

**AMENDMENT NO. 1  
TO THE PROFESSIONAL ARCHITECTURAL  
AND  
ENGINEERING (A/E) SERVICES AGREEMENT  
BETWEEN THE CITY OF MIAMI BEACH, FLORIDA  
AND  
CALVIN GIORDANO AND ASSOCIATES, INC.  
DATED JUNE 6, 2023**

**FOR THE PROVISION OF ADDITIONAL PROFESSIONAL ARCHITECTURAL AND  
ENGINEERING SERVICES FOR THE DESIGN OF THE OCEAN DRIVE CORRIDOR  
IMPROVEMENTS AND LUMMUS PARK ENHANCEMENT PROJECT, IN THE  
AMOUNT OF \$540,907.54**

This Amendment No. 1 to the Agreement is made and entered this \_\_\_\_ day of \_\_\_\_\_, 2025, by and between the CITY OF MIAMI BEACH, a municipal corporation existing under the laws of the State of Florida (the "City"), having its principal offices at 1700 Convention Center Drive, Miami Beach, Florida 33139, and **CALVIN GIORDANO AND ASSOCIATES, INC.**, a Florida Corporation having its principal office at 1800 Eller Drive, Suite 600, Fort Lauderdale, Florida 33316 (the "Consultant").

**RECITALS**

**WHEREAS**, on May 10, 2019, the City issued a Request for Qualifications (RFQ) for a land use, mobility, and economic development study of the City's Mixed-Use Entertainment ("MXE") district, also known as the Art Deco Cultural District ("ADCD" or the "District"); and

**WHEREAS**, on February 23, 2022, City Commission accepted the ADCD Vision Plan, in concept; and

**WHEREAS**, on June 22, 2022, authorized the Administration to issue RFQ No. 2022-436-ND for Architectural and Design Services for the Ocean Drive Corridor Improvements and Lummus Park Enhancement Project, as proposed in the ADCD Vision Plan; and

**WHEREAS**, on October 26, 2022, the City Commission adopted Resolution 2022-32340 authorizing the City Manager to negotiate with the top ranked proposer, Calvin, Giordano & Associates, Inc. (CGA) and on June 6, 2023, the city executed an Agreement, with CGA, in the total amount of \$2,720,049.70; and

**WHEREAS**, on June 9, 2023, CGA was issued a Notice to Proceed and commenced meeting with the regulatory agencies and prior to commencing the data collection, traffic analysis and modeling, it was necessary for CGA and the City to obtain concurrence from the regulatory agencies; and

**WHEREAS**, concurrence from the regulatory agencies on the traffic study methodology was obtained from Miami-Dade County Department of Transportation and Public Works (DTPW) in April 2024 and Florida Department of Transportation in May 2024; and

**WHEREAS**, the approved traffic study methodology resulted in additional manhours necessary to satisfy both regulatory agencies, the collection of traffic data at additional intersections, the evaluation of additional multiple scenarios and the preparation of additional

traffic models; and

**WHEREAS**, the approved traffic study methodology also required the consultant to evaluate several projects impacting the area of study that were not contemplated at the time of the execution agreement with CGA; and

**WHEREAS**, on October 30, 2024, the City Commission adopted Resolution 2024-3337, directing the Administration to take the necessary next steps to implement lighting and sidewalk improvements as part of the Ocean Drive Corridor Improvement project; and

**WHEREAS**, on March 25, 2025, CGA has submitted a request for additional services, for the scope of work required to meet the requirements of the DTPW and FDOT approved traffic study methodology in the amount of \$254, 485.30, and for additional design services for the implementation of lighting and sidewalk improvements along the Ocean Drive Corridor, in the amount of \$286,422.24, for a total amount of \$540,907.54; and

**WHEREAS** Amendment No.1 will revise the total contract amount to \$3,260,957.24; and

**WHEREAS**, the negotiated proposal submitted by the Consultant was reviewed and analyzed by City staff and was found to be fair and reasonable; and

**NOW, THEREFORE**, the parties hereto, and in consideration of the mutual promises, covenants, agreements, terms, and conditions herein contained, and other good and valuable consideration, the respect and adequacy are hereby acknowledged, do agree as follows:

**1. ABOVE RECITALS**

The above recitals are true and correct and are incorporated as a part of this Amendment No. 1.

**2. MODIFICATIONS**

(a) The Agreement is amended, as provided herein and in Schedule "A" attached hereto.

(b) In consideration for the services to be performed under this Amendment No. 1, City shall pay Consultant the not-to-exceed amount of \$540,907.54, as provided in Schedule "A", attached hereto,

(c)

**3. OTHER PROVISIONS.**

All other provisions of the Agreement, as amended, are unchanged and shall remain in full force and effect.

**4. RATIFICATION.**

The City and Consultant ratify the terms of the Agreement, as amended by this Amendment No. 1

**IN WITNESS WHEREOF**, the parties hereto have caused this Amendment No. 1 to be executed in their names by their duly authorized officials as of the date first set forth above.

