AGENDA SARASOTA MANATEE AIRPORT AUTHORITY REGULAR MEETING

Monday, January 25, 2021 – 1:00 p.m. Dan P. McClure Auditorium East

- 1. Call to order, invocation, and pledge to flag
- Swearing in Ceremony:
 Jeff Jackson, Sarasota County, Seat 2
 By the Honorable Kevin Bruning, Circuit Court Judge
- 2A. Plaque Presentation to Peter A. Wish for his service on the Authority Board (FJP)
- 3. Introduction of New Employees (A. Eldridge)
- 4. Approval: Minutes of Regular Meeting of November 17, 2020 and SMAA Orientation Meeting of January 5, 2021
- 5. Items Needing Action
 - A. Approval: General Terminal Area Lease with General Services Administration (GSA) (FJP)
 - B. Approval: Scheduled Airline Operating Agreement and Terminal Building Lease with Southwest Airlines Co. (FJP)
 - C. Approval: Amendment No. 5 to Scheduled Airline Operating Agreement and Terminal Building Lease (FJP)
 - D. Approval: Construction Phase Professional Services Contract With Gresham Smith & Partners for the Wayfinding Sign Project (FJP)
 - E. APPROVAL: Construction Contract Award to American Infrastructure Services for the Wayfinding Signage Project (FJP)
 - F. APPROVAL: Construction Phase Professional Services Contract with American Infrastructure Development for the Parking Lot Expansion Phase 2 Project (FJP)
 - G. APPROVAL: Construction Contract Award to Magnum Builders of Sarasota for the Parking Lot Expansion Phase 2 Project (FJP)
 - H. APPROVAL: Increase Contract Scope with Integrated Fire & Security Solutions for Construction of the Access Control Project (FJP)
 - I. APPROVAL: Professional Services Contract with PGAL for Design of the Consolidated Car Rental Facility (FJP)
 - J. Approval: Construction Phase Professional Services Contract with ShenkelSchultz Architects for the SRQ Maintenance Hangar Project
 - K. Approval: SMAA Resolution 2021-01, Authorizing President, Chief Executive Officer to Execute Certain Leases, Contracts, Easements, and Grant Agreements; and SMAA Resolution 2021-02 Establishing Policy for Change Orders to Construction and Professional Agreements (FJP/DB)
 - L. Approval: Appointment of SMAA Commissioner as Representative to the Sarasota Council of Governments (FJP)

6. Citizen's Comments.

Must be limited to an absolute maximum of 5 minutes per person and concern only business that is on the current agenda. If the item concerns a matter not on the current agenda, comments will be heard under "Public Comments" at the end of the meeting. Please fill out a Citizen's Comments form and present it to the Executive Assistant. Any person failing to complete this form in its entirety and/or who fails to identify the agenda topic will not be heard. No individual may give his/her time to another speaker.

- 7. Presentation: Plante Moran Re: Audited Fiscal Year 2020 Financials
- 8. Approval: RFQ-01-2020-GTC, Professional Services Design of the Ground Transportation Center, short list of firms making 10 minutes presentations in alphabetical order:
 - 1. AECOM Technical Services, Inc.
 - 2. AVCON, Inc.
 - 3. Mead & Hunt
- 9. Approval: RFQ-02-2020-TWYCF, Professional Services to Rehabilitate Taxiway Charlie & Foxtrot, short list of firms making 10 minutes presentations in alphabetical order:
 - 1. AVCOM, Inc.
 - 2. Hanson Professional Services, Inc.
 - 3. Kimley-Horn
- 10. Department Reports
 - A. Financial Statements (AE)
 - B. Investment Portfolio (AE)
 - C. Finance & Administration Department (AE)
 - D. ARFF, Operations & Police Departments (FJP)
 - E. Development/Community Relations, Activity Report (FJP)
 - F. Engineering, Planning & Facilities Departments (FJP)
 - G. Internal Audit & Investment Compliance (FJP)
 - H. Information Technologies (FJP)
 - I. Real Estate Development & Properties Department (FJP)
- 11. Attorney Presentations (D. Bailey)
- 12. Old/New Business
- 13. Public Comments

Comments must be limited to absolute maximum of five (5) minutes per person. Anyone wishing to speak must complete a Citizen's Comment form and present it to the Executive Assistant prior to the beginning of the meeting. No individual may give his/her time to another speaker.

- 14. Comments by Commissioners
- 15. Adjournment

Proceedings at this public meeting are digitally recorded. You may purchase copies from the SMAA Executive Assistant, telephone number 941-359-2770. Anyone wishing to appeal a decision made by the Airport Authority concerning any matter considered at this public meeting will need a record of the proceedings and must ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is based.

AGENDA ITEM NO. 4

SARASOTA MANATEE AIRPORT AUTHORITY REGULAR MEETING Tuesday, November 17, 2020 - 1:00 p.m. Dan P. McClure Auditorium East

THOSE PRESENT:

Kristin Incrocci, Chairman
John Stafford, Vice Chairman
Secretary, Doug Holder
Commissioner Carlos Beruff
Commissioner Bob Spencer
Commissioner Peter A. Wish
Fredrick J. Piccolo, President, Chief Executive Officer
C. Dan Bailey, Jr., Airport Counsel
Anita Eldridge, Sr. VP Finance & Administration
Mark Stuckey, Exec. VP, COS
Kent Bontrager, Sr. VP Engineering & Facilities
Karen Garofalo, Executive Assistant – SMAA

THOSE ABSENT:

Item 1. Call to Order, Invocation, and Pledge to Flag

Chairman Incrocci called the meeting to order at 1:00 p.m., gave the invocation and led the pledge of allegiance to the flag.

<u>Item 2. Election of Officers:</u> Mr. Bailey took nominations from the Board for this year's Chairman, Vice Chairman, and Secretary. He advised that in accordance with the By-laws, the position of Chairman should be rotated between the counties each year, therefore this year's Chairman will be from Sarasota County, with the Vice Chairman and Secretary from Manatee County.

Mr. Bailey took nominations from the Board for Chairman. Commissioner Spencer nominated Commissioner Holder. The Board offered no other nominations for Chairman. Mr. Bailey closed the nominations. Mr. Bailey declared Commissioner Holder elected Chairman by acclamation.

Mr. Bailey took nominations from the Board for Vice Chairman. Commissioner Beruff nominated Commissioner Spencer. The Board offered no other nominations for Vice Chairman. Mr. Bailey closed the nominations. Mr. Bailey declared Commissioner Spencer elected Vice Chairman by acclamation.

Mr. Bailey took nominations from the Board for Secretary. Commissioner Wish nominated Commissioner Beruff. The Board offered no other nominations for Secretary. Mr. Bailey closed the nominations. Mr. Bailey declared Commissioner Beruff elected Secretary by acclamation.

The new officers of the Board for November 2020 to November 2021: Doug Holder, Chairman Bob Spencer, Vice Chairman Carlos Beruff, Secretary

<u>Item 3. Chairman Plaque Presentation to Kristin Incrocci</u>

Chairman Holder presented a plaque to Kristin Incrocci in appreciation for her services as our past Chairman. Commissioner Incrocci thanked the board for the honor of serving as the Board's chairman.

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Item 4. Introduction of New Employees

Ms. Eldridge introduced new employee Julio Monroy, Maintenance Technician to the Board.

<u>Item 5. Approval of the Minutes of the Regular Meeting & Public Hearing of September 28, 2020</u> and Minutes of Special Meeting of October 19, 2020

The Board approved the minutes of the Regular Meeting & Public Hearing of September 28, 2020 and Minutes of Special Meeting of October 19, 2020 as presented.

<u>MOTION:</u> Commissioner Spencer moved approval of the minutes of the Regular Meeting & Public Hearing of September 28, 2020 and Minutes of Special Meeting of October 19, 2020 as presented. Commissioner Stafford seconded. MOTION PASSED UNANIMOUSLY (6-0)

Item 6. Citizens Comments

Mr. Martin Sobel updated the Board on the progress of the Young Eagles Flying Club and Team Build, a program for high school students, and the Experimental Aircraft Association (EAA) and invited the Board to come out on Saturdays and watch the students build the new aircraft. Chairman Holder thanked him for the offer.

Item 7. ITEMS NEEDING ACTION

7A. Approval: Changes to The Principal U.S. Property Separate Account Investment Option Included in Authority's Retirement Plans

Ms. Eldridge discussed approval of changes to The Principal U.S. Property Separate Account Investment Option to remain invested in the plan for the Defined Benefit, Defined Contribution and Deferred Compensation retirement plans subject to changes effective January 4, 2021. Following questions, Ms. Eldridge and Mr. Piccolo reviewed the three plans offered to eligible employees noting that the Defined benefit plan applies to employees hired before October 1, 2007, the Defined Contribution (DC) Retirement Plan applies to employees hired on or after October 1, 2007, and the voluntary Deferred Compensation (457) Plan for any eligible employees. Changes to the Principal "Separate Account" require the Authority to either approve to remain invested subject to the changes or disapprove prior to December 15, 2020. The changes were noted, and Staff recommended approval to remain invested in the Principal U.S. Property Separate account for the Authority's retirement plans.

<u>MOTION:</u> Commissioner Spencer moved approval of changes to The Principal U.S. Property Separate Account Investment Option to continue to invest and offer the Separate Account in the Authority's three retirement plans as discussed. Commissioner Stafford seconded. **MOTION PASSED UNANIMOUSLY (6-0)**

7B. Approval: Proposed Schedule of CY 2021 SMAA Board Meeting Dates

Mr. Piccolo requested the Board approve the schedule of meeting dates of the Authority for Calendar Year 2021:

CY 2021 Regular Meetings Commence at 1:00 p.m.:

Monday, JANUARY 25

Monday, MARCH 22

Monday, MAY 24 w/Workshop meeting to evaluate the Pres. CEO at 11:00 am same day)

Monday, AUGUST 23 (w/Budget Workshop starting at 11:00 am, or as determined by the Chair)

Monday, SEPTEMBER 27

Monday, NOVEMBER 15

According to the by-laws, **if necessary**, the Board would schedule a second Budget Workshop for the first Wednesday after Labor Day: Wednesday, September 8.

MOTION: Commissioner Spencer moved the approval of the schedule of Authority meeting dates for Regular Meetings and scheduled Workshops for the year 2021 and authorizes staff to prepare all documents to implement this action. Commissioner Beruff seconded. MOTION PASSED UNANIMOUSLY (6-0)

7C. Approval: Schedule of Calendar Year 2021 SMAA Employee Holidays

Mr. Piccolo requested approval of the proposed CY 2021 employee holiday schedule, which is consistent with the CY 2020 schedule.

HOLIDAY	DAY OBSERVED	
New Year's Day 2021	January 1	
Martin Luther King, Jr. Day	January 18	(M)
Memorial Day	May 31	(M)
Independence Day	July 5	(M)
Labor Day	September 6	(M)
Veteran's Day	November 11	(TH)
Thanksgiving Day	November 25	(TH)
Day after Thanksgiving	November 26	(F)
Christmas Eve*	December 24	(F)
Christmas Day*	December 27	(M)
Two Floating Holidays	Not Designated	

<u>MOTION:</u> Commissioner Spencer moved approval of the proposed 2021 Employee holiday schedule as presented. Commissioner Stafford seconded. MOTION PASSED UNANIMOUSLY (6-0).

7D. Approval: Amendment No. 4 to Scheduled Airline Operating Agreement and Terminal Building Lease

Mr. Piccolo requested approval of amendment No. 4 to the Scheduled Airline Operating Agreement and Terminal Building Lease to extend the agreement with the four existing signatory carriers an additional year to September 30, 2024 and exclude all CARES Act funds or any subsequent, federal, state, or local funds from the year-end reconciliation, and the Authority will waive the previously deferred six-month fixed rents, waive an additional 12 months of fixed rents, and waive any shortfalls in year-end reconciliation calculations until September 30, 2023. The airlines have agreed to extend the agreement the additional year; the airport will exclude Cares Act funds or any state, federal, or local relief funds from the year end reconciliation. If the airport

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has a surplus based on normal operating revenue, we would share with the airlines as we would have done pre-pandemic. If we have a deficit the airlines will not be charged because we have the Cares Act funds available to the airport.

<u>MOTION:</u> Commissioner Spencer moved approval of Amendment No. 4 to the Scheduled Airline Operating Agreement and Terminal Building Lease and that Staff be authorized to prepare any documents to implement this action. Commissioner Stafford seconded. **MOTION PASSED UNANIMOUSLY** (6-0).

7E. Approval: SMAA Resolution 2020-08, Ratifying The Appointment of Membership to Fire Prevention Code Board Of Appeals by Manatee County Fire Chiefs' Association

<u>MOTION:</u> Commissioner Spencer moved for the Authority to adopt Resolution 2020-08 Ratifying the Re-appointment of membership of Fire Prevention Code Board of Appeals by Manatee County Fire Chiefs' Association, providing for an effective date. Commissioner Stafford seconded. MOTION PASSED UNANIMOUSLY (6-0).

