

Engineering and Design Services of  
**HARTWOOD MARSH ROAD**  
Phase I

RSQ No. 21-0921  
*for Lake County, FL*

September 7, 2021



**KCA**  
KISINGER CAMPO  
& ASSOCIATES

**PRESENTATION**

**CONTACT INFORMATION:**  
Roger Rossitto, PE, Project Manager  
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www.kisingercampo.com

# AGENDA

## Presentation Outline

- **Qualifications**
  - > Team and Key Staff
  - > Relevant Project Experience
- **Ability to Furnish Required Services**
  - > Design Approach
  - > Public Involvement
  - > Management Approach
  - > Schedule
  - > Workload/Availability
  - > Quality Control

## KEY PROJECT GOALS

- Update 2010 Design
- Improve Traffic Flow and Safety
- Multi-Modal Improvements
- Restart Stakeholder Coordination
- Restart Utility Coordination
- Acquire New Permits



# FIRM OVERVIEW

Full-service, Transportation Engineering Firm

45 Years in Business

100+ Staff in Orlando and Tampa Offices

- Orlando Office is in Downtown
- 25 Miles to the Project Site
- 37 miles to Lake County's Office

Top 500 Engineering Firms as Reported by ENR

## Project Spotlight



CR 437 Improvements



# EXPERIENCED PROJECT MANAGEMENT

## Roger Rossitto, PE, Project Manager (PM)



70% available

32 years of experience

- Managed 25+ transportation projects
- Responsive to client needs
- Familiarity with all disciplines
- Proactive PM
- Schedule driven
- Fully committed to this project's success
- Single point of contact



### CR 437, Lake County

- Serving as PM
- 1 mile of new alignment
- Improving traffic conditions and incorporating multi-modal improvements
- Three new roundabouts
- Lighting, signals, S&PM, MOT
- Utility coordination
- Permitting
- Public involvement



### Two Segments of SR 40 Widenings, D5

- Served as PM
- Both +/- 6-mile-long capacity projects
- Marion and Volusia Counties
- Two-lane to a four-lane divided typical section
- Major drainage improvements
- Permitting
- Public involvement

# PROJECT TEAM



60% available

## Kevin Tasillo, PE, PTOE

Roadway Design/MOT

16 years of experience

- Extensive experience in transportation project management and roadway design
- Expertise with roadway widening and multi-modal projects

### Relevant Work Experience

- SR 20, Alachua County
- SR 40, Marion County
- SR 40, Volusia County
- SR 22 (Wewa Highway), Bay County



55% available

## Thierry Ku, PE

Drainage Design

9 years of experience

- Extensive experience in stormwater design and permitting
- Expertise includes coordinating with permitting agencies

### Relevant Work Experience

- CR 437, Lake County
- SR 20, Alachua County
- SR 40, Marion County



40% available

## Dr. Fathy Abdalla, PE, PTOE

Signals, S&PM, Lighting, Safety

25 years of experience

- Prepared numerous transportation/traffic studies for local authorities
- Expertise in analyzing traffic capacity and LOS for widening projects

### Relevant Work Experience

- CR 437, Lake County
- SR 20, Alachua County
- SR 50, Hernando and Sumter Counties
- SR 40, Volusia County

# PROJECT TEAM



65% available

## Martin Horwitz

Environmental/Permitting

15 years of experience

- Experience with wetland delineation, protected species surveys, PD&E, NEPA documentation, and environmental permitting

### Relevant Work Experience

- CR 437, Lake County
- SR 25/US 301 RRR, Marion County
- SR 500 RRR, Orange County
- SR 528 Widening, Brevard County



65% available

## Colin Jewsbury, PE (Ardaman)

Geotechnical

21 years of experience

- Geotechnical projects throughout Central Florida
- **Ardaman is the geotechnical firm from original Hartwood Marsh Rd. project**

### Relevant Work Experience

- Hartwood Marsh Rd., Lake County
- Citrus Grove Rd. Phases I, III, V, Lake County
- Lake County Continuing Services Contracts
- City of Orlando Continuing Contract



55% available

## Edwin Munoz, Jr., PSM (SSMC)

Surveying/Mapping

10 years of experience

- Extensive experience in all aspects of surveying and mapping
- **SSMC is the surveyor from original Hartwood Marsh Rd. project**

### Relevant Work Experience

- Lake County General Projects
- Partin Settlement Road Widening, Osceola County

# ORGANIZATIONAL CHART

Entire Team Has Worked Together  
 Similar Roadway Widening Experience  
 KCA to Perform Major Disciplines  
 Selected Highly Qualified  
 Subconsultants

- Long Histories of Collaborating with KCA
- Local Offices
- Experience Working with Lake County
- Two MBE Subs

There is no learning curve with KCA due to our vast experience providing design services for roadway widening projects as well as our ongoing working relationship with Lake County.



# SIMILAR PROJECT EXPERIENCE



## SR 20 from Alachua County Line to SW 56<sup>th</sup> | FDOT District Two

- Location: Putnam County
- **Same EOR and key personnel**
- **Rural to urban, 2 to 4-lane reconstruction**
- 7-mile-long, 2 to 4-lane **widening**
- Utility relocation, wetland impacts, R/W acquisition, signal replacement
- **Plans update for widening**



## SR 22 (Wewa Highway) | FDOT District Three

- Location: Bay County
- **Same EOR and key personnel**
- 3-mile-long, 2 to 4-lane reconstruction
- New bridge over Lake Martin
- R/W acquisition, Bay Line Railroad (RR) coordination, signals, extensive utilities
- Extensive typical section modifications not considered during PD&E



## SR 40 (Two Separate Segments) | FDOT District Five

- Location: Volusia and Marion Counties
- 6-mile-long capacity projects
- **Same PM, EOR, and key personnel**
- 2-lane roadway to a four-lane widening
- Major drainage improvements
- Permitting and public involvement



## CR 54, SR 56 to Magnolia Boulevard | Pasco County

- Location: Pasco County
- **Same key personnel**
- Two-lane undivided rural roadway to a six-lane divided urban
- 3.1 miles
- Intersection improvements, signalization
- Drainage improvements, environmental/permitting



# UNDERSTANDING OF SCOPE



2008 SJRWMD Permit Expired in 2013  
Final S&S Phase I Plans Submitted March 11, 2010  
Plans Need to Account for Changes Since 2010  
Plans Need to be Updated to Current FDOT,  
County, and MUTCD Standards

- Roadway/Drainage
- MOT
- Erosion Control
- S&PM
- Signalization

Survey All Changes Since 2010  
Re-certify Geotechnical Engineering  
Update Environmental Permitting  
Utility Coordination  
Public and Stakeholder Engagement  
Update Pay Items and Cost Estimate  
Sign and Seal Plans and Documents

- "Successor Professional Engineer" rules:
  - > Florida Administrative Code, Chapter 61G15-27
  - > Florida Statutes, Section 471.025(4)



# CORRIDOR CHANGES SINCE 2010



## US 27 Improvements Circle K Gas Station

- WB Double Right-Turn Lanes No Longer Fit at US 27

## New Entrances and Turn Lanes

- Florida Discount Self Storage Entrance
- Hartwood Marsh Residential Development Entrance and Turn Lanes
- Hancock Road Intersection Improvements and Turn Lanes
- First Baptist Church of Clermont Entrance
- Hunters Creek Entrance and Turn Lanes

## Pond 1 Outfall Pipe Constructed

## South Hancock Road is Currently Being Extended Southward

## Imagine South Lake Charter School Crosswalk

## 30-foot TCE at Florida Discount Self Storage Expired June 22, 2009

- (ORB 3213, Page 1735) Coordinate New TCE or Design Gravity Wall

## Confirm Need/Desire for Kings Ridge Sound Wall with HOA

ORB 3213, page 1735

CFN 2006108973  
Bk 03213 Pgs 1735 - 1738  
DATE: 07/18/2006 11:01:02  
JAMES C. WATKINS, CLERK OF  
LAKE COUNTY  
RECORDING FEES 35.50  
DEED DOC 0.70

13-23-25-0800-035-00000  
Hartwood Marsh Rd. (#0854) Site Plan

This instrument prepared by:  
Sanford A. Minkoff, County Attorney  
P.O. Box 7800, Tavares, FL 32778  
Return to:  
Lake County Public Works Dept. - RAW  
123 N. Sinclair Ave., Tavares, FL 32778

**TEMPORARY NON-EXCLUSIVE EASEMENT DEED**  
(Corporation)

THIS INDENTURE, made this 3<sup>RD</sup> day of July, 2008, between FLORIDA DISCOUNT SELF-STORAGE NO. 4, LLC, a Florida Limited Liability Company (formerly known as Bailes Holding, LLP) 6424 Pine Castle Blvd., Suite A, Orlando, Florida 32809-6674 County of Lake, State of Florida, hereinafter referred to as "Grantor"; and LAKE COUNTY, a political subdivision of the State of Florida, P.O. Box 7800, Tavares, Florida 32778-7800.