ATTEST:

\_\_\_\_\_  
Eric Carpenter, City Manager

\_\_\_\_\_  
Rafael E. Granado, City Clerk

ATTEST:

CONSULTANT:  
**Calvin Giordano & Associates, Inc.**

\_\_\_\_\_  
Secretary

\_\_\_\_\_  
President

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Print Name



Calvin, Giordano & Associates, Inc.  
A SAFEbuilt® COMPANY

EXHIBIT B

Building Code Services  
Civil Engineering / Roadway  
& Highway Design  
Coastal Engineering  
Code Enforcement  
Construction Engineering &  
Inspection (CEI)  
Construction Services  
Data Technologies &  
Development  
Electrical Engineering  
Engineering  
Environmental Services  
Facilities Management  
Grant Management &  
Writing  
Geographic Information  
Systems (GIS)  
Governmental Services  
Indoor Air Quality (IAQ)  
Landscape Architecture  
Planning  
Project Management  
Redevelopment &  
Urban Design  
Surveying & Mapping  
Transportation & Mobility  
Transportation Planning  
Water / Utilities Engineering  
Website Development

1800 Eller Drive  
Suite 600  
Fort Lauderdale, FL 33316  
Tel: 954.921.7781  
Fax: 954.921.8807

[www.cgasolutions.com](http://www.cgasolutions.com)

March 25, 2025

Mr. David Gomez  
Interim-Director, Capital Improvement Projects  
City of Miami Beach  
1700 Convention Center Drive  
Miami Beach, Florida 33139

RE: Notification of Delay Resulting from Changes in Traffic Engineering Scope of Work for Ocean Drive and Lummus Park and Request for Additional Funds to Complete Agency-Required Traffic Studies and to satisfy the directive received via the City Commission's Resolution.

Dear Mr. Gomez:

At the request of City Staff, we are providing a revision to this document, originally issued to the City on July 24, 2024, to include scope and fees for additional services requested by City Commission via a Resolution. For clarity of the document, we have separated the two components of this document as follows:

- I. **Specific to the Long-term Improvements to Ocean Drive and Lummus Park:** Scope edits to address the traffic study requirements of the Florida Department of Transportation (FDOT) and the Miami-Dade County Department of Transportation and Public Works (DTPW)
  - a. **Exhibit A:** fee breakdown for the traffic study component (\$ 254,485.30)
  - b. **Revised Exhibit E:** updated schedule from what was originally included in the original contract to address the traffic study requirements of FDOT and DTPW.
- II. **Specific to the Short-term Improvements to Ocean Drive:** Additional Services requested for the design, permitting and implementation of lighting and sidewalk improvements along Ocean Drive.
  - a. **Exhibit F:** fee breakdown for the short-term additional services (\$ 286,422.24)
  - b. **Exhibit G:** anticipated schedule for the short-term additional services

**I. SPECIFIC TO THE LONG-TERM IMPROVEMENTS TO OCEAN DRIVE AND LUMMUS PARK:**

We are hereby notifying the City of a delay to the project schedule, and we are submitting this explanation of a change in scope of work for your review and action for architectural and engineering services for the Ocean Drive and Lummus Park project. The modified scope of work, as of today's date, results in a total fee increase of \$254,485.30. Please note that this scope of work reflects requirements included in final approved methodologies formally approved by the Agencies Having Jurisdiction (AHJ): the Florida Department of Transportation (FDOT) and the Miami-Dade County Department of Transportation and Public Works (DTPW). It is important to



note that delays to this 'Part 1' of the contract may impact future components of the contract, as those could be dependent on the successful completion of 'Part 1'.

#### **ORIGINAL CONTRACT BACKGROUND**

At the time of developing the scope of work for the project and during our initial scoping meetings in December 2022 and January 2023, CGA advised the City that a scoping meeting with both Miami-Dade County's Department of Transportation and Public Works (DTPW) and the Florida Department of Transportation (FDOT) would be essential to ascertain what processes, procedures, and standards they would apply to the required traffic evaluation methodology necessary to secure a permit with both agencies. That advisement was made in order to derive exactly what scope of work would be essential to meet the requirements of the agencies. The City directed CGA to not conduct a preliminary meeting with the agencies and instead develop a scope of work, based on assumptions CGA would make, with the directive that, once the coordination process commenced with the agencies, if changes in the scope were needed then they would be addressed at that time and any necessary changes to the contract would be presented to Commission for approval.

Following receipt of the Notice to Proceed 01 (NTP-01), CGA drafted a methodology for traffic study and evaluation, based on the assumptions that were made at the time of developing the scope of work. The initial coordination meeting with the agencies occurred in August 2023, and the team has met with both DTPW and FDOT Staff on several occasions to review their comments to the various iterations of the methodology, to gather feedback and further comment, and to seek consensus between the two agencies.

Approvals were received as follows:

- May 17, 2024 – Approval on methodology received from FDOT
- May 24, 2024 – FDOT-approved methodology submitted to DTPW for concurrency
- June 26, 2024 – Approval on methodology received from DTPW

The current, approved methodology for study, resulting from the directives obtained from the agencies during the coordination meetings, has substantially changed from the initial assumptions that were made at the time of drafting the original scope of work.