Item 8. Department Reports

The following department reports were accepted:

- A. Financial Statements
- B. Investment Portfolio
- C. Finance & Administration Department Report
- D. Real Estate Development & Properties Department
- **E.** ARFF, Operations & Police Departments
- F. Development/Community Relations Report, Activity Report
- **G.** Engineering, Planning & Facilities Departments
- H. Internal Audit & Investment Compliance Report
- I. Information Technology Department

Mr. Piccolo stated our traffic numbers are tracking very well and Southwest Airlines should announce their final routes and schedule within a week to start service at SRQ. He complimented staff on their hard work in completing the entrance landscaping project and ensuring the terminal was up to its usual high standards for the Southwest visit.

Commissioner's Comment

Chairman Holder recognized Commissioner Stafford who presented a proposal for the Board to consider, in recognition of the great work done by staff this past year and other years, to extend Resolution 2020-06 (approved at the September 28, 2020 Board meeting), which substitutes the corresponding applicable metric criteria for FY 2019 and CY 2019 to be utilized to calculate 457 (f) and employee incentive or performance based compensation payments for FY/CY 2020 contained in any Employment Agreement, Senior Management Program or SMAA Personnel Policy, by multiplying the various program payments by two to come to the final calculation for each employee. Commissioner Beruff suggested payments be distributed before the Christmas holiday.

MOTION: Commissioner Stafford moved to extend Resolution 2020-06 (approved at the September 28, 2020 Board meeting), which substitutes

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the corresponding applicable metric criteria for FY 2019 and CY 2019 to be utilized to calculate 457 (f) and employee incentive or performance based compensation payments for FY/CY 2020 contained in any Employment Agreement, Senior Management Program or SMAA Personnel Policy, by multiplying the various program payments by two to come to the final calculation for each employee, with payments to be distributed before the Christmas holiday as presented. Commissioner Spencer seconded. MOTION PASSED UNANIMOUSLY (6-0).

<u>Item 9. Attorney Presentations</u>

Mr. Bailey discussed an Ethics Training course necessary for all Commissioners to attend in accordance with new legislation. Information on the course will be provided to each Commissioner for their participation.

Item 10. Old/New Business

No Old/New Business offered.

<u>Item 11. Public Comments:</u>

No Public Comments offered.

Item 12: Commissioner Comments:

(See Item No. 8, page 4 of minutes)

Item 13. Adjournment

There was no further business to come before the Authority. The meeting adjourned at 1:31 p.m.

APPROVED:				
		Doug	Holder, Chairman	
ATTEST:				
	Carlos Beruff, Se	cretary		

AGENDA ITEM NO. 4

SARASOTA MANATEE AIRPORT AUTHORITY Orientation Meeting for New Commissioner – January 5, 2021 10:00 a.m. – DMA East - Conference Room

COMMISSIONERS PRESENT:

Commissioner Jeff Jackson

STAFF PRESENT

Fredrick J. Piccolo, President, Chief Executive Officer Mark Stuckey, Executive VP, COS Anita Eldridge, Sr. VP, Finance & Administration Kent Bontrager, Sr. VP, Engineering, Planning & Facilities Joe Filippelli, Sr. VP, Real Estate Development & Properties Evan Knighting, Sr. VP, Chief Information Officer Lionel Guilbert, Sr. VP, Operations & Public Safety Karen Garofalo, Executive Assistant – SMAA

ATTORNEYS

C. Dan Bailey, Jr., Airport General Counsel, Williams Parker Harrison Dietz & Getzen Jennifer Fowler-Hermes, Airport Labor Counsel, Williams Parker Harrison Dietz & Getzen Kimbrell Hines, Labor Counsel, Williams Parker Harrison Dietz & Getzen

- MEETING COMMENCED AT 10:00 a.m.
- INTRODUCTION OF SENIOR & MANAGEMENT STAFF

Mr. Piccolo welcomed Commissioner Jackson and introduced his senior staff members to Commissioner Jackson, and each spoke briefly on their duties at the Airport and their background:

Mark Stuckey, Executive VP, COS

Anita Eldridge, Sr. VP, Finance & Administration

Kent Bontrager, Sr. VP, Engineering, Planning & Facilities

Joe Filippelli, Sr. VP, Real Estate Development & Properties

Evan Knighting, Sr. VP, Chief Information Officer

Lionel Guilbert, Sr. VP, Operations & Public Safety

INTRODUCTION OF MANAGEMENT STAFF

Mr. Piccolo introduced the managers to the Board, and each spoke briefly on their duties at the Airport and their background:

- Don Farr, Director Internal Audit, Risk Management, Civil Rights Compliance
- > Bob Joseph, Director, Purchasing
- > Tim Ressler, Director, Facilities
- > Ted Kohuth, Police Chief
- > Bill Quinn, Fire Chief

Following the introductions, Commissioner Jackson offered a brief presentation of his own background.

o ROLE OF LABOR COUNSEL AND OVERVIEW OF AUTHORITY STRUCTURE/LEGAL ISSUES Mr. Bailey introduced Jennifer Fowler-Hermes, Labor Counsel and Kimbrell Hines, newest member of the labor counsel team and presented an overview of the Authority's legal issues, and discussed the Airport's Enabling Legislation, By Laws, Ethics Law, Florida Sunshine Law as applied to the Authority commissioners. He reviewed the Public Records Act, Collective Bargaining Process, Competitive Bidding/negotiation process, Grant Assurances, and Airport Land Use issues. He discussed past litigation issues and briefly discussed litigation status of the SRQ Taxi Management, LLC, proceedings.

COLLECTIVE BARGAINING AND EMPLOYMENT LAW

Ms. Fowler-Hermes briefed the Commissioners on the role of labor counsel and presented an overview of principal laws and regulations governing the airport's employer/employee relationship. She reviewed the complexities of Labor Law updates, Privacy laws, and discussed communications with airport management on hiring, discipline, discharge, leaves, wage and hour questions, establishment and application of personnel policies, union contract negotiations and investigations, etc. as applied to employees.

Ms. Fowler-Hermes discussed the Authority's current and only active bargaining unit with law enforcement employees. She discussed the Families First Coronavirus Response Act and gave an overview of the Florida Public Employees Relations Act, Equal Employment Opportunity and the various Anti-Discrimination laws, Workers Compensation, Unemployment Compensation laws, Family and Medical Leave Act, Florida's Bring Your Gun to Work Law and the Equal Employment Opportunity/Anti-Discrimination Laws and the current changes to include Sexual Orientation and Gender Identity protections.

OVERVIEW OF AIRPORT ORGANIZATION

Mr. Piccolo presented a PowerPoint that reviewed the Authority infrastructure and noted the airport operates with its own Police, Fire, Public Works and administrative functions. He gave an overview of each of the airport departments: Airport Facilities, Aircraft Rescue Fire Fighting (ARFF), Police, Information Technologies, Administration, Finance and Human Resources, Purchasing, Development & Marketing, Properties, Engineering, Operations and Noise, and Internal Audit. He discussed how the airport generates revenue from general aviation facilities, on airport and off airport facilities, and the impact the airport has on the local economy. He reviewed the airport rates and charges, a history of aircraft operations, and how the Airport generates local community taxes through passenger retail activity. He discussed the Airport's Financial Management, Risk Management, Insurance Requirements, Airline and Other Airport Tenants, Sources of Revenue, and Human Capital. He reviewed current and upcoming Real Estate development properties and all aviation and non-aviation properties on airport.

Mr. Piccolo discussed the role of the Airport in coordination with the Transportation Security Administration, airport security and passenger and baggage screening programs. He reviewed and identified all areas of airport management, Engineering, Planning, Facilities, Airport Police, Fire, and Operations Departments.

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AIR SERVICE DEVELOPMENT & COMMUNITY RELATIONS

Mr. Mark Stuckey gave an overview of our air service development program, current traffic and plans for the future and the effect of COVID 19 on traffic. He discussed proposed new service and service with existing carriers. He reviewed various community relations programs at the airport.

o PLANNING/ENGINEERING/FACILITIES

Mr. Kent Bontrager gave an overview of construction, scheduling, coordination, inspection and contract management processes handled by the Engineering Department and briefly reviewed the Environmental and Compliance Inspection Program. He discussed the areas of responsibility for the airport's airside and landside properties, and the airport's custodial and service contracts overseen by the Facilities Department.

INFORMATION TECHNOLOGY SERVICES

Mr. Evan Knighting reviewed the composition of the airport's computer network including the IT Department's responsibilities for compliance with the airport's financial systems, Cybersecurity, advertising/Information displays, services provided to our airlines including the common use passenger processing, Flight Explorer, Flight Information displays systems (FIDS), and the gate management system.

AIRPORT OPERATIONS DEPARTMENTS
 Police, ARFF, Operations, Facilities

Mr. Lionel Guilbert reviewed the Operations, Police and Fire Departments duties and programs. He gave an overview of the airport's existing Part 150 noise abatement measures.

ADJOURNMENT

The meeting adjourned at 2:00 p.m. Commissioner Jackson thanked Mr. Piccolo, staff members and airport counsels, for the detailed review of airport operations. Mr. Piccolo and staff conducted a tour of the Airport facilities with Commissioner Jackson at this time.

APPROVED:		January 25, 2021	
ATTEST:		Doug Holder, Chairman	
Carlos Be	ruff, Secretary		

AGENDA ITEM NO. 5A

SARASOTA MANATEE AIRPORT AUTHORITY JANUARY 25, 2025 REGULAR MEETING STAFF NARRATIVE

REQUEST FOR APPROVAL: TERMINAL AREA LEASE - GSA LEASE NO. GS-04P-LFL01771 WITH GENERAL SERVICES ADMINISTRATION (GSA)

EXECUTIVE SUMMARY: The General Terminal Area Lease between the Sarasota Manatee Airport Authority and General Services Administration (GSA) will expire February 28, 2021. GSA wishes to continue to lease 3,098 square feet of space in the terminal building for use by the Transportation Security Administration (TSA). The Authority wishes to increase the rental rate to the FY2021 Signatory Rate. A new Terminal Area Lease has been prepared to implement these changes.

NARRATIVE: The General Services Administration (GSA) leases space in the Sarasota Bradenton International Airport terminal used by the Transportation Security Administration (TSA) for training and support activities. The areas used for passenger and baggage screening are not leased due to federal regulations.

The current lease will expire February 28, 2021. The new lease for the same space has a five-year term through February 28, 2026 with annual adjustments based on the Cost-of-Living Index (CPI) beginning the second year. The rental rate increases from \$71.00 per square foot per year to the FY2021 signatory rate of \$72.68 per square foot per year.

The President, Chief Executive Officer recommends the Authority approve the Terminal Area Lease - GSA Lease No. GS-04P-LFL01771 between the Authority and GSA.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority approve the Terminal Area Lease – GSA Lease No. GS-04P-LFL01771 between the Authority and the General Services Administration, an Executive Agency of the United States of America.

ATTACHMENT: General Terminal Area Lease – GSA Lease No. GS-04P-LFL01771.

LEASE NO. GS-04P-LFL01771 BUILDING NO. FL3051

On-Airport Lease GSA TEMPLATE L201D (OCT 2020)

A. This Lease is made and entered into between

SARASOTA MANATEE AIRPORT AUTHORITY

(Lessor), whose principal place of business is 6000 Airport Circle, Sarasota, FL., 34243-2105, and whose interest in the Property described herein is that of Fee Owner, and

The United States of America

(Government), acting by and through the designated representative of the General Services Administration (GSA), upon the terms and conditions set forth herein.

B. Witnesseth: The parties hereto, for the consideration hereinafter mentioned, covenant and agree as follows:

Lessor hereby leases to the Government the Premises described herein, being all or a portion of the Property located at

Sarasota-Bradenton International Airport 6000 Airport Circle Sarasota, Florida 34243-2105

and more fully described in Section 1 and Exhibit A, to be used solely for official operations of the United States Government relating to providing security at the Airport.

C. LEASE TERM

To Have and To Hold the said Premises with its appurtenances for the term beginning upon March 1, 2021 and continuing for a period of

5 Years, 5 Years Firm, through February 28, 2026

subject to termination and renewal rights as may be hereinafter set forth.

In Witness Whereof, the parties to this Lease evidence their agreement to all terms and conditions set forth herein by their signatures below, to be effective as of the date of delivery of the fully executed Lease to the Lessor.

FOR THE GOVERNMENT: FOR THE LESSOR: Doug Holder Name: Name: Chairman Title: Lease Contracting Officer Title: Sarasota Manatee Airport Authority General Services Administration, Public Buildings Service Entity: January 25, 2021 Date: Date: WITNESSED FOR THE LESSOR BY: Karen Garofalo Name: **Executive Administrative Assistant** Title: January 25, 2021 Date:

The information collection requirements contained in this Solicitation/Contract, that are not required by the regulation, have been approved by the Office of Management and Budget pursuant to the Paperwork Reduction Act and assigned the OMB Control No. 3090-0163.

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SECTION 1 THE PREMISES, RENT, AND OTHER TERMS

1.01 THE PREMISES (SEP 2015)

The Premises are described as follows:

- A. Office and Related Space: 3,098 rentable square feet (RSF), yielding 3,098 ANSI/BOMA Office Area (ABOA) square feet (SF) of office and related Space located on the first and second floor(s) and known as Suite(s) 202, 203, and 204, of the Building, as depicted on the floor plan(s) attached hereto as Exhibit A.
- B. <u>Common Area Factor</u>: The Common Area Factor (CAF) is established as **1.0** percent. This factor, which represents the conversion from ABOA to rentable square feet, rounded to the nearest whole percentage, shall be used for purposes of rental adjustments in accordance with the Payment Clause of the General Clauses.

