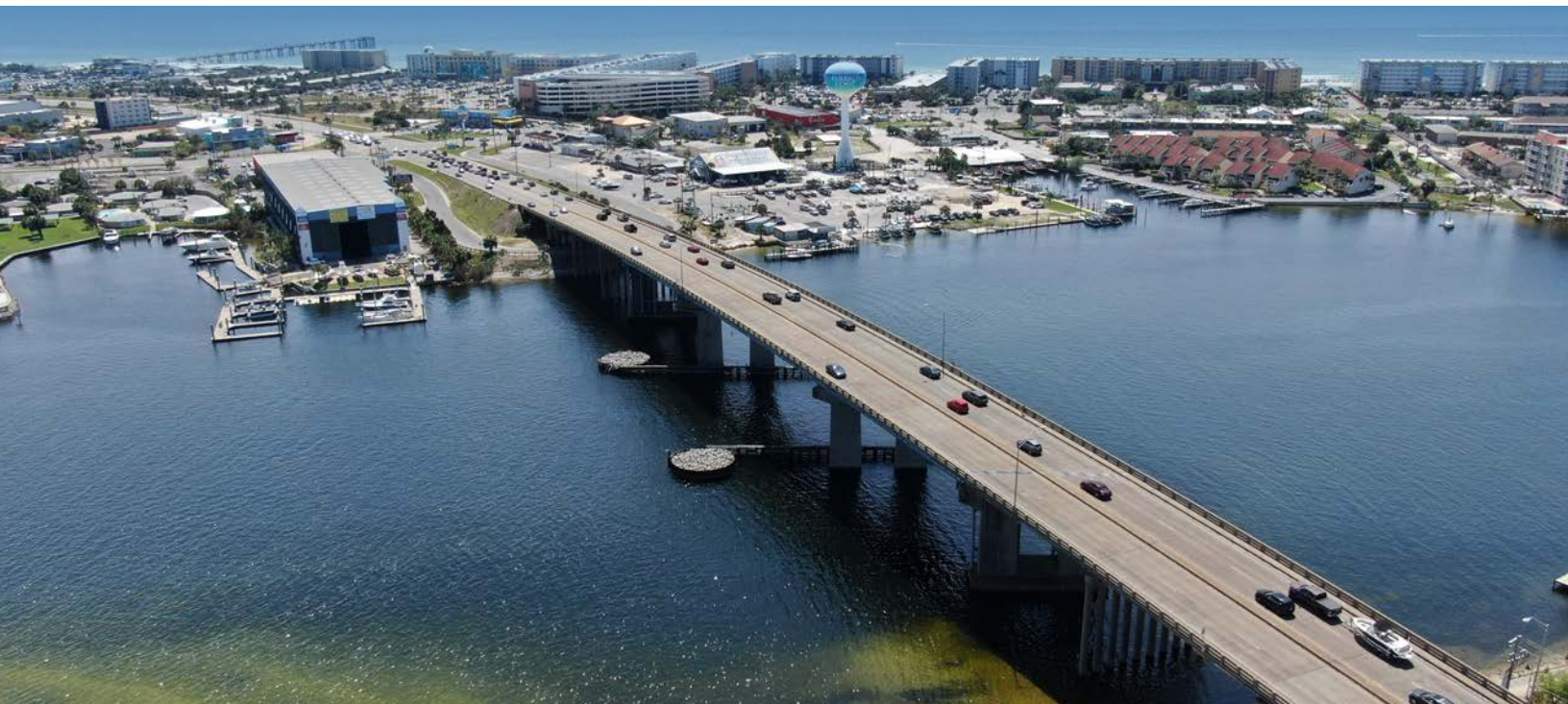
EMERALD COAST

BROOKS BRIDGE REPLACEMENT



Design-Build Team Qualifications

SKANSKA

gai consultants

KCA KISINGER CAMPO & ASSOCIATES

INDEX

The Team of Skanska USA Civil Southeast Inc. (Skanska), GAI Consultants (GAI), and Kisinger Campo & Associates (KCA) understands the unique features of this important project and the many investments District 3 has already made towards the Brooks Bridge. The project will address current structural deficiencies while building for the future – serving as a connection that will ultimately serve the community for years to come. Environmental stewardship and preservation of this navigable waterway will be key tenets of the design and construction of this important project. The Skanska Team brings unique qualifications that will allow us to achieve these goals, including:

- An integrated team that develops innovative design solutions which simplify construction, maintenance of traffic, and lessen impacts to users
- A progressive bridge optimization that improves operations and adds value to FDOT and the community
- An enhanced community involvement plan that supplements the Department's outreach efforts with renderings and 3D models that can be shared with the public and local media
- A unified environmental team that protects natural resources through design and proven field techniques

The Skanska Team stands ready to deliver this project for you with an unparalleled and trusted team of design and construction professionals who are committed to achieving quality and overall success for District 3.

SKANSKA gai consultants KCA KISINGER CAMPO & ASSOCIATES

SKANSKA

Skanska is an international construction corporation noted for successful completion of large, complex projects throughout the world. By integrating their global financial strength and management systems with the knowledge and understanding Skanska has gained in nearly 75 years of constructing some of the most challenging bridge, highway and marine construction projects in the US, Skanska has become the provider of choice for heavy civil projects for government agencies and private entities with specialized needs. Skanska was one of the first construction companies in the world to adopt the design-build construction approach, and has a proven track record in delivering successful design-build projects. This is evident in award winning projects such as the Cooper River Bridge for SCDOT ($540M); the 11th Street Bridge for DDOT ($260M); the reconstruction of I-10 over Escambia Bay Design-Build for FDOT District 3 ($255M); the Choctawhatchee Bay Bridge Design-Build for FDOT District 3 ($118M); and the I-275 Reconstruction Design-Build for FDOT District 7 ($225M) which was completed five months ahead of schedule.

gai consultants

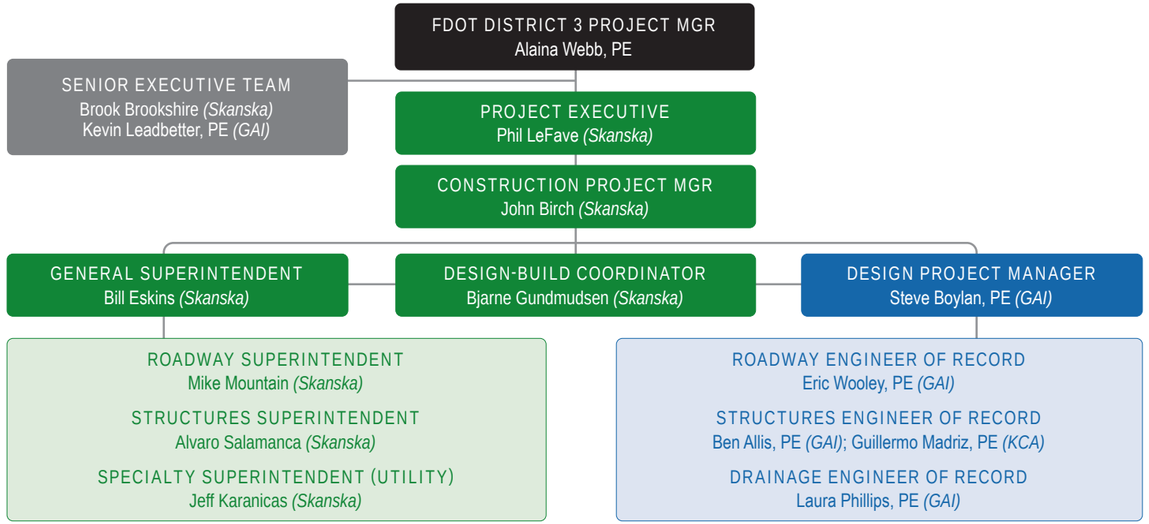
GAI Consultants, Inc. (GAI) is a 750-person, multi-discipline engineering and environmental consulting firm, with offices in more than 24 locations across the US. GAI applies practical engineering and field expertise to solve urban/rural highway and traffic challenges—and the skill brought to these projects is evident in GAI's long list of project successes. GAI has served as prime engineer on more than 50 transportation design-build projects with a total value of more than $1 Billion in the last 15 years in the State of Florida, 40 of which are for FDOT.

GAI's is committed to providing comprehensive transportation services in all phases of project development, including developing plans, specs, and reports based on creative solutions that meet the specific needs of each project— solutions that save clients valuable time and money. GAI has earned American Society of Highway Engineers (ASHE) Awards for Outstanding Engineering throughout the U.S. and is consistently ranked by Engineering News-Record as a Top 500 Design Firm.

KCA KISINGER CAMPO & ASSOCIATES

Kisinger Campo & Associates, Corp. (KCA) has a corporate office in Tampa, Florida, and regional offices throughout Florida and North Carolina. KCA has grown to nearly 300 employees, including nearly 68 Professional Engineers. KCA is consistently listed among Engineering News-Record's Top 500 Engineering Firms nationwide.

KCA's core business includes structures, roadway, stormwater, and traffic design; transportation planning; project development and environmental (PD&E) studies; bridge inspection; environmental permitting; asset management; and construction engineering and inspection (CEI). Our professional staff provides engineering studies and design, document preparation, planning, permitting, and construction inspection and management services to a wide variety of governmental and private clients.



Skanska

I-10 Escambia Bay Bridges Design-Build ($255M)
FDOT District 3

Skanska replaced the bridge structures that were damaged by Hurricane Ivan in September 2004. The $255M design-build contract committed the team to executing the entire project within 860 days, double the pace of traditional bridge construction. The new bridges were widened to three lanes, and the crossing over the Escambia Bay navigation channel now accommodates larger vessels.

- *2007 #1 Bridge – Roads & Bridges*
- *EPA Gulf Guardian award for innovative ecological work—USEPA Gulf of Mexico Program Partnership*
- *2007 FHWA Utility Outstanding Achievement Award*
- *2008 ARBTA Globe Award for environmental protection*
- *2007 PCI Best Bridge over 150 ft*
- *2008 Award of Merit, Highways, Southeast Construction*

Skanska, KCA (Peer Review Subconsultant)

Pensacola Bay Bridge Design-Build ($423M)
FDOT District 3

The Pensacola Bay Bridge is a $423M design-build project and is the largest public infrastructure project in Northwest Florida history. This 3.7 mile bridge project will replace the existing 57-year-old Pensacola Bay Bridge which is nearing the end of its useful service life. The project consists of building two new 3-mile-long bridges that feature three 12-foot-wide lanes, 10-foot-wide shoulders and a 10-foot-wide pedestrian path with steel tied arches as well as the demolition of the current bridge. The first three mile bridge was completed in early 2019, which allowed our team to switch traffic to the new bridge and demolish the old structure and commence construction of the second three mile bridge.

Skanska

Choctawhatchee Bay Bridge Design-Build ($118M)
FDOT District 3

Skanska completed construction of a new 2.4 mile long, two-lane bridge parallel to the existing Choctawhatchee Bay Bridge (SR 83/US 331). The bridge included 30" square piles with cast in place concrete footers and columns, and the spans consisted of both 72" and 96" Florida I-Beams. Skanska's precast substructure elements reduced construction activities over the water. We precast the water level footing bathtub forms and pier caps. The project included a new public park facility with boat ramps, fishing pier, parking areas, docks, and lighting.

2017 ENR Best Project

Skanska

Bridge of Lions Rehabilitation Bid-Build ($93M), FDOT District 2

The project involved the reconstruction of this historic structure, including constructing a temporary lift bridge to carry traffic during work on the existing bridge. Features included widening lanes and replacing the superstructure while maintaining the historic look of the bridge, replacing approach piers, constructing new pier and abutment foundations and replacing the bascule lift machinery.

This project was awarded the William Johnson Award by SPCC for outstanding achievement demonstrating aesthetic merit in industrial or commercial coatings work.

Skanska

SR 60/Tampa Airport Interchanges Bid-Build ($220M), FDOT District 7

Skanska was awarded this contract to construct six miles of SR 60 from I-275 to the Courtney Campbell Parkway Interchange. The project also extended one mile west to the Courtney Campbell Parkway and north to the Veterans Expressway. The project included the construction of over 20 bridges, a four level interchange and installation of extensive drainage, signal systems and lighting.

Skanska completed this project on schedule and has received multiple awards for the quality and safety of the construction.

Skanska

11th Street Corridor Design-Build ($260M), District DOT

This project involved the construction of the 11th Street bridges and the adjacent interchanges. Inbound and outbound regional movements are provided by two separate bridges, each with four lanes in one direction. Local movements are provided by a single bridge with two lanes for each direction. The local bridge provides a shared-use path for pedestrians and cyclists. The interchanges on the east side of the river (I-295) and on the west side of the river (I-695) were also reconstructed as part of this project.

- *Outstanding Civil Engineering Award - ASCE National Capital Sections*
- *Excellence in Environmental Streamlining - Federal Highway Administration*
- *Sustainability Award - ASCE*

Skanska

I-275 Reconstruction Design-Build ($225M), FDOT District 7

Skanska widened and reconstructed 4.4 miles of I-275 from east of SR 60 to the Hillsborough River. The project provided improvements to five interchanges and widened the median to accommodate future express lanes and transit. It included reconstruction and modification of 21 bridge structures, nearly 700,000 square feet of Mechanically Stabilized Earth (MSE) walls, over 1,000,000 cubic yards of imported embankment, over 10,000 linear feet of new drainage outfalls, and the demolition of 12 existing bridges. The project was completed with only three major traffic shifts within this congested urban area, with 200,000 annual average daily traffic, and completed five months early. 98.7% of construction waste was recycled and awarded the FDEP Recycling Recognition Program Honor.

- *Florida Transportation Builders' Association's (FTBA) Best in Construction – Urban Project Award*

GAI

US 1 / San Sebastian River Design-Build ($13.5M)
FDOT District 2

GAI served as prime consultant for the design and permitting of this new 4-lane bridge structure along US-1 over the San Sebastian River in historic St. Augustine. GAI provided all highway design, drainage design and permitting. The GAI Team also provided Bridge Design, MSE Wall Design, and oversight of wetland permitting. This $13.5M project had an aggressive 665-day Design and Construction Schedule with a no-excuses completion date requiring the project be completed prior to the City's 450th Anniversary Celebration.

- *2013 FTBA, Best in Construction: Design-Build category*
- *2013 DBIA-Florida, Honor Award: Transportation Category*
- *FDOT District Two's Small Project Winner: Under Budget Category*

GAI

US 231 Reconstruction Design ($7M Design Fee), FDOT District 3

GAI provided design services for the widening SR 75 (US 231) from four to six lanes from south of Pipeline Road to north of Penny Road, as well as the design of flyover ramps at SR 390/CR 2321, and at Titus Road/Star Avenue in Bay County, Florida. The design introduces two new interchanges to a suburban typical section to improve safety and operations. The project includes both open and closed systems and the design of multiple wet stormwater facilities. The project also includes twin bridges over an environmentally sensitive waterway (Bayou George) which included utility attachments and constrained work conditions. Close coordination with an adjacent railroad, major distribution centers, and numerous utilities were required for the success of this project, as this portion of road also serves as a primary evacuation route. Once constructed, this $7 million project will increase the capacity and facilitate the more efficient movement of freight, goods, residents, and tourists along this vital corridor that connects Panama City and I-10.

GAI

I-10 Widening Design ($4.8M Design Fee), FDOT District 3

This project includes 5 miles of interstate widening in rural Okaloosa County. The project includes a long bridge culvert approximately 40' below grade that is in deteriorating condition and needs to be replaced. GAI has proposed replacing this with bridges (in lieu of deep excavations and shoring) to simplify and accelerate construction. Work at an interchange (where bridges are being replaced) is directly within the flight path of a minor airfield on Eglin property. Coordination includes direct communication with the base and outlining available work times and restrictions. This project lies in the same county as Brooks Bridge and will involve many of the same players at the county level.

Fuller Warren Bridge over St. Johns River

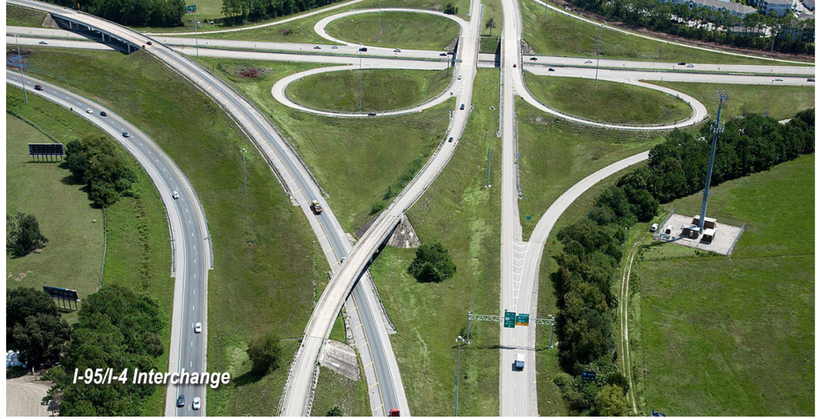
I-10/I-95 Interchange

GAI

I-10/I-95 Interchange Modifications and Fuller Warren Bridge Widening Design-Build ($117M), FDOT District 2

- Targeted operational improvements in this heavily traveled systems interchange
- The Team developed ATC concepts that saved more than $10M in construction costs
- Includes widening of the Fuller Warren Bridge over the St. Johns River to improve capacity and add a multi-use trail
- Construction of complex, curved steel structures to enhance interchange movements
- Requires intense community involvement efforts with key stakeholders such as the Riverside Arts Market
- Includes extensive concrete paving

I-95 Over Spruce Creek



I-95/I-4 Interchange

I-95/US 92 Interchange

GAI

I-95 Widening & I-4/US 92 Systems Interchange Reconstruction ($205M), FDOT District 5

- The project included the replacement of two low level bridges crossing Spruce Creek, an OFW
- Innovative concepts saved $30M in right-of-way
- Significant airport and local stakeholder involvement
- Bridge widening and replacement
- Asphalt pavement widening, milling and resurfacing
- Drainage system improvements
- Foundations for cantilever and overhead signs
- Signing and pavement marking, signalization
- ITS modifications

"Serving to deliver project objectives on-time, within budget, and overall successfully is the top priority for this Team's leadership. The regularity in which they achieved these project objectives exceeded our expectations."

Bradley Bauknecht, PE
Former FDOT District 5 Project Manager
for I-95 Widening and Systems Interchange Reconstruction

GAI (Design Subconsultant)

I-95 Express Phase 3C Design-Build ($457M), FDOT District 4

- GAI's design innovations will help streamline the construction process and increase overall safety—providing drivers with a safer, smoother ride on this high-speed, high-volume thoroughfare.
- Structural improvements involve a total of 35 bridges ranging the full gamut from concrete beams to steel girders, from new construction to widening, strengthening, retrofit, and painting, as well as miscellaneous structures such as walls, signs, signals, platforms, and fenders.
- The Pond Apple Slough dual bridges consists of 51-spans, currently being widened on the inside and outside of both directions. The bridge crosses over the South Fork New River Canal, the FPL Cooling Canal, and the Rock Pit Pond.
- The widening geometry is complex due to the varying bridge width and curved roadway horizontal geometry with superelevation transitions.
- The bridges are widened using both AASHTO and Florida I-Beams supported by cast-in-place single and multi-column concrete piers. The foundations consist mostly of non-redundant drilled shafts to minimize potential settlement issues with existing spread footings, as well as concrete piles.

GAI

Wekiva Parkway (SR 429) Segment 6 Design-Build ($234M), FDOT District 5

- Environmentally sensitive area – requiring intense agency coordination, including Section 7(A) determination through the National Park Service
- 18 bridges, three of which cross the Wekiva River, and 5,700 feet of new wildlife bridge structures
- Four-lane divided highway; two-lane service road; interchange ramps; three parallel segmental bridge structures over the Wekiva River; 15 Florida I-Beam girder bridges spanning wildlife and roadway crossings; all-electronic tolling gantry

GAI

MLK Parkway Design-Build ($30.5M), FDOT District 2

- Complex Bridges – Full spiraled 90 degree curve with 60 mph design speed replaced substandard 30 mph curve on the MLK urban expressway. Vertical geometry improved to meet current clearance over railroad and port access roadway. GAI's creative solution eliminated a third level flyover in a largely residential area without reducing connectivity or requiring additional right-of-way.
- Constrained Right-of-way – Close collaboration with the City of Jacksonville, CSX, JaxPort , JEA, JTA, Duval County School Board, St Johns River Water Management, and neighborhood leaders to address constructability, improve an adjacent park, protect historic structures, maintain access to the Port, and resolve several other challenges.

GAI

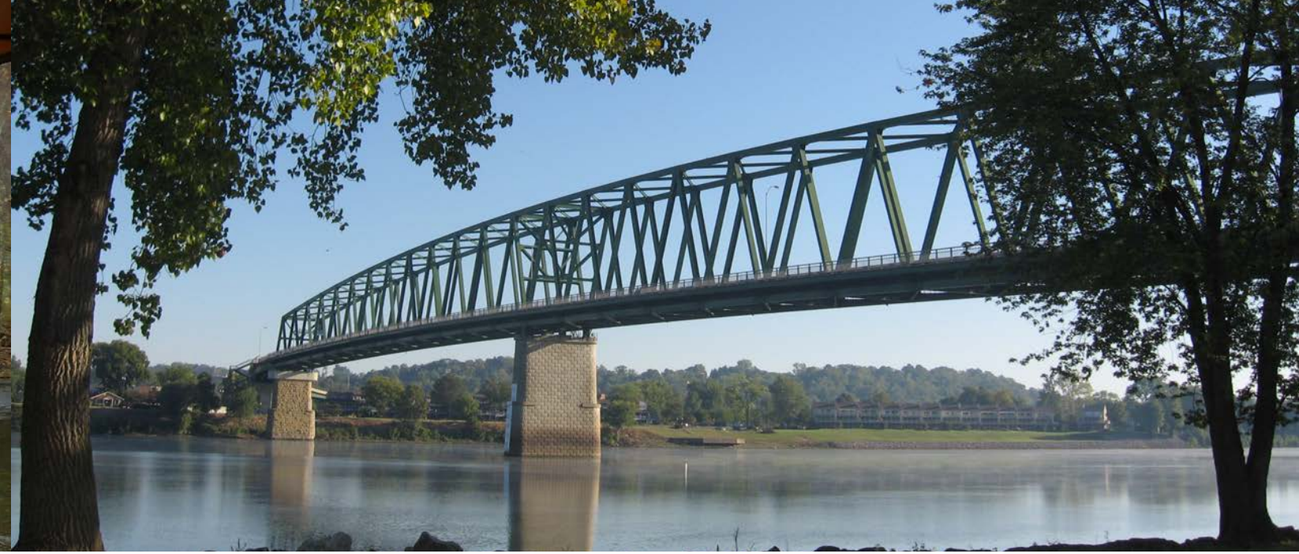
Rubles Run Bridge ($16M), WVDOT

- Six-span, dual multi-girder bridge, carries the Mon-Fayette Expressway over Rubles Run and a deep, wide valley floor flanked by steep hillsides
- The northbound structure is 1,446 feet long, and the southbound structure is 1,374 feet long
- Each structure carries two 12-foot lanes of traffic with a 4-foot shoulder on each side of the traffic lanes for a total curb-to-curb width of 32 feet
- 4,600-foot radius curve for its entire length

GAI

Romney Bridge Replacement ($11M), WVDOT

- Replacement of existing structure with a 930-foot six-span structure, including design of over 2,020 feet of approach
- Design study report/alternative analysis
- Span arrangement investigation
- Multi-girder superstructure design
- Geotechnical investigation
- Roadway design
- Utility relocations
- Right-of-way development
- Maintenance of Traffic
- Drainage design
- *2008 West Virginia Division of Highway's Engineering Excellence Award, Large Bridge Category*



GAI

Williamstown Marietta Bridge over the Ohio River ($24M), WVDOT

- 800-foot curved multi-girder approach span
- 440-foot tangent approach span for the 1,250-foot, two-span, continuous truss bridge
- GAI's aesthetically pleasing, clean design, was accomplished in part by eliminating vertical truss members and by design of the free-standing pedestrian access stairwell on the Marietta side
- An 800-foot curved multi-girder approach span on the Williamstown side complements the geometric design of this economical structure
- New pier
- *1993 ABCD New Major Structure Award*

KCA

SR 85 Bridge Rehabilitation Design-Build ($5.8M), FDOT District 3

This project involved the rehabilitation of two bridges in Okaloosa County in the panhandle of Florida—SR 85 over Five Mile Cinco and Garniers Bayous. KCA teamed with Superior Construction Company to jack all spans under live load, replacing all deteriorated steel bearings with elastomeric bearings, repairing damaged beam ends using carbon fiber, and glass fiber reinforced polymers. In addition to strengthening the beam ends, the jacking and bearing replacement repairs will free the structure to expand and contract as originally designed, which was not being permitted due to previous retrofits and ongoing corrosion. KCA also completed a beam end survey report with detailed photos of 912 beam ends, procured necessary permits, and marked seagrasses for construction activities.

KCA

Maydell Drive Bridge Replacement ($9.3M), Hillsborough County, FL

KCA was selected by Hillsborough County for the Maydell Drive over Palm River Bridge Replacement PD&E/Design Contract. This project is a Hillsborough County/FDOT LAP Project and consists of replacing the existing 616-foot bridge, reconstructing the roadway approaches, and providing pedestrian connectivity. The structurally deficient bridge has been closed to vehicular and pedestrian traffic for several years. The bridge is highly visible as you drive east on the Selmon Expressway. The KCA Team is providing a PD&E study, final design plans, specification and construction phase support. Seeking an accelerated design schedule, KCA will be guiding the County through the SWAT process.

KCA (Design Subconsultant)

A. Max Brewer Bridge Replacement Design-Build ($44.7M), FDOT District 5

The replacement bridge has an overall length of 3,200', with a 170' three-span continuous unit over the navigation channel, and high-level approaches comprised of 147' spans with a continuous deck slab incorporating three-span units between expansion joints. This project also involved the construction of an independent pedestrian bridge that spans across a relief channel and a fishing pier that provides great value to the very active local fishing community.

- *2011 FTBA Best in Construction Design-Build*
- *2012 DBIA Merit Award – Florida Transportation Category*
- *2012 America's Transportation Award: Best Use of Innovation, Medium Project Category*

KCA (Design Subconsultant)

Pinellas Bayway over Intracoastal Waterway Design-Build ($56.7M), FDOT District 7

This project involved design and construction of a new two-lane high-level fixed-span SR 679 (Pinellas Bayway) Structure E bridge on new alignment over the existing Intracoastal Waterway, milling and resurfacing SR 679, and replacement of the existing Tierra Verde seawall with a new seawall on SR 679 from Yacht Club Lane to Madonna Boulevard in Pinellas County. KCA was responsible for bridge substructure design.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