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#### **IMPACTS TO 'PART 1 – TRAFFIC STUDIES'**

In summary, those modifications to the Traffic Engineering methodology which impact the scope of work include:

- An increase of 96-hour Average Daily Traffic (ADTs) data collection and evaluation
- An increase of 6-hour Turning Movement Counts (TMCs) data collection and evaluation at intersections during the weekdays and weekends
- The addition of segment speed collections
- The addition of scenarios to be evaluated when determining the 'existing conditions' baseline, where DTPW and FDOT differ in their legal positioning on what is to be determined as 'existing conditions.'
- The addition of a scenario analysis that solely evaluates the modification of traffic patterns on all east-west streets leading from Collins Avenue to Ocean Drive into one-way couplets to isolate the impact of one-waying these street segments, which are required for Options 2 and 3 in the ADCD Plan.

- A directed shift in the methodology basis from “travel forecasting models” to a hybrid model with the potential for including “Dynamic Traffic Assignment (DTA) models,” as specifically requested by FDOT.
  - Travel forecasting models represent the static regional travel analysis capability, whereas DTA’s microscopic traffic simulation models are superior for regional dynamic corridor-level travel analysis. DTA models fill in the gap by enabling dynamic traffic to be modeled at a range of scales that highlights impacts to the regional area.
  - The change to DTA model-based analyses came as a result of the confluence of several projects and initiatives which will impact the study area within which Ocean Drive sits, which the agencies require to be factored-in and reflected in the study, including the following list:
    - The current ‘temporary’ permitted conditions of Ocean Drive
    - The current unpermitted conditions of the Ocean Drive “Promenade”
    - The pending permit request by the City to the County for the closure of Española Way between Washington Avenue and Collins Avenue.
    - The submission to the County for an evaluation on a proposal to pedestrianize the segment of Lincoln Road east of Washington Avenue.
    - County plans for a forthcoming Bus Rapid Transit (BRT) infrastructure improvement on Washington Avenue

(Please note that the agencies’ concerns lie at the confluence of how the sum of these projects will impact traffic patterns and diversion throughout the context when compounded by the suggested changes to Ocean Drive, contemplated in the 3 different scenarios being evaluated.

**It is important to note that if the City makes any additional requests for new permits for any additional road closures or traffic modifications during our study-period and which are not already contemplated in this study’s methodology, the agencies may reject the results of any findings and may require that any additional requested projects be added to the overall evaluation at the time of considering the issuance of any permits, requiring the study to be amended accordingly.)**

#### POTENTIAL IMPACTS FROM FUTURE ANCILLARY PROJECTS

- Due to an “unpermitted” status of the Ocean Drive “Promenade,” DTPW has diverted from FDOT in the determination of what is to be considered “existing conditions.” Despite the fact that the current configuration of the overall configuration of Ocean Drive (one-way southbound with dedicated bike lanes) received a permit and which has been in-place following COVID, DTPW has taken the stance that the “existing conditions” to be used when modeling the baseline for the project shall be the conditions that existed pre-COVID. DTPW has directed us to utilize pre-COVID conditions and project them to current date.
  - An increase in the evaluation time and effort to perform the required DTA analyses. This necessitates a heightened level of analysis, increased processing time, more comprehensive descriptions, extensive documentation, additional exhibits, and a substantial organizational effort. On average, the number of hours allocated per professional has substantially increased, primarily due to the escalated complexity of the project, the increased diligence required for documenting and evaluating the data, and the more extensive processes required for the analysis. Additionally, the required technical, specialty expertise of the staff required to conduct the directed analyses has been increased accordingly.
  - It is important to note that this increase in scope also has impacts on the degrees and levels of coordination needed among the assigned team members and the agencies, and as such also increased the project management needs to ensure quality, consistency, and compliance with the agencies’ requirements, including several coordination meetings with the agencies.
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**WORK PERFORMED TO-DATE**

We continue to advance the project as much as we can, making every attempt to minimize the impacts that the changes in the new methodology will have on the contracted schedule.

- **Data Collection:** Besides the many coordination and working-session meetings we have had with DTPW and FDOT, we have completed the collection of traffic data that both DTPW and FDOT agreed upon including vehicular, pedestrian and cyclist data. That data was collected at the following locations:
    - Washington Avenue, between 9<sup>th</sup> and 10<sup>th</sup> Street
    - Collins Avenue, between 9<sup>th</sup> and 10<sup>th</sup> Street
    - Ocean Drive, between 9<sup>th</sup> and 10<sup>th</sup> Street
    - Washington Avenue, between 14<sup>th</sup> Street and Española Way
    - Collins Avenue, between 14<sup>th</sup> Street and 14<sup>th</sup> Place
    - Ocean Drive, between 14<sup>th</sup> Street and 14<sup>th</sup> Place
  - **Inter-Departmental Stakeholder Meetings:** The CGA design team has met with every contributing City department stakeholders to introduce them to the project, discuss the parameters of the scope, and solicit data related to the design of Ocean Drive and Lummus Park. This initial inter-department coordination will continue and be key to ensuring a successful project. The departments with whom we met, with the oversight of CIP, include:
    - Culture and Tourism
    - Economic Development
    - Environment and Sustainability
    - Facilities
    - Fire
    - Green Space
    - Parking
    - Parks and Recreation
    - Planning
    - Police
    - Public Works
    - Urban Forestry
  - **Large-event Logistics Observation:** In response to the importance Lummus Park plays in large event planning and its impact as an economic generator for the City, CIP and CGA Staff met with various departments during the set-up of the Air and Sea Show and the Food and Wine Festival, where CIP and CGA Staff were able to observe and understand the various logistics and needs of preparing for and planning for events of that scale. This is important due to the fact that one of the performative metrics for a well-design Lummus Park includes the flexibility needed for large-scale engagements.
  - **Topographical Survey:** We have finalized the topographic survey of the project site and are currently coordinating and scheduling Community stakeholder meetings to commence the public engagement component of the project with 'listening sessions' that will serve as a basis for future design and outreach efforts.
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**SUMMARY OF ANTICIPATED IMPACTS**