1.02 EXPRESS APPURTENANT RIGHTS (SEP 2013)

The Government shall have the non-exclusive right to the use of Appurtenant Areas, and shall have the right to post Rules and Regulations Governing Conduct on Federal Property, Title 41, CFR, Part 102-74, Subpart C within such areas. The Government will coordinate with Lessor to ensure signage is consistent with Lessor's standards. Appurtenant to the Premises and included in the Lease are rights to use the following:

- A. Parking: 0 parking spaces reserved for the exclusive use of the Government, of which 0 shall be structured/inside parking spaces and 0 shall be surface/outside parking spaces. In addition, the Lessor shall provide such additional parking spaces as required by the applicable code of the local government entity having jurisdiction over the Property.
- B. <u>Antennas, Satellite Dishes and Related Transmission Devices</u>: (1) Space located on the roof of the Building sufficient in size for the installation and placement of telecommunications equipment, (2) the right to access the roof of the Building, and (3) use of all Building areas (e.g., chases, plenums, etc.) necessary for the use, operation, and maintenance of such telecommunications equipment at all times during the term of this Lease.

1.03 RENT AND OTHER CONSIDERATION (ON-AIRPORT) (OCT 2020)

A. The Government shall pay the Lessor annual rent payable monthly in arrears at the following rates:

	FIRM TERM 03/01/2021-2/28/2026	
	ANNUAL RENT	
SHELL RENT ¹	\$225,162.64	
OPERATING COSTS ²	\$ 0.00	
ROUTINE CLEANING AND DISINFECTING SERVICES ³	\$0.00	
TOTAL ANNUAL RENT	\$225,162.64	

Shell rent calculation:

(Firm Term) \$72.68 per RSF multiplied by 3,098 RSF

²Operating Costs rent calculation: \$00 per RSF multiplied by 3,098 RSF

- B. Parking shall be provided at a rate of \$0 per parking space per month (structured/inside), and \$0 per parking space per month (surface/outside).
- C. Intentionally deleted.
- D. This paragraph was intentionally deleted.
- E. This paragraph was intentionally deleted.
- F. If the Government occupies the Premises for less than a full calendar month, then rent shall be prorated based on the actual number of days of occupancy for that month.
- G. Rent shall be paid to Lessor by electronic funds transfer (EFT) in accordance with the provisions of the General Clauses. Rent shall be payable using the EFT information contained in the System for Award Management (SAM). In the event the EFT information changes, the Lessor shall be responsible for providing the updated information to SAM. Failure by the Lessor to maintain an active registration in SAM may result in delay of rental payments until such time as the SAM registration is activated. This registration service is free of charge.
- H. The Lessor shall provide to the Government, in exchange for the payment of rental and other specified consideration, the following:

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This lease is not fully serviced. Janitorial services are not provided by the airport and routine cleaning and disinfecting services will be provided by a contractor outside of this lease contract.

- 1. The leasehold interest in the Property described herein in the paragraph entitled "The Premises,"
- 2. This paragraph was intentionally deleted.
- 3. Performance or satisfaction of all other obligations set forth in this Lease; and,
- 4. All services, utilities (with the exclusion of janitorial services and supplies), maintenance required for the proper operation of the Property, the Building, and the Leased Premises, in accordance with the terms of the Lease, including, but not limited to, all inspections, modifications, repairs, replacements and improvements required to be made thereto to meet the requirements of this Lease. The Government shall be responsible for paying the cost of janitorial services directly to the service provider.

1.04 TERMINATION RIGHTS (ON-AIRPORT) (SEP 2013)

A. Intentionally deleted

B. The Government may terminate this Lease, in whole or in part, at any time effective after the Firm Term of this Lease, by providing not less than 90 days' prior written notice to the Lessor. The effective date of the termination shall be the day following the expiration of the required notice period or the termination date set forth in the notice, whichever is later. No rental shall accrue after the effective date of termination.

1.05 INTENTIONALLY DELETED

1.06 DOCUMENTS INCORPORATED IN THE LEASE (ON-AIRPORT) (OCT 2020)

The following documents are attached to and made part of the Lease:

DOCUMENT NAME	No. of Pages	Ехнівіт
Floor Plan(s)	2	Α
Security Requirements	8	В
GSA Form 3517B, General Clauses	46	С
Attachment 1 FAR 52.204-24 Representation	4	D

1.07 OPERATING COST BASE (OCT 2016)

The parties agree, for the purpose of applying the paragraph titled "Operating Costs Adjustment," that the Lessor's base rate for operating costs shall be \$00.00 per RSF.

1.08 LESSOR'S UNIQUE ENTITY IDENTIFIER (OCT 2020)

Lessor's Unique Entity Identifier (currently Dun & Bradstreet DUNS Number): 067207746

LEASE NO. GS-04P-LFL01771, PAGE 4 LESSOR: _____ GOVERNMENT: _____

SECTION 2 GENERAL TERMS, CONDITIONS, AND STANDARDS

2.01 DEFINITIONS AND GENERAL TERMS (OCT 2016)

Unless otherwise specifically noted, all terms and conditions set forth in this Lease shall be interpreted by reference to the following definitions, standards, and formulas:

- A. <u>Appurtenant Areas</u>. Appurtenant Areas are defined as those areas and facilities on the Property that are not located within the Premises, but for which rights are expressly granted under this Lease, or for which rights to use are reasonably necessary or reasonably anticipated with respect to the Government's enjoyment of the Premises and express appurtenant rights.
- B. Broker. If GSA awarded this Lease using a contract real estate broker, Broker shall refer to GSA's broker.
- C. <u>Building</u>. Building(s) situated on the Property in which the Premises are located .
- D. Commission Credit. If GSA awarded this Lease using a Broker, and the Broker agreed to forego a percentage of its commission to which it is entitled in connection with the award of this Lease, the amount of this credit is referred to as the "Commission Credit."
- E. Common Area Factor. The "Common Area Factor" (CAF) is a conversion factor determined by the Building owner and applied by the owner to the ABOA SF to determine the RSF for the leased Space. The CAF is expressed as a percentage of the difference between the amount of rentable SF and ABOA SF, divided by the ABOA SF. For example 11,500 RSF and 10,000 ABOA SF will have a CAF of 15% [(11,500 RSF-10,000 ABOA SF)/10,000 ABOA SF]. For the purposes of this Lease, the CAF shall be determined in accordance with the applicable ANSI/BOMA standard for the type of space to which the CAF shall apply.
- F. Contract. Contract shall mean this Lease.
- G. Contractor. Contractor shall mean Lessor.
- H. Days. All references to "day" or "days" in this Lease shall mean calendar days, unless specified otherwise.
- I. FAR. All references to the FAR shall be understood to mean the Federal Acquisition Regulation, codified at 48 CFR Chapter 1.
- J. <u>Firm Term/Non-Firm Term.</u> The Firm Term is that part of the Lease term that is not subject to termination rights. The Non-Firm Term is that part of the Lease term following the end of the Firm Term.
- K. GSAR. All references to the GSAR shall be understood to mean the GSA supplement to the FAR, codified at 48 CFR Chapter 5.
- L. Lease Term Commencement Date. The date on which the Lease term commences.
- M. <u>Lease Award Date</u>. The date the LCO executes the Lease and mails or otherwise furnishes written notification of the executed Lease to the successful Offeror (date on which the parties' obligations under the Lease begin).
- N. <u>Premises</u>. The Premises are defined as the total Office Area or other type of Space, together with all associated common areas, described in Section 1 of this Lease, and delineated by plan in the attached exhibit. Parking and other areas to which the Government has rights under this Lease are not included in the Premises.
- O. <u>Property</u>. The Property is defined as the land and Buildings in which the Premises are located, including all Appurtenant Areas (e.g., parking areas) to which the Government is granted rights.
- P. Rentable Space or Rentable Square Feet (RSF). Rentable Space is the area for which a tenant is charged rent. It is determined by the Building owner and may vary by city or by building within the same city. The Rentable Space may include a share of Building support/common areas such as elevator lobbies, Building corridors, and floor service areas. Floor service areas typically include restrooms, janitor rooms, telephone closets, electrical closets, and mechanical rooms. The Rentable Space does not include vertical building penetrations and their enclosing walls, such as stairs, elevator shafts, and vertical ducts. Rentable Square Feet is calculated using the following formula for each type of Space (e.g., office, warehouse, etc.) included in the Premises: ABOA SF of Space x (1 + CAF) = RSF.
- Q. Space. The Space shall refer to that part of the Premises to which the Government has exclusive use, such as Office Area, or other type of Space. Parking areas to which the Government has rights under this Lease are not included in the Space.
- R. Office Area. For the purposes of this Lease, Space shall be measured in accordance with the standard (Z65.1-1996) provided by American National Standards Institute/Building Owners and Managers Association (ANSI/BOMA) for Office Area, which means "the area where a tenant normally houses personnel and/or furniture, for which a measurement is to be computed." References to ABOA mean ANSI/BOMA Office Area.
- S. Working Days. Working Days shall mean weekdays, excluding Saturdays and Sundays and Federal holidays.

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2.02 AUTHORIZED REPRESENTATIVES (OCT 2016)

OR:	GOVERNMENT:	GSA TEMPLATE 2011
		REV (10/20

Signatories to this Lease shall have full authority to bind their respective principals with regard to all matters relating to this Lease. No other persons shall be understood to have any authority to bind their respective principals, except to the extent that such authority may be explicitly delegated by notice to the other party, or to the extent that such authority is transferred by succession of interest. The Government shall have the right to substitute its Lease Contracting Officer (LCO) by notice, without an express delegation by the prior LCO.

2.03 WAIVER OF RESTORATION (OCT 2018)

Lessor shall have no right to require the Government to restore the Premises upon expiration or earlier termination (full or partial) of the Lease, and waives all claims against the Government for waste, damages, or restoration arising from or related to (a) the Government's normal and customary use of the Premises during the term of the Lease (including any extensions thereof), as well as (b) any initial or subsequent alteration to the Premises regardless of whether such alterations are performed by the Lessor or by the Government. At its sole option, the Government may abandon property in the Space following expiration or earlier termination (full or partial) of the Lease, in which case the property will become the property of the Lessor and the Government will be relieved of any liability in connection therewith.

2.04 OPERATING COSTS ADJUSTMENT (JUN 2012) INTENTIONALLY DELETED

2.05 RELOCATION RIGHTS (JUN 2012)

If it becomes necessary in the orderly development of the Airport, Lessor may require the relocation of Premises to other space at the Airport which, in the reasonable judgment of Lessor, is similar and suitable for the purposes for which this Lease is entered as such purposes are set forth herein. Should such relocation be necessary, the Lessor shall provide the Government a minimum of 120 days prior written notice. Lessor shall be responsible for all costs for such relocation, including all costs for moving furniture, office equipment, telephone and data lines, and any other costs associated with replicating necessary operational features provided in the space originally leased. The Airport shall provide such relocated Premises at the same rental rate as the original Premises, unless the new Premises are located in an area for which the Airport charges tenants a lower rate, in which event the parties shall negotiate a reduction in the rental rate.

2.06 RECITALS FOR TRANSPORTATION SECURITY ADMINISTRATION (ON-AIRPORT) (JUN 2012)

- A. The Transportation Security Administration (TSA) is required, pursuant to 49 U.S.C. 40101—The Aviation and Transportation Security Act (ATSA), to oversee security measures at the Sarasota-Bradenton International Airport.
- B. TSA is responsible for airline passenger and baggage screening services at the Airport.
- C. The U.S. General Services Administration (GSA), on behalf of TSA, leases certain facilities on the Airport premises for administrative offices and/or break rooms in support of airport passenger and baggage screening services by the TSA.
- D. Space for TSA to screen passengers and baggage is expressly excluded from this Lease.

2.07 ACCEPTANCE OF SPACE AND CERTIFICATE OF OCCUPANCY (ON-AIRPORT) (MAY 2015)

A. This is a follow-on lease for existing space. The Government hereby accepts the space as-is. Neither the Government's acceptance of the Premises for occupancy or acceptance of related appurtenances, nor the Government's occupancy of the Premises, shall be construed as a waiver of any requirement or right of the Government under this lease, or as otherwise prejudicing the Government with respect to any such requirement or right, or as an acceptance of any latent defect or condition.

2.08 ALTERATIONS PRIOR TO ACCEPTANCE (JUN 2012)

The Government's rights stated under the General Clause "Alterations" also apply to initial build-out of the Premises.

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2.09 SYSTEM FOR AWARD MANAGEMENT (MAR 2020)

The Offeror must have an active registration in the System for Award Management (SAM), via the Internet at, https://www.sam.gov/SAM/ prior to the Lease Award Date. Registration must be for purposes of "All Awards" and include completion of all required representations and certifications within SAM. Registration must be active throughout the life of the Lease. To remain active, the Offeror/Lessor is required to update or renew its registration annually. The Government will not process rent payments to Lessors without an active registration in SAM. No change of ownership of the leased Premises will be recognized by the Government until the new owner registers in SAM.

