benefits - Describe environmental and/or economic benefits of the project.**

Economic Benefit:

Like most beach cities in Florida, Treasure Island depends on tourism as a mainstay of the local economy. Businesses such as hotels, restaurants, recreational equipment rentals and shops live and die with the level of visitors who come to enjoy the area's Gulf beaches. Resources and amenities such as public beach access points and public parking make the tourist experience more attractive, make tourists feel welcome, and provide convenience to visitors that makes them more likely to return.

The restoration and upgrade of the public parking areas at three public beach access points in Treasure Island is the improvement of a local resource that will enhance the visitor experience. These parking areas are currently sand and shell; they are unattractive and uninviting. Since nothing calls attention to them, visitors searching for a place to park while at the beach might easily pass them by.

Removal of the existing sand and shell, regarding, installing adequate base material, and installing decorative brick pavers and proper signage, will be a marked improvement and will create a welcoming spot for visitors to park for entry to the public beach access areas.

Environmental Benefit:

The Gulfcoast beach and Gulf waters off Treasure Island are essentially the only natural resources the city has. Boom time development in the mid 20<sup>th</sup> Century left the city built out. The state's lack of regulation in those days left the natural environment largely unprotected. Today, the city boasts more than three miles of beach, and there is significant use of that beach by visitors and locals alike. Protecting the beach goes hand-in-hand with protecting the Gulf, since contaminants entering the Gulf eventually impact the beach. While the beach access parking areas do have drains, they are often compromised by the sand and shell that currently serves as the parking surface. The project's remedy will be to improve drainage by installing brick pavers to replace the sand and shell, and to interconnect the drain systems of the three parking lots, reducing or eliminating entry of sand and shell, which may be contaminated by automotive use of the parking lots, into the drainage system. The reduction or absence of contaminants into the stormwater collection system will reduce the impact of runoff-born chemicals and contaminants that would otherwise interface with the sand, flora and fauna of the coastal ecosystem.

**16. Technical Feasibility** - Describe technologies and relevant past experience or proven success with similar projects.

This project does not require advanced technology. Rather it is a straightforward public works effort involving excavation of existing sand and shell, site grading, installation of an appropriate base and overlayment with decorative brick pavers. It also involves excavating the existing drainage system, clearing and/or replacing subterranean drain pipes, connecting the drainage systems of the three project sites and routing the drain pipes so that they will more efficiently take runoff into the city's main collection system.

The City has been funded by South West Florida Water Management District (SWFWMD) to provide Stormwater Quality Improvements over the last 4 years utilizing a matching fund grant. The City was responsible for selecting a qualified engineering consultant and procuring the improvement contractor for whom would provide construction services. Currently we are in construction of stormwater quality improvements on Bayshore Road and 84<sup>th</sup> Avenue. The City has completed 4 phases and are currently waiting for authorization to begin design phase of another improvement project.

The City of Treasure Island is undergoing an extensive rehabilitation of its sanitary sewer system, involving rebuilding pump stations, replacement and lining of sewer pipes, planning, excavation and restoration. This effort has involved a high level of public awareness, competitive bid processes, and management of funds, personnel and materials. Experience gained during the sanitary sewer rehabilitation will serve well in ensuring the success of the restoration and improvement of the three public beach access parking areas.

**17. Public Acceptance** - Describe any known or potential public approval or opposition to the project.

NA

**18. Project Activity Budget Justification:**

*Provide the total project cost and costs by identified tasks for the following items. Provide specific justification for all that apply.*

- Personnel and fringe:
- Travel including the number of trips and estimated cost per trip:
- All equipment greater than \$1,000:
- Supplies including a list of major types of supplies:
- Contractual costs:
- Administrative costs not to exceed 3% of the total award:
- Future costs related to maintaining the project, the funding source, and responsible entity:

**(Please see Attachment E)**

**19. Describe how the project will utilize a collaborative approach that incorporates partnerships, if applicable.**

(Step 2 - Criterion 8)

*List any project partners and briefly describe their involvement and contribution to the project.*

Not Applicable:

**20. Describe how the project will support, further, or help implement one or more Pinellas County Comprehensive Plan Element goal(s) as identified in the overarching project goals, if applicable. Clearly list each Comprehensive Plan Element goal addressed.**

(Step 2 - Criterion 9)

*Link to Applicable Comprehensive Plan Element Goals:*

[www.pinellascounty.org/restore/pdf/comp-plan-goals.pdf](http://www.pinellascounty.org/restore/pdf/comp-plan-goals.pdf)

**(Please see Attachment F)**

**21. Describe the benefits the project will provide, for how long, and why:**

(Step 2 - Criterion 10)

*Benefits may be economic, social, and/or environmental. Explain how the benefits will or could be identified, assessed, and/or measured. Describe and quantify environmental and/or economic benefits as applicable [e.g., area restored (acres, linear feet), improved ecosystem services, jobs created/preserved, pollutants and/or nutrients removed (e.g., kg, pounds, tons)].*

Economic Benefit:

Like most beach cities in Florida, Treasure Island depends on tourism as a mainstay of the local economy. Businesses such as hotels, restaurants, recreational equipment rentals and shops live and die with the level of visitors who come to enjoy the area's Gulf beaches. Resources and amenities such as public beach access points and public parking make the tourist experience more attractive, make tourists feel welcome, and provide convenience to visitors that makes them more likely to return.

The restoration and upgrade of the public parking areas at three public beach access points in Treasure Island is the improvement of a local resource that will enhance the visitor experience. These parking areas are currently sand and shell; they are unattractive and uninviting. Since nothing calls attention to them, visitors searching for a place to park while at the beach might easily pass them by.

Removal of the existing sand and shell, regarding, installing adequate base material, and installing decorative brick pavers and proper signage, will be a marked improvement and will create a welcoming spot for visitors to park for entry to the public beach access areas.

Environmental Benefit:

As noted, the Gulfcoast beach and Gulf waters off Treasure Island are the city's primary natural resources. Protecting the coast and the Gulf waters requires a variety of measures, one being adequate management of stormwater runoff. Without appropriate infrastructure, sand and shell from beach parking areas, polluted with automotive contaminants, can enter the Gulf, with potentially detrimental effect on the coastal ecosystem. While the beach access parking areas do have drains, they are often compromised by the very sand and shell that currently serves as the parking surface. The project's remedy will be to improve drainage by installing brick pavers to replace the sand and shell, and to interconnect the drain systems of the three parking lots, better directing stormwater runoff into the city's collection system. The reduction or absence of sand and shell into the collection system will protect Gulf waters, into which most of the stormwater is ultimately drained.

Both the economic and environmental benefits will endure as long as the integrity of the improvements lasts. The City of Treasure Island is committed to the ongoing maintenance of the improvements through its Public Works Department.

**22. Possible material risks to implement and maintain the proposed activity:**

*List possible material risks, e.g., operational, legal, regulatory, budgetary or ecological. Include brief description of mitigation strategy to address each identified risk.*

Since this project will occur adjacent to three public beach access sites and will involve improvements to existing drainage systems, the only known material risk would involve the potential for materials to spill onto the beach and/or into stormwater drains. This will require standard preventative practices consisting of putting up physical barriers to spillage/overflow at each project site.

**23. Best Available Science:**

*Only answer if proposed activity will serve to protect or restore natural resources, otherwise, indicate "Not Applicable." Briefly describe how the project will use best available science with respect to peer reviewed literature, objective(s), and methodologically sound literature sources that support the scope of work, when available.*

Not Applicable

**24. Matching/Other funding**

(Step 2 - Criterion 11)

*Indicate:*

- The amount and percent of the total project cost secured and the source of each matching fund secured. Restore Act funds can be matched with other federal sources of funding. The City of Treasure Island anticipates locally funding administrative costs associated with this project, estimated to be \$9,000. This funding will come from the City's General Fund. Ongoing maintenance of the project will also be funded by the City. That funding is estimated to be \$1,500.00 annually and funds will come from the City's Gas Tax and Utility Funds.
- If matching funds are not secured, specify the amount of matching funds requested or expected.  
NA
- The date the amount of secured funds will be known.  
The City of Treasure Island is prepared to commit these funds at the time this proposal/application is submitted.

**Readiness for Implementation**

(Step 3)

*Complete the following:*



**25. Will the project be completed within 5 years from date funding is confirmed?**

Yes: X

No:   

**26. Identify each project milestones and proposed duration (no. of months) to complete each step and the total number of months or years to complete the project.**

- |  |          |
|--|----------|
| 1. Engineering/Design                          | 1 month  |
| 2. Competitive Bid                             | 3 months |
| a. Development of Bid Documents                |          |
| b. Advertisement                               |          |
| c. Evaluation of Bids                          |          |
| d. Recommendation and Award by City Commission |          |
| 3. Notice to Proceed                           | 0 months |
| 4. Construction/Completion                     | 6 months |

**27. How long before the project can start after funds are available (months)?**

The engineering/design phase can begin within a month after funds are available.

**28. Describe project design work, permit requirements and hurdles (federal, state, or local), and/or permitting that is in progress (*attach applicable permits or design work*).**

Permit requirements researched included the Army Corps of Engineers, SWFWMD, FDOT, FDEP, and Pinellas County. It appears that the project will require permits from FDOT and SWFWMD. There are no anticipated issues with obtaining these permits.

**29. Describe any issues or reasons that may delay project start or completion.**

There are no known issues or reasons that would delay the start or completion of this project.