1. Due to the modification of the methodology, as directed by DTPW and FDOT, the project schedule will be delayed. **The original milestone was to make a presentation of findings and recommendations to City Commission in April of 2024 for selection of a roadway configuration for Ocean Drive. That was based on a schedule that had a methodology approved by early September 2023. The current delay has pushed that milestone by a scale of months to possibly early Fall 2025.**

**II. SPECIFIC TO THE SHORT-TERM IMPROVEMENTS TO OCEAN DRIVE:**

The City has requested that this scope be revised to add lighting and sidewalk improvements to enhance safety, accessibility, and aesthetics along Ocean Drive, “which can be completed in a shorter timeframe,”<sup>1</sup> compared to the Ocean Drive and Lummus Park Enhancement Project which “is a multi-year endeavor that involved comprehensive design, permitting and construction.”<sup>1</sup> The goal for the project is to “implement the lighting and sidewalk improvements as part of the voter-approved G.O. Bond Ocean Drive Corridor Improvement Project.”<sup>1</sup>

<sup>1</sup> Item C7 AI, City of Miami Beach Commission Agenda, dated October 30, 2024

Our understanding of the request is to prepare design options and implementation strategies for improvements that can be implemented in the short term. The request from the City is that short-term improvements be designed in a manner so they can be transitioned into the long-term plans for Ocean Drive and Lummus Park. Generally, the most effective manner to achieve this is to first arrive at a long-term design and determine where all the critical infrastructure needs to be located, then reverse engineer a short-term implementation component, particularly because the changes being suggested in the ADCD Plan are a large departure from the existing conditions impacting roadway configurations, sidewalk widths, the location of drainage infrastructure, lighting infrastructure, parking, landscaping and irrigation. Modifying the existing conditions for a short-term improvement that will then be retro-fitted to a future configuration will not translate 100% from the short- to long-term phase; there will be components that will work for the short-term phase and will require to be undone or reconfigured for the future phase, depending on the degree of changes being proposed. We recognize that this may have a financial impact on the transition between phases. We will make every effort to minimize these conditions and take this short- to long-term phasing strategy into consideration when evaluating and making design recommendations.

To achieve this, this proposal acknowledges that reducing impacts to infrastructure that can either balloon the budget or exacerbate the schedule will be an essential component to the project’s success and will go a long way to ensure that the project is implementable. Additionally, design decisions should reflect known limitations that permit agencies will impose. These limitations should include:

1. **Ensuring that the existing drainage patterns of the roadway remain unchanged.** This will eliminate prolonged times associated with design and permitting and eliminate costly upgrades to the existing drainage infrastructure. This will result in the existing catch basins and curb-and-gutters to remain in their current location without modification.
2. **Ensuring that the existing roadway traffic configuration does not change from the current conditions, including the current pavement marking and striping.** The current permitted condition is a 1-way southbound travel lane with separated bi-directional bike lanes. This will eliminate the requirement for extensive traffic forecasting studies that require lots of time for scenario-building and traffic impact modelling in order to secure a permit through Miami-Dade County’s Department of Transportation and Public Works. These studies and evaluations are currently being undertaken as a part of the base Ocean Drive and Lummus Park Enhancement Project. Additionally, we want to avoid triggering any required reviews by Miami-Dade County’s Department of Transportation and Public Works for modifications or changes to the pavement markings and signage.

3. **Ensuring that all existing utilities remain unchanged.** This will eliminate prolonged times associated with performing utility coordination efforts with utility companies and costly effort to modify the location of existing utilities.

**Ensuring that any lighting improvements located on the west side of Ocean Drive are casting illumination away from the shoreline, utilize turtle-friendly amber lighting, and are shielded to prevent light spill towards the shoreline.** This will eliminate known pain-points with the Florida Fish and Wildlife's restrictions on lighting that may impact turtle nesting habitat areas. It is important to note that ANY lighting improvement will require a permit from FWC through the State's CCCL Permit process, which at a minimum takes 6-8 months to obtain a permit. Not designing in conformance with the restrictions put in place by FWC may have the impact of halting the project from proceeding. It is critical to understand that per the requirements of FWC, the resultant illumination levels will be of a lower intensity and may therefore need additional lighting fixtures/strategies to obtain higher levels of illumination, if so required by the City.