2.10 SECURITY UPGRADES DUE TO IMMEDIATE THREAT (APR 2011)

The Government reserves the right, at its own expense and with its own personnel, to heighten security in the Building under Lease during heightened security conditions due to emergencies such as terrorist attacks, natural disaster, and civil unrest.

R:	GOVERNMENT:	GSA TEMPLATE 201D
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SECTION 3 CONSTRUCTION STANDARDS AND SHELL COMPONENTS

THE GOVERNMENT ACCEPTS THE PREMISES "AS-IS" IN THEIR PRESENT CONDITION AND THE GOVERNMENT ACKNOWLEDGES THE PRESENT CONDITION OF THE PREMISES MEETS THE LEASE STANDARDS. IN ANY SUCH CASE AS THE GOVERNMENT REQUESTS MAINTENACE OR REPAIR OF THE PREMISES OR ALTERATIONS TO THE PREMISES, OR THE AIRPORT RELOCATES THE PREMISES, THE FOLLOWING STANDARDS SHALL APPLY.

3.01 BUILDING SHELL REQUIREMENTS (ON-AIRPORT) (SEP 2013)

- A. The Building Shell shall be designed, constructed, and maintained in accordance with the standards set forth herein and completed prior to acceptance of Space. For pricing, fulfillment of all requirements not specifically designated as operating costs or other rent components as indicated shall be deemed included in the Shell Rent.
- B. Base structure and Building enclosure components shall be complete. All common areas accessible by the Government, such as lobbies, fire egress corridors and stainwells, elevators, garages, and service areas, shall be complete. Restrooms shall be complete and operational. All newly installed Building shell components, including but not limited to, heating, ventilation, and air conditioning (HVAC), electrical, ceilings, sprinklers, etc., shall be furnished, installed, and coordinated with Tls. Circulation corridors are provided as part of the base Building only on multi-tenanted floors where the corridor is common to more than one tenant. On single tenant floors, only the fire egress corridor(s) necessary to meet code is provided as part of the shell.

3.02 MEANS OF EGRESS (MAY 2015)

- A. Prior to occupancy, the Premises and any parking garage areas shall meet or will be upgraded to meet, either the applicable egress requirements in the National Fire Protection Association, Life Safety Code (NFPA 101), or the International Code Council, International Building Code (IBC), each current as of the Lease Award Date, or use an alternative approach or method that achieves an equivalent level of safety deemed acceptable by the Government.
- B. The Space shall have unrestricted access to a minimum of two remote exits on each floor of Government occupancy.
- C. Interlocking or scissor stairs located on the floor(s) where Space is located shall only count as one exit stair.
- D. A fire escape located on the floor(s) where Space is located shall not be counted as an approved exit stair.
- E. Doors shall not be locked in the direction of egress unless equipped with special locking hardware in accordance with requirements of NFPA 101 or the IBC.

3.03 AUTOMATIC FIRE SPRINKLER SYSTEM (SEP 2013)

- A. Any portion of the Space located below-grade, including parking garage areas, and all areas in a Building referred to as "hazardous areas" (defined in National Fire Protection Association (NFPA) 101) that are located within the entire Building (including non-Government areas) shall be protected by an automatic fire sprinkler system or an equivalent level of safety.
- B. For Buildings in which any portion of the Space is on or above the sixth floor, then, at a minimum, the Building up to and including the highest floor of Government occupancy shall be protected by an automatic fire sprinkler system or an equivalent level of safety.
- C. For Buildings in which any portion of the Space is on or above the sixth floor, and lease of the Space will result, either individually or in combination with other Government Leases in the Building, in the Government leasing 35,000 or more ANSI/BOMA Office Area SF of Space in the Building, then the entire Building shall be protected throughout by an automatic fire sprinkler system or an equivalent level of safety.
- D. Automatic fire sprinkler system(s) shall be installed in accordance with the requirements of NFPA 13, Standard for the Installation of Sprinkler Systems that was in effect on the actual date of installation.
- E. Automatic fire sprinkler system(s) shall be maintained in accordance with the requirements of NFPA 25, Standard for the Inspection, Testing, and Maintenance of Water-based Fire Protection Systems (current as of the Lease Award Date).
- F. "Equivalent level of safety" means an alternative design or system (which may include automatic fire sprinkler systems), based upon fire protection engineering analysis, which achieves a level of safety equal to or greater than that provided by automatic fire sprinkler systems.

3.04 FIRE ALARM SYSTEM (SEP 2013)

- A. A Building-wide fire alarm system shall be installed in the entire Building in which any portion of the Space is located on the 3rd floor or higher.
- B. The fire alarm system shall be installed in accordance with the requirements of NFPA 72, National Fire Alarm and Signaling Code that was in effect on the actual date of installation.

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OR:	GOVERNMENT:	GSA TEMPLATE 201D
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- C. The fire alarm system shall be maintained in accordance with the requirements of NFPA 72, National Fire Alarm and Signaling Code (current as of the Lease Award Date).
- D. The fire alarm system shall transmit all fire alarm signals to the local fire department via any of the following means: directly to the local fire department, to the (911) public communications center, to a central station, to a remote supervising station, or to a proprietary supervising station.
- E. If the Building's fire alarm control unit is over 25 years old as of the Lease Award Date, Lessor shall install a new fire alarm system in accordance with the requirements of NFPA 72, National Fire Alarm and Signaling Code (current as of the Lease Award Date), prior to Government acceptance and occupancy of the Space.

3.05 ENERGY INDEPENDENCE AND SECURITY ACT (DEC 2011)

- A. The Energy Independence and Security Act (EISA) establishes the following requirements for Government Leases in Buildings that have not earned the ENERGY STAR® Label conferred by the Environmental Protection Agency (EPA) within one year prior to the due date for final proposal revisions ("most recent year").
- B. If this Lease was awarded under any of EISA's Section 435 statutory exceptions, the Lessor shall either:
 - 1. Earn the ENERGY STAR® Label prior to acceptance of the Space (or not later than one year after the Lease Award Date of a succeeding or superseding Lease); or
 - 2. Complete energy efficiency and conservation improvements if any, agreed to by Lessor in lieu of earning the ENERGY STAR® Label prior to acceptance of the Space (or not later than one year after the Lease Award Date of a succeeding or superseding Lease).
- C. If this Lease was awarded to a Building to be built or to a Building predominantly vacant as of the due date for final proposal revisions and was unable to earn the ENERGY STAR® label for the most recent year (as defined above) due to insufficient occupancy, but was able to demonstrate sufficient evidence of capability to earn the ENERGY STAR® label, then Lessor must earn the ENERGY STAR® label within 18 months after occupancy by the Government.

3.06 ACCESSIBILITY (FEB 2007)

The Building, leased Space, and areas serving the leased Space shall be accessible to persons with disabilities in accordance with the Architectural Barriers Act Accessibility Standard (ABAAS), Appendices C and D to 36 CFR Part 1191 (ABA Chapters 1 and 2, and Chapters 3 through 10). To the extent the standard referenced in the preceding sentence conflicts with local accessibility requirements, the more stringent shall apply.

3.07 MECHANICAL, ELECTRICAL, PLUMBING: GENERAL (APR 2011)

The Lessor shall provide and operate all Building equipment and systems in accordance with applicable technical publications, manuals, and standard procedures. Mains, lines, and meters for utilities shall be provided by the Lessor. Exposed ducts, piping, and conduits are not permitted in office Space.

3.08 RESTROOMS (ON-AIRPORT) (JUN 2012)

Government employees shall have access to all public restroom facilities for men and women in the Airport terminal at all times without additional payment.

3.09 HEATING, VENTILATION, AND AIR CONDITIONING (ON-AIRPORT) (APR 2011)

- A. Temperatures shall conform to local commercial equivalent temperature levels and operating practices to maximize tenant satisfaction. These temperatures shall be maintained throughout the leased Premises and service areas, regardless of outside temperatures, during the hours of operation specified in this Lease. The Lessor shall perform any necessary systems start-up required to meet the commercially equivalent temperature levels prior to the first hour of each day's operation. At all times, humidity shall be maintained below 60 percent relative humidity.
- B. The Lessor shall conduct HVAC system balancing after all HVAC system alterations during the term of the Lease and shall make a reasonable attempt to schedule major construction outside of office hours.
- C. Normal HVAC systems maintenance shall not disrupt tenant operations.

3.10 TELECOMMUNICATIONS: LOCAL EXCHANGE ACCESS (ON-AIRPORT) (SEP 2013)

- A. The Government may elect to contract its own telecommunications (voice, data, video, Internet, or other emerging technologies) service in the Space. The Government may contract with one or more parties to have inside wiring (or other transmission medium) and telecommunications equipment installed.
- B. The Lessor shall allow the Government's designated telecommunications providers access to utilize existing Building wiring to connect its services to the Government's Space. If the existing Building wiring is insufficient to handle the transmission requirements of the Government's designated telecommunications providers, the Lessor shall provide access from the point of entry into the Building to the Government's floor Space, subject to any inherent limitations in the pathway involved.

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C.	The Lessor shall allow the G mobile, microwave, satellite, o as required.	Government's designated to rother emerging technolog	elecommunications prov gies), subject to weight an	iders to affix telecommun nd wind load conditions, to	ications antennas (high frequency, roof, parapet, or Building envelope

SECTION 4 UTILITIES, SERVICES, AND OBLIGATIONS DURING THE LEASE TERM

4.01 SERVICES, UTILITIES, AND MAINTENANCE (ON-AIRPORT) (OCT 2020)

The Lessor is responsible for providing all utilities necessary for base building and tenant operations and all associated costs are included as a part of the established rental rates. The Lessor shall follow routine cleaning and disinfecting requirements in Section 5.01. The following services, utilities, and maintenance shall be provided by the Lessor as part of the rental consideration (check all that apply):

\boxtimes	HEAT ELECTRICITY POWER (Special Equip.)		TRASH REMOVAL CHILLED DRINKING WATER AIR CONDITIONING	\boxtimes	ELEVATOR SERVICE WINDOW WASHING Frequency	K-31	INITIAL & REPLACEMENT LAMPS, TUBES & BALLASTS PAINTING FREQUENCY	OTHER (Specify below)
_	WATER (Hot & Cold)	\boxtimes	RESTROOM SUPPLIES		CARPET CLEANING		Space <u>every 5 years</u>	
	SNOW REMOVAL		JANITORIAL SERV. & SUPP.		Frequency		Public Areas every 3 years	

The Lessor shall have an onsite building superintendent or a locally designated representative available to promptly respond to deficiencies, and immediately address all emergency situations.

4.02 PROVISION OF SERVICES, ACCESS, AND NORMAL HOURS FOR AIRPORT OCCUPANCIES (SEP 2013)

The Government shall have access to the Premises and its Appurtenant Areas at all times without additional payment, including the use, during other than normal hours, of necessary services and utilities such as elevators, restrooms, lights, and electric power. Services, maintenance, and utilities shall be provided from 7:00 AM to 7:00 PM.

4.03 MAINTENANCE AND TESTING OF SYSTEMS (SEP 2013)

- A. The Lessor is responsible for the total maintenance and repair of the leased Premises. Such maintenance and repairs include the site and private access roads. All equipment and systems shall be maintained to provide reliable, energy efficient service without unusual interruption, disturbing noises, exposure to fire or safety hazards, uncomfortable drafts, excessive air velocities, or unusual emissions of dirt. The Lessor's maintenance responsibility includes initial supply and replacement of all supplies, materials, and equipment necessary for such maintenance. Maintenance, testing, and inspection of appropriate equipment and systems shall be done in accordance with current applicable codes, and inspection certificates shall be displayed as appropriate. Copies of all records in this regard shall be forwarded to the Government's designated representative.
- B. At the Lessor's expense, the Government reserves the right to require documentation of proper operations, inspection, testing, and maintenance of fire protection systems, such as, but not limited to, fire alarm, fire sprinkler, standpipes, fire pump, emergency lighting, illuminated exit signs, emergency generator, prior to occupancy to ensure proper operation. These tests shall be witnessed by the Government's designated representative.

4.04 RECYCLING (ON-AIRPORT) (JUN 2012)

Where state or local law, code, or ordinance requires recycling programs (including mercury-containing lamps) for the Space to be provided pursuant to this Lease, the Lessor shall comply with such state and local law, code, or ordinance in accordance with GSA Form 3517, General Clauses, 552.270-8, Compliance with Applicable Law. During the lease term, the Lessor agrees, upon request, to provide the Government with additional information concerning recycling programs maintained in the Building and in the Leased Space.

4.05 RANDOLPH-SHEPPARD COMPLIANCE (SEP 2013)

During the term of the Lease, the Lessor may not establish vending facilities within the leased Space that will compete with any Randolph-Sheppard vending facilities.

4.06 INTENTIONALLY DELETED

4.07 INDOOR AIR QUALITY (OCT 2019)

- A. The Lessor shall control airborne contaminants at the source and/or operate the Space in such a manner that indoor air quality action limits identified in the PBS Desk Guide for Indoor Air Quality Management (Companion to GSA Order PBS 1000.8), OSHA regulatory limits, and generally accepted consensus standards are not exceeded.
- B. The Lessor shall avoid the use of products containing toxic, hazardous, carcinogenic, flammable, or corrosive ingredients as determined from the product label or manufacturer's safety data sheet. The Lessor shall use available odor-free or low odor products when applying paints, glues, lubricants, and similar wet products. When such equivalent products are not available, lessor shall use the alternate products outside normal working hours. Except in an emergency, the Lessor shall provide at least 72 hours advance notice to the Government before applying chemicals or products with noticeable odors in occupied Spaces and shall adequately ventilate those Spaces during and after application.