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**END OF QUESTIONS**

**City of Treasure Island**

**Public Beach Access Restoration**

**LIST OF ATTACHMENTS**

- Attachment A Locator Maps: Project and Watershed Locations
- Attachment B Geographic Area Locator Map
- Attachment C Project Description
- Attachment D Resumes of Project Team
- Attachment E Project Budget
- Attachment F Project Alignment with Pinellas County Comprehensive Plan
- Attachment G Design Work

**City of Treasure Island**  
**Public Beach Access Restoration**  
**Attachment A**

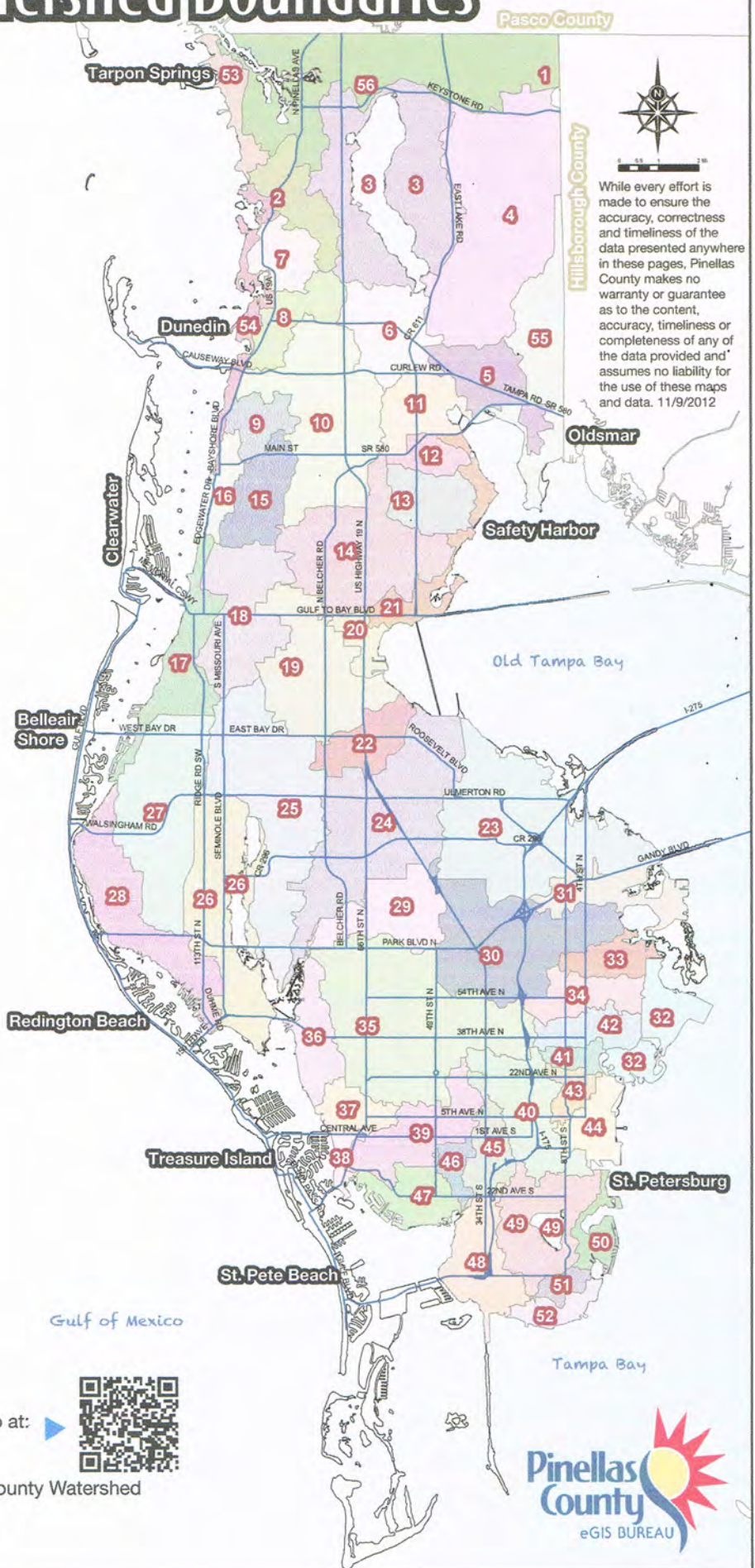
**Locator Maps: Project and Watershed Locations**





# Pinellas County Watershed Boundaries

- 1) Anclote River
- 2) Klosterman Bayou
- 3) Lake Tarpon
- 3) Lake Tarpon Basin
- 4) Brooker Creek
- 5) Oldsmar
- 6) South Creek
- 7) Sutherland Bayou
- 8) Smith Bayou
- 9) Cedar Creek
- 10) Curlew Creek
- 11) Possum Branch
- 12) Bishop Creek
- 13) Mullet Creek
- 14) Alligator Creek
- 15) Spring Branch
- 16) Coastal Zone 4
- 17) Coastal Zone 1
- 18) Stevensons Creek
- 19) Allen's Creek
- 20) Coastal Zone 2
- 21) Coastal Zone 3
- 22) Long Branch
- 23) Roosevelt
- 24) Cross Bayou
- 25) Starkey Road
- 26) Lake Seminole Basin
- 26) Lake Seminole
- 27) McKay Creek
- 28) Coastal Zone 5
- 29) Pinellas Park Ditch #1
- 30) Sawgrass Lake
- 31) Tinney Creek
- 32) NE St. Petersburg
- 33) 70th Ave North Canal
- 34) 54th Ave East Canal
- 35) Joe's Creek
- 36) Long Bayou
- 37) Pasadena Lake
- 38) SW St. Petersburg
- 39) Bear Creek
- 40) Booker Creek
- 41) North Coffee Pot Bayou
- 42) 45th Ave North East Canal
- 43) Coffee Pot Bayou
- 44) Albert Whitted
- 45) 34th Street
- 46) Clam Bayou
- 47) Gulfport
- 48) Frenchman's Creek
- 49) Lake Maggiore
- 49) Lake Maggiore / Salt Creek
- 50) Big Bayou
- 51) Little Bayou Creek
- 52) Pinellas Point
- 53) St. Joseph Sound
- 54) Clearwater Harbor North
- 55) Hillsborough County
- 56) Salt Lake



For more information about watersheds view this video at:

<http://youtu.be/dUIAANVBHYHM>



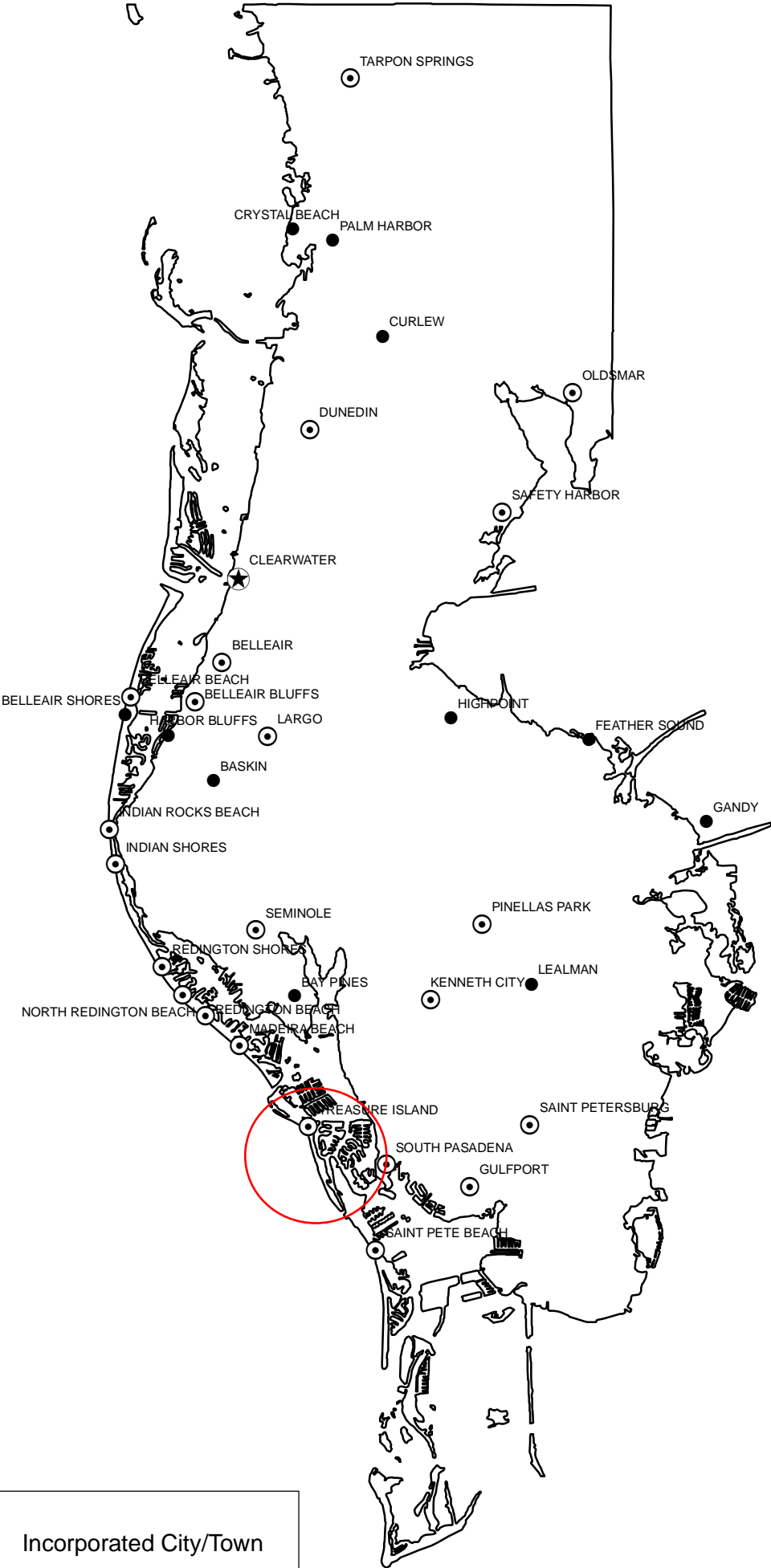
For more information about Pinellas County Watershed Management visit our website at:  
[www.pinellascounty.org/watershed](http://www.pinellascounty.org/watershed)



**City of Treasure Island**  
**Public Beach Access Restoration**  
**Attachment B**

**Geographic Area Locator Map**

PINELLAS



**Legend**

★	State Capital	⊙	Incorporated City/Town
★	County Seat	●	Unincorporated City/Town

**City of Treasure Island**  
**Public Beach Access Restoration**  
**Attachment C**

**Project Description**



## **City of Treasure Island**

### **Public Beach Access Restoration**

#### **Project Description**

The project proposed in this document is the restoration and improvement of the small parking lots that serve three public beach access points in Treasure Island. These parking lots currently consist of sand; they do not provide a stable base for automobile parking and the footing can be insecure for people walking to the beach access areas. Additionally, sand and shell, potentially contaminated by automotive use of the parking areas, quickly fill the existing drainage system, compromising the system's ability to adequately drain stormwater runoff and increasing the potential for contaminants to enter the Gulf. Essentially, the project will involve removing the existing sand and replacing it with decorative brick pavers, and the installation of adequate drains and piping to connect the three parking lots to the city's stormwater collection system.

<b><u>Task</u></b>	<b><u>Duration</u></b>	<b><u>Justification</u></b>
Engineering/Design	30 days	Needed for any permits that may be required, for bid documents and for use during construction phase.
Competitive Bid Process	90 days	To ensure a fair price and the procurement of a qualified contractor to complete the work. Consists of a. Development of bid documents, b. Advertisement of bid, c. Evaluation of bids by City staff, d. recommendation and award by City Commission.
Construction	180 days	This is the actual implementation of the restoration and improvements. It will consist of removal of existing sand, excavation and installation of drainage,

installation of suitable base material for vehicular parking, and installation of decorative brick pavers.

The necessity of this project stems from the safety aspect of providing a stable surface on which to and access the entrances to the public beach access sites, and from the environmental aspect of enabling stormwater runoff to more efficiently enter the parking lots' drainage systems without those systems filling with potentially contaminated sand and shell from the parking lots. From an economic standpoint, the project creates obvious and inviting parking areas that welcome residents and visitors alike, encouraging them to enjoy the beaches.

