

# PROPOSAL

---



Prepared for  
City of Miami Beach Property Management Department  
**Beachwalk Hostile Mitigation Barriers-  
Phase 2**



**Gannett Fleming**

August 20, 2021



August 20, 2021

Frank Garcia, LEED Green Associate  
Senior Facilities Capital Projects Coordinator  
Miami Beach Property Management Department  
1833 Bay Road  
Miami Beach, FL 33139

Dear Frank,

Per your conversation with Gene Perry and me, following is our proposal to assist the City of Miami Beach (CMB) Property Management Department with Phase Two of the hostile vehicle attack study of the Beachwalk from Atlantic Way and the Miami Beach Boardwalk continuously between South Pointe Park to the south and 87th Terrace to the north.

Following our assessment and basis of design completed in Phase One, Phase Two is a continuation of that project for development and delivery of a 30% Conceptual Design including an opinion of probable cost for construction which categorizes City of Miami Beachwalk access points based on priority.

Details regarding the approach to the scope of work, schedule and timeline are found in our proposal. Our assembled team provides the necessary leadership and technical skills to continue to successfully carry out the work being requested by the CMB Property Management Department.

We are committed to providing a quality product within schedule and on budget. We appreciate the opportunity to assist and serve the City of Miami Beach. Please review and let me know if you have questions or need additional information to support your decision. We look forward to working with you and your team.

Regards,

William F. Foos, CPP, PSP, Vice President  
Director of Security and Safety Services  
Office: 303.390.3977 Mobile: 717.571.3412  
wfoos@gfnet.com

## Scope of Work – Phase Two (30% Conceptual Design)

We are prepared to continue the Hostile Barrier Mitigation project development for the City of Miami Beachwalk street end accesses applying the best strategies to thwart the potential for a Hostile Vehicle Attack. The second phase of project development will build upon the approved Basis of Design document and apply the lessons learned and assessment knowledge gained through Phase One efforts. At the request of the City, we will also prepare an opinion of probable cost for construction for the access points and develop a priority based approach program for implementation.

The following table reflects the scope and major elements that we propose to provide along with their associated phases and tasks:

Statement of Work	Gannett Fleming Proposed SOW
<ul style="list-style-type: none"><li>Development of concept mitigation schemes</li></ul>	<b>Phase Two - Basis of Design</b>
	Task 1 Basis of Design Document & Conceptual Designs Task 2 30% Plans Development Task 3 Opinion of Probable Cost for Construction

## Project Management

This consists of all project management and coordination duties, including coordination of different design disciplines, integration of design tasks, and status meetings/phone calls as follows:

- Project phase kickoff meeting (internal).
- Project phase kickoff meeting (City) including preparation and minutes.
- Monthly status meetings (internal, assumed 6).
- Coordination meetings with City (assumed 2)-virtual.
- Perform QA/QC prior to each submittal.
- Project phase closeout meeting.
- Meetings specific to other tasks within this scope are included in those tasks.

Internal, and client meetings, communication and coordination will be conducted as required to review the current project process and discuss upcoming schedules, submissions, and events. Gannett Fleming will provide the administrative services necessary for the project to ensure proper billing procedures are followed and that procedures for project submissions are properly followed.



## Phase 2 – Analysis and Conceptual Design Development

The effort of this phase will utilize the basis of design document and associated comments received from Phase 1 to confirm design considerations are driven by analysis.

### Phase 2 Task 1: Analysis and Conceptual Designs

Gannett Fleming will analyze existing protection elements in place at the time of the site assessments. In conjunction with the data collected and the analysis results, we will prepare conceptual sketch design treatments incorporating the assumptions provided in the approved basis of design document. The various analyses may include but are not limited to:

- Calculating the maximum impact velocity, a threat vehicle could attain for each street end access.
- Defining the performance specifications of the hostile vehicle mitigation strategies and measures according to Design Basis Threat (DBT) vehicles the ( i.e., type, size, and velocity) that will need to be stopped according to the accepted Basis of Design document.
- Refinement of existing element placement and inclusion of proposed barrier systems to develop a threat mitigation scheme. Conceptual design will include placement recommendations of vehicle barrier systems and recommended types of barrier systems.
- Recommended streetscape solutions that combine form, function, and strength of vehicle barriers with blending in the environment at the venues included in this project
- Visualization in the form of 3-Dimensional renderings portraying each proposed conceptual design and recommended streetscape solutions from at least two (2) different perspectives (views). It is assumed the renderings will be utilized during a public presentation facilitated by the City.