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- C. The Lessor shall serve as first responder to any occupant complaints about indoor air quality (IAQ). The Lessor shall promptly investigate such complaints and implement the necessary controls to address each complaint. Investigations shall include testing as needed, to ascertain the source and severity of the complaint.
- D. The Government reserves the right to conduct independent IAQ assessments and detailed studies in Space that it occupies, as well as in space serving the Space (e.g., common use areas, mechanical rooms, HVAC systems, etc.). The Lessor shall assist the Government in its assessments and detailed studies by:
 - 1. Making available information on Building operations and Lessor activities;
 - 2. Providing access to Space for assessment and testing, if required; and
 - 3. Implementing corrective measures required by the LCO. The Lessor shall take corrective action to correct any tests or measurements that do not meet GSA policy action limits in the PBS Desk Guide for Indoor Air Quality Management (Companion to GSA Order PBS 1000.8), OSHA regulatory limits and generally accepted consensus standards.
- E. The Lessor shall provide to the Government safety data sheets (SDS) upon request for the following products prior to their use during the term of the Lease: adhesives, caulking, sealants, insulating materials, fireproofing or firestopping materials, paints, carpets, floor and wall patching or leveling materials, lubricants, clear finish for wood surfaces, janitorial cleaning products, pesticides, rodenticides, and herbicides. The Government reserves the right to review such products used by the Lessor within the Space, common building areas, ventilation systems and zones serving the Space, and the area above suspended ceilings and engineering space in the same ventilation zone as the Space.
- F. The Lessor shall use high efficiency (HEPA) filtration vacuums for cleaning and minimum MERV 10 rated ventilation system filtration whenever feasible.
- G. The Lessor is encouraged to comply with best practices outlined in Appendix D- Indoor Air Quality in GSA Leased Facilities (Best Practices) within the PBS Desk Guide for Indoor Air Quality Management (Companion to GSA Order PBS 1000.8).

4.08 HAZARDOUS MATERIALS (ON-AIRPORT) (OCT 2018)

The leased Space shall be free of hazardous materials, hazardous substances, and hazardous wastes, as defined by and according to applicable Federal, state, and local environmental regulations including, but not limited to, the following:

- A. The leased Space shall be free of all asbestos containing materials, except undamaged asbestos flooring in the Space or undamaged boiler or pipe insulation outside the Space, in which case an asbestos management program conforming to EPA guidance shall be implemented.
- B. The Lessor shall provide Space to the Government that is free from ongoing water leaks or moisture infiltration. The Space and ventilation zones serving the Space shall also be free of visible mold or actionable airborne mold.
- 1. Actionable mold is either visible mold or airborne mold of types and concentrations in excess of that found in the local outdoor air or non-problematic control areas elsewhere in the same building, whichever is lower. The Lessor shall safely remediate all actionable mold in accordance with sub-paragraph B.2 below
- 2. The Lessor shall be responsible for conducting the remediation in accordance with the relevant provisions of the document entitled "Mold Remediation in Schools and Commercial Buildings" (EPA 402-K-01-001, September 2008), published by EPA, as same may be amended or revised from time to time, and any other applicable Federal, state, or local laws, regulatory standards, and guidelines.
- 3. The Lessor acknowledges and agrees that the Government shall have a reasonable opportunity to inspect the leased Space after conclusion of the remediation. If the results of the Government's inspection indicate that the remediation does not comply with the plan or any other applicable Federal, state, or local laws, regulatory standards, or guidelines, the Lessor, at its sole cost, expense, and risk, shall immediately take all further actions necessary to bring the remediation into compliance.
- 4. If the Lessor fails to exercise due diligence, or is otherwise unable to remediate the actionable mold, the Government may implement a corrective action program and deduct its costs from the rent.

4.09 OCCUPANT EMERGENCY PLANS (OCT 2020)

The Lessor is required to cooperate, participate and comply with the development and implementation of the Government's Occupant Emergency Plan (OEP) and a supplemental Shelter-in Place (SIP) Plan. Periodically, the Government may request that the Lessor assist in reviewing and revising its OEP and SIP. The Plan, among other things, will include evacuation procedures and an annual emergency evacuation drill, emergency shutdown of air intake procedures, and emergency notification procedures for the Lessor's Building engineer or manager, Building security, local emergency personnel, and Government agency personnel.

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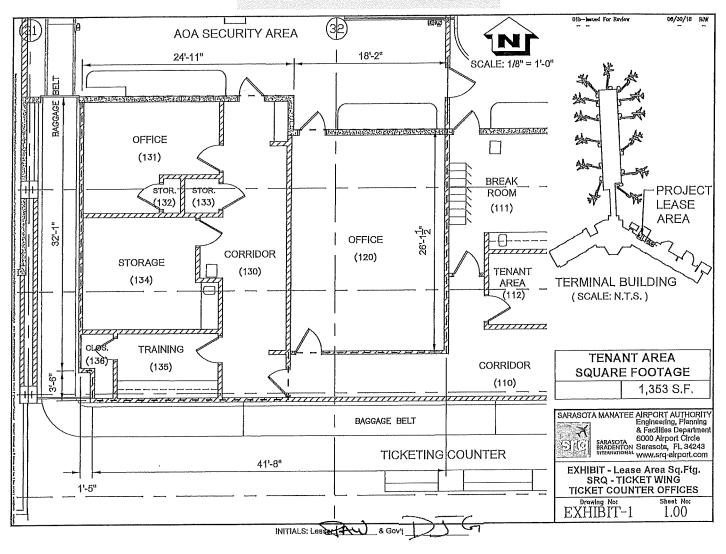
SECTION 5 ADDITIONAL TERMS AND CONDITIONS

- 5.01 INTENTIONALLY DELETED
- 5.02 MODIFIED LEASE PARAGRAPHS (OCT 2016)

The following paragraphs have been modified in this Lease:

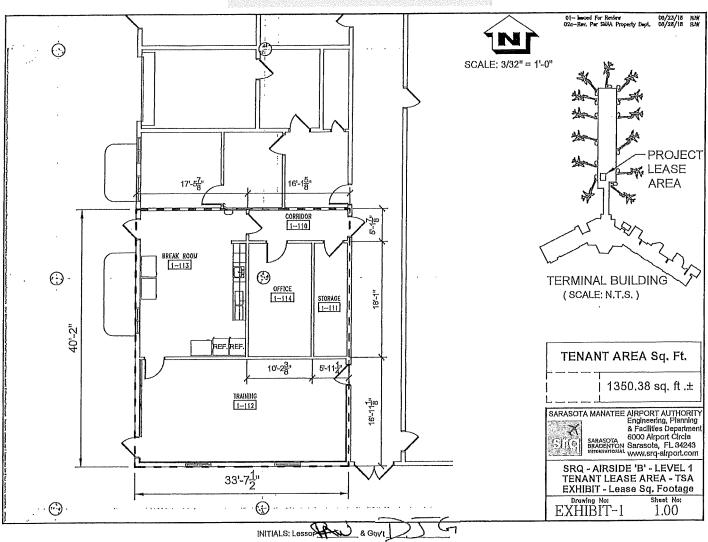
2.07 ACCEPTANCE OF PSACE AND CERTIFICATE OF OCCUPANCY (ON-AIRPORT) (MAY2 2015) Section 3 CONSTRUBTION STANDARD AND SHELL COMPONENTS

LFL01771 Exhibit A - Floor Plans



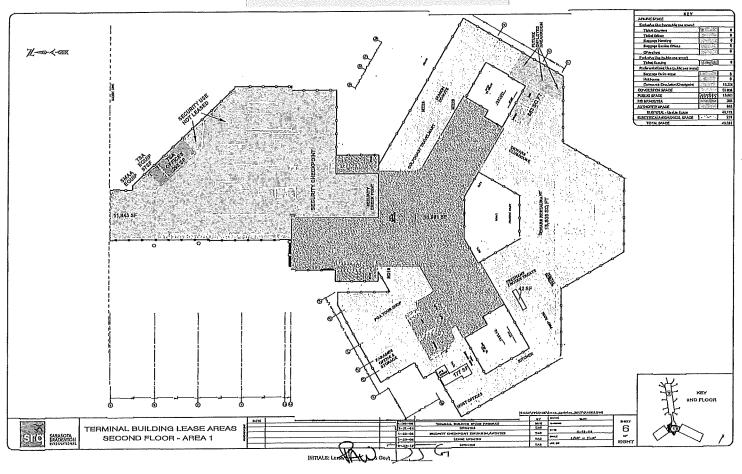
LESSOR: GOVERNMENT:

LFL01771 Exhibit A - Floor Plans



LESSOR: _____ GOVERNMENT:_____

LFL01771 Exhibit A - Floor Plans



LESSOR: _____ GOVERNMENT:____

SECURITY REQUIREMENTS - FACILITY SECURITY LEVEL I

THESE PARAGRAPHS CONTAIN SECURITY REQUIREMENTS, AND, UNLESS INDICATED OTHERWISE, ARE TO BE PRICED AS PART OF THE BUILDING SHELL. WHERE THEY ARE IN CONFLICT WITH ANY OTHER REQUIREMENTS ON THIS LEASE, THE STRICTEST SHALL APPLY.

DEFINITIONS:

CRITICAL AREAS - The areas that house systems that if damaged or compromised could have significant adverse consequences for the facility, operation of the facility, or mission of the agency or its occupants and visitors. These areas may also be referred to as "limited access areas," "restricted areas," or "exclusionary zones." Critical areas do not necessarily have to be within Government-controlled space (e.g., generators, air handlers, electrical feeds which could be located outside Government-controlled space).

SENSITIVE AREAS – Sensitive areas include vaults, Sensitive Compartmented Information Facilities (SCIFs), evidence rooms, war rooms, and sensitive documents areas. Sensitive areas are primarily housed within Government-controlled space.

FACILITY ENTRANCES, LOBBY, COMMON AREAS, NON-PUBLIC, AND UTILITY AREAS.

FACILITY ENTRANCES AND LOBBY

EMPLOYEE ACCESS CONTROL AT ENTRANCES (SHELL)

The Lessor shall provide key or electronic access control for the entrance to this building. All Government employees, under this lease, shall be allowed access to the leased space (including after-hours access).

COMMON AREAS, NON-PUBLIC, AND UTILITY AREAS.

PUBLIC RESTROOM ACCESS

The Government reserves the right to control access to public restrooms located within the Space.

SECURING CRITICAL AREAS

The Lessor shall secure areas designated as Critical Areas to restrict access:

A. Keyed locks, keycards, or similar security measures shall strictly control access to mechanical areas. Additional controls for access to keys, keycards, and key codes shall be strictly maintained. The Lessor shall develop and maintain accurate HVAC plans and HVAC system labeling within mechanical areas.

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- B. Roofs with HVAC systems shall also be secured. Fencing or other barriers may be required to restrict access from adjacent roofs based on a Government Building Security Assessment. Roof access shall be strictly controlled through keyed locks, keycards, or similar measures. Fire and life safety egress shall be carefully reviewed when restricting roof access.
- C. At a minimum, Lessor shall secure building mechanical and janitorial areas including sprinkler rooms, electrical closets, telecommunications rooms and janitor closets.

VISITOR ACCESS CONTROL

Entrances are open to the public during business hours. After hours, visitor entrances are secured, and have a means to verify the identity of persons requesting access prior to allowing entry into the Space.

INTERIOR (GOVERNMENT SPACE)

DESIGNATED ENTRANCES

The Government shall have a designated main entrance.

IDENTITY VERIFICATION

The Government reserves the right to verify the identity of persons requesting access to the Space prior to allowing entry.

FORMAL KEY CONTROL PROGRAM

The Government reserves the right to implement a formal key control program. The lessor shall have a means of allowing the electronic disabling of lost or stolen access media, if electronic media is used.

SITES

SIGNAGE

POSTING OF SIGNAGE IDENTIFYING THE SPACE AS GOVERNMENTAL

The Lessor shall not post sign(s) or otherwise identify the facility and parking areas as a Government, or specific Government tenant, occupied facility, including during construction, without written Government approval.

POSTING OF REGULATORY SIGNAGE

The Government may post or request the Lessor to post regulatory, statutory and site specific signage at the direction of the Government.

LANDSCAPING

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LANDSCAPING REQUIREMENTS

Lessor shall maintain landscaping (trees, bushes, hedges, land contour, etc.) around the facility. Landscaping shall be neatly trimmed in order to minimize the opportunity for concealment of individuals and packages/containers. Landscaping shall not obstruct the views of security guards and CCTV cameras, or interfere with lighting or IDS equipment.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The Lessor shall separate from public access, restricted areas as designated by the Government, through the application of Crime Prevention Through Environmental Design (CPTED) principles by using trees, hedges, berms, or a combination of these or similar features, and by fences, walls, gates and other barriers, where feasible and acceptable to the Government.