**City of Treasure Island**  
**Public Beach Access Restoration**  
**Attachment D**

**Project Team Resumes**

## Professional Profile

Accomplished, resourceful, and solutions-driven professional with extensive experience procuring and directing large-scale engineering and construction projects for private sector clients and local, state, and federal government agencies from development through design to execution. Licensed Professional Engineer and Certified General Contractor with expertise in design-build, estimation, material planning, permitting, budget management, and technical problem solving on several projects concurrently. Broad background in infrastructure projects and utility, hydraulic, and stormwater/drainage design. Outstanding business administrator with excellent financial acumen and proven strengths in enhancing performance, boosting revenue, and saving costs. Talent for interfacing effectively with clients, owners, government officials, subcontractors, suppliers, and other team members. Key skills include:

- Florida Professional Engineer
- Utility Design
- Hydraulic Design
- Stormwater/Drainage Design
- Material Handling
- Permit Applications and Law
- General Contracting Professional
- Project Planning and development
- Negotiations
- Subcontract Management
- Best Building Practices
- Building Systems and Services

## Professional Experience

City of Treasure Island, Florida

April of 2014 to Present

**Public Works Director**

### Achievements:

- Administered and directed the procurement of a \$900,000 Bridge Repair and Coating contract.
- Administered and directed the Fiscal Year 2013 -2014 Annual Road Resurfacing Program valued at \$275,000.
- Prepared solicitation and contract negotiations for the Sanitary Sewer Relining Program valued at \$621,000.

### Responsibilities:

- Plans, coordinates, directs and exercises general supervision over employees engaged in a wide variety of public works tasks, including streets maintenance, sanitation, recycling, storm water management, water and sewer utilities and vehicle and facilities maintenance.
  - Develops, justifies and manages the operating and capital budgets for the department.
  - Administers the construction and maintenance of the City's street and utilities systems.
  - Prepares solicitation for proposal and qualification documents, evaluates
-

proposals and qualifications, and selects successful proposals (bids).  
Negotiates contract terms and conditions.

Rocha Controls, Tampa, FL  
November of 2010 to August 2013  
**General Manager/Principal Engineer**

Rocha Controls designed and assembled customized program logic control panels for industrial and municipal customers for automation of processes and System Control and Data Acquisition.

Achievements:

- Effectively managed over \$12 million Instrumentation and Controls, and System Integration projects in 3 years many concurrently
- Developed an ISO 9001 Quality Management System and Implementation Plan
- Won 5 multi-year Instrumentation and Controls, and System Integration Maintenance Contracts for Public Utilities

Responsibilities:

- Engineering/Shop Drawings/Production/Manufacturing
- Procurement/Subcontracting
- Hiring/Resource Management
- Project Scheduling/Resource Allocation
- Job Costing/Project Analysis
- Development of Standard Operating Procedure

Pasco County Utilities, New Port Richey, FL  
January of 2008 to October of 2010  
**Director of Operations and Maintenance**

Achievements:

- Directed the commissioning and startup of a \$72 million wastewater treatment plant expansion
- Planning and executing the capital improvement programs totaling over \$105 million in projects
- Active participant in the Continuous Improvement Program (Sterling)

Responsibilities:

- Directed daily operations of over 275 operation and maintenance personnel at over 20 locations which included 12 WWTP and 4 WTP
  - Direct yearly budget of over \$56 million
  - Coordinated, planned, organized, and revised work schedules and operations to maintain efficiency
  - Implementation of the Computerized Maintenance Management System with the Geographic Information System for maintaining accurate records for Utility System Assets
-



Bhate Environmental Associates, Land O'Lakes, FL  
January of 2005 to January 2008  
**Principal Engineer/Senior Construction Manager**

Environmental Engineering and Restoration Construction company predominately working for the Department of Defense and headquartered in Birmingham, Alabama.

Achievements:

- Project Manager for the demolition of 62 wind-damaged buildings located in Pensacola, Florida, from Hurricane Ivan with total value of \$10.5 million
- Design-Build facilities to replace existing structures proceeding demolition activities totaling over \$3.75 million
- Completed modifications of Wastewater Treatment Facility and Master Sewage Pump Station totaling over \$4.5 million

Responsibilities:

- Responsible for all project engineering and related activities from conception through planning/design, construction estimation, punch list completion and owner occupation.
- Directed sophisticated rehabilitation activities on aged and damaged utility infrastructure (stormwater, pavement and maintenance facilities) vital to maintaining uninterrupted services for a military air base.

Advantage Environmental Services, St. Petersburg, FL  
January of 2003 to January of 2005  
**General Contractor/Principal Engineer**

Environmental Remediation and Hazardous Waste Disposal company with over \$2.3 million/year in revenue. Certifying Agent for the engineering and general construction business activities.

Achievements:

- Developed and managed over \$2.1 Million in new business
- Project Manager for the demolition of a 60 year old public housing complex that required hazardous waste handling and disposal
- Project Manager for the site development of a 12 story office building in downtown Orlando with a project value of over \$350,000

Responsibilities:

- Business development and project management
- Engineering Design for hazardous waste disposal
- Subcontractor management
- OSHA Safety Training
- Job Costing/Project Analysis

J.J. Sosa and Associates, Tampa, FL  
August of 1995 to January 2003  
**Principal Engineer**

Engineering, Construction Management and Industrial Hygiene business predominately working for the Department of Defense.

Achievements:

- Generated revenue over \$9.0 million per year
-

- Developed and managed the federal government projects utilizing the SBA 8(a) program.
- Average annual sales increase of 150%
- Provided professional consulting services to both government and private clients totaling over \$20 million
- Principal Engineer for the relocation of Intensive Care Unit at VA Hospital

Responsibilities:

- Business Development of government and private clients
- Project management of all projects over \$500,000
- Program Manager for all government projects
- Hiring/Training of employees
- Project analysis
- Strategic Planning

Environmental Science and Engineering, Tampa, FL  
February of 1992 to February of 1995

**Project Manager/Engineer**

**Project Engineer**

Achievements:

- Designed and implemented a \$100,000 storm water sampling and analysis program for establishing water quality baseline for NPDES permitting
- Design of the stormwater collection, storage, treatment and discharge systems for large rail yard in Tampa Bay
- Integrated remote sensing and control equipment thereby reducing operation and maintenance costs by 75% on wastewater treatment facilities for various industrial clients

Responsibilities:

- Preparation of plans and specifications for the closure of municipal landfills
- Designed and modified several solid waste transfer stations to increase transfer capacity
- Preparation permit modifications for solid waste transfer stations.
- Preparation of corrective action plans and implemented plans for hazardous waste storage and transfer facilities
- Preparation of Remedial Action Plans for a variety of industrial facilities
- Preparation of RCRA Part B Operating permits for a national recycling company
- Preparation of SARA Title III documents for several industrial clients.

University of South Florida, Tampa, FL  
May of 1986 to September of 1990

**Radiation Safety Officer**

Achievements:

- Developed a computerized database inventory system for tracking radioactive materials used in medical research.
  - Increased principal investigators from 10 to 35 due to better material handling procedures
-



Responsibilities:

- Management and control of all radioactive materials from maintaining inventory to final disposal
- Maintain and control Radiological Material Permit with the Federal and State Regulatory Agencies

United States Navy, Tampa, FL

September of 1979 to September of 1985

**Nuclear Machinist Mate/Engineering Lab Technician**

Achievements:

- Graduated from Nuclear Power School/Certified Engineering Lab Tech
- Qualified Submarines/ Reached E-6 (Petty Officer 1st Class) in 4 years
- Participated in 5 Atlantic Ocean Ballistic Missile Patrols
- Honorable Discharge after 6 years from the USS George Bancroft SSBN 643.

Responsibilities:

- Engine Room supervisor for nuclear propulsion plant
- Nuclear chemistry analysis
- Damage Control Specialist
- Secondary water chemistry analysis

## Education

- Master's Degree Course Work, Industrial Waste Water Design, 1991, Advanced Water Chemistry, 1992. University of South Florida, Tampa, FL
- Bachelor of Science, Civil/Environmental Engineering, University of South Florida, Tampa, FL 1990
- Nuclear Engineering Laboratory Technician School, Windsor, Connecticut, 1982
- US Navy Nuclear Submarine Prototype School, Windsor, Connecticut, 1981 – 1982
- US Navy Nuclear Power School, Orlando, Florida, 1980-1981





## Michael Baker Jr., Inc. (Baker) Services and Experience Summary

Baker's roots in Florida began 27 years ago as the LPA Group Incorporated (LPA), a full-service consulting firm. On May 1, 2010, LPA merged with Michael Baker Jr., Inc. (Baker). Baker was founded in 1940 by Michael Baker, Jr. and quickly attained recognition as a premiere engineering design and survey firm through superior project performance for the U.S. military, preceding World War II. Baker now offers an even greater depth of Engineering and Architectural experience than before, particularly as the firm has continued to grow and has become Michael Baker International, LLC (Baker International), a leading global provider of Engineering and consulting services which includes engineering, planning, architectural, environmental, construction, program management and full support services as well as information technology and communication service solutions. The firm provides its comprehensive range of services in support of U.S. federal, state, and municipal governments, and wide range of commercial clients. With more than \$1.3 billion in annual revenues, Baker International has more than **5,400 employees** in over 100 offices located across the U.S. and internationally. Engineering News-Record (ENR) magazine currently ranks Baker in the top 10 percent of the 500 largest U.S. engineering design firms (currently 26th) and in the top 25 of numerous individual markets.

Category	Ranking
Top 500 Design Firms	26 <sup>th</sup>
Transportation	13 <sup>th</sup>
Bridges	7 <sup>th</sup>
Highways	16 <sup>th</sup>
Airports	14 <sup>th</sup>
Water Supply	11 <sup>th</sup>
Sewerage & Solid Waste	32 <sup>nd</sup>
Sanitary & Storm Sewers	23 <sup>rd</sup>
CEI	24 <sup>th</sup>

Baker has several offices in Florida and currently provides general engineering services and/or support to the following municipalities:

1. City of Tampa, FL
  2. City of Jacksonville, FL
  3. City of Zephyrhills, FL
  4. City of St. Augustine Beach, FL
  5. City of Destin, FL
  6. City of Dunedin, FL
  7. City of Keystone Heights, FL
  8. City of Tallahassee, FL
  9. City of Treasure Island, FL
  10. City of Gainesville, FL
  11. City of Indian Rocks Beach, FL
  12. City of Lake City, FL
  13. City of Neptune Beach, FL
  14. City of Sarasota, FL
  15. City of Lake Mary, FL
  16. City of St. Pete Beach, FL
  17. City of St. Petersburg, FL
  18. City of West Palm Beach, FL
  19. City of Lakeland, FL
  20. City of Sebastian, FL
- 
1. County of Pinellas, Utility Services
  2. County of Charlotte, GEC
  3. County of Polk, GEC
  4. County of Okaloosa, GEC
  5. County of Leon, GEC
  6. County of Sarasota, GEC
  7. County of Citrus, GEC
  8. County of Broward, ENV

The Firm's Engineering, Architectural, and Planning capabilities include:

- |  |   |
|--|---|
| <input type="checkbox"/> Architecture                                | <input type="checkbox"/> Electrical                                       |
| <input type="checkbox"/> Specifications                              | <input type="checkbox"/> Civil  |
| <input type="checkbox"/> Environmental                               | <input type="checkbox"/> Structural                                       |
| <input type="checkbox"/> Construction Management                     | <input type="checkbox"/> Hydraulics                                       |
| <input type="checkbox"/> Program Management                          | <input type="checkbox"/> Costing  |
| <input type="checkbox"/> Design-Build                                | <input type="checkbox"/> PD&E   |
| <input type="checkbox"/> Planning                                    | <input type="checkbox"/> Route/Corridor Studies                           |
| <input type="checkbox"/> Project Development & Environment Studies   | <input type="checkbox"/> Structure Design                                 |
| <input type="checkbox"/> Location/Hydrographic Surveys               | <input type="checkbox"/> Roadway Design                                   |
| <input type="checkbox"/> Bridge Inspection                           | <input type="checkbox"/> Signing/Signalization Plans                      |
| <input type="checkbox"/> Bridge Widening and Rehab. Design           | <input type="checkbox"/> Foundation Design                                |
| <input type="checkbox"/> Pavement Design                             | <input type="checkbox"/> Hydraulic Design                                 |
| <input type="checkbox"/> Feasibility Study                           | <input type="checkbox"/> Traffic Control Plans                            |
| <input type="checkbox"/> Traffic Study and Analysis                  | <input type="checkbox"/> Roadway Lighting Plans                           |
| <input type="checkbox"/> Utility Relocation Plans                    | <input type="checkbox"/> Urban and Regional Planning                      |
| <input type="checkbox"/> Urban Design                                | <input type="checkbox"/> Master Planning/Land Use                         |
| <input type="checkbox"/> Landscape Design                            | <input type="checkbox"/> Economic Analysis                                |
| <input type="checkbox"/> Environmental Engineering                   | <input type="checkbox"/> Land Development                                 |
| <input type="checkbox"/> Public Works Management                     | <input type="checkbox"/> Rural and Regional Development                   |
| <input type="checkbox"/> Environmental Assessment and Impact Studies | <input type="checkbox"/> Water/Sewer Systems                              |
| <input type="checkbox"/> Flora and Fauna Studies                     | <input type="checkbox"/> Wetland Delineations and Assessments             |
| <input type="checkbox"/> Biological Sampling/Monitoring              | <input type="checkbox"/> Endangered Species Survey                        |
| <input type="checkbox"/> Environmental Analyses                      | <input type="checkbox"/> Environmental Permitting and Regulatory Analyses |
| <input type="checkbox"/> Terminal Area Studies                       | <input type="checkbox"/> Maintenance/Storage Hangars                      |
| <input type="checkbox"/> Access Control Security Systems             | <input type="checkbox"/> Lighting   |
| <input type="checkbox"/> Land Acquisition Assistance                 | <input type="checkbox"/> Vehicular Parking Facilities                     |
| <input type="checkbox"/> Drainage Improvements                       | <input type="checkbox"/> Access Roadways                                  |
| <input type="checkbox"/> Municipal Design (water/sewer)              | <input type="checkbox"/> Approach Clearing                                |
| <input type="checkbox"/> Community Involvement                       | <input type="checkbox"/> Railways   |
| <input type="checkbox"/> Harbors                                     | <input type="checkbox"/> Waterways  |
| <input type="checkbox"/> Airports                                    | <input type="checkbox"/> Computer Services                                |



Baker provides engineering, architecture, design, planning, and construction management services for our clients' most complex challenges worldwide. The skills, talents, and knowledge of our people are the real value in the innovative solutions we provide to a broad spectrum, of clients' needs.

The following list contains successful project experience with other municipalities in Florida:

#### 50TH STREET AT FOWLER AVENUE INTERSECTION IMPROVEMENT

Tampa, Florida

Client: City of Tampa | Year: 2013

The scope of services included the design of a new sidewalk along 50th Street and intersection improvements at 50th Street and Fowler Avenue in the City of Tampa, Florida. The improvements included new turn lanes, new shoulders, new street signage and marking, milling and resurfacing of 50th Street, concrete sidewalks, and pedestrian crossings. The sidewalk is adjacent to 50th Street and fills in a portion of the existing swales. The



existing swales provided conveyance for the runoff from the roadway and adjacent properties. The existing swales also provided treatment per the existing SWFWMD permit. The swales were modified to convey the runoff to the outfall location and to meet SWFWMD's treatment requirements. A SWFWMD permit exemption application was prepared for the project improvements and SWFWMD determined the project to be exempt from permitting. The slopes of the swales were designed to meet the clear zone requirements. The proposed swales also were designed so that the utilities had the required pipe cover. New stormwater pipes and mitered end sections were proposed adjacent to 50th Street as a result of the filling within the adjacent swales. A northbound turn lane on 50th Street was added for the through and right-turn vehicular movements. A southbound turn lane on 50th Street was added for the right-turn vehicular movement. The existing eastbound left-turn lane on Fowler Avenue was lengthened to add additional storage in the queue length. Detailed Traffic Control Plan Notes were prepared with safety and constructability in mind. All sidewalk and pedestrian driveway crossings were designed so that they are compliant with ADA and the Florida Accessibility Code. Coordination with the utility companies, including Verizon, Tampa Water Department, Bright House Networks,

and Teco Peoples Gas, was completed to design the proposed utility improvements and adjustments with the utility conflicts in mind. A Signing and Marking Plan was created for all of the new signs and markings for the new pavement and to improve pedestrian and bicycle safety along the roadway. The project included signalization of the pedestrian pole improvements as a result of the new turn lanes and sidewalks. Construction was highly successful.

## BIKE TRAIL DESIGN, 108TH AVENUE AND TREASURE ISLAND CAUSEWAY INTERSECTION IMPROVEMENTS AND MILLING AND RESURFACING OF LOCAL ROADS

Treasure Island, Florida

Client: City of Treasure Island | Year: 2013

The scope of services included the design of a new recreational path and bike lanes along 104th Avenue from Gulf Boulevard to Treasure Island Causeway and milling and resurfacing of downtown roads in the city of Treasure Island, Florida. The improvements included new street signage and marking, solar panel pedestrian detector and sign, bike lanes, concrete recreational paths and pedestrian crossings. The recreational path and bike lanes were



designed to ensure pedestrian and bicycle safety along Treasure Island Causeway and 104th Avenue, as this busy network provides access to and from beach access in Treasure Island. Grading was proposed to alleviate current ponding issues along 104th Avenue to ensure that the roadway will have positive flow and outfall. A SWFWMD permit exemption application was prepared for the project improvements and SWFWMD determined the project to be exempt from permitting. Pavement design was prepared for 104th Avenue and 108th Avenue. All sidewalk and pedestrian driveway crossings were designed to be compliant with ADA and the Florida Accessibility Code. The intersection of 108th Avenue and Treasure Island Causeway was improved for vehicular safety by modifying the turning movements from 108th Avenue to Treasure Island Causeway, and from Treasure Island Causeway to 108th Avenue and 104th Avenue, respectfully. A detailed Signing and Marking Plan was prepared to enhance pedestrian and bicycle safety along the roadway, particularly at the intersection of 104th Avenue, Treasure Island Causeway and 108th Avenue. Custom Treasure Island Beach Access Signs were designed to match the aesthetic appeal for



consistency throughout the city. Solar panel pedestrian detectors and signs were implemented to improve pedestrian movements throughout the project. Special attention was paid to engineer's estimates to ensure that the project fell within the City's budget. Baker prepared the Bid Package with alternates to provide the City maximum flexibility in meeting the goals of the project and available funding. Baker performed construction administration to ensure the project was built to the plans and specifications. The project was successfully constructed.

## DALE MABRY SIDEWALK IMPROVEMENTS

Tampa, Florida

Client: Florida Department of Transportation – District 7 | Year: 2010

The scope of services included the design of new concrete sidewalks and boardwalks along Dale Mabry Highway in the City of Tampa, Florida. The improvements included new street signage and marking, boardwalks, stormwater improvements concrete sidewalks and pedestrian crossings. The sidewalk is adjacent to Dale Mabry Highway and fills in a portion of the existing swales. The existing swales provided conveyance for the



runoff from the roadway and adjacent properties. The swales were designed to convey the runoff to the outfall location and to meet SWFWMD's requirements. A SWFWMD permit was prepared for the projects improvements and approved through SWFWMD. Portions of the existing swales were considered surface waters by the United States Army Corp of Engineers. Baker delineated the surface waters. The slopes of the swales were designed to meet the clear zone requirements. The proposed swales also were designed so that the utilities had the required pipe cover. Concrete flume inlets were designed to alleviate ponding along the project. A Traffic Control Plan was prepared with safety and constructability in mind. All sidewalk and pedestrian driveway crossings were designed to be compliant with ADA and the Florida Accessibility Code. Coordination with the utility companies including Verizon, Hillsborough County Water Department, Bright House Networks, and Teco Peoples Gas were completed to design the proposed utility improvements and adjustments based on the utility conflicts. A Signing and Marking Plan was prepared for all of the new signs and markings for the new pavement and to improve pedestrian and bicycle safety along the roadway. The project included pedestrian pole improvements as a result of the sidewalks. Baker performed

construction field visits and construction tasks as required by the City. The project was successfully constructed.

## PLUMB ELEMENTARY SCHOOL TRAFFIC IMPROVEMENTS

Clearwater, Florida

Client: Pinellas County School Board | Year: 2013

The scope of services included the design of new parking lots and adjacent sidewalk and perimeter fence for Plumb Elementary for the Pinellas County School Board in Clearwater, Florida. The improvements included complete parking lots, perimeter fence and gates, new street signage and marking, concrete sidewalks and pedestrian crossings, and a stormwater management system. The project alleviated unsafe pedestrian and



vehicular circulation conditions during drop off and pick up of students. The existing stormwater system was redesigned and approved by SWFWMD. The existing stormwater system along Lakeview road was to be isolated from the school's internal stormwater system, so that the runoff from the existing roadways discharge directly to Allen's Creek as in the existing condition. Curb and gutter were used to direct the runoff into the inlets along Lakeview Road. Drainage spread calculations were prepared to ensure that there is no ponding along Lakeview Road for vehicular safety. A stormwater conveyance system was designed to convey the runoff from the Plumb Elementary parking lots to the modified stormwater pond. The stormwater pond was modified to treat and attenuate the runoff. Underdrains were incorporated to draw down the treatment volume within SWFWMD requirements. The stormwater pond was built to treat for pollutant loading, which includes Nitrogen and Phosphorous loading. A new control structure was instituted to limit the post development discharge rate to that of the pre-development discharge rate. The proposed stormwater pipes were conceived to limit the amount of utility conflicts. A SWFWMD permit application has been prepared and approved by the SWFWMD for the project improvements. Rip rap was designed at the mitered end section at the proposed pond for energy dissipation and erosion control. A stormwater pollution prevention plan was prepared. Pavement design was prepared for the parking lots. All sidewalk and pedestrian

driveway crossings were incorporated to be in compliance with ADA and the Florida Accessibility Code. Coordination with the utility companies, including Pinellas County Water and Sewer Utilities, Verizon, Progress Energy, Clearwater Gas System and Bright House Networks, was done to design the proposed utility improvements and adjustments based on the utility conflicts. A Signing and Marking Plan was prepared for all of the new signs and markings for the new pavement and to improve pedestrian and bicycle safety along the roadway. Cost estimates were prepared for the Pinellas County School Board to ensure that the project met the Pinellas County School Board's budget. Baker performed construction field visits and construction administration tasks as required by Pinellas County School Board. The project was successfully constructed.