WITNESSETH, that Grantor, for and in consideration of the sum of TEN DOLLARS (\$10.00) and other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, has granted, bargained, sold, and conveyed to Lake County, its successors and assigns, the following described easement, situate, lying and being in Lake County, Florida:

**AS SET FORTH ON EXHIBIT "A" ATTACHED HERETO AND INCORPORATED HEREIN**

This easement is granted for the purpose of allowing Grantee to enter property with people and equipment to grade and provide adequate slopes, a maximum 2 to 1 slopes, and grade driveway during the construction of the Hartwood Marsh Road (#0854) Project.

This easement shall expire upon the completion of the above-described activity, or June 22, 2009, whichever comes first.

IN WITNESS WHEREOF, Grantor has executed this instrument in the manner provided by law, on the day and year first above written. Signed, Sealed, and Delivered in

# DESIGN CRITERIA



## Design Criteria

- Collector
- Context Class - C3R
- Design Speed = 45 mph
- Clear Zone = 24 feet
- Median Width = 22 feet (15.5-foot min)
- 6-foot Sidewalk/10-foot Shared-Use Path

## Utilize Lessons Learned

## Design Controls: Rural to Urban Typical

- Off-Site Drainage Needs
- Utility Accommodations
- Driveway/Side Street Tie-ins

Design Element		2008-2010 PPM Criteria	2021 FDM Criteria
<b>General</b>			
Functional Classification		Urban Arterial	Collector
Context Classification		C3R	C3R
Posted Speed (MPH)		40	40
Design Speed (MPH)		45	45
Design Vehicle		WB-62FL	WB-62FL
Access Classification		3	3
<b>Typical Section</b>			
Lane Widths		12'	11'
Median Widths		22'	22'
Border Width		33' and 14'	14'
Cross Slopes (Travel Lanes)		0.02	0.02 - 0.03
Clear Zone		22'	24'
Roadside Slopes	Front Slope	1:2 Max.	1:2 Max.
	Back Slope	1:2 Max.	1:2 Max.
Base Clearance		1'	3'
<b>Vertical Geometry</b>			
K Value for Vertical Curvature	Sag Curve	79	79
	Crest Curve	98	98
Curve Length	Sag Curve	135'	135'
	Crest Curve	135'	135'
Grades		6.0% Max. $\Delta \leq 0.7\% \text{ w/o V.C.}$	6.0% Max. $\Delta \leq 0.7\% \text{ w/o V.C.}$
Stopping Sight Distance	Downgrade	Grades $\leq 2\% = 360$	Grades $\leq 2\% = 360$
		3% = 378'	3% = 378'
		4% = 385'	4% = 385'
	Upgrade	5% = 392'	5% = 392'
		6% = 400'	6% = 400'
		Grades $\leq 2\% = 360$	Grades $\leq 2\% = 360$
D (Max w/o H.C.)		1'00"00"	0'45"00" for flushed shoulder roadways 1'00"00" for curbed roadways
R (Min.)		675'	694
R (Min Length / Desired Length)		400' / 675'	400' / 675'
e (Max)		0.05	0.05
e (Min. Length)		1:150 or 75'	1:150 or 75'
Min. Longitudinal Grade Through Transition Sections		0.30%	0.5% Min. Long. Grade or 0.5% Min. FOP Grade

# DRIVEWAY CONNECTIONS



## Initial Review of Corridor

- 9 Commercial
- Verify TCE Status/Previous Coordination with Property Owners

## Evaluate All Existing Driveways

- Field Review to Verify All Existing Locations and Widths
  - > Determine appropriate driveway widths
- Provide Flared Driveway Connection Per Standard Plans Index 522-003
- Match Existing Driveway Material After the Concrete Apron

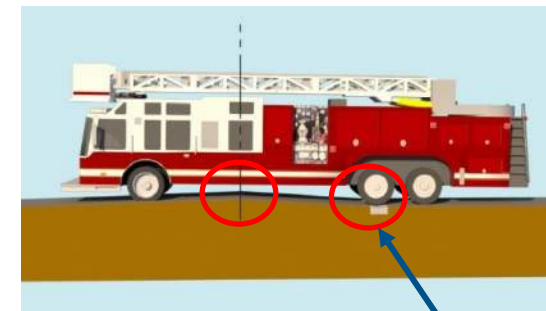
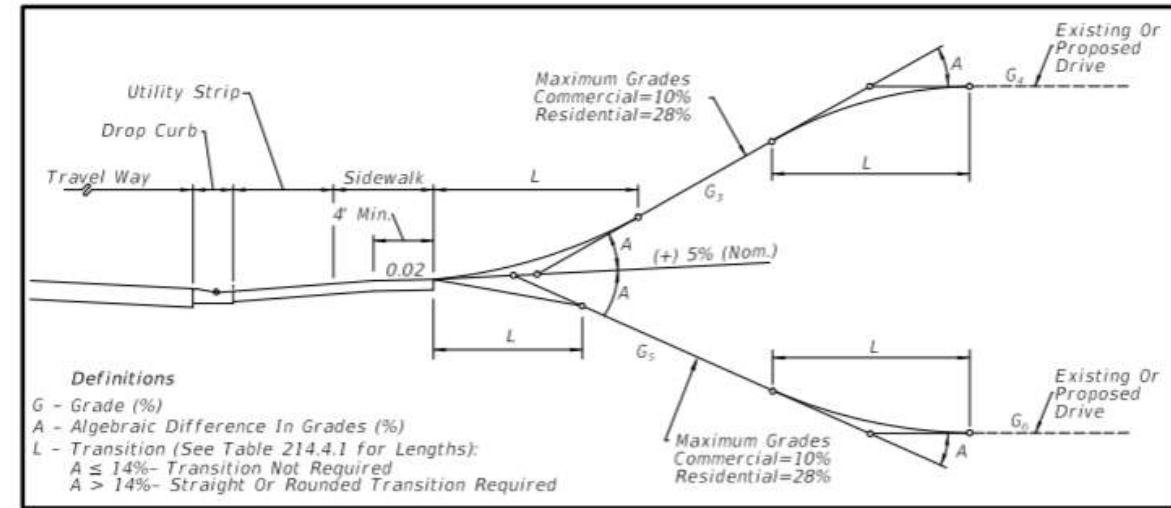
## Vertical Profile

- Analyze Driveway Profiles with Mainline Profile
  - > Avoid setting driveway profile in sag vertical
  - > Utilize FDM 214.4.1 driveway profile on curbed roadways
    - Commercial Driveways: 10% Max. Grade
    - Residential Driveways: 28% Max. Grade
  - > Adjust profile to minimize driveway grades/tie-down lengths

## Evaluate Special Cases

- Clermont Fire Station No. 2
- Delivery Trucks
  - > Low body delivery trucks
  - > Fuel tankers
- Utilize AutoTurn to Avoid Bottom Out Points in Profile