SECURITY SYSTEMS

No requirements

STRUCTURE

Lessor shall provide written emergency shutdown procedures for air handlers.

OPERATIONS AND ADMINISTRATION

LESSOR TO WORK WITH FACILITY SECURITY COMMITTEE (FSC)

The Lessor shall cooperate and work with the buildings Facility Security Committee (FSC) throughout the term of the lease.

ACCESS TO BUILDING INFORMATION

Building Information—including mechanical, electrical, vertical transport, fire and life safety, security system plans and schematics, computer automation systems, and emergency operations procedures—shall be strictly controlled. Such information shall be released to authorized personnel only, approved by the Government, by the development of an access list and controlled copy numbering. The Contracting Officer may direct that the names and locations of Government tenants not be disclosed in any publicly accessed document or record. If that is the case, the Government may request that such information not be posted in the building directory.

Lessor shall have emergency plans and associated documents readily available in the event of an emergency.

CYBERSECURITY (SHELL)

Α.												oi systems
	(BAC	S) to a	anv feder	ally-owne	d or ope	rated IT	network.	BACS i	nclude	e system	s providir	ng fire and
	life s	afety	control,	physical	access	control,	building	power	and	energy	control,	electronic

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surveillance, and automated HVAC, elevator, or building monitoring and control services (including IP addressable devices, application servers, or network switches).

- B. In the event of a cybersecurity incident related to BACS, the Lessor shall initially assess the cyber incident, identify the impacts and risks to the Building and its occupants, and follow their organization's cyber and IT procedures and protocols related to containing and handling a cybersecurity incident. In addition, the Lessor shall immediately inform the Lease Contracting Officer's (LCO's) designated representative, i.e., the Lease Administration Manager (LAM), about cybersecurity incidents that impact a federal tenant's safety, security, or proper functioning.
- C. Lessors are encouraged to put into place the following cyber protection measures in order to safeguard facilities and occupants:
 - 1. Engineer and install BACS to comply with the Department of Homeland Security Industrial Control Systems Computer Emergency Response Team (DHS ICS-CERT) cyber security guidance and recommendations (https://ics-cert.us-cert.gov/Recommended-Practices).
 - 2. Refer to the National Institute of Standards and Technology Cyber Security Framework (NIST-CSF) (https://www.nist.gov/cyberframework) and cybersecurity guidance in the DHS Commercial Facilities Sector-Specific Plan (https://www.dhs.gov/publication/nipp-ssp-commercial-facilities-2015) for best practices to manage cyber risks.
 - 3. Encourage vendors of BACS to secure these devices and software through the following:
 - a. Develop and Institute a proper Configuration Management Plan for the BACS devices and applications, so that the system can be supported.
 - b. Safeguard sensitive data and/or login credentials through the use of strong encryption on devices and applications. This means using NIST- approved encryption algorithms, secure protocols (i.e., Transport Layer Security (TLS) 1.1, TLS 1.2, TLS 1.3) and Federal Information Processing Standard (FIPS) 140-2 validated modules.
 - c. Disable unnecessary services in order to protect the system from unnecessary access and a potential exposure point by a malicious attacker. Examples include File Transfer Protocol-FTP (a protocol used for transferring files to a remote location) and Telnet (allowing a user to issue commands remotely). Additionally, use of protocols that transmit data in the clear (such as default ZigBee) should be avoided, in favor of protocols that are encrypted.
 - d. Close unnecessary open ports to secure against unprivileged access.
 - e. Monitor and free web applications and supporting servers of common vulnerabilities in web applications, such as those identified by the (Open Web Application Security Project (OWASP) Top 10 Project (https://www.owasp.org/index.php/Category:OWASP Top Ten Project).
 - f. Enforce Least Privilege, where proper permissions are enforced on a device or application so that a malicious attacker cannot gain access to all data. Enforcing Least Privilege will only allow users to access data they are allowed to see. Additional information can be found at https://www.beyondtrust.com/blog/what-is-least-privilege/

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- g. Protect against Insufficient User Access Auditing, where device or application does not have a mechanism to log/track activity by user. Enforce changing of factory default Username and Password to prevent unauthorized entry into the BACS system.
- h. Use updated antivirus software subscription at all times. Kaspersky-branded products or services, prohibited from use by the Federal Government, are not to be utilized.
- i. Conduct antivirus and spyware scans on a regular basis. Patching for workstations and server Operating System (OS), as well as vulnerability patching should follow standard industry best practices for software development life cycle (SDLC).
- j. Discontinue the use of end of life (EOL) systems and use only applications/systems that are supported by the manufacturer.
- k. Operating Systems must be supported by the vendor for security updates (e.g., do not use Windows Server 2003).
- I. Proposed standard installation, operation, maintenance, updates, and/or patching of software shall not alter the configuration settings from the approved United States Government Configuration Baseline (USGCB) or tenant agency guidance (if applicable).
- m. Disallow the use of commercially-provided circuits to manage building systems and install building systems on a protected network, safeguarded by the enterprise firewalls in place. Workstations or servers running building monitor and control systems are not connected and visible on the public internet.
- n. Systems should have proper system configuration hardening and align with Center for Internet Security (CIS) benchmarks or other industry recognized benchmarks. Additional information can be found at https://www.cisecurity.org/cis-benchmarks/.

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GENERAL CLAUSES (Acquisition of Leasehold Interests in Real Property)

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	3	552.270-23	SUBORDINATION, NON-DISTURBANCE AND ATTORNMENT
	4 5	552.270-24 552.270-25	STATEMENT OF LEASE SUBSTITUTION OF TENANT AGENCY
	6 7	552.270-26	NO WAIVER INTEGRATED AGREEMENT
	8	552.270-28	MUTUALITY OF OBLIGATION
PERFORMANCE	9 10		DELIVERY AND CONDITION DEFAULT BY LESSOR
	11 12	552.270-19	PROGRESSIVE OCCUPANCY MAINTENANCE OF THE PROPERTY, RIGHT TO INSPECT
	13 14		FIRE AND CASUALTY DAMAGE COMPLIANCE WITH APPLICABLE LAW
	15 16	552.270-12	ALTERATIONS ACCEPTANCE OF SPACE AND CERTIFICATE OF OCCUPANCY
PAYMENT	17 18 19 20	552.270-33 52.204-13 552.270-31 52.232-23	SYSTEM FOR AWARD MANAGEMENT - LEASING SYSTEM FOR AWARD MANAGEMENT MAINTENANCE PROMPT PAYMENT ASSIGNMENT OF CLAIMS
	21 22	52.232-33	PAYMENT PAYMENT BY ELECTRONIC FUNDS TRANSFER— SYSTEM FOR AWARD MANAGEMENT
STANDARDS OF CONDU	CT 23	52.203-13	CONTRACTOR CODE OF BUSINESS ETHICS AND CONDUCT
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ADJUSTMENTS	28	552.270-30	PRICE ADJUSTMENT FOR ILLEGAL OR IMPROPER
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DISPUTES	34	52.233-1	DISPUTES
LABOR STANDARDS	35 36 37	52.222-26 52.222-21 52.219-28	EQUAL OPPORTUNITY PROHIBITION OF SEGREGATED FACILITIES POST-AWARD SMALL BUSINESS PROGRAM REREPRESENTATION
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SUBCONTRACTING	41	52.209-6	PROTECTING THE GOVERNMENT'S INTEREST WHEN SUBCONTRACTING WITH CONTRACTORS DEBARRED, SUSPENDED, OR PROPOSED FOR DEBARMENT
	42	52.215-12	SUBCONTRACTOR CERTIFIED COST OR PRICING DATA
	43	52.219-8	UTILIZATION OF SMALL BUSINESS CONCERNS
	44	52.219-9 52.219-16	SMALL BUSINESS SUBCONTRACTING PLAN LIQUIDATED DAMAGES—SUBCONTRACTING PLAN
	45 46	52.204-10	REPORTING EXECUTIVE COMPENSATION AND FIRST- TIER SUBCONTRACT AWARDS
OTHER	47	52.204-25	PROHIBITION ON CONTRACTING FOR CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
	48	52.204-19	INCORPORATION BY REFERENCE OF REPRESENTATIONS AND CERTIFICATIONS

The information collection requirements contained in this solicitation/contract that are not required by regulation have been approved by the Office of Management and Budget (OMB) pursuant to the Paperwork Reduction Act and assigned the OMB Control No. 3090-0163.

GENERAL CLAUSES (Acquisition of Leasehold Interests in Real Property)

1. SUBLETTING AND ASSIGNMENT (JAN 2011)

The Government may sublet any part of the premises but shall not be relieved from any obligations under this lease by reason of any such subletting. The Government may at any time assign this lease, and be relieved from all obligations to Lessor under this lease excepting only unpaid rent and other liabilities, if any, that have accrued to the date of said assignment. Any subletting or assignment shall be subject to prior written consent of Lessor, which shall not be unreasonably withheld.

2. 552,270-11 SUCCESSORS BOUND (SEP 1999)

This lease shall bind, and inure to the benefit of, the parties and their respective heirs, executors, administrators, successors, and assigns.

3. 552.270-23 SUBORDINATION, NON-DISTURBANCE AND ATTORNMENT (SEP 1999)

- (a) Lessor warrants that it holds such title to or other interest in the premises and other property as is necessary to the Government's access to the premises and full use and enjoyment thereof in accordance with the provisions of this lease. Government agrees, in consideration of the warranties and conditions set forth in this clause, that this lease is subject and subordinate to any and all recorded mortgages, deeds of trust and other liens now or hereafter existing or imposed upon the premises, and to any renewal, modification or extension thereof. It is the intention of the parties that this provision shall be self-operative and that no further instrument shall be required to effect the present or subsequent subordination of this lease. Government agrees, however, within twenty (20) business days next following the Contracting Officer's receipt of a written demand, to execute such instruments as Lessor may reasonably request to evidence further the subordination of this lease to any existing or future mortgage, deed of trust or other security interest pertaining to the premises, and to any water, sewer or access easement necessary or desirable to serve the premises or adjoining property owned in whole or in part by Lessor if such easement does not interfere with the full enjoyment of any right granted the Government under this lease.
- (b) No such subordination, to either existing or future mortgages, deeds of trust or other lien or security instrument shall operate to affect adversely any right of the Government under this lease so long as the Government is not in default under this lease. Lessor will include in any future mortgage, deed of trust or other security instrument to which this lease becomes subordinate, or in a separate non-disturbance agreement, a provision to the foregoing effect. Lessor warrants that the holders of all notes or other obligations secured by existing mortgages, deeds of trust or other security instruments have consented to the provisions of this clause, and agrees to provide true copies of all such consents to the Contracting Officer promptly upon demand.
- (c) In the event of any sale of the premises or any portion thereof by foreclosure of the lien of any such mortgage, deed of trust or other security instrument, or the giving of a deed in lieu of foreclosure, the Government will be deemed to have attorned to any purchaser, purchasers, transferee or transferees of the premises or any portion thereof and its or their successors and assigns, and any such purchasers and transferees will be deemed to have assumed all obligations of the Lessor under this lease, so as to establish direct privity of estate and contract between Government and such purchasers or transferees, with the same force, effect and relative priority in time and right as if the lease had initially been entered into between such purchasers or transferees and the Government; provided, further, that the Contracting Officer and such purchasers or transferees shall, with reasonable promptness following any such sale or deed delivery in lieu of foreclosure, execute all such revisions to this lease, or other writings, as shall be necessary to document the foregoing relationship.
- (d) None of the foregoing provisions may be deemed or construed to imply a waiver of the Government's rights as a sovereign.

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4. 552,270-24 STATEMENT OF LEASE (SEP 1999)

- (a) The Contracting Officer will, within thirty (30) days next following the Contracting Officer's receipt of a joint written request from Lessor and a prospective lender or purchaser of the building, execute and deliver to Lessor a letter stating that the same is issued subject to the conditions stated in this clause and, if such is the case, that (1) the lease is in full force and effect; (2) the date to which the rent and other charges have been paid in advance, if any; and (3) whether any notice of default has been issued.
 - (b) Letters issued pursuant to this clause are subject to the following conditions:
- (1) That they are based solely upon a reasonably diligent review of the Contracting Officer's lease file as of the date of issuance;
- (2) That the Government shall not be held liable because of any defect in or condition of the premises or building;
- (3) That the Contracting Officer does not warrant or represent that the premises or building comply with applicable Federal, State and local law; and
- (4) That the Lessor, and each prospective lender and purchaser are deemed to have constructive notice of such facts as would be ascertainable by reasonable pre-purchase and pre-commitment inspection of the Premises and Building and by inquiry to appropriate Federal, State and local Government officials.

5. 552.270-25 SUBSTITUTION OF TENANT AGENCY (SEP 1999)

The Government may, at any time and from time to time, substitute any Government agency or agencies for the Government agency or agencies, if any, named in the lease.

6. 552.270-26 NO WAIVER (SEP 1999)

No failure by either party to insist upon the strict performance of any provision of this lease or to exercise any right or remedy consequent upon a breach thereof, and no acceptance of full or partial rent or other performance by either party during the continuance of any such breach shall constitute a waiver of any such breach of such provision.