#### BLIND PASS ROAD AND 70TH AVENUE

St. Pete Beach, Florida

Client: City of St. Pete Beach | Year: 2014

The scope of services included the design of a new roadway and drainage system along Blind Pass Road from Gulf Boulevard to 75th Avenue and 70th Avenue from Blind Pass Road to Boca Ciega Drive in the City of St. Pete Beach, Florida. Blind Pass Road is a streetscape and traffic calming project. The improvements included complete streets, pedestrian style lighting, streetscape, new street signage and marking, bike lanes, concrete sidewalks and pedestrian crossings. A new, large stormwater system was proposed to alleviate current ponding issues along Blind Pass Road and adjacent FDOT roadways by enlarging the existing conveyance system. Two 60"x38" elliptical storm pipes were designed to outfall the runoff at the new seawall that discharges to Boca Ciega Bay. New stormwater inlets were placed to collect the runoff from the roadway and adjacent properties to alleviate the existing ponding. The stormwater inlets were also designed so the dual 60"x38" elliptical pipes would be connected to a single inlet bottom. A tidal gate was proposed at the seawall as an energy dissipater. A Sovereignty Lands Letter of Consent was prepared for the proposed improvements in sovereign submerged land which includes the soil preparation and rip rap. A Phasing and Maintenance of Traffic Plan was prepared with safety and constructability in mind, as the construction of the proposed stormwater and utility pipes closed half of Blind Pass Road down at a time and all of 70th Avenue during a period of time. An environmental investigation was done to verify that there was no seagrass within the proposed project limits. A stormwater pollution prevention plan was prepared. Pavement design was prepared for Blind Pass Road and 70th Avenue. All sidewalk and pedestrian driveway crossings were designed so that they were compliant with ADA and the Florida Accessibility



Code. Extensive coordination with the utility companies, including Pinellas County Water and Sewer Utilities, Verizon, Progress Energy, and Teco Peoples Gas, was completed to design the proposed utility improvements and adjustments based on the utility conflicts. FDEP water and sewer applications were prepared for the relocation of the water mains and sewer mains. A Signing and Marking Plan was prepared for all of the new signs and markings for the new pavement and to improve pedestrian and bicycle safety along the roadway. Engineer's estimates were prepared for the City to ensure that the project fell within the City's budget.

## Douglas J. Hambrecht, P.E.

### Project Manager

#### General Qualifications

Mr. Hambrecht is a well-rounded engineer with a strong technical background developed from a wide variety of civil engineering projects. He has experience in most aspects of project planning, civil design, and construction. His interpersonal skills allow him to effectively interact with his project team and provide clear guidance and communication with the project owner. He has the ability to manage large projects and focus on the big picture while on another project, be very attentive to details and focused on quality and accuracy of the delivered product.

#### Experience

**City of Zephyrhills, Florida.** Project Manager. Responsible for numerous projects including the Greenslope Drive Extension Project, the addition of City sidewalks for Greenslope, and the design of the Streetscape Project involving brick paver sidewalks, landscaping, parking lots and decorative lighting. Also, served as Construction Manager for all projects.

**Riverbanks Zoo, Columbia, South Carolina.** Lead Engineer and Project Manager. Responsible for \$900,000 design of new alignment and also managed construction. Project included two creek crossings, numerous permits (environmental, state, utility, local) and extensive rock blasting and excavation.

**U.S. 90, Leon County, Florida.** Project Engineer. Responsible for the design of storm drainage systems for a 4-mile multilane roadway improvement project.

**Lexington County, South Carolina.** Project Manager. Responsible for a \$3.8 Million paving and resurfacing program. Duties included horizontal and vertical alignments, pavement design, road design, drainage design, public meetings, preparation of construction documents, coordination of right-of-way acquisition, construction administration and inspection. Over the course of three years, 22 dirt roads were designed for a paved surface.

**Richland County, South Carolina.** Project Manager. Responsible for a \$6.0 Million paving and resurfacing program. The program included numerous roadway and drainage improvement projects. The tasks involved all aspects of design from PD&E to final plans, traffic analysis, permitting, construction administration and inspection. Total project duration was four years.

**Charleston County, South Carolina.** Project Manager. Responsible for the design of 6 roadway projects involving the paving of dirt roads.

**Town of Irmo, South Carolina.** Project Manager. Responsible for numerous roadway and sidewalk improvement projects.

**U.S. Silica Sand Inc., Gaston, South Carolina.** Project Manager. Responsible for a one-mile road relocation project involving roadway design and the evaluation of several tunnel options to service the mining operation.

**Years with Baker:** 19

**Years with Other Firms:** 1

#### Degrees

B.S., 1995, Civil Engineering, State University of New York at Buffalo

A.A.S., 1990, Aerospace Technology, State University of New York at Farmingdale

#### Licenses/Certifications

Professional Engineer, Florida, 2001, 57145

**Charleston County, South Carolina.** Project Manager. Responsible for 16-intersection improvement projects throughout the County. The design tasks included traffic feasibility studies and schematic interchange layouts.

**Berkeley County, South Carolina.** Project Manager. Responsible for 10 road paving projects and County resurfacing projects.

**U.S. Route 78, Charleston, South Carolina.** Project Engineer. Responsible for developing traffic control plans/construction sequencing for the US Route 78/I-26 interchange improvements project and the Phase II project which included the extension of U.S. 78 to U.S. 52. The project involved the widening of U.S. 78 from 2 to 5 lanes and 2 major intersections involving ramps, bridges, and interstate widening.

**Palmetto Parkway, Ladson Industrial Park, Charleston County, South Carolina.** Design Engineer. Responsible for roadway drainage design for a 2-mile two-lane roadway on new location.

**Greenville Western Corridor, Greenville, South Carolina.** Project Engineer. Responsible for phasing plans for the widening/relocation of a major roadway in a downtown environment.

**S.C. 161 Improvements, Rock Hill, South Carolina.** Design Engineer. Responsible for the preliminary geometry, drainage, and superelevation design for a four-lane urban section with curb and gutter.

## Gerald A. Dabkowski, P.E.

### Vice President

#### General Qualifications

Mr. Dabkowski is responsible for assuring complete client satisfaction in all aspects of traffic, planning, and civil engineering. Satisfaction means a very clear scope of service by all parties, assigned personnel that are experts in the field of scope, a realistic schedule that will meet the clients' needs, reasonable fees that follow the industry standards, a quality control process that is tailored to the scope, a finished product that the client will be proud of and finally, a positive reply from clients that will be proud to share.

#### Experience

**Douglas Avenue Arts District Streetscape Parking Lot Conceptual Design, Dunedin, Florida.** *City of Dunedin.* Project Manager. Responsible for Public Outreach, Commission presentations, and overall management of the project. Baker developed a streetscape rendering for Douglas Avenue from Grant Street to Skinner Boulevard and provided a conceptual design for a parking lot that could be used for special events or parking for local businesses, serve as a connection to the parking lot with the Pinellas Trail, and improve pedestrian safety along Douglas Avenue. Baker also developed a marque-archway design that would help define and frame the "Arts District" of the city. Baker assessed the needs of the city and local businesses and developed multiple preliminary concepts for a new parking lot, linear park connections, and streetscape improvements.

**County-wide Neighborhood Traffic Calming Program, St. Johns County, Florida.** *St. Johns County, Florida.* Project Manager. Responsible for Public Outreach, Commission presentations, and overall management of the project. Baker provided program management, public meeting facilitation, planning, design, and construction inspection of the county's Neighborhood Traffic Calming (NTC) program. Projects included the Cypress Lakes and Captain's Pointe Neighborhoods, Dondanville Road, and Reef Drive.

**Downtown CCTV Camera Installation, Tampa, Florida.** *City of Tampa, Florida.* Project Manager. Baker was the prime engineer for design locations for CCTV cameras for the Republican Convention held in Tampa, Florida. Baker prepared intelligent transportation system plans for the installation of approximately 50 closed circuit television cameras throughout the downtown district. Baker submitted engineering plans to install the CCTV cameras for further review and approval. The client had funding to construct the project as soon as approval was granted and right-of-way use permits were issued by the city transportation department, or general permits were approved by the FDOT, with respect to each camera location.

**Beach drainage construction phase.** *City of Keystone Heights (Florida).* Project Manager. Reviewed and designed a drainage system for the city park.

**Geometry review 75th Ave.** *George F. Young Inc.* Project Manager. Reviewed traffic data to ensure truck traffic can maneuver around the new geometry.

**Bike Trail - Sidewalk Extension Proposal.** *City of Dunedin.* Project Manager. Provided trail design services around the park near pool site.

**Years with Baker:** 5

**Years with Other Firms:** 30

#### Degrees

B.S.C.E., 1979, Traffic Engineering/Transportation Engineering, University of Florida

#### Licenses/Certifications

Professional Engineer - Civil, Florida, 1985, 34810

**Holmes-Walsingham Inters Urban.** *Holmes Architects.* Project Manager. Provided design services on traffic signal concepts for the City.

**City of Ocala PW Stormwater.** *City of Ocala, FL.* Project Manager. Provided design for stormwater pond Ocala, Florida.

**Ocala - Roadway/Site Anlys.** *City of Ocala, FL.* Project Manager. Reviewed the route for a new road next to I-75.

**Roadway/Site Analysis/PM FS.** *City of Ocala, FL.* Project Manager. Responsible for wayfinding design and construction inspection.

**Safety study at school crossing 580/Main/Bass.** *City of Dunedin.* Project Manager. Reviewed the safety aspect of children crossing a state road under signal control.

**Sample 4 Existing Traffic Signals.** *City of Gainesville, FL.* Project Manager. Investigated 4 sample signals for additional loadings of signs.

**General Consulting Services.** *City of St. Pete Beach.* Project Manager. Provided general consulting services for the City.

**Mast Arm Field Review.** *City of Gainesville.* Project Manager. Reviewed mast arms for structural damage and needed repairs.

**Michigan Bike Trail Design.** *City of Dunedin.* Project Manager. Designed an 8 foot wide trail along the south side of Michigan Boulevard.

**City of Keystone Pavement Rehab 2012.** *City of Keystone Heights (Florida).* Project Manager. Reviewed pavement needs.