Figure 214.4.2 Curbed Roadway Driveway Profiles



AutoTurn Profile Analysis

# SIDE STREET DESIGN



## Coordinate with County:

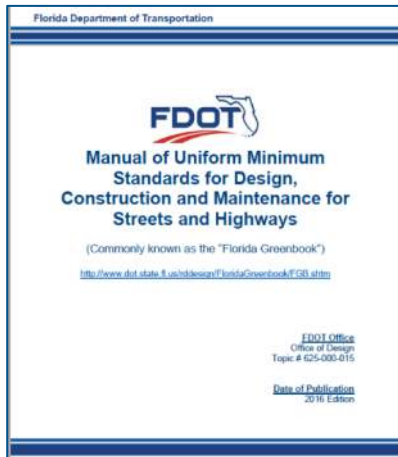
- Verify maintained side streets
- County Design Standards (if applicable)

## Review Side Street Connections

## Verify R/W

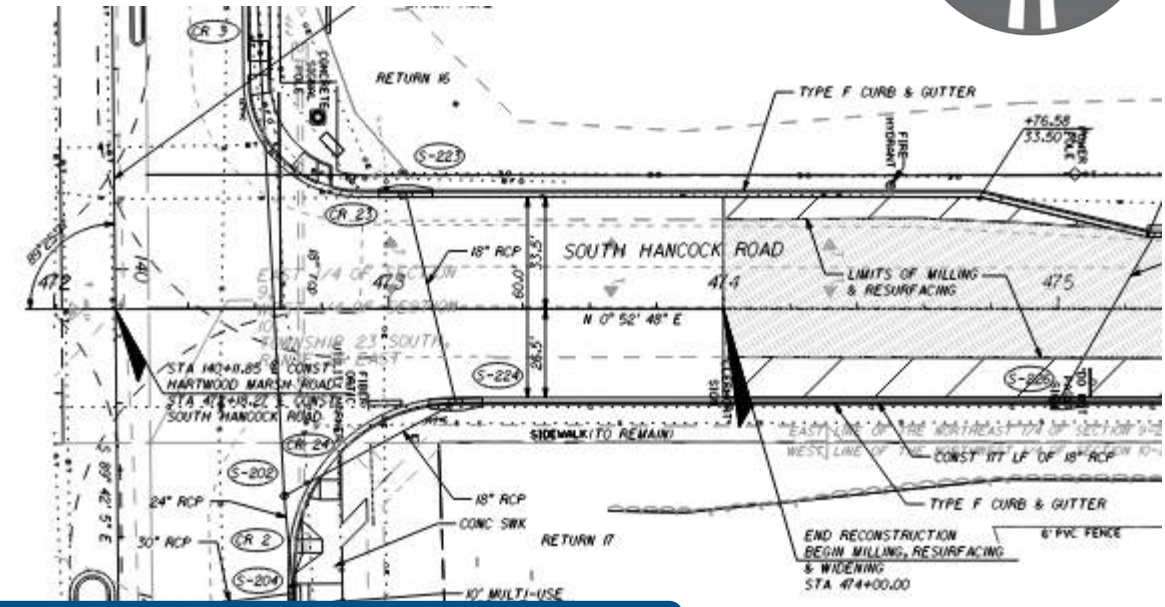
## FDOT Greenbook

## Utilize a Design Speed=30 mph (20 mph Min.)

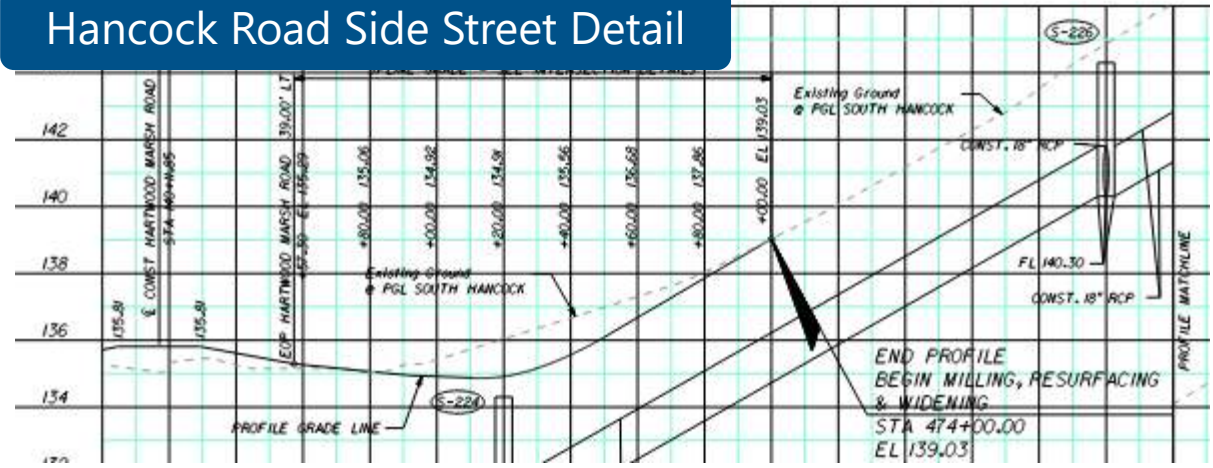


### Side Streets

- Danbury Mill Blvd.
- Hancock Rd. (N&S)
- Hartwood Pine Way



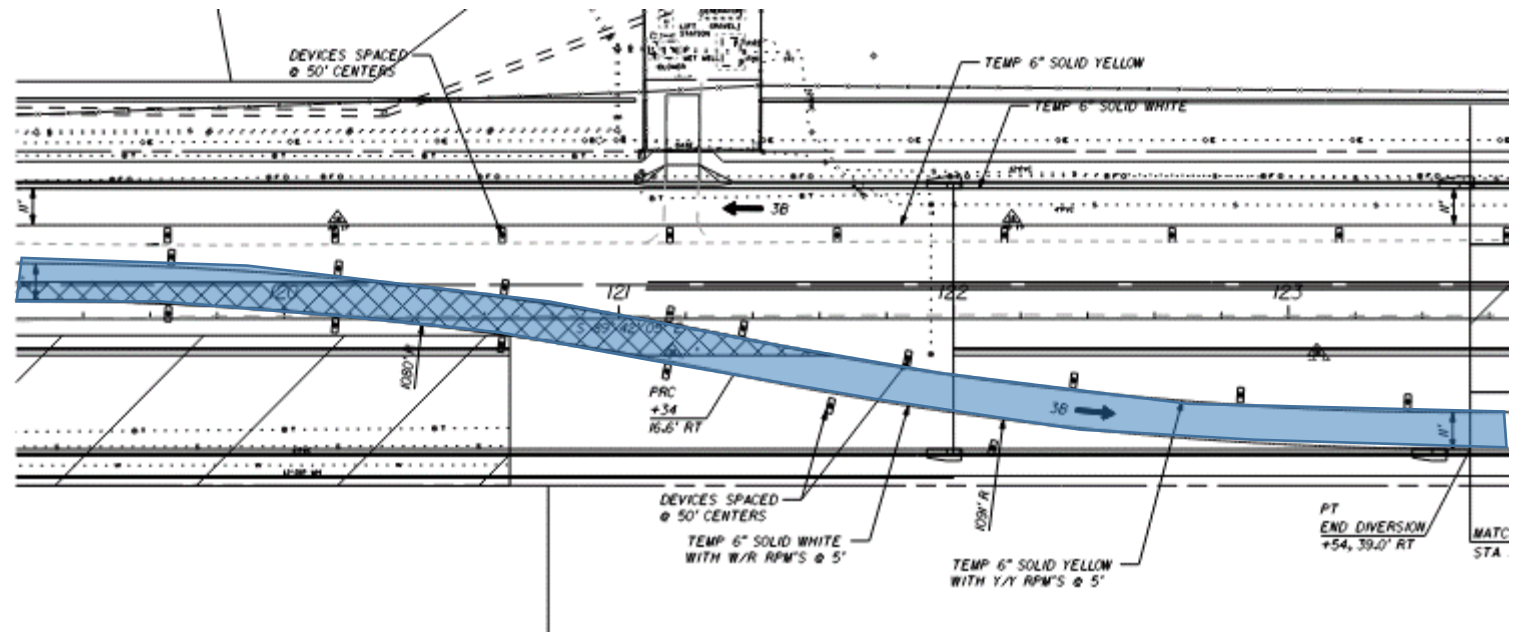
Hancock Road Side Street Detail





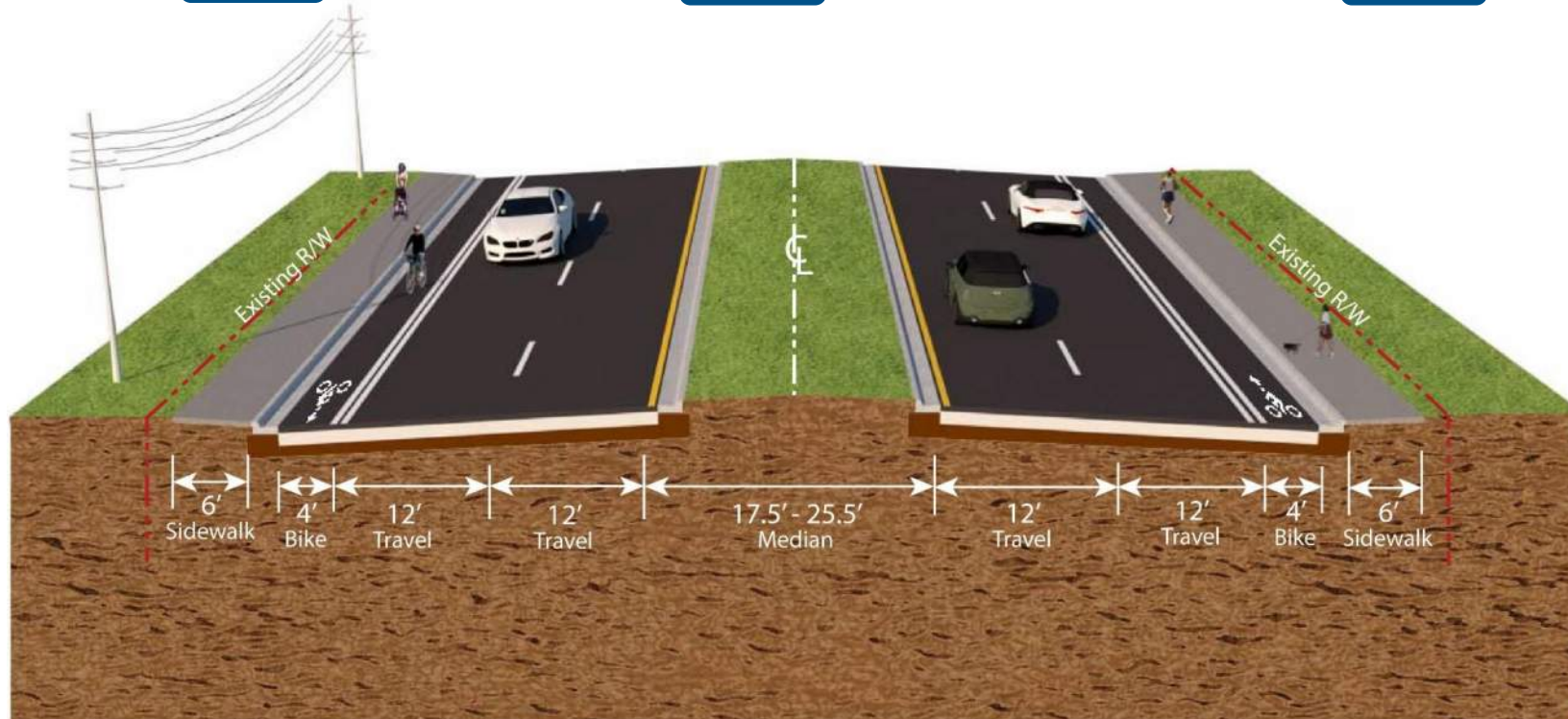
## Design Requirements

- Level II TCP