Given the above parameters, we recommend that the engineering and eventual implementation of the short-term improvements be done in two parallel tracks:

- Track 1 should focus on sidewalk replacement, exclusively. These improvements can be permitted through the City's Public Works Department via a Right-of-Way permit and it allows the City to be in control of the timeline to expedite reviews and obtaining the permit. This scope is drafted with the understanding that a State-issued CCCL permit is required, however because the scope is only sidewalk replacement we don't anticipate much more effort than an initial standard review by the agency.
- Track 2 should focus on the lighting improvements. These improvements are subject to State permitting processes and are on their own prolonged timeline. Separating the implementation of the lighting will allow the sidewalk replacement to not be delayed by the State's required approval of the lighting. This track should only truly impact the selection of fixtures and lamps (bulbs) – conduits, pull-boxes, wiring and other needed electrical infrastructure can all be installed as a part of the sidewalk improvements in Track 1.

Specific Exclusions to this 'Short-term' Project:

- Modifications to any underground utility or service
- All coordination and permitting with any utility or service agency that has infrastructure within the Ocean Drive Right-of-Way
- Geotechnical Engineering Design Services
- Subsurface Utility Exploration (SUE) services. This proposal is drafted with the assumption that there are no utility conflicts that will impact this "Short-term project".
- Drainage Design
- Roadway Design and Traffic Engineering Design Services
- Landscaping and irrigation Design Services
- All services during bidding or construction

Specific Task Elements to Include:

**TASK 1 – DATA COLLECTION, EVALUATION, 30% CONCEPTUAL PLAN, PUBLIC OUTREACH, and HPB APPROVAL**

- Attend kick-off meeting with City staff and internal staff to confirm project goals and schedule.
- Review any available record drawings, utility atlases, the topographic and roadway survey, and the findings from any readily-available utility information furnished by the City, coupled with on-site observations to identify potential conflicts to avoid in the short-term improvements.

- Develop preliminary conceptual plans for design approaches and strategies for short-term improvement options to be vetted by the City.
- Attend up to 6 design coordination meetings with various City Departments to identify impacts and conflicts with the proposed designs and to solicit technical feedback and comments for modifications to the design. The focus of these meetings will be to find solutions that do not trigger expensive modifications to existing infrastructure and increase their ability to be implemented.
- Develop conceptual design approach.
- Once the concept is approved by City Staff, CGA shall prepare a presentation and the preparation of necessary graphics to convey the improvements, for use in the public outreach process.
- Attend up to 6 meetings to arrive at a selection for a preferred option. These meetings are assumed to be presentation meetings to City Commission, City Commission Committees, Stakeholders, and Interest Groups. The goal will be to solicit feedback from the public, stakeholders and elected officials on their preferences and concerns for each option.
  - Note that these meetings are not being scoped as public charrettes or half-day or all-day design workshops.
- Once a direction is approved from Commission, CGA will proceed to advance the conceptual design to a Schematic (30%) Plans level.
  - Prepare schematic plans showing the proposed improvements, based on and discussions with City Staff. Submit the schematic plans to staff for evaluation and feedback. This plan will be a 30% level plan and will not include detailed engineering design yet.
  - Refine the design options and obtain sign-offs from the various critical departments in the City, confirming that they have reviewed the designs and recommend their potential consideration. At a minimum, these should include Traffic, Public Works, Facilities, Planning, Sustainability, the Police Department, the Fire Department, and CIP.
- Update schematic plans based on City Staff directives, following public comments, and submit to the City staff for review.
- Once reviewed by City Staff, CGA will prepare all necessary design documents to advance for review by the Historic Preservation Board (HPB).
- Historic Preservation Board Approval
  - Preparation of application package for the Historic Preservation Board.
  - Attendance to up to 3 Historic Preservation Board meetings
- CGA shall not proceed to 60% plans/construction documents until the City has provided confirmation, in writing, approving the conceptual design.

## **TASK 2 – 60% CONSTRUCTION PLANS PREPARATION**

- Advance any design considerations to include requirements set in place as a condition of approval by the Historic Preservation Board. Provided that any requirements imposed by HPB are within the scope of work of this project, those requirements will be included as part of this contract. Where the requirements extend beyond the scope of work of this contract, an Additional Services Agreement will be required prior to commencing those efforts.
- Prepare 60% construction plans, including:
  - Cover and General notes
  - Demolition Plans
  - Sidewalk Site Plans
  - Specialty Paving Plans
  - Site Construction Details
  - SWPP Plans

- Paving and Grading Plans
  - Lighting Photometrics Plan
  - Electrical Lighting Layout Plan
  - Electrical Riser and Details.
- Prepare 60%-level cost estimate.
- Conduct QA/QC of the 60% plans.
- Submit 60% plans to the City Departments for review.
- Attend one (1) all-day comment resolution 'open-house' to review comments provided by the various City departments. In order to expedite resolution from conflicting comments/directives, this all-day 'open-house' will allow the team to have targeted conversations to find resolutions to conflicting directives received from different departments. The expectation is that 2-weeks prior to the scheduled 'open-house' all City Department comments and feedback are furnished to CGA for evaluation, as we need to assess what critical resolutions are needed and who to schedule for a time-certain resolution meeting.
- Prepare a comment response package.
- Modify the 60% plans to address all comments received and the resolution directives.