**Keystone Pavement Management Plan 2013.** *City of Keystone Heights (Florida).* Project Manager. Reviewed pavement asset needs. Rehabilitation of Nightingale Street, SE Cypress Avenue intersection improvements at State Road 100, and NW Berea Avenue. The project also included several stop gap repairs around inlets and sign replacements for the City of Keystone Heights.

## Gregg B. Hamm, P.E.

### Civil Engineer

#### General Qualifications

Mr. Hamm has a broad range of experience which includes stormwater design and geometric design of roadways. He has an extensive knowledge of FDOT and municipal standards and he has used this knowledge on over 100 civil projects with various Airports, Municipalities, State Agencies and Private Developers in Florida. He has attended various pre-application meetings with the agencies to determine the design criteria and his experience also extends to the preparation of quantities, cost estimates, and engineers estimates.

Mr. Hamm has also prepared stormwater management reports and applications which include stormwater pollution prevention plans, pre-development maps, post-development maps and flood plain compensation calculations. He has performed drainage calculations for stormwater management systems with the use of ICPR and POND5 programs; he has experience with the design of water and wastewater utilities and he has worked on spill preventions, and control and countermeasures plans. He has also prepared permit applications through various municipalities, FDOT, SWFWMD and FDEP.

#### Experience

**Ocala Gaslight.** *City of Ocala, Florida.* Design Engineer. Helped with the geometric layout and design. Helped with the stormwater design.

**Blind Pass Road.** *City of St. Pete Beach.* Design Engineer. Helped with the stormwater layout of the stormwater system designed by another engineering firm. Helped with the utility layout and design.

**JIA Employee Parking Lot and Entrance Road.** *Jacksonville Aviation Authority.* Design Engineer. Helped with the geometric layout and design.

**Clarion Hotel Entrance.** *Jacksonville Aviation Authority.* Design Engineer. Helped with the geometric layout and design.

**USCG STA Fort Lauderdale SPCC. U.S. Coast Guard.** Design Engineer. Site inspection for spill prevention, control and countermeasures. Reviewed the spill prevention, control and countermeasures plan.

**Project Homerun Roadway and Site Analysis.** *City of Ocala, Florida.* Design Engineer. Helped with determining site locations for Project Homerun. Helped determine quantities and cost estimates for the project sites.

**Roadway and Parking Lot Improvements, St. Petersburg Clearwater International Airport.** Design Engineer. Worked on the drainage report, ERP application and construction drawings which involved modifying an existing permit. Provided geometric design for the project. Used the POND5 program to size the filtration system. Used ICPR to do the stormwater modeling for the site.

**Dale Mabry Sidewalk, FDOT District Seven, Hillsborough County, Florida.** Drainage Engineer. Attended the pre-application meeting in order to obtain the Southwest Florida Water Management District's (SWFWMD) drainage

**Years with Baker:** 7

**Years with Other Firms:** 5

#### Degrees

B.S.C.E., 2003, Transportation,  
University of Wisconsin at  
Platteville

#### Licenses/Certifications

Professional Engineer - Civil,  
Florida, 2009, 69760

FDEP Stormwater Erosion &  
Sedimentation Control In, Florida,  
2004, 6610

requirements. Reviewed the existing ERP to determine SHW and compiled the stormwater management report and Environmental Resource Permit for SWFWMD permitting process. Worked with the roadway designer to verify that the net fill did not exceed the net cut within the ditches. Completed a field visit to verify that there were no conflicts with existing structures, utilities, etc.

**Storm Drain Repair at Leo Kidd Avenue.** *City of Port Richey.* Drainage Engineer. Provided plans for storm drain repair at Leo Kidd Avenue. Helped permit through SWFWMD and assisted on the stormwater calculations.

**Plumb Elementary Schools, Pinellas County Schools.** Drainage Engineer. Help permit through SWFWMD and assisted on the stormwater calculations. Help provide geometric design for this project which included parking lot and a stormwater management system.

**Pavement Design for Parking Lots at Treasure Island, Florida.** *City of Treasure Island.* Design Engineer. Help create the typical sections and specifications for the parking lots.

**Bike Trail Design, 108th Avenue and Treasure Island Causeway Intersection Improvements and Milling and Resurfacing of Local Roads at Treasure Island Florida.** *City of Treasure Island.* Design Engineer. Help provide geometric design for this project, in addition to getting a permit exemption through SWFWMD.

**50th Street and Fowler Avenue Improvements, City of Tampa.** Drainage Engineer. Responsible for stormwater design for 50th Street and Fowler Avenue improvements which includes turn lane improvements, sidewalk, and relocation of stormwater management system. Help permit through SWFWMD and assisted on the stormwater calculations.

**McMullen Road Sidewalk Project, FDOT.** Drainage Engineer. Completed RAI comments from SWFWMD. Determined flood elevations from the Hillsborough County SWMM Model. Help calculate floodplain impact/compensation. Put together supplemental stormwater management report for SWFWMD RAI comments. Received approval from SWFWMD.

**One-Way Couplet Traffic Analysis, St. Pete Beach, Florida.** *City of St. Pete Beach.* Engineer. Helped with design of concept and geometric layout. Baker provided traffic analysis of a "one-way-couplet" concept for two streets in the city's downtown business district to assist in encouraging economic growth.



## Hamed Jafarian, P.E.

### Civil Engineer

#### General Qualifications

Mr. Jafarian has worked on over 50 civil projects for multiple Airports, Municipalities, State Agencies, and Private Developers in Florida and throughout the southeast.

Engineering duties include preparation of stormwater pollution prevention plans, pre- and post-development maps, and flood plain compensation calculations. Mr. Jafarian has also help prepare stormwater calculations, stormwater pollution prevention plans, pre-development maps, and post-development maps. He has experience with utility design.

#### Experience

##### **Roadway and Parking Lot Improvements Phase 2. Pinellas County, Florida.** *St. Petersburg-Clearwater International Airport.* Civil Associate.

Design of miscellaneous airport roadway rehabilitation and parking lot expansion work and new airport landside terminal signage. Key elements of the project included overlay of the terminal curbside, Airport Parkway, conversion of an employee to a commercial curbside for taxis and shuttle vans, construction of a new employee parking lot for UPS, replacement of all the landside terminal area signage, including 2 new overhead signs with LED signs to be integrated with the airport's flight information display system. Design began in September 2010 and was completed in May, 2011. Construction began in September 2011 and is scheduled to be completed in April, 2012 at cost of \$1,200,000.

**One-Way Couplet Traffic Analysis.** *City of St. Pete Beach.* Assisted on providing traffic analysis of a "one-way-couplet" concept for two streets in the city's downtown business district to assist in encouraging economic growth. Baker conducted a traffic analysis using Synchro software to determine the impacts of such an operational change for the 2015 build year and for the year 2035. The study also considered emergency evacuation routes, Multimodal Transportation District (MMTD) issues, right-of-way identification of all roadways, corner truck turning radii issues, business operating names on aerial maps, existing bicycle lanes and pedestrian crossings, current and future roadway ownership issues, on-street parking opportunities, and public outreach.

**Plumb Elementary Schools.** *Pinellas County Schools.* Civil Engineer. Assisted on the stormwater calculations and geometric design for this project which included three parking lots and a stormwater management system. Reviewed as-built survey plans to provide record drawings for the owner.

**Employee Parking Lot Entrance Road.** *Jacksonville Aviation Authority.* Civil Associate. Responsible for preparing construction drawing. 2014; \$39K.

**CCTV Camera.** *City of Tampa Transportation Department.* Civil Associate. Responsible for preparing location and mounting detail plans for installation of more than 60 new CCTV cameras in downtown Tampa.

**Ocala Gaslight.** *City of Ocala, Florida.* Civil Associate. Responsible for preparing conceptual drawings for the court house parking link. 2014; \$64K.

**Years with Baker:** 9

**Years with Other Firms:** 2

#### Degrees

B.S.C.E., 2002, Civil and Structural Engineering, Azad University, Iran

#### Licenses/Certifications

Engineer-In-Training, California, 2010, 138947

FDEP Stormwater Erosion & Sedimentation Control In, Florida, 2009

Professional Engineer, Florida, 2013, 76516

Professional Engineer, Georgia, 2014, PE039012



**Pavement Design for Parking Lots at Treasure Island Florida.** *City of Treasure Island.* Civil Associate. Responsible for creating the typical sections and specifications for the parking lots.

**Bike Trail Design, 108th Avenue and Treasure Island Causeway Intersection Improvements and Milling and Resurfacing of Local Roads at Treasure Island Florida.** *City of Treasure Island.* Civil Associate. Responsible for providing geometric design of the project, in addition assisted on getting a permit exemption through SWFWMD.

## Arthur H. Burton, Jr.

### Construction Manager

#### General Qualifications

Mr. Burton is a detail-oriented, analytical and highly motivated professional offering many years of success in civil engineering, vertical construction, transportation, FAA, federal and state-funded and environmentally sensitive projects, 15 years of which Mr. Burton served as the primary senior inspector. He consistently delivers complex, large-scale projects on time and within budget. He is an accomplished turnaround specialist with exceptional project turnaround skills and recovery strategies. He assumes decision-making reins of troubled projects and guides them through setbacks and into success. He is an adaptable manager who is well-versed in contract negotiations, project estimating, resolving impending design problems, and building and code regulations. He is a highly skilled communicator with the proven ability to build consensus and liaise with parties involved to ensure all the elements of a project coordinate and dovetail with organizational objectives. Mr. Burton is a dependable team player who interacts with and works well with laborers, tradesmen, architects, engineers, and owners.

#### Experience

**North Aviation Development, Savannah, Georgia.** *Savannah Airport Commission.* Resident Inspector. Project consists of 1200' highway tunnel under bridged taxiway, new taxiway H and bridge, development of 44 acre corporate lease area and 22 acre aviation manufacturing area, extension of existing taxiway A, one 20 acre detention pond, one 6 acre retention pond, new electrical vault, new taxiway lighting, new approach end lighting for existing runway, re-aligning existing Gulfstream Road, re-alignment existing 16" watermain, associated stormwater, new 30' deep lift station handling ½ million gallons per day servicing the tunnel. Personally responsible for the prosecution of Quality Assurance Testing, all horizontal construction inspections including pile driving, mass concrete, bridge pilings and beams, roadway construction, stormwater systems, dewatering systems, shoring systems, concrete plant, water and sewer systems, lift stations, taxiway construction, airfield electrical, and fabriform installation. Responsibilities included reporting directly to the Executive Airport Director and coordinating with the airport's Director of Engineering.

**Fuel Farm Canopies and Security Improvement Design, Florida.** *Northwest Florida Regional Airport.* Construction Manager responsible for constructibility review, coordination with design engineers, preparation of bid documents, conducting pre-bid meeting, pre-construction Meeting, review, and qualifications of bids. The project consisted of structural steel coverings over the offloading and loading areas at the fuel farm and a third shelter over the emergency generator. These canopies were designed to provide shade and protection from the elements during fueling operations. The loading area consisted of a cantilever canopy (24'x40') and the offloading area for the larger tanker trucks was a gable type roof (62'x32'). Three Pan, Tilt, Zoom cameras were added to the east side development. One at the fuel farm, one at the front of the rental cars maintenance bays, and one at the east side of the rental car overflow lot. At the east terminal ramp gate, existing card readers were upgraded to dual height card readers (2 total) at both lanes of the entrance.