  - > Four primary phases
  - > Eliminate need for temp. diversions – Simplify construction phasing
  - > Review corridor and maintain all existing turn lanes
- Posted Speeds During Construction
  - > 45 mph
- Drop-offs (Index 102-600, Sheet 8 of 11 or LPBW)
- Advance Warning Signing – Hartwood Marsh and Hancock Road
- Lane Closure Analysis “Night Work Only”
  - > Coordinate with Imagine School South Lake
  - > HOA regarding noise wall construction
- Maintaining Side Street/Driveway Access
- Special Events Notes



Phase III Temporary Diversion

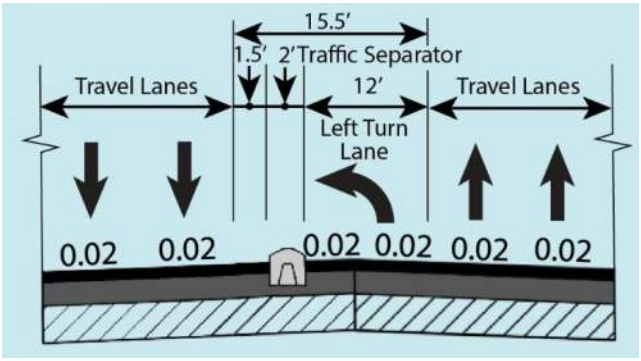
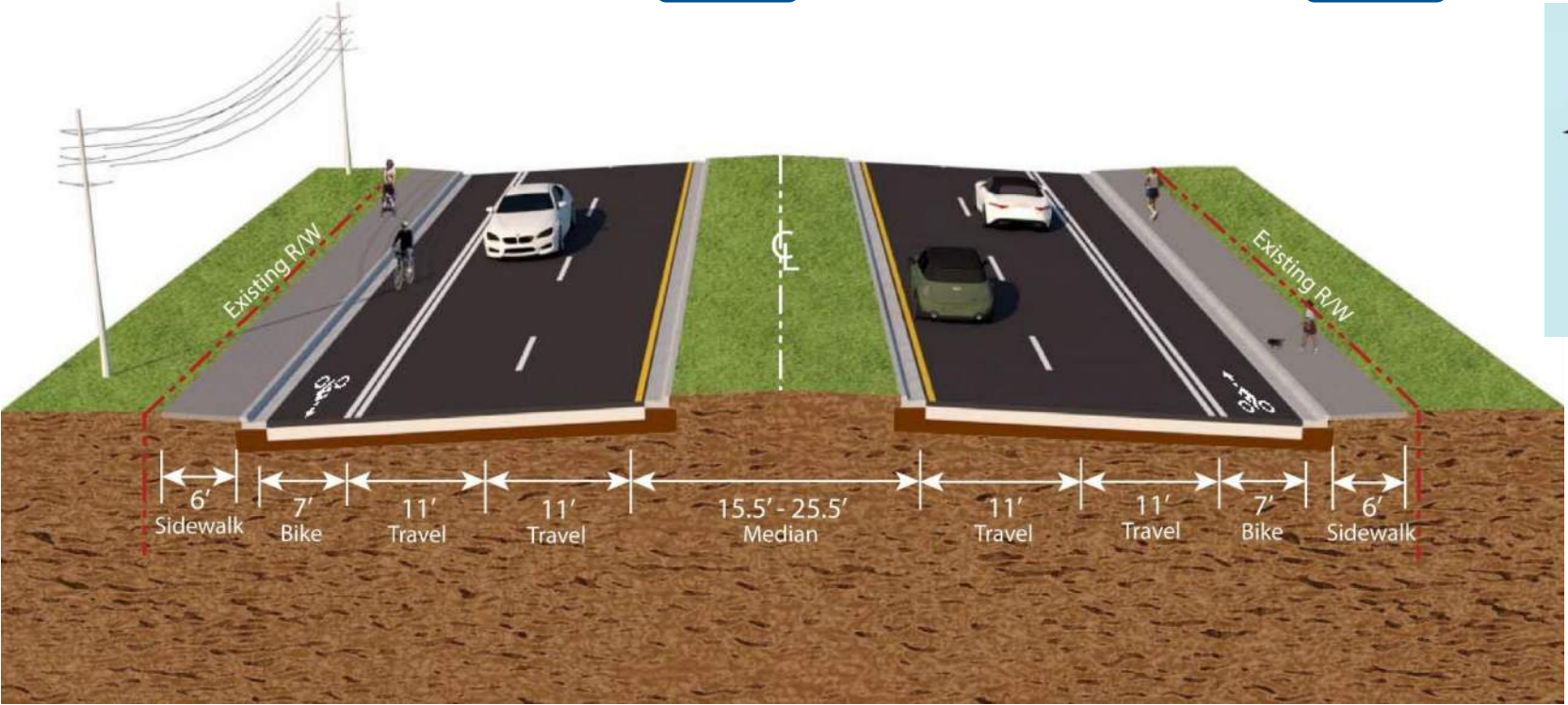
# TYPICAL SECTION - ORIGINAL DESIGN