**TASK 3 – AGENCY PERMITTING**

- Submit permits to:
  - FDEP for a CCCL Permit
  - FWC for a CCCL Lighting Permit.
- Meet with agencies to ensure all required documents are provided as needed to obtain final approval of the overall plans.

**TASK 4 – 90% PLANS PREPARATION**

- Prepare 90% construction plans.
- Prepare 90%-level cost estimate.
- Prepare 90%-level technical specifications (the City shall be responsible for all front-end documents)
- Conduct QA/QC of the 90% plans.
- Submit 90% plans to the City Departments for review.
- Attend one (1) half-day comment resolution 'open-house' to review comments provided by the various City departments. The expectation is that 2-weeks prior to the scheduled 'open-house' all City Department comments and feedback are furnished to CGA for evaluation, as we need to assess what critical resolutions are needed and who to schedule for a time-certain resolution meeting.
- Prepare a comment response package.
- Modify the 90% plans to address all comments received and the resolution directives and prepare the package for permitting.

**TASK 5 – CITY-DEPARTMENT PERMITTING**

- Submit permits to:
  - City of Miami Beach Right-of-Way permit.
- Submit to City of Miami Beach's Building Department for a dry-run review. (Note – the contractor will make the official submittal to the Building Department.)

**TASK 6 – FINAL PLANS AND BID DOCUMENTS**

- Make necessary modifications to the plans to address comments from the Right-of-Way permit and 'Dry-Run' permit process



- Prepare a comment response package.
- Finalize the 100% construction plans.
- Finalize the 100%-level cost estimate.
- Finalize the 100%-level technical specifications (the City shall be responsible for all front-end documents)
- Conduct QA/QC of the 100% plans.
- Submit the 100% package to the City for use during Bidding.

**TASK 7 - PROJECT MANAGEMENT**

- Project & Client Management - Design team coordination during the design and permitting process to ensure the project progresses on schedule. This includes internal progress meetings, coordination with the team, coordination with adjacent projects and development, answering/providing information requests from the City or interested stakeholders, schedule updates, budget control and invoice processing, addressing client comments, meeting minutes, and supporting documentation for design and permitting. Overall client coordination to keep the City aware of the project's progress, budget, schedule, and critical design decisions during the construction document preparation process.
- Quality Assurance/Quality Control - Review of the contract documents prior to each phase submittal through internal disciplinary reviews, cross-checking, constructability review, as well as an in-house review by a professional not directly involved with the project. Note - The fees for this service are included in each task when the QA/QC activity would occur.

**ASSUMPTIONS**

The only services included in this contract are those specifically identified above. The following are additional assumptions for this contract, inclusive of and beyond those stated elsewhere in this document:

- Attendance to the identified public meetings are included. Attendance at additional meetings can be billed at the contracted hourly rates.
- Permit application and review fees shall be the responsibility of the City. Any additional permit required but not specifically listed or obtained by CGA are to be the responsibility of the awarded Contractor.
- For schedule assumptions, City shall provide CGA with submittal review comments within fifteen (15) working days of receiving them.
- In order to meet the schedule, the assumption is that City Staff will make reasonable efforts to make themselves available for any required meetings.
- Engineering of improvements within the Right-of-Way are based on the assumption that the only improvements needed for the roadway is milling and resurfacing the existing asphalt areas and that all roadway sub-base are structurally sound and are not in need for repair.
- All work is assumed to be limited to and contained within the Ocean Drive right-of-way. This scope does not include any impacts to the curb radii at the intersections of Ocean Drive with intersecting streets and it does not include modifications to the existing crosswalk locations in the north-south direction located on the west side of Ocean Drive.
- The scope is based on the assumption that the existing drainage on Ocean Drive is functional and sufficient.



**EXHIBIT B**

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**EXCLUSIONS (SUBJECT TO ADDITIONAL FEES)**

The following services are NOT included in this proposal and will be considered Additional Services, which will be addressed in a separate contractual agreement. The services include but are not limited to:

1. Architectural, structural (i.e., retaining walls, bridges, docks), mechanical (i.e., fire pumps), fire protection, geotechnical and testing, environmental assessment, power, gas, telephone, cable television services.
2. Calculations for needed fire flow for site demands, based on building type use and size, if required.
3. Calculations of off-site flood stages.
4. Construction quality control inspections.
5. Off-site engineering and negotiations for off-site easements.
6. Permit application or negotiation with permitting authorities other than those specifically listed herein.
7. Preparation of construction contract documents, other than drawings and technical specifications (e.g., bid schedule, project manual).
8. Professional land surveying not included in the scope of services (i.e., buried utility investigation, easement research, condominium documents, project stake-out and as-built drawings).
9. Professional services required due to conditions different from those itemized under the Scope of Services or due to events beyond the control of Calvin, Giordano & Associates, Inc.
10. Professional services required for redesign, due to changes initiated by the CLIENT, their representatives, agents, or other consultants after the approval from the Historic Preservation Board is obtained.
11. Review of shop drawings.
12. Review and approval of Contractor pay requests.
13. Review of Data supplied by the CLIENT (i.e. GIS data sets, databases, aerial images, etc.) required for integration into this project.
14. Review of shop drawings for contractor or Client selected alternatives, materials, products, etc.
15. Special shop drawing annotation and modification to expedite shop drawing approval process.
16. Structural engineering documents and calculations.
17. Traffic engineering services.
18. Utility plans for sewer modifications or replacements.
19. Drainage design, including modifications to existing curb and gutters, and any associated drainage permits.
20. Drainage analysis and evaluations.
21. Permitting with the Florida Department of Transportation (FDOT) or Miami-Dade County Department of Traffic and Public Works (DTPW) are excluded in their entirety.