We will plan and facilitate a Design Charette with CMB Stakeholders during this task to develop conceptual mitigation schemes. This effort will provide stakeholders the ability to provide design input to the mitigation scheme development, while providing designers the ability to capture acceptable treatment options to be incorporated within the 30% design. The charette will be conducted in person at the CMB to the extent allowable under COVID-19 restrictions at the time of the meeting.

Outcomes or milestones from this task include:

- Concept Sketch Design: 2 options will be developed
- Renderings: 4- 3D Renderings will be developed to illustrate the design concepts
- Listing of Mitigation Treatment Options.

### Phase 2 Task 2: 30% Plans Development

Gannett Fleming will develop 30% Plans utilizing the Basis of Design elements and input from the Concept Sketch Design to provide the City a depiction of recommended treatments and mitigation measure placement at the designated street end accesses. The effort involved within this task includes:

- Developing an existing condition plan by tracing the existing topography from as-built drawings/Aerial photo/GIS depending on the availability. Gannett Fleming will collect and review all existing information including available as-builts, GIS data, electronic CAD files and other information provided by the City.
- Plan development illustrating the recommended placement and type of mitigation treatments.
- Developing initial site details illustrating the barriers and/or streetscape solutions.
- Develop listing of applicable permits needed for design approval and construction.
- Attending a comment review meeting to discuss and resolve City comments prior to the next phase of design.

Deliverables from this task are:

- 30% Design Plans in PDF format x 1

### **Phase 2 Task 3: Opinion of Probable Cost for Construction**

Gannett Fleming will develop an opinion of probable cost for construction of design elements contained within the 30% Plans to provide the City a prioritized cost opinion of the recommended treatments and mitigation measures. The effort involved within this task includes:

- Development of a 3-tiered priority ranking of street-end intersections – the ranking criteria and overall prioritization will be a collaborative effort between the City's Project Team, Gannett Fleming, and key stakeholders invited by the project team to provide input.
- Cost Analysis and rough order of magnitude (ROM) cost estimation for street-end solutions. – two iterations of the ROM cost will be developed an initial and then a refined version based on design comments.
- Development of cost escalation percentages over 4 years (48 months) – two iterations will be performed similar to the ROM effort.
- Development and delivery of draft cost opinion documents for CMB review and comment encompassing ten business days – effort will compile and evaluate the priority rankings, rough costs and then illustrate a 4 year implementation program approach with the associated capital costs.
- Revisions and development of the final cost opinion documents for the approval of CMB Property Management Department.

Deliverables from this task are:

- Draft Opinion of Probable Cost document in Microsoft Word format x 1
- Final Opinion of Probable Cost document in PDF format x 1

## Exclusions

1. No formal traffic analysis will be performed in the event Gannett Fleming recommends street redirection/circulation changes, or no traffic signal design associated with intersection revisions.
2. No traffic data collection is included. Any traffic data needed to perform assessments and analysis will be provided or obtained by the City.
3. No formal survey will be performed. Base plans will be developed by tracing the existing topography from as-built drawings (to be provided by the City)/Aerial photography/GIS depending on the availability.
4. Geotechnical data collection for structural computations not included. Geotechnical data will be provided or obtained by the City. No borings to be performed by Gannett Fleming as part of this scope of work.
5. Existing underground utilities data collection not included. Utility data will be provided or obtained by the City and final utility clearance will be the responsibility of the contractor during construction.
6. No work related to permits is included in this scope.