## Design Traffic

- Opening Year 2009  
> AADT= 18,900
- Design Year 2029  
> AADT= 45,500
- Pavement Design Will Be Updated

# TYPICAL SECTION - KCA RECOMMENDED



Left-Turn Lane Detail



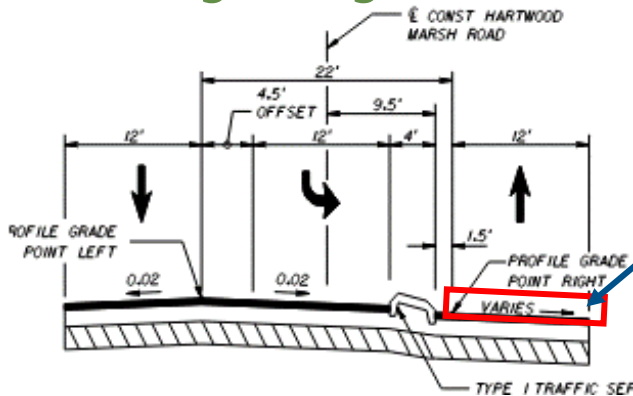
# DESIGN ENHANCEMENTS



## WB Turn Lane to Self Storage

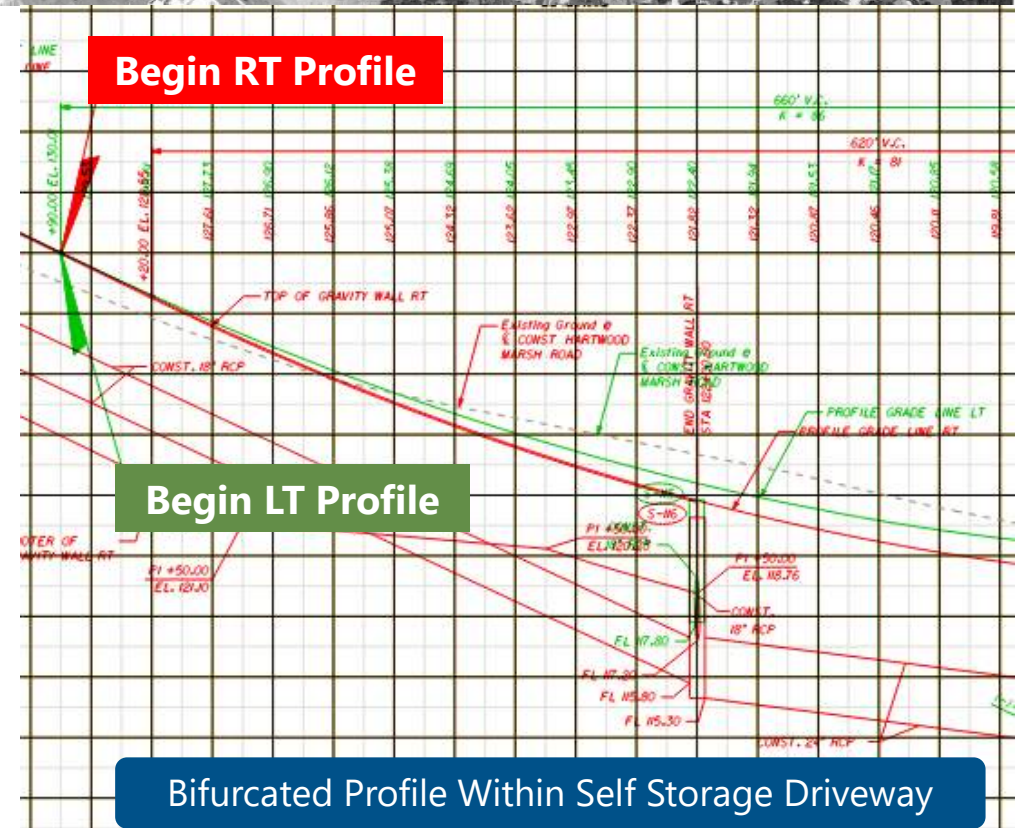
### ■ Bi-furcated Profile

- > EB lane cross slope- "varies"
- > Review need for bifurcation
- > Provide grading at median opening



2% need to be maintained

Bi-Furcated Profile Left-Turn Lane Detail



# DESIGN ENHANCEMENTS



## Hancock Road Intersection

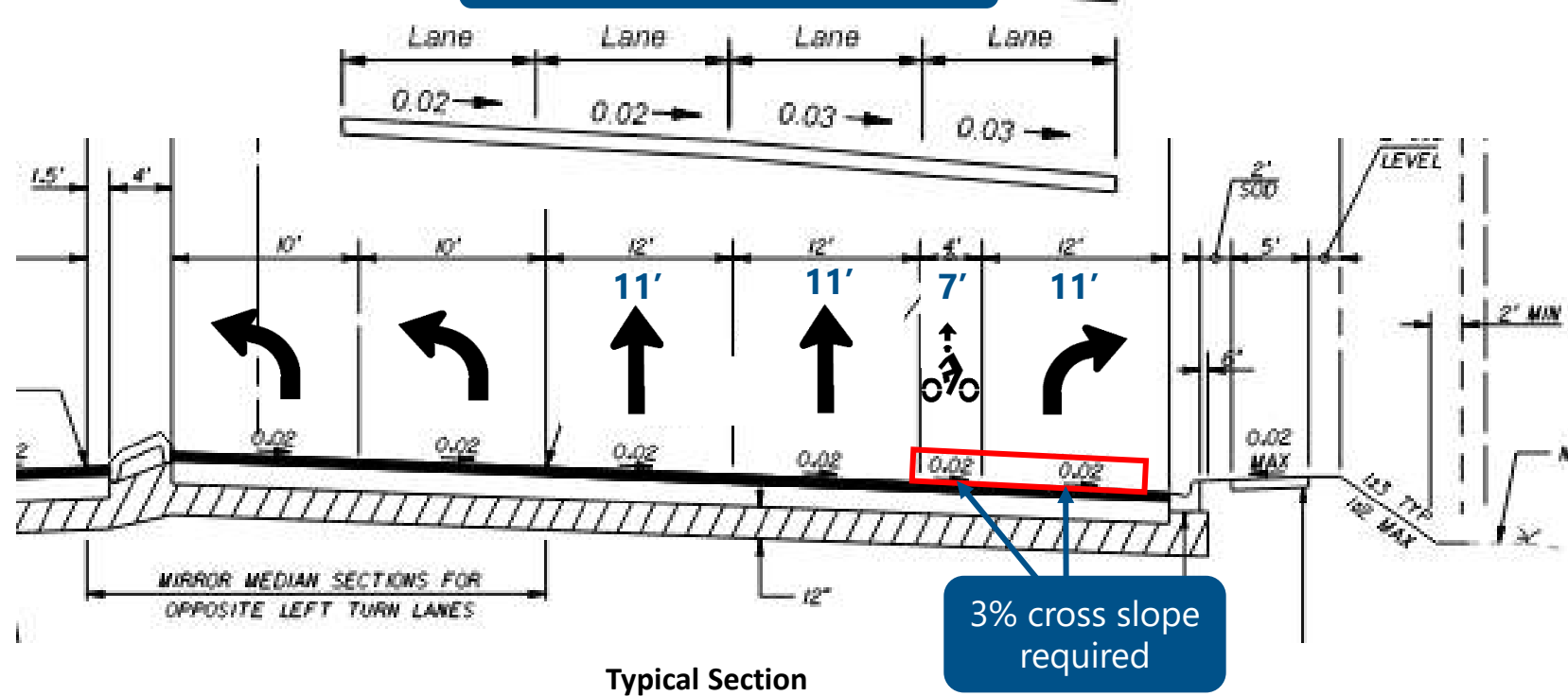
### ■ Cross Slopes

- > Five lanes sloped at 2% in EB direction
  - Drainage issue - spread
  - In consistent with FDM 210.2.4
- > Correct to 0.03