**MEETING ATTENDANCE**

Due to the difficulties of predicting the number or duration of meetings, no meetings other than those listed above, are included in the Schedule of Fees.

We are available to answer any questions you may have.

Thank you.

With Kind Regards,



David Stambaugh, PE

Vice President of Professional Services

**EXHIBIT A – PROPOSED FEE BREAKDOWN  
 (SPECIFIC TO THE LONG-TERM IMPROVEMENTS TO OCEAN DRIVE AND LUMMUS PARK)**

**Total Additional Services Fees: \$254,485.30**

<b>Task</b>	<b>Description</b>	<b>Additional Fees Required to Complete</b>
Task 1A-01	Coordination with Agencies	\$30,879.00
o	Original Contract:	\$66,937.00
o	Proposed:	\$97,816.00
Task 1A-02	Data Collection	\$48,212.30
o	Original Contract:	\$52,300.00
o	Proposed:	\$100,512.30
Task 1A-03	Scenario Evaluation	\$72,544.00
o	Original Contract:	\$362,720.00
o	Proposed:	\$435,264.00
Task 1A-04	Report Preparation	\$60,100.00
o	Original Contract:	\$62,280.00
o	Proposed:	\$122,380.00
Reimbursables:		\$42,750.00

- o There is a possibility that FDOT may require additional Dynamic Traffic Analyses on the data that has been collected to evaluate/confirm calibration of the data and findings of the various scenarios that will be evaluated. For the purposes of determining a cost amount for these possible additional analyses, we are assuming that the total number of DTAs that could potentially be requested may not exceed three (3) additional DTAs, each at a unit cost of \$14,250.00. It is our understanding that, as a reimbursable expense, prior written authorization from the City shall be required prior to executing any works tasks associated with them.

**REVISED (2024.07.17) 'EXHIBIT E' TO THE BASE CONTRACT  
(SPECIFIC TO THE LONG-TERM IMPROVEMENTS TO OCEAN DRIVE AND LUMMUS PARK)**

**PROJECT SCHEDULE (REVISED)**

The following are anticipated and estimated times for the completion of scope of work, as detailed in Schedule A. Please note that, particularly with coordination and review of boards and agencies, some review and approval processes may impact the schedule and prolong the duration of work beyond the control of Calvin, Giordano & Associates, Inc. or its sub-consultants. These include:

- Florida Department of Transportation
- Florida Department of Environmental Protection
- Florida Fish and Wildlife Conservation Commission
- Miami-Dade County Department of Transportation and Public Works
- City of Miami Beach Historic Preservation Board

**KEY MILESTONE DATES (REVISED)**

Overall, this project is estimated to take approximately 3.5<sup>1</sup> years to complete. Revisions to key estimated milestone dates are identified as follows:

Original	Revised Date	
06.09.2023		Notice to Proceed is issued
	06.26.2024	Determination & Acceptance of Traffic Engineering Methodology by MDC-DTPW on configuration options for Ocean Drive
		- Revision Note: Revised date resulting from the amount of time it took to obtain reviews, approvals, and concurrency from both DTPW and FDOT on the methodology and scope.
	July.2025	City Commission to select and approve design cross-section for Ocean Drive
	August.2025	FDOT Dynamic Traffic Assignment Study for selected cross-section to commence
	September.2025	Public Engagement for Lummus Park Commences and continues through October
	December.2025	Anticipated target date for receipt of agency permits
	February.2026	Completion of 30% Plans. Historic Preservation Board (HPB) Pre-meeting
	March.2026	HPB Final Submission
	May. 2026	Final approval by Historic Preservation Board for both Ocean Drive and Lummus Park
	August.2026	60% Plans Completed. Commence CCCL Permitting with FDEP
	December.2026	90% Plans Completed. CCCL Permitting completed.
	January. 2027	Finalize all permitting
	February.2027	100% Plans for Ocean Drive

**Notes:**

1 The project's delay is resulting from the amount of time it took to obtain reviews, approvals, and concurrency from both DTPW and FDOT on the methodology and scope, and it reflects the time needed to complete the studies requested by the agencies.

2 In order to make-up for the project time dedicated to obtaining and securing approvals to the traffic engineering methodology and performing it, City Staff requested that the project be re-structured to expedite the process by collapsing some scope items into congruent efforts. As such, this approach has resulted in

modifications to the schedule where the work tasks associated with the original scope will be collapsed accordingly.