**Years with Baker:** 6

**Years with Other Firms:** 20

#### Degrees

Diploma, 1973, Criminal Justice, South Carolina Criminal Justice Academy

Coursework, 1967, Economics/Business, Texas A&M University

Coursework, 1974, Economics/Business, College of Charleston

Coursework, 1975, Business Economics, The Citadel

Certificate, 1970, Flight Simulator Technician, Chanute Air Force Base Technical School

Coursework, 1968, Business Economics, Charleston Southern University

#### Licenses/Certifications

Private Pilot Certificate, 1991, 248843230

Construction Quality Management Certification, 2010

Certified PADI Scuba Diver, 2006

**7L-25R Runway Reconstruction, Daytona Beach International Airport, Florida.** Quality Control and Phasing Manager for the design of the runway rehabilitation and a reconstruction of 2,500' of the 50' wide keel section to the 25 approach where significant pavement distresses occurred. The project involved a strengthening of the main section by increasing the section thickness a resultant 5"-7" using variable depth milling and an asphalt overlay. Improvements to the keel involved replacing the asphalt with 15" of Portland Cement Concrete in this area. Detailed grading plans provided milled surface contours and finished grades. Phasing plans accounted for the airports different needs- to provide multiple runways for the flight schools and Embry Riddle's use as well as sufficient length and wind coverage for the airlines. This was provided by incorporating multiple phases of displaced thresholds on 7L-25R and minimizing work zones on the 16-34, the intersecting runway.

**Parcel 71 Development, Florida. *Daytona Beach International Airport.*** Construction Manager. Responsible for the overall construction administration. Duties included supervision of on site RPR, submittal reviews, responding to RFI's, change orders, construction change directives, and quality assurance. The Project consists of a 70,000 s.f. asphalt apron for future corporate hangar development. Project included two connector taxiways, airfield electrical, utility infrastructure, access roads, perimeter access control, roadway lighting, construction phasing and large concrete culvert installation.

**Apron A Construction, Palm Beach International Airport.** Construction Manager. Responsible for a new 176,000 square foot concrete apron and realignment of existing access roads, including demolition items, grading, drainage, paving, chain link fence, automated gates, associated electrical work and stormwater work.

**General Access Road Rehabilitation, Tallahassee Regional Airport.** Resident Personal Representative and Inspector. Responsible for the demolition and reconstruction of the General Aviation Access Road at Tallahassee Regional Airport. Project included extensive milling and P-401 paving operations, grading, sodding, grassing, automated gates, and redesign and construction of 800 feet of stormwater. Project responsibility also included field redesign of Capital Circle/Access Road tie-in and Fuel Farm Parking Lot.

**Terminal Apron Stormwater, Tallahassee Regional Airport.** Resident Personal Representative and inspector. Responsible for the construction of stormwater ponds surrounding the main terminal apron. Project included excavation, grading, geogrid, sodding, grassing, stormwater structures.

**Florida Department of Environmental Protection (FDEP).** 30 civil projects throughout the State of Florida for the Coastal & Aquatic managed Areas (CAMA). Construction Manager and Senior Inspector. All projects were located in Aquatic Preserves, National Estuarine Research Reserves, and the Florida Keys National Marine Sanctuary. Project dates ran concurrently from 2005-2010. Projects included the Guana-Tolomaos-Matanzas National Estuarine Research Reserve (GTMNERR) Administrative and Visitor's Center (\$ 4 Million), and the Apalachicola National Estuarine Research Reserve (ANERR) Administrative, Research, and Visitor's Center (\$ 13 Million). Responsibilities included contracting with engineering consulting firms, preparing RSFOQ's, RFP's, constructibility reviews, budgeting, NOAA Grant funding compliance, Construction Administration, Inspections, Change Orders, Construction Change Directives. 2005-2010.

**South East Mobile Automation (SEMA).** Consulting and inspections for roadways, Interstate Highways, and airports throughout the southeastern states of Florida, Georgia, Mississippi, Alabama, and Louisiana. 1997-2003.

Water, sewer, and stormwater projects within 100 mile radius of Tallahassee, Florida, for multiple underground and paving contractors as Consultant and Quality Control Inspector. 1991-1997.

Central and South America, including Belize, Guatemala, Honduras, Nicaragua, Panama, Colombia, and Peru; client was Agrimas of Guatemala. Responsibilities included survey, layout, direct supervision of construction, heavy equipment operation, and aircraft test inspections for multiple jungle airfields and pontoon bridges. 1983-1991.

# Ahmad Farahbakhsh

## Senior Designer

### General Qualifications

Mr. Farahbakhsh has extensive experience in the civil and architectural design and currently serves as a Senior Designer in Baker's Tampa, Florida Office. Mr. Farahbakhsh has experience and knowledge of geometric design of roadways. He is familiar with the preparation of quantities and preparing cost estimates.

### Experience

**Curbside Improvement Design, Sarasota Bradenton International Airport (SRQ), Sarasota, Florida.** *Sarasota Manatee Airport Authority.* Civil CADD Operator / Designer. Responsible for preparation of alternative plans for the reconfiguration and rehabilitation of the roadway in front of the airport terminal. Preparation of Construction drawings. Completion Date Estimated: 2013 (Design). Cost \$5.0M

**Clarion Hotel Entrance.** *Jacksonville Aviation Authority.* Civil CADD Operator / Designer. Helped with the geometric layout and design.

**Ocala Gaslight.** *City of Ocala, Florida.* Civil CADD Operator / Designer. Helped with the geometric layout and design. Helped with the stormwater design.

**Plumb Elementary Schools, Pinellas County Schools.** Civil CADD Operator / Designer. Help provide geometric design for this project which included parking lot and a stormwater management system.

**Pavement Design for Parking Lots at Treasure Island, Florida.** *City of Treasure Island.* Civil CADD Operator / Designer. Help create the typical sections and specifications for the parking lots.

**Bike Trail Design, 108th Avenue and Treasure Island Causeway Intersection Improvements and Milling and Resurfacing of Local Roads at Treasure Island Florida.** *City of Treasure Island.* Civil CADD Operator / Designer. Help provide geometric design for this project.

**Years with Baker:** 15

**Years with Other Firms:** 15

### Degrees

M.A., 1994, Urban/Regional Planning, University of Tehran

B.S.A.E., 1985, Architectural Engineering, Shahid Beheshti University "National University", Tehran, Iran

### Licenses/Certifications

Professional Engineer in Architecture, Iran

## **RESUME**

### **HENRY T. (HARRY) GROSS**

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Telephone Number: (727) 421-3206

LinkedIn – Harry Gross

Email Address: [harry@publicfundingservices.com](mailto:harry@publicfundingservices.com)

#### **SUMMARY OF QUALIFICATIONS**

- Self-motivated, highly industrious leader.
- Strong commitment to customer service; consensus builder with a desire for all parties in an issue to succeed; attentive to details; works with intense sense of urgency.
- Highly organized with ability to address multiple constituents, issues and projects simultaneously.
- Offers employer a strong work ethic and in-depth range of professional management and project coordination skills.
- Demonstrated ability to learn systems and projects quickly and turn assignments around in a timely manner.

#### **WORK EXPERIENCES**

##### **Management**

- Owner/President of management consulting business, developing and managing grants and funding initiatives, and assisting with management issues.
- Executive Director of non-profit foundation dedicated to intergenerational programs
- Executive Director of non-profit dental clinic for low income adults
- Managed local government operations, reporting to a five-member elected commission.
- Administered contractual law enforcement agreement.
- Counseled, evaluated, incentivized, and disciplined staff as necessary.
- Led full service park and recreation agency, including park maintenance and construction, recreation facilities and programs, special events, marina operations and golf courses.
- Managed municipal stadium for Major League Baseball spring training, including grounds maintenance, ticket sales, concession and novelty shops, and parking operations.
- Developed local government budgets at division, department and organization-wide levels.
- Served on police study task force to examine and recommend the advisability of contracting for local law enforcement.

##### **Funding**

- Secured approximately \$21 million in grants and sponsorships for local governments and non profit organizations.
- Created a naming program that raised \$165,000 for a city community center.
- Increased revenues of municipal golf course by 37% in its first year of public ownership.



## **Customer Service**

- Resolved citizen issues of every type from simple complaints to complex permitting and ordinance-related disputes.
- Streamlined, as part of an organizational task force, the permitting and site development processes of local government building and engineering departments.

## **Negotiation**

- Negotiated a \$400,000 five-year naming rights agreement for municipal minor league baseball stadium.
- Participated as city negotiating team member in the renewal of a fifteen-year MLB spring training facilities use agreement .
- Facilitated the development and adoption of a disputed and controversial noise ordinance, involving conflicting stake holders.
- Acted as negotiating team member in the creation of a license agreement for the management of a municipal golf course by private enterprise.

## **EMPLOYMENT HISTORY**

Owner-President	Public Management & Funding Services, Inc.	2009-Present
Executive Director	Our AIM Foundation	2012-present
Executive Director	Gulf Coast Dental Outreach	2012-present
Assistant City Manager	City of Dunedin, Florida	2007-2009
Interim City Manager	City of Dunedin, Florida	2006-2007
Director of Leisure Services	City of Dunedin, Florida	1993-2006
Division Director of Parks	City of Dunedin, Florida	1986-1993
Assistant Professor (Adjunct)	Schiller International University	2000-2008

## **EDUCATION**

University of South Florida	MPA	Public Administration	1994
University of South Florida	BA	English	1988
St. Petersburg Junior College	AA	General Studies	1985

## **SPECIALIZED INSTRUCTION AND TRAINING**

Microsoft Word  
Microsoft Excel  
Microsoft Power Point

## **AWARDS AND RECOGNITIONS**

Finalist, Florida League of Cities Employee of the Year	2005
City Manager's Award of Excellence, City of Dunedin, Florida	2004
Conference Chair, South East Conference on Public Administration	1999
Picot B. Floyd Public Leadership Award, Suncoast Chapter, ASPA	1994



President, American Society for Public Administration, Suncoast Chapter	1996
Key to the City, City of Dunedin, Florida	1988
Take Pride in America, National Winner for Adopt-A-Tree Program	1987

#### **VOLUNTEERISM**

Public Policy and Administration Advisory Board Member (St. Petersburg College)  
Board of Directors, Dunedin North Rotary Club  
Board of Regents, NCSU/NRPA Parks & Recreation Maintenance Management School  
Boy Scouts of America, Facilitated over 50 successful Eagle Scout projects

**City of Treasure Island**  
**Public Beach Access Restoration**  
**Attachment E**  
  
**Project Budget**

## Public Beach Access Restoration - Project Budget

<u>Budget Item</u>	<u>Amount</u>	<u>Notes</u>
Personnel		NA-Project to be contracted
Travel		NA
Equipment		NA
Supplies		NA
Contractual	300000	
Administrative	9000	This expense will be funded by the applicant
<b>Total:</b>	<b>\$ 309,000.00</b>	
Future Maintenance	\$1,500/annually	Maintenance will be funded by the applicant's Gas Tax and utility funds. The responsible entity will be the City of Treasure Island, Public Works Department.