7. INTEGRATED AGREEMENT (JUN 2012)

This Lease, upon execution, contains the entire agreement of the parties and no prior written or oral agreement, express or implied, shall be admissible to contradict the provisions of the Lease. Except as expressly attached to and made a part of the Lease, neither the Request for Lease Proposals nor any pre-award communications by either party shall be incorporated in the Lease.

8. 552,270-28 MUTUALITY OF OBLIGATION (SEP 1999)

The obligations and covenants of the Lessor, and the Government's obligation to pay rent and other Government obligations and covenants, arising under or related to this Lease, are interdependent. The Government may, upon issuance of and delivery to Lessor of a final decision asserting a claim against Lessor, set off such claim, in whole or in part, as against any payment or payments then or thereafter due the Lessor under this lease. No setoff pursuant to this clause shall constitute a breach by the Government of this lease.

9. DELIVERY AND CONDITION (JAN 2011)

- (a) Unless the Government elects to have the space occupied in increments, the space must be delivered ready for occupancy as a complete unit.
- (b) The Government may elect to accept the Space notwithstanding the Lessor's failure to deliver the Space substantially complete; if the Government so elects, it may reduce the rent payments.

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10. DEFAULT BY LESSOR (APR 2012)

- (a) The following conditions shall constitute default by the Lessor, and shall give rise to the following rights and remedies for the Government:
- (1) Prior to Acceptance of the Premises. Failure by the Lessor to diligently perform all obligations required for Acceptance of the Space within the times specified, without excuse, shall constitute a default by the Lessor. Subject to provision of notice of default to the Lessor, and provision of a reasonable opportunity for the Lessor to cure its default, the Government may terminate the Lease on account of the Lessor's default.
- (2) After Acceptance of the Premises. Failure by the Lessor to perform any service, to provide any item, or satisfy any requirement of this Lease, without excuse, shall constitute a default by the Lessor. Subject to provision of notice of default to the Lessor, and provision of a reasonable opportunity for the Lessor to cure its default, the Government may perform the service, provide the item, or obtain satisfaction of the requirement by its own employees or contractors. If the Government elects to take such action, the Government may deduct from rental payments its costs incurred in connection with taking the action. Alternatively, the Government may reduce the rent by an amount reasonably calculated to approximate the cost or value of the service not performed, item not provided, or requirement not satisfied, such reduction effective as of the date of the commencement of the default condition.
 - (3) Grounds for Termination. The Government may terminate the Lease if:
- (i) The Lessor's default persists notwithstanding provision of notice and reasonable opportunity to cure by the Government, or
- (ii) The Lessor fails to take such actions as are necessary to prevent the recurrence of default conditions,

and such conditions (i) or (ii) substantially impair the safe and healthful occupancy of the Premises, or render the Space unusable for its intended purposes.

- (4) Excuse. Failure by the Lessor to timely deliver the Space or perform any service, provide any item, or satisfy any requirement of this Lease shall not be excused if its failure in performance arises from:
 - (i) Circumstances within the Lessor's control;
 - (ii) Circumstances about which the Lessor had actual or constructive knowledge prior to the Lease Award Date that could reasonably be expected to affect the Lessor's capability to perform, regardless of the Government's knowledge of such matters;
 - (iii) The condition of the Property;
 - (iv) The acts or omissions of the Lessor, its employees, agents or contractors; or
 - (v) The Lessor's inability to obtain sufficient financial resources to perform its obligations.
- (5) The rights and remedies specified in this clause are in addition to any and all remedies to which the Government may be entitled as a matter of law.

11. 552.270-19 PROGRESSIVE OCCUPANCY (SEP 1999)

The Government shall have the right to elect to occupy the space in partial increments prior to the substantial completion of the entire leased premises, and the Lessor agrees to schedule its work so as to deliver the space incrementally as elected by the Government. The Government shall pay rent commencing with the first business day following substantial completion of the entire leased premise unless the Government has elected to occupy the leased premises incrementally. In case of incremental occupancy, the Government shall pay rent pro rata upon the first

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business day following substantial completion of each incremental unit. Rental payments shall become due on the first workday of the month following the month in which an increment of space is substantially complete, except that should an increment of space be substantially completed after the fifteenth day of the month, the payment due date will be the first workday of the second month following the month in which it was substantially complete. The commencement date of the firm lease term will be a composite determined from all rent commencement dates.

12. MAINTENANCE OF THE PROPERTY, RIGHT TO INSPECT (APR 2015)

The Lessor shall maintain the Property, including the building, building systems, and all equipment, fixtures, and appurtenances furnished by the Lessor under this Lease, in good repair and tenantable condition so that they are suitable in appearance and capable of supplying such heat, air conditioning, light, ventilation, safety systems, access and other things to the premises, without reasonably preventable or recurring disruption, as is required for the Government's access to, occupancy, possession, use and enjoyment of the premises as provided in this lease. For the purpose of so maintaining the premises, the Lessor may at reasonable times enter the premises with the approval of the authorized Government representative in charge. Upon request of the Lease Contracting Officer (LCO), the Lessor shall provide written documentation that building systems have been properly maintained, tested, and are operational within manufacturer's warranted operating standards. The Lessor shall maintain the Premises in a safe and healthful condition according to applicable OSHA standards and all other requirements of this Lease, including standards governing indoor air quality, existence of mold and other biological hazards, presence of hazardous materials, etc. The Government shall have the right, at any time after the Lease Award Date and during the term of the Lease, to inspect all areas of the Property to which access is necessary for the purpose of determining the Lessor's compliance with this clause.

13. FIRE AND CASUALTY DAMAGE (JUN 2016)

If the building in which the Premises are located is totally destroyed or damaged by fire or other casualty, this Lease shall immediately terminate. If the building in which the Premises are located are only partially destroyed or damaged, so as to render the Premises untenantable, or not usable for their intended purpose, the Lessor shall have the option to elect to repair and restore the Premises or terminate the Lease. The Lessor shall be permitted a reasonable amount of time, not to exceed **270 days** from the event of destruction or damage, to repair or restore the Premises, provided that the Lessor submits to the Government a reasonable schedule for repair of the Premises within **60 days** of the event of destruction or damage. If the Lessor fails to timely submit a reasonable schedule for completing the work, the Government may elect to terminate the Lease effective as of the date of the event of destruction or damage. If the Lessor elects to repair or restore the Premises, but fails to repair or restore the Premises within **270 days** from the event of destruction or damage, or fails to diligently pursue such repairs or restoration so as to render timely completion commercially impracticable, the Government may terminate the Lease effective as of the date of the destruction or damage. During the time that the Premises are unoccupied, rent shall be abated. Termination of the Lease by either party under this clause shall not give rise to liability for either party.

Nothing in this lease shall be construed as relieving Lessor from liability for damage to, or destruction of, property of the United States of America caused by the willful or negligent act or omission of Lessor.

14. COMPLIANCE WITH APPLICABLE LAW (JAN 2011)

Lessor shall comply with all Federal, state and local laws applicable to its ownership and leasing of the Property, including, without limitation, laws applicable to the construction, ownership, alteration or operation of all buildings, structures, and facilities located thereon, and obtain all necessary permits, licenses and similar items at its own expense. The Government will comply with all Federal, State and local laws applicable to and enforceable against it as a tenant under this lease, provided that nothing in this Lease shall be construed as a waiver of the sovereign immunity of the Government. This Lease shall be governed by Federal law.

15. 552.270-12 ALTERATIONS (SEP 1999)

The Government shall have the right during the existence of this lease to make alterations, attach fixtures, and erect structures or signs in or upon the premises hereby leased, which fixtures, additions or structures so placed in, on, upon, or attached to the said premises shall be and remain the property of the Government and may be removed or otherwise disposed of by the Government. If the lease contemplates that the Government is the sole occupant of the building, for

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purposes of this clause, the leased premises include the land on which the building is sited and the building itself. Otherwise, the Government shall have the right to tie into or make any physical connection with any structure located on the property as is reasonably necessary for appropriate utilization of the leased space.

16. ACCEPTANCE OF SPACE AND CERTIFICATE OF OCCUPANCY (APR 2015)

- (a) Ten (10) working days prior to the completion of the Space, the Lessor shall issue written notice to the Government to schedule the inspection of the Space for acceptance. The Government shall accept the Space only if the construction of building shell and TIs conforming to this Lease and the approved DIDs is substantially complete, and a Certificate of Occupancy has been issued as set forth below.
- (b) The Space shall be considered substantially complete only if the Space may be used for its intended purpose and completion of remaining work will not unreasonably interfere with the Government's enjoyment of the Space. Acceptance shall be final and binding upon the Government with respect to conformance of the completed TIs to the approved DIDs, with the exception of items identified on a punchlist generated as a result of the inspection, concealed conditions, latent defects, or fraud, but shall not relieve the Lessor of any other Lease requirements.
- (c) The Lessor shall provide a valid Certificate of Occupancy, issued by the local jurisdiction, for the intended use of the Government. If the local jurisdiction does not issue Certificates of Occupancy or if the Certificate of Occupancy is not available, the Lessor may satisfy this condition by providing a report prepared by a licensed fire protection engineer that indicates that the Space and Building are compliant with all applicable local codes and ordinances and all fire protection and life safety-related requirements of this Lease to ensure an acceptable level of safety is provided. Under such circumstances, the Government shall only accept the Space without a Certificate of Occupancy if a licensed fire protection engineer determines that the offered space is compliant with all applicable local codes and ordinances and fire protection and life safety-related requirements of this Lease.

17. 552.270-33 SYSTEM FOR AWARD MANAGEMENT – LEASING (FEB 2020)

(a) Definitions. As used in this provision-

"Electronic Funds Transfer (EFT) indicator means a four-character suffix to the unique entity identifier. The suffix is assigned at the discretion of the commercial, nonprofit, or Government entity to establish additional System for Award Management records for identifying alternative EFT accounts (see subpart 32.11) for the same entity. "Registered in the System for Award Management (SAM)" means that—

(1) The Offeror has entered all mandatory information, including the unique entity identifier and the EFT indicator, if applicable, the Commercial and Government Entity (CAGE) code, as well as data required by the

Federal Funding Accountability and Transparency Act of 2006 (see subpart 4.14) into SAM

(2) The offeror has completed the Core, Assertions, and Representations and Certifications, and Points of Contact sections of the registration in SAM;

(3) The Government has validated all mandatory data fields, to include validation of the Taxpayer Identification Number (TIN) with the Internal Revenue Service (IRS). The offeror will be required to provide consent for TIN validation to the Government as a part of the SAM registration process; and

(4) The Government has marked the record "Active".

"Unique entity identifier" means a number or other identifier used to identify a specific commercial, nonprofit, or Government entity. See www.sam.gov for the designated entity for establishing unique entity identifiers.

(b)

(1) An Offeror is required to be registered in SAM prior to award, and shall continue to be registered during performance, and through final payment of any contract, basic agreement, basic ordering agreement, or

blanket purchasing agreement resulting from this solicitation.

- (2) The Offeror shall enter, in the block with its name and address on the cover page of its offer, the annotation "Unique Entity Identifier" followed by the unique entity identifier that identifies the Offeror's name and address exactly as stated in the offer. The Offeror also shall enter its EFT indicator, if applicable. The unique entity identifier will be used by the Contracting Officer to verify that the Offeror is registered in the SAM.

 (c) If the Offeror does not have a unique entity identifier, it should contact the entity designated at www.sam.gov for establishment of the unique entity identifier directly to obtain one. The Offeror should be prepared to provide the following information:
 - (1) Company legal business name.

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- (2) Tradestyle, doing business, or other name by which your entity is commonly recognized.
- (3) Company physical street address, city, state, and Zip Code.t
- (4) Company mailing address, city, state and Zip Code (if separate from physical).
- (5) Company telephone number.
- (6) Date the company was started.
- (7) Number of employees at your location.
- (8) Chief executive officer/key manager.
- (9) Line of business (industry).
- (10) Company headquarters name and address (reporting relationship within your entity).
- (d) If the Offeror does not become registered in the SAM database in the time prescribed by the Contracting Officer, the Contracting Officer will proceed to award to the next otherwise successful registered Offeror.
- (e) Processing time should be taken into consideration when registering. Offerors who are not registered in SAM should consider applying for registration immediately upon receipt of this solicitation. See https://www.sam.gov for information on registration.

18. 52.204-13 SYSTEM FOR AWARD MANAGEMENT MAINTENANCE (OCT 2018)

This clause is incorporated by reference.

19. 552.270-31 PROMPT PAYMENT (JUN 2011)

The Government will make payments under the terms and conditions specified in this clause. Payment shall be considered as being made on the day a check is dated or an electronic funds transfer is made. All days referred to in this clause are calendar days, unless otherwise specified.

- (a) Payment due date-
- (1) Rental payments. Rent shall be paid monthly in arrears and will be due on the first workday of each month, and only as provided for by the lease.
- (i) When the date for commencement of rent falls on the 15th day of the month or earlier, the initial monthly rental payment under this contract shall become due on the first workday of the month following the month in which the commencement of the rent is effective.
- (ii) When the date for commencement of rent falls after the 15th day of the month, the initial monthly rental payment under this contract shall become due on the first workday of the second month following the month in which the commencement of the rent is effective.
 - (2) Other payments. The due date for making payments other than rent shall be the later of the following two events:
- (i) The 30th day after the designated billing office has received a proper invoice from the Contractor.
- (ii) The 30th day after Government acceptance of the work or service. However, if the designated billing office fails to annotate the invoice with the actual date of receipt, the invoice payment due date shall be deemed to be the 30th day after the Contractor's invoice is dated, provided a proper invoice is received and there is no disagreement over quantity, quality, or Contractor compliance with contract requirements.
 - (b) Invoice and inspection requirements for payments other than rent.
- (1) The Contractor shall prepare and submit an invoice to the designated billing office after completion of the work. A proper invoice shall include the following items:
 - (i) Name and address of the Contractor.