### ASSUMPTIONS

This schedule is tentative, as it is dependent on several assumptions and factors that are beyond the control of Calvin, Giordano & Associates, Inc. or its sub-consultants, all of which may impact the schedule and the milestone dates furnished. The assumptions that have been made as a basis of this schedule include:

1. The schedule is based on the scope of work that has been furnished.
2. City Staff and City Commission will provide feedback on recommendations and requests with clearly-stated, decisive directives, without requesting unreasonable amounts of design explorations or revisions to the design approach.
3. City Commission is expected to select one of the three options for Ocean Drive, as generally described in the adopted ADCD Plan. Directives to explore hybrid versions of the design options may require additional design time and may prolong the overall schedule.
4. Review comments and feedback will be provided by City Staff within 2-weeks' time after plans and design materials are furnished for City Staff review.
5. When design plans are furnished to City Staff for review and comment, all departments shall furnish comments consistent with a thorough and complete review of the materials provided. Review comments collected from the various City Departments will be provided wholesale and not piecemeal. City Staff to review all comments obtained from internal departments and provide clear directions on how to address each, either in writing or in a comment resolution meeting. Where delayed or after-the-fact comments are received, accompanied with requests or directives for modifications to the design, these will be evaluated to determine their impact on the overall schedule.
6. The courtesy review of the Historic Preservation Board will be accommodated in an abridged timeline since formal approvals will not be sought at that specific meeting.
7. When requests for directives are provided to City Staff, City Staff will furnish clear, decisive directives within 5 business days' time.
8. Miami-Dade County will furnish responses to studies, recommendations, and questions within a reasonable amount of time, not to exceed 30 days.
9. City Staff will participate in coordination meetings with representatives of the Florida Department of Environmental Protection and with representatives of the Florida Fish and Wildlife Commission in good faith to find an acceptable 'middle-ground' to achieve lighting throughout the project while balancing the environmental restrictions surrounding turtle-nesting and wildlife. Any impasses between City Staff and FDEP/FWC shall only serve to prolong and delay the project.
10. Items placed on Commission and Committee agendas will be scheduled in a timely fashion and are expected to be heard when scheduled and not deferred.
11. City Staff and Building Department review comments shall be clearly stated, thorough and specific to the project.

It is important to note that delays may be cumulative and, depending on how the delayed task is situated within the overall sequence of work, the time lost due to the delay may not be made up. As such, delays will be evaluated on a case-by-case basis and the milestone dates will be revised accordingly.

**EXHIBIT F – PROPOSED FEE BREAKDOWN  
 (SPECIFIC TO THE SHORT-TERM IMPROVEMENTS TO OCEAN DRIVE)**

At the request of City Staff, the following cost breakdown is provided:

<b>Task</b>	<b>Description</b>	<b>Fees Required to Complete Sidewalk Replacement</b>	<b>Fees Required to Complete Lighting Improvements</b>
Task 1	Data Collection & Evaluation	\$ 2,964.00	
	Concept Design & Outreach Process	\$ 32,805.00	
	30% Schematic Plan	\$ 19,070.00	\$ 6,804.00
	HPB Approval	\$ 16,548.00	
Task 2	60% Construction Plans Preparation	\$ 82,730.00	\$ 21,600.00
Task 3	Agency Permitting	\$ 13,490.00	\$ 8,236.00
Task 4	90% Plans Preparation	\$ 33,818.00	\$ 12,030.00
Task 5	City-Department Permitting	\$ 5,324.00	
Task 6	Final Plans and Bid Documents	\$ 16,066.00	\$ 3,921.00
	<b>Sub-total</b>	<b>\$ 222,815.00</b>	<b>\$ 52,591.00</b>
Task 7	Project Management (4%)	\$ 8,912.00	\$ 2,103.64
	<b>Total</b>	<b>\$ 231,727.60</b>	<b>\$ 54,694.64</b>

**Total Fees:**

- Sidewalk Replacement Only \$ 231,727.60
- Sidewalk Replacement + Lighting Improvements + \$ 54,694.64 = \$ 286,422.24

**EXHIBIT G – ANTICIPATED SCHEDULE  
 (SPECIFIC TO THE SHORT-TERM IMPROVEMENTS TO OCEAN DRIVE)**

The following are anticipated and estimated times for the completion of scope of work. Please note that, particularly with coordination and review of boards and agencies, some review and approval processes may impact the schedule and prolong the duration of work beyond the control of Calvin, Giordano & Associates, Inc. or its sub-consultants. These include:

- Florida Department of Environmental Protection
- Florida Department of Transportation
- Miami-Dade County Department of Transportation and Public Works
- City of Miami Beach Historic Preservation Board

**KEY MILESTONE TARGET DATES**

Key estimated milestone dates are identified as follows, based on a receipt of an NTP no later than 4/25/2025. If the NTP is received later than the noted date, all milestones will need to be adjusted accordingly:

Mid-Jan.2025	Finalize Data Collection & Evaluation
March.2025	Complete Public Outreach
<b>April.2025</b>	<b>Presentation to City Commission</b>
April 25.2025	Issuance of NTP
June.2025	Preliminary 30% Plans Complete; HPB Pre-Bid Meeting
July.2025	HPB Final Submittal
September.2025	HPB Approval
December.2025	60% Construction Plans Completed; Commence CCCL Permit
April.2026	90% Construction Plans Completed; CCCL Permit Finalized
May.2026	Finalize all Permitting
June.2026	100% Construction Plans Completed