**City of Treasure Island**  
**Public Beach Access Restoration**  
**Attachment F**

**Project Alignment with County Comprehensive Plan**

**City of Treasure Island  
Public Beach Access Restoration**

**ALIGNMENT WITH PINELLAS COUNTY COMPREHENSIVE PLAN**

This project supports the following Pinellas County Comprehensive Plan Element Goals:

**Element – Future Land Use and Quality Communities**

Goal Two: Improve the quality of life in Pinellas County by creating diverse and well-designed walkable destinations that provide choices in housing, services, workplaces and travel modes.

This project supports Goal Two by creating clearly designated and paved areas at the entrances to three public beach access points. These access approaches are minimally walkable now but when completed will be safe and easily navigated by autos and pedestrians alike.

**Element – Natural Resource Conservation and Management**

Natural Systems and Living Resources/ Goal Two: Pinellas County will conserve, protect, restore and appropriately manage its natural systems and living resources to ensure the highest environmental quality possible.

The project supports Goal Two of this Element by

Strengthened Connections to the Water/ Goal Four: Pinellas County will remain a leader in the protection and restoration of its surface waters and the dependent habitats and resources which are essential to this County's character, economy and quality of life.

By replacing the existing sand parking lots with an adequate base and brick paver surfaces, connecting the three parking lots' drainage points, and installing better piping, the sand and shell that currently washes into the drainage system will be significantly reduced and can more easily be periodically cleaned out, minimizing the likelihood that contaminants will find their way into the Gulf via the stormwater drainage system.

Promoting Environmental Stewardship/ Goal Five: Pinellas County will be a recognized leader in environmental education and local environmental stewardship.

The project support the stewardship aspect of this Element's Goal Five by reducing or eliminating potentially contaminated sand and shell from entering the stormwater drainage system.

**Element – Coastal Management**

Beaches and Dunes/ Goal Two: Pinellas County shall conserve, maintain and restore coastal beach and dune systems to balance the benefits to storm protection, recreation, and the economy with their function as a natural resource.

As noted elsewhere, the project supports the conservation and maintenance of the City's coastal beach and related ecosystems by reducing the entry of potentially contaminated sand and shell into the stormwater collection system, where it could enter the Gulf and eventually interface with the Gulf beach.

Coastal Land Use/ Goal Four: Land use designations and decisions in the coastal planning area shall be consistent with the future land use and quality communities element of this Comprehensive Plan and compatible with protection of the County's natural and historic resources, reflecting the need for long-term sustainability, continued economic vitality and consideration for the vulnerability of the County's coastal location.

From an economic standpoint, the use of these sites for public beach access parking contributes to the economic vitality of the area. Pinellas County's beaches are significant tourist attractions and the facilitation of parking and beach access is a contribution to the tourist experience.

#### **Element – Recreation, Open Space and Culture**

Strengthening Connections to the Water/ Goal Three: To strengthen public connections to Pinellas County waters and waterways through the maintenance, promotion and environmentally-sensitive expansion of recreational access.

Public beach access points are significant contributors to connecting people to our coastal waters and beaches. Providing safe and well-maintained parking at these access points facilitates that connection by enabling the public to more easily experience the County's public beaches and waterways.

#### **Element – Economic**

Goal One: To facilitate a strong and robust local economy that provides growth opportunities for existing businesses, attracts new high-wage primary employers and promotes a diverse range of industries through innovative, sustainable methods that, in a responsible manner, enhance the County's vitality and the quality of life for residents and visitors.

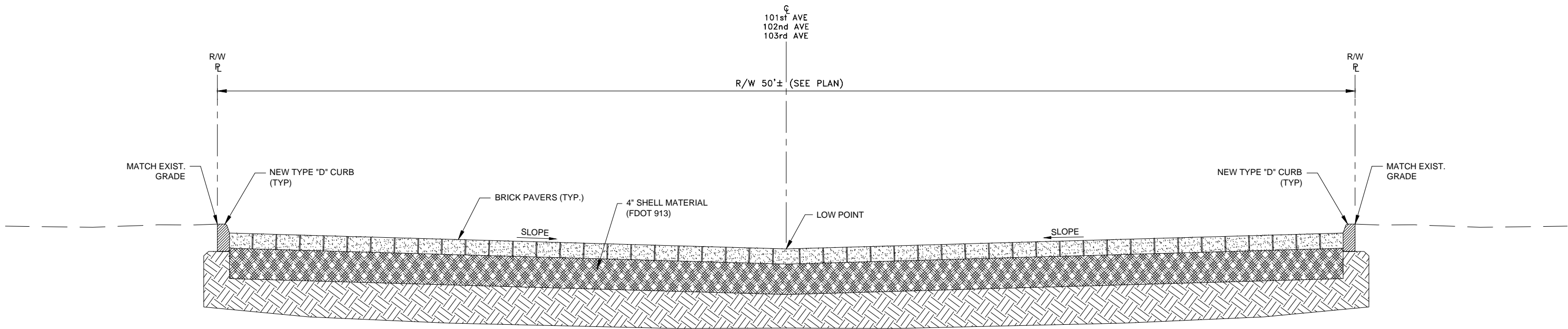
While the beach access points do not by themselves provide growth opportunities for existing and new businesses, restoration of the parking areas at these site provides a more convenient and welcoming experience for the public, enhancing the ability of people to park, and to access the nearby businesses while visiting the beaches.



**City of Treasure Island**  
**Public Beach Access Restoration**  
**Attachment G**

**Project Design Work**

X:\Treasure Island, FL\101st 102nd 103rd Ave Grant Application\CADD-dwg\003)\_TYPICAL SECT (TS-1).dwg January 09 2015 10:31



101st, 102nd and 103rd AVENUE TYPICAL SECTION  
N.T.S.



CITY OF  
TREASURE ISLAND  
FLORIDA

**Michael Baker**  
**INTERNATIONAL**  
MICHAEL BAKER JR., INC.  
5020 WEST LINEBAUGH AVE.  
SUITE 240 - TAMPA, FLORIDA 33624  
(813) 889-3892  
CORPORATE LICENSE NUMBER 28861

Designer:  
GBH  
Technician:  
DB  
Checked by:  
DH  
BAKER Project Number:  
-

Notes:

Revision No.	Description	Date	By


Project Name:  
  
101st AVE, 102nd AVE and 103rd AVE  
ROADWAY IMPROVEMENTS

Drawing Name:  
  
TYPICAL SECTION

CITY OF TREASURE ISLAND PROJECT NUMBER:	
Date: JANUARY 2015	Issue: GRANT APPLICATION
Scale: AS SHOWN	Sheet Number: TS-1







CITY OF  
TREASURE ISLAND  
FLORIDA

**Michael Baker**  
**INTERNATIONAL**

MICHAEL BAKER JR., INC.  
5020 WEST LINEBAUGH AVE.  
SUITE 240 - TAMPA, FLORIDA 33624  
(813) 889-3892  
CORPORATE LICENSE NUMBER 28861

Designer:  
GBH

Technician:  
DB

Checked by:  
DH

BAKER Project Number:  
-

Notes:

Revision No.	Description	Date	By

Project Name:

101st AVE, 102nd AVE and 103rd AVE  
ROADWAY IMPROVEMENTS


Drawing Name:

103rd AVE  
PLAN SHEET

CITY OF TREASURE ISLAND PROJECT NUMBER:	
Date: JANUARY 2015	Issue: GRANT APPLICATION
Scale: AS SHOWN	Sheet Number: P-1






	CITY OF TREASURE ISLAND FLORIDA	<b>Michael Baker</b> <b>INTERNATIONAL</b> <small>MICHAEL BAKER JR., INC. 5020 WEST LINEBAUGH AVE. SUITE 240 - TAMPA, FLORIDA 33624 (813) 889-3892 CORPORATE LICENSE NUMBER 28861</small>	Designer: GBH	Notes:	Revision No.	Description	Date	By	Project Name:  101st AVE, 102nd AVE and 103rd AVE ROADWAY IMPROVEMENTS	Drawing Name:  102nd AVE PLAN SHEET	CITY OF TREASURE ISLAND PROJECT NUMBER:	
			Technician: DB								Date: JANUARY 2015	Issue: GRANT APPLICATION
			Checked by: DH								Scale: AS SHOWN	Sheet Number: P-2
			BAKER Project Number: -									







CITY OF  
TREASURE ISLAND  
FLORIDA

**Michael Baker**  
**INTERNATIONAL**

MICHAEL BAKER JR., INC.  
5020 WEST LINEBAUGH AVE.  
SUITE 240 - TAMPA, FLORIDA 33624  
(813) 889-3892  
CORPORATE LICENSE NUMBER 28861

Designer:  
GBH

Technician:  
DB

Checked by:  
DH

BAKER Project Number:  
-

Notes:

Revision No.	Description	Date	By

Project Name:

101st AVE, 102nd AVE and 103rd AVE  
ROADWAY IMPROVEMENTS

Drawing Name:

101st AVE  
PLAN SHEET

CITY OF TREASURE ISLAND PROJECT NUMBER:	
Date: JANUARY 2015	Issue: GRANT APPLICATION
Scale: AS SHOWN	Sheet Number: P-3



**Email 2015-02-12**

**From:** Michael Helfrich  
**Sent:** Tuesday, February 10, 2015 7:31 AM  
**To:** 'Squires, Andrew P'  
**Subject:** RE: RESTORE Submittal - Public Beach Access Restoration

Andy,

The \$300,000 will fund \$30,000 in design at \$10,000 per end street and \$270,000 in construction at \$90,000 per end street.

If you have any more questions please let me know.

Thanks,

Mike H.

**From:** Squires, Andrew P [<mailto:asquires@co.pinellas.fl.us>]  
**Sent:** Tuesday, February 10, 2015 5:39 AM  
**To:** Michael Helfrich  
**Subject:** RESTORE Submittal - Public Beach Access Restoration

Hello Michael:

Thank you for the project submittal to Pinellas County. I would like clarification as to exactly what project components (e.g., design, permitting, and/or construction) will be paid for with the \$300,000 contractual costs requested?

Andy Squires, MS, CPM  
Section Manager, Coastal & Freshwater Resources  
Pinellas County Natural Resources Division  
22211 US Highway 19 North, Bldg. 10  
Clearwater, FL 33765  
Phone [\(727\) 464-4633](tel:7274644633)  
Cell [\(727\) 515-1120](tel:7275151120)  
[asquires@pinellascounty.org](mailto:asquires@pinellascounty.org)