## Assumptions

1. Gannett Fleming will include performance specifications for barrier systems and other mitigation elements.
2. Video/camera detection are not part of this project.
3. Streetscape/art will be provided by product manufacturer.
4. CMB will assist with as-built drawings (to be provided by the City)/Aerial photography/GIS, and existing utility data depending on the availability.
5. Geotechnical borings/test pits will be included in the Construction Estimate.

## Schedule

Gannett Fleming will collaborate on the coordination and execution of the project beginning with a Phase Kick-off Meeting on a date agreeable with the CMB, upon receipt of the notice to proceed. During this meeting, the expectations for the services to be provided under this scope of work will be discussed and the tentative project schedule outlined below confirmed.

Task	Estimated Date*
<b>Phase 2 – Basis of Design</b>	
Notice to Proceed (NTP)	To be determined
Phase 2 Kickoff Meeting	10 Days after NTP
Task 1 – Analysis and Conceptual Design Design Charette  Outcomes or milestones from this task • Concept Sketch Design: 2 options will be developed • Renderings: 4- 3D Renderings will be developed to illustrate the design concepts • Listing of Mitigation Treatment Options.	Within 10 Days after NTP  Within 30 days after Design Charette
Task 2 – 30% Plans Development	90 days after completion of Phase 2 Task 1
City of Miami Beach Design Review	21 days following Phase 2 Task 2 submittal
30% design review meeting	Within 10 days following City of Miami Beach Design Review comment receipt
Task 3 – Opinion of Probable Cost	45 days after 30% design review meeting

\*Based on business days

## Project Team

**Project Principal: William “Bill” Foos, CPP, PSP,** will serve as your Project Principal. As Director of Security and Safety with 40 years of experience. He is a subject matter expert with experience performing and conducting audits of threat, security, vulnerability, risk, and public safety assessment programs; developing mitigation strategies; preparing emergency response plans and continuity of operations plans; developing and leading incident response and rapid recovery planning exercises; and conducting security audits. As Vice President, Bill is authorized to bind the firm, regularly monitor the performance of the contract, and ensure that resources are allocated to your project appropriately. Bill is a retired Lieutenant Colonel in the United States Army. Bill holds an active Government security clearance and is trained in antiterrorism measures.

**Project Manager / Technical Lead: Gene Perry, CPP, PSP, PMP,** will serve as your Project Manager and Technical Lead, and he will be the overall primary point of contact. Gene brings 29 years of experience as a subject matter expert in risk analysis and emergency response planning. His experience managing projects and having completed over 300 security and safety risk assessments will allow him to serve as an excellent and effective leader for the team. Gene has completed Basis of Design reports for critical infrastructure in multiple states, including technical requirements for vehicle barriers in California. Gene served in the United States Army from 1991-2011, 1<sup>st</sup> Special Forces Operational Detachment – Delta, holds an active Government security clearance, and is formally trained in antiterrorism measures and antiterrorism physical security design.

**Quality Assurance/Quality Control: McEwan van der Mandele, CPP, PSP,** will serve as Quality Assurance and Quality Control for the project. McEwan will oversee the project delivery and quality to ensure that security standards are met and that Gannett Fleming’s ISO 9001:2015 standards and procedures are adhered to throughout the project. McEwan brings 38 years of experience as a subject matter expert in threat, vulnerability, and risk assessments, hazard analysis and security and safety mitigation strategies. McEwan holds an active Government security clearance.

## Security Technical Team

**Technical Lead: Gene Perry, CPP, PSP, PMP**

**Security Consultant: Stacey Porter,** will serve as a Security Consultant for the project. Stacey brings over 20 years of security experience to the team. He is a former U.S. Secret Service and Department of Homeland Security Air Marshal. He also brings extensive experience providing security and safety services including physical protection systems development, design, implementation, active threat mitigation and training; threat, vulnerability, and risk assessments; mitigation strategies; occupancy emergency plans and continuity of operations plans; security



planning guidelines, and countermeasure recommendations. Stacey participated on the Phase One Team for the Beachwalk Basis of Design Project.