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(ii) Invoice date.
(iii) Lease number.
(iv) Government's order number or other authorization.
(v) Description, price, and quantity of work or services delivered.
(vi) Name and address of Contractor official to whom payment is to be sent (must be the same as that in the remittance address in the lease or the order).
(vii) Name (where practicable), title, phone number, and mailing address of person to be notified in the event of a defective invoice.
(2) The Government will inspect and determine the acceptability of the work performed or services delivered within seven days after the receipt of a proper invoice or notification of completion of the work or services unless a different period is specified at the time the order is placed. If actual acceptance occurs later, for the purpose of determining the payment due date and calculation of interest, acceptance will be deemed to occur on the last day of the seven day inspection period. If the work or service is rejected for failure to conform to the technical requirements of the contract, the seven days will be counted beginning with receipt of a new invoice or notification. In either case, the Contractor is not entitled to any payment or interest unless actual acceptance by the Government occurs.
(c) Interest Penalty.
(1) An interest penalty shall be paid automatically by the Government, without request from the Contractor, if payment is not made by the due date.
(2) The interest penalty shall be at the rate established by the Secretary of the Treasury under Section 12 of the Contract Disputes Act of 1978 (41 U.S.C. 611) that is in effect on the day after the due date. This rate is referred to as the "Renegotiation Board Interest Rate," and it is published in the Federal Register semiannually on or about January 1 and July 1. The interest penalty shall accrue daily on the payment amount approved by the Government and be compounded in 30-day increments inclusive from the first day after the due date through the payment date.
(3) Interest penalties will not continue to accrue after the filing of a claim for such penalties under the clause at 52.233–1, Disputes, or for more than one year. Interest penalties of less than \$1.00 need not be paid.
(4) Interest penalties are not required on payment delays due to disagreement between the Government and Contractor over the payment amount or other issues involving contract compliance or on amounts temporarily withheld or retained in accordance with the terms of the contract. Claims involving disputes, and any interest that may be payable, will be resolved in accordance with the clause at 52.233-1, Disputes.
(d) Overpayments. If the Lessor becomes aware of a duplicate payment or that the Government has otherwise overpaid on a payment, the Contractor shall—
(1) Return the overpayment amount to the payment office cited in the contract along with a description of the overpayment including the—
(i) Circumstances of the overpayment (<i>e.g.</i> , duplicate payment, erroneous payment, liquidation errors, date(s) of overpayment);

(iii) Lessor point of contact.

(ii) Affected lease number; (iii) Affected lease line item or sub-line item, if applicable; and

Provide a copy of the remittance and supporting documentation to the Contracting Officer. (2)

20. 52.232-23 ASSIGNMENT OF CLAIMS (MAY 2014)

(Applicable to leases over the micro-purchase threshold.)

- (a) The Contractor, under the Assignment of Claims Act, as amended, 31 U.S.C. 3727, 41 U.S.C. 6305 (hereafter referred to as "the Act"), may assign its rights to be paid amounts due or to become due as a result of the performance of this contract to a bank, trust company, or other financing institution, including any Federal lending agency. The assignee under such an assignment may thereafter further assign or reassign its right under the original assignment to any type of financing institution described in the preceding sentence.
- (b) Any assignment or reassignment authorized under the Act and this clause shall cover all unpaid amounts payable under this contract, and shall not be made to more than one party, except that an assignment or reassignment may be made to one party as agent or trustee for two or more parties participating in the financing of this contract.
- (c) The Contractor shall not furnish or disclose to any assignee under this contract any classified document (including this contract) or information related to work under this contract until the Contracting Officer authorizes such action in writing.

21. PAYMENT (MAY 2011)

- When space is offered and accepted, the amount of American National Standards Institute/Building Owners and Managers Association Office Area (ABOA) square footage delivered will be confirmed by:
- The Government's measurement of plans submitted by the successful Offeror as approved by the (1) Government, and an inspection of the space to verify that the delivered space is in conformance with such plans or
- A mutual on-site measurement of the space, if the Contracting Officer determines that it is (2)necessary.
- Payment will not be made for space which is in excess of the amount of ABOA square footage stated in (b) the lease.
- If it is determined that the amount of ABOA square footage actually delivered is less than the amount agreed to in the lease, the lease will be modified to reflect the amount of ABOA space delivered and the annual rental will be adjusted as follows:

ABOA square feet not delivered multiplied by one plus the common area factor (CAF), multiplied by the rate per rentable square foot (RSF). That is: (1+CAF) x Rate per RSF = Reduction in Annual Rent

22. 52.232-33 PAYMENT BY ELECTRONIC FUNDS TRANSFER—SYSTEM FOR AWARD MANAGEMENT (OCT 2018)

This clause is incorporated by reference.

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(Applicable to leases over \$5.5 million total contract value and performance period is 120 days

or more.)

This clause is incorporated by reference.

24. 552.270-32 **COVENANT AGAINST CONTINGENT FEES (JUN 2011)**

(Applicable to leases over the Simplified Lease Acquisition Threshold.)

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- (a) The Contractor warrants that no person or agency has been employed or retained to solicit or obtain this contract upon an agreement or understanding for a contingent fee, except a bona fide employee or agency. For breach or violation of this warranty, the Government shall have the right to annul this contract without liability or, in its discretion, to deduct from the contract price or consideration, or otherwise recover the full amount of the contingent fee.
- (b) Bona fide agency, as used in this clause, means an established commercial or selling agency (including licensed real estate agents or brokers), maintained by a Contractor for the purpose of securing business, that neither exerts nor proposes to exert improper influence to solicit or obtain Government contracts nor holds itself out as being able to obtain any Government contract or contracts through improper influence.
- (1) Bona fide employee, as used in this clause, means a person, employed by a Contractor and subject to the Contractor's supervision and control as to time, place, and manner of performance, who neither exerts nor proposes to exert improper influence to solicit or obtain Government contracts nor holds out as being able to obtain any Government contract or contracts through improper influence.
- (2) Contingent fee, as used in this clause, means any commission, percentage, brokerage, or other fee that is contingent upon the success that a person or concern has in securing a Government contract.
- (3) Improper influence, as used in this clause, means any influence that induces or tends to induce a Government employee or officer to give consideration or to act regarding a Government contract on any basis other than the merits of the matter.

25. 52.203-7 ANTI-KICKBACK PROCEDURES (JUN 2020)

(Applicable to leases over the Simplified Lease Acquisition Threshold.) This clause is incorporated by reference.

26. 52.223-6 DRUG-FREE WORKPLACE (MAY 2001)

(Applicable to leases over the Simplified Lease Acquisition Threshold, as well as to leases of any value awarded to an individual.)

This clause is incorporated by reference.

27. 52.203-14 DISPLAY OF HOTLINE POSTER(S) (JUN 2020)

(Applicable to leases over \$5.5 Million total contract value and performance period is 120 days or more.)

(a) Definition.

United States, as used in this clause, means the 50 States, the District of Columbia, and outlying areas.

- (b) Display of fraud hotline poster(s). Except as provided in paragraph (c)—
- (1) During contract performance in the United States, the Contractor shall prominently display in common work areas within business segments performing work under this contract and at contract work sites-
- (i) Any agency fraud hotline poster or Department of Homeland Security (DHS) fraud hotline poster identified in paragraph (b)(3) of this clause; and
 - (ii) Any DHS fraud hotline poster subsequently identified by the Contracting Officer.
- (2) Additionally, if the Contractor maintains a company website as a method of providing information to employees, the Contractor shall display an electronic version of the poster(s) at the website.
 - (3) Any required posters may be obtained as follows:

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Poster(s)	Obtain from

(Contracting Officer shall insert-

- (i) Appropriate agency name(s) and/or title of applicable Department of Homeland Security fraud hotline poster); and
 - (ii) The website(s) or other contact information for obtaining the poster(s).)
- (c) If the Contractor has implemented a business ethics and conduct awareness program, including a reporting mechanism, such as a hotline poster, then the Contractor need not display any agency fraud hotline posters as required in paragraph (b) of this clause, other than any required DHS posters.
- (d) Subcontracts. The Contractor shall include the substance of this clause, including this paragraph (d), in all subcontracts that exceed the threshold specified in Federal Acquisition Regulation 3.1004(b)(1) on the date of subcontract award, except when the subcontract—
 - (1) Is for the acquisition of a commercial item; or
 - (2) Is performed entirely outside the United States.

28. 552.270-30 PRICE ADJUSTMENT FOR ILLEGAL OR IMPROPER ACTIVITY (JUN 2011)

(Applicable to leases over the Simplified Lease Acquisition Threshold.)

- (a) If the head of the contracting activity (HCA) or his or her designee determines that there was a violation of subsection 27(a) of the Office of Federal Procurement Policy Act, as amended (41 U.S.C. 423), as implemented in the Federal Acquisition Regulation, the Government, at its election, may—
 - (1) Reduce the monthly rental under this lease by five percent of the amount of the rental for each month of the remaining term of the lease, including any option periods, and recover five percent of the rental already paid;
 - (2) Reduce payments for alterations not included in monthly rental payments by five percent of the amount of the alterations agreement; or
 - (3) Reduce the payments for violations by a Lessor's subcontractor by an amount not to exceed the amount of profit or fee reflected in the subcontract at the time the subcontract was placed.
- (b) Prior to making a determination as set forth above, the HCA or designee shall provide to the Lessor a written notice of the action being considered and the basis thereof. The Lessor shall have a period determined by the agency head or designee, but not less than 30 calendar days after receipt of such notice, to submit in person, in writing, or through a representative, information and argument in opposition to the proposed reduction. The agency head or designee may, upon good cause shown, determine to deduct less than the above amounts from payments.

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(c)	The rights and remedies of the Government specified herein are not exclusive, and are in addition to
any other rights and	d remedies provided by law or under this lease.

29. 52.215-10 PRICE REDUCTION FOR DEFECTIVE COST OR PRICING DATA (AUG 2011)

(Applicable when cost or pricing data are required for work or services over \$750,000.) This clause is incorporated by reference.

30, 552,270-13 PROPOSALS FOR ADJUSTMENT (OCT 2016)

This clause is incorporated by reference.

31. CHANGES (MAR 2013)

- (a) The LCO may at any time, by written order, direct changes to the Tenant Improvements within the Space, Building Security Requirements, or the services required under the Lease.
- (b) If any such change causes an increase or decrease in Lessor's costs or time required for performance of its obligations under this Lease, whether or not changed by the order, the Lessor shall be entitled to an amendment to the Lease providing for one or more of the following:
 - (1) An adjustment of the delivery date;
 - (2) An equitable adjustment in the rental rate;
 - (3) A lump sum equitable adjustment; or
 - (4) A change to the operating cost base, if applicable.
- (c) The Lessor shall assert its right to an amendment under this clause within 30 days from the date of receipt of the change order and shall submit a proposal for adjustment. Failure to agree to any adjustment shall be a dispute under the Disputes clause. However, the pendency of an adjustment or existence of a dispute shall not excuse the Lessor from proceeding with the change as directed.
- (d) Absent a written change order from the LCO, or from a Government official to whom the LCO has explicitly and in writing delegated the authority to direct changes, the Government shall not be liable to Lessor under this clause.

32. 552.215-70 EXAMINATION OF RECORDS BY GSA (JUL 2016)

This clause is incorporated by reference.

33. 52.215-2 AUDIT AND RECORDS—NEGOTIATION (JUN 2020)

(Applicable to leases over the Simplified Lease Acquisition Threshold.) This clause is incorporated by reference.

34. 52.233-1 DISPUTES (MAY 2014)

This clause is incorporated by reference.

35, 52,222-26 EQUAL OPPORTUNITY (SEP 2016)

This clause is incorporated by reference.

36. 52.222-21 PROHIBITION OF SEGREGATED FACILITIES (APR 2015)

This clause is incorporated by reference.

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37. 52.219-28 POST-AWARD SMALL BUSINESS PROGRAM REREPRESENTATION (MAY 2020)

(Applicable to leases exceeding the micro-purchase threshold.) This clause is incorporated by reference.

38, 52,222-35 EQUAL OPPORTUNITY FOR VETERANS (JUN 2020)

(Applicable to leases \$150,000 or more, total contract value.)

(a) Definitions. As used in this clause-

"Active duty wartime or campaign badge veteran," "Armed Forces service medal veteran," "disabled veteran," "protected veteran," "qualified disabled veteran," and "recently separated veteran" have the meanings given at Federal Acquisition (FAR) 22.1301.

- (b) Equal opportunity clause. The Contractor shall abide by the requirements of the equal opportunity clause at 41 CFR 60-300.5(a), as of March 24, 2014. This clause prohibits discrimination against qualified protected veterans, and requires affirmative action by the Contractor to