### ■ Lane Widths

- Reduce to 11-foot Through and Right-Turn Lane
  - > Bicycle keyhole lane increases to 7 feet

FDM Figure 210.2.1

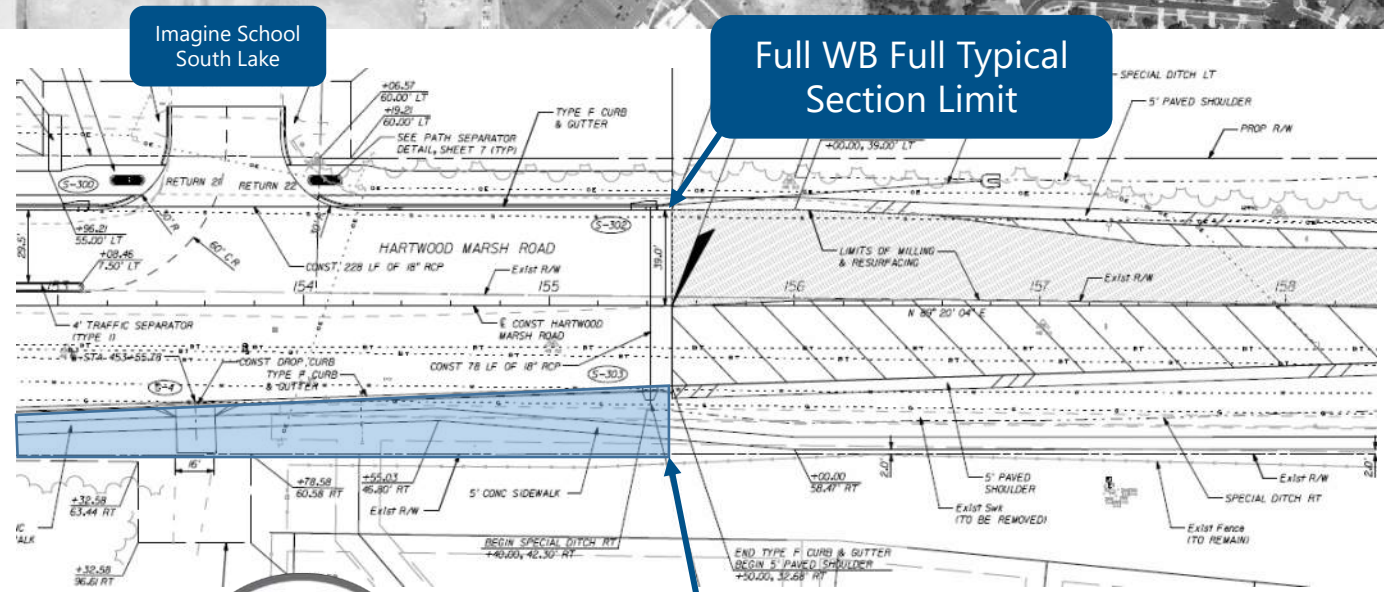


# DESIGN ENHANCEMENTS



## Full Typical Section Limit

- End Project Transition Area
  - > Two to Four Lanes
  - > FDM Exhibit 210-1
- Extend EB Full Typical Limit
  - > Stripe Transition Within This Area
  - > Benefits:
    - Avoid future partial widening/reconstruction
    - Common tie in point for Phase II improvements



Full WB Full Typical Section Limit

Design EB Full Typical to Match WB Limit



## Investigate Effects of Pond Changes

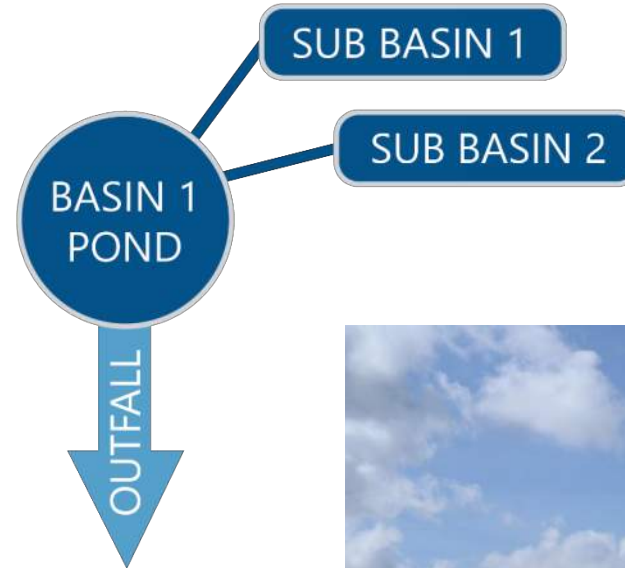
- Review Applicable Criteria
  - > Ocklawaha River hydrologic basin
    - 10-year 24-hour
    - 25-year 24-hour
  - > Closed basin criteria
    - 25-year 96-hour
  - > Lake County Stormwater Management
    - 25-year 24-hour
  - > City of Clermont Land Development Code
    - 50-year 24-hour
- Maintain Existing Drainage Patterns
  - > Verify three existing basins identified in previous plans





## Hydraulic and Hydrologic Modeling

- Verify Supporting Pond Calculations
  - > Hartwood Marsh residential
  - > Hartwood Marsh Road
  - > First Baptist Church of Clermont
- Verify Storm Sewer Layout and Design
  - > Examine how our recommended design changes will affect the layout
  - > Verify Tailwater Conditions
  - > Examine Spread Concerns



# ENVIRONMENTAL



## Wetlands/Surface Waters

- No Wetlands in Project Area
- Upland Cut Ditches (OSWs)
- Non-jurisdictional to USACE
- FDEP 404 Program Jurisdiction

## Protected Species (Wildlife and Plants)

- State Species
  - > Gopher Tortoise
    - Conduct survey to verify no permit required
- Federal Species - Consultation Area
  - > Sand Skink – Mapped suitable soils
    - USFWS coordination regarding **Skink Coverboard Survey** requirement
    - Eliminate areas along Hartwood Marsh Rd. where soils have been altered
  - > Florida Scrub-Jay – No suitable habitat
  - > Everglade Snail Kite – No suitable habitat

## Anticipated Permits

- SJRWMD – ERP Permit
  - > Hartwood Marsh Residential (Permit No. 158467-1) includes pond for a portion of Hartwood Marsh Rd.
  - > Proposed pond site on First Baptist Church of Clermont property
- FDEP 404 Program – No Permit Required
- FDEP – NPDES Construction Generic Permit



# SAFETY / TRAFFIC DESIGN



## Crash Data Analysis

- Five Year Crash Data – 31 total crashes
  - > 18 rear-end, 8 angle, 3 nighttime, and 3 injury crashes
  - > 55% of all crashes at Hancock Road intersection



## S&PM

- Midblock Crosswalk at the Imagine School
  - > Push button activated RRFBs
  - > Stop bar and advanced warning signs

## Signalization/ITS

- KCA Eliminated the Need to Reconstruct US 27 Signalization
- Signal Reconstruction at Hancock Road and Fire Station Emergency Signal
  - > Introduce advanced warning signs to alert drivers before Hancock Road signal
- Lake County TSM&O Plan
  - > Countywide plan for TMC system improvements
    - New CCTV camera at Hancock Road signal. US 27 intersection has an existing one
    - Relocation of impacted fiber optic lines and maintaining connectivity during construction



## Lighting

- Intersection Lighting
  - > No existing lighting
  - > Recommend adding LED lighting at signalized intersections
- Pedestrian Lighting
  - > Proposed lighting at Imagine School midblock crosswalk
    - Satisfies vertical illumination criteria for pedestrians



\$250k



# TRAFFIC PLANNING

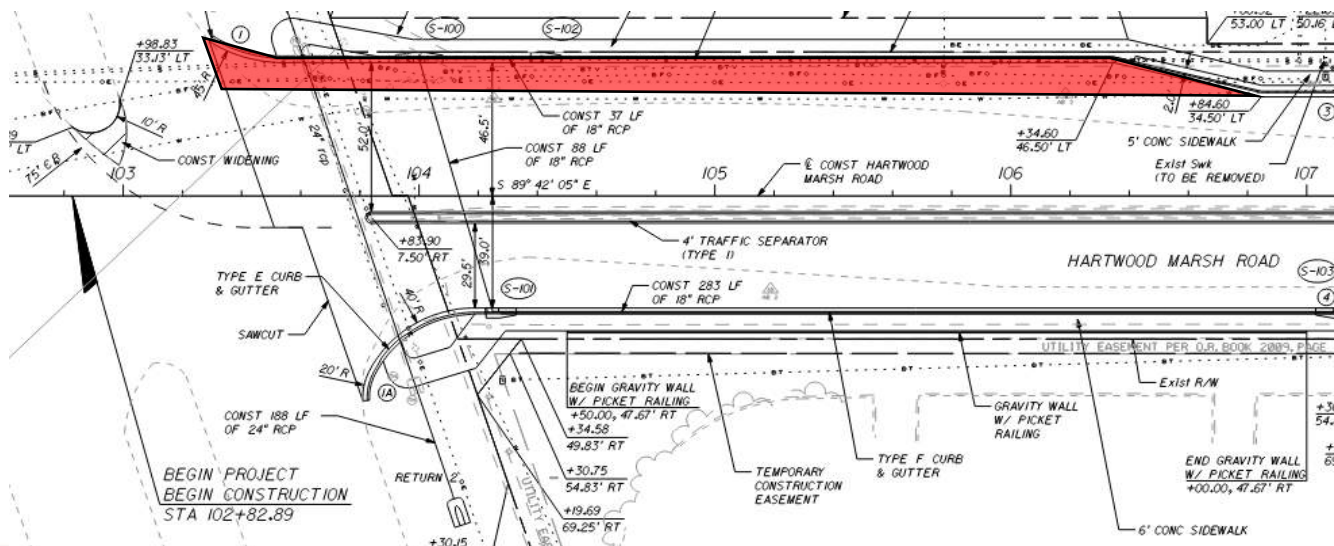


## South Hancock Extension Plan

- Final phase of construction has yet to be completed
  - Hancock Road signal reconstruction will accommodate future project

## 2004 PD&E Study

- 2010 roadway alignment completed using traffic projections from the study
  - Dual WB right-turn lane onto US 27 shown in Phase I plans
    - New Circle K gas station on NE corner
    - Providing a single right turn will
      - Eliminate R/W needs
      - Existing signal poles can remain, and full signal reconstruction is avoided
      - Eliminate the need for FDOT access permit



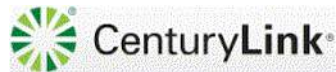




Utility Agency	Utility Type
Bright House Networks dba Charter/Spectrum	CATV, Fiber, Telephone
CenturyLink	Fiber, Telephone
CenturyLink fka L3	Fiber
City of Clermont (2)	Fiber, Water, Sewer
Lake Apopka Natural Gas	Natural Gas
Opticaltel	CATV
Summit Broadband	Fiber, Telephone
Sumter Electric Cooperative	Electric
Utilities Inc. of Florida	Water
Verizon	Communication Lines, Fiber
ZayoGroup fka Lightwave	Fiber

## Process Overview

- Contact Utilities at Phase Submittals
- Review Marked-up (RGB) Plans
- Update Utility Info in Plans
- Identify Potential Conflicts
- Create Utility Conflict Matrix
- Hold Utility Conference at 60%
- Use SUE to Confirm/Resolve Conflicts
- Review Relocation Schedules
- Execute Legal Agreements As Needed
- Complete Constructability Review of MOT Phasing For All Relocations
- Certify Utility Efforts Complete
- Provide County with Complete Certification Package



# KEY STAKEHOLDERS



- Kings Ridge
- Hunter's Run
- Regency Hills
- Hartwood Pines



- King's Ridge Shopping Mall
- Royal Oaks Plaza



- First Baptist Church of Clermont



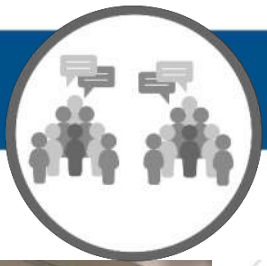
- Imagine South Lake Charter School
- Windy Hill Middle School
- Lake County Schools
  - Transportation
  - School Board



- King's Ridge Golf Club



# PUBLIC INVOLVEMENT APPROACH



## Conventional Engagement

### Collateral

- Informative
- Educational
- Plain Language

### Mailers

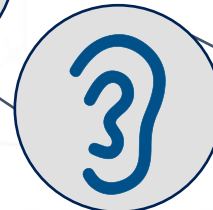
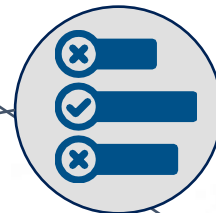
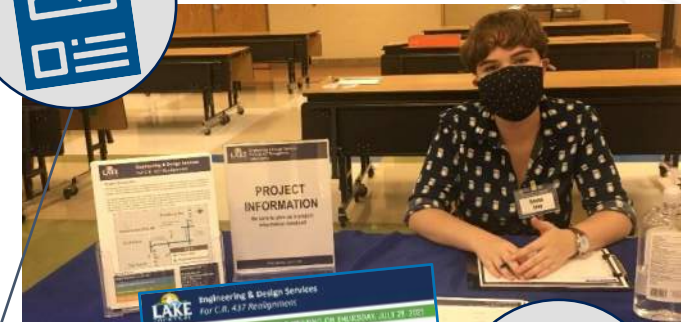
### Public Meetings | Workshops

### Community Listening Sessions

### One on One Stakeholder Meetings (Grassroots)

## Modern Engagement

- QR Codes
- Surveys | Digital
- Social Media Platforms | Websites
  - > Lake County
  - > Local Partners
- Community Walking Tours
- Virtual Public Meetings
- Small Group Virtual Meetings



# INNOVATIVE SERVICES



- **Rendering and visualization capabilities for public involvement activities**
- **In-house drone for aerial photography, traffic counts, and construction documentation**
- **In-house Highway Traffic Noise analysis for sound walls**
- **In-house CEI staff to perform constructability/biddability reviews**

Drone Imagery of US 27 Intersection at Hartwood Marsh Road Looking West



Intersection Rendering



# MANAGEMENT APPROACH



## Provide Lake County with Highly Experienced Team

- Experienced PM
  - > Mr. Rossitto has 32 years of Transportation Design and PM Experience
  - > Primary point of contact for County's PM
- Experienced Designers and Engineers
- **Same KCA staff from CR 437 Realignment project**

## Provide a Team That Can Get It Done On Time

- High availability of staff
- PM has 70% availability
- Subconsultants picked for their ability to do the work on schedule

## Use Solid QC Practices to Provide a Quality Product



# MANAGEMENT APPROACH



## Open Communications

- Direct Line of Communication with County's PM
- Bi-weekly Internal Team Meetings
- Regular Update Meetings with County PM

## Monthly Progress Reports

- Schedule Updates
  - > Completed milestones
  - > Upcoming milestones
- Project Tracking
  - > Percentage complete
  - > Ongoing or new concerns
  - > Utility contacts, work schedules, clearances, etc.
  - > Status of permits
  - > Agency coordination



Bi-Weekly Internal Meetings



# SCHEDULE

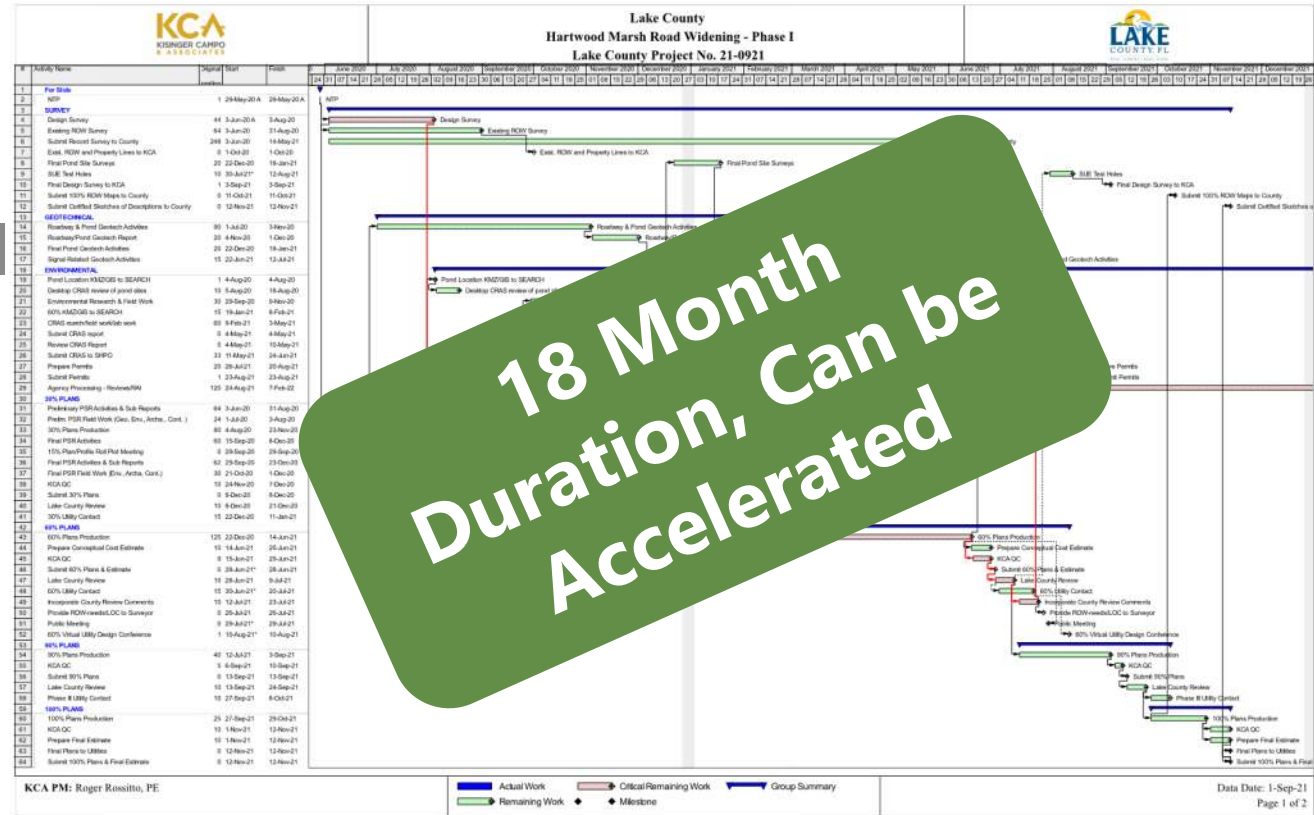


## After Selection, KCA and County to Hold a Scope of Services Review Meeting

- Used to refine the scope before staff hours/fee is developed

## After Negotiations, Board Approval and Issuance of Purchase Order:

- Begin data gathering – survey, environmental, utilities, etc.
- Begin plans development
- Proceed with 30%, 60%, 90%, and 100% design submittals and reviews
- Engineering estimates provided at 60% and 100%
- 18 months from NTP to 100% plans and permits



# AVAILABILITY/WORKLOAD

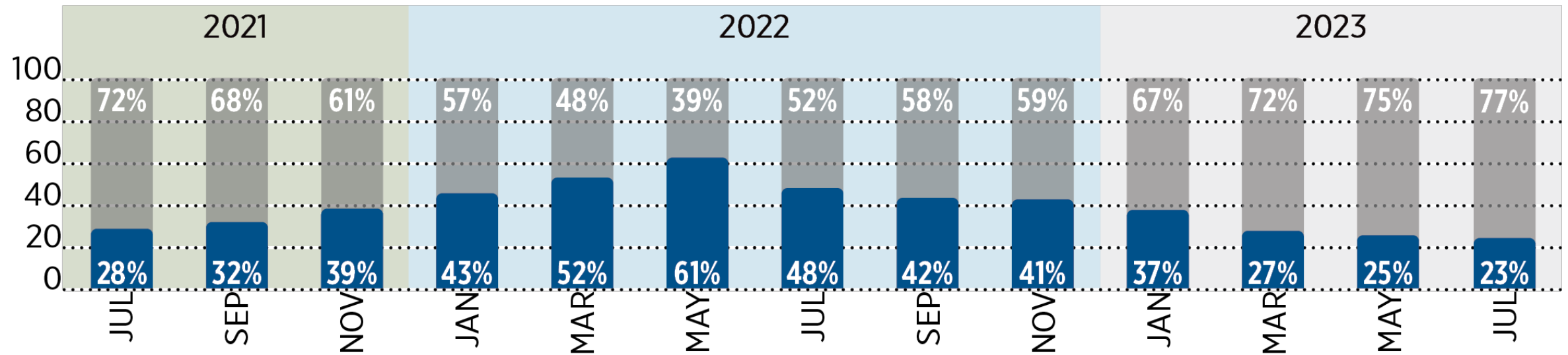


## Mr. Rossitto's Primary Project Management Assignment

### KCA Staff Available to Begin Work Immediately

- 15 Orlando Employees
- 298 Employees Firmwide
- 72 Professional Engineers

The KCA team takes great pride in our history of providing quality, timely services for our clients. We strive toward developing improvements for project delivery and cost savings for our clients, and we are confident we have the available, dedicated staff to meet Lake County's needs.



■ Staff utilization (**workload percentages in blue**) | ■ Available staff resources (**availability percentages in gray**)

Overall staff availability (next 2 years)





- Submit QC Plan within 20 days of NTP
- QC begins at onset and continues throughout a task



## Richard Harrison, PE

- KCA will review QC plan and deliverables
- Perform QA on all submittals
- Keep copies of QC'd documents

## Process

- Peer reviews
- Five-step process – official QC process
- QC tracking and management
- Final assurance and certification
- Consistent with FDOT QC template

### Step 1

Internal Backchecking | Review



### Step 2

PM Review and Release to QC Team



### Step 3

Internal QC Review



### Step 4

QA Lead Confirms QC Process Meets Plan



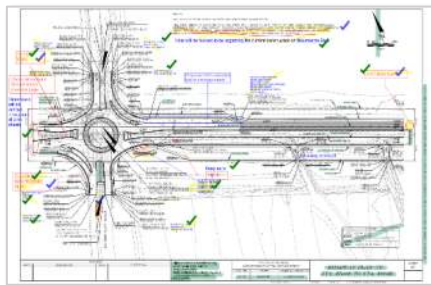
### Step 5

QA Audits (semi-annual)



## What gets reviewed?

- Scope deliverables
- Use QC checklists
- Interim, draft, final versions
- LREs



# KEY BENEFITS OF THE KCA TEAM?



Trained Technical Staff with Extensive Expertise



Highly Available PM and Design Team



Similar Experience and History of Collaboration



Thorough Understanding of Project Issues



Lake County Experience from CR 437 Realignment



Solid Management/Public Engagement Plan

Thank you!  
Questions?



PRESENTATION