## Engineering Design Team

**Design Lead: Timothy Connor, PE, PTOE**, will serve as Design Lead and Traffic Engineer for the project. Tim brings 29 years of experience in the design of perimeter security and circulation solutions including security gates, security fencing, pedestrian and vehicular access control points, automated vehicle gates and other geometric and circulation improvements to mitigate risk and threats. Tim has Anti-Terrorism project experience in the design development of numerous entry control facilities for military installations aimed at minimizing loss of life and preserving critical assets. He is well versed integrating multi-stakeholders needs into the project elements.

**Structural Engineer: Derek Mostoller, PE** will serve as the Structural Engineer performing the performance of calculations of the maximum impact velocities and angles for the project. Derek brings 24 years of experience in the structural design of facilities and roadway structures. He brings experience and knowledge addressing issues unique to each facility's design criteria, while maintaining functionality and cost effectiveness.

**Traffic Design: Ying Liu, PhD, PE** will serve as the Traffic Designer responsible for the roadway and pedestrian elements for this project. Ying has 18 years of roadway and traffic experience for this project and is knowledgeable in the planning and design of physical security measures to reduce the vulnerability due to terrorist attack. Her project design experience has incorporated providing enhanced pedestrian visibility and traffic calming measures expanding the safety buffer between pedestrians and vehicles.

**Landscape Architect: Brian Shifflett, FLA, LEED AP**, will serve as a Landscape Architect on this project. Brian brings 28 years of experience and is responsible for conceptual site designs, feasibility studies, and master planning for various projects, including commercial, housing, recreational, institutional, and mixed-use developments. Provides plan development, client coordination, and in-house coordination of projects through conceptual design, design development, and construction document phases.

**Senior Estimator: Vernon Scott**, will serve as the Project Estimator performing the preliminary rough-order-of – magnitude and future construction cost estimates for this project. Vern's 41 years of experience integrates cost estimation knowledge from a variety of project types accurately reflecting the cost of construction. Estimates will account for project location, accessibility, available work and staging areas, work-hour restrictions, maintenance of vehicular operations, phasing requirements, local wage rates, mobilization costs, perceived liability, similar construction volume in the area, and subcontracted work.

## Quality

Throughout our history, Gannett Fleming has established a strong reputation for providing high quality services, by meeting our clients' budget, schedule requirements, and exceeding client expectations. At Gannett Fleming, we are serious about quality. Our Quality Management System (QMS) defines the processes we use to execute every project across the firm, regardless of scope or scale. We follow these processes from project development through project closeout and every step in between to deliver successful projects for our clients. But we don't stop there.

Our QMS also is certified to the ISO 9001:2015 Standard for Quality Management Systems. We request client input through formal surveys for each of the thousands of projects Gannett Fleming completes annually. We're proud to consistently receive client satisfaction ratings of 94 percent or higher, which confirms that we successfully achieve our clients' goals.

Gannett Fleming's ISO 9001:2015 certification requires the Project Management Team to have oversight and supervision of this contract through QA/QC at every step of the project, to ensure all employees are functioning at acceptable levels of performance, performing their assignments related to each deliverable are completed in a timely manner and all reporting requirements are honored



## Cost Proposal

All work will be performed according to Gannett Fleming's General Transportation Planning and Traffic Engineering Consultant Services Agreement (Resolution NO. 2017-30029) at a firm fixed price.

### Effort by Labor Category

Labor Category	Labor Rate	Hours	Labor Cost
Senior Project Manager	\$ 260	48	\$12,480.00
Chief Engineer	\$ 237	209	\$49,533.00
Senior Engineer	\$ 185	223	\$41,255.00
Engineer	\$ 105	300	\$31,500.00
	Total	781	\$134,768.00



***Gannett Fleming***

Excellence Delivered **As Promised**

## Total Project Effort

[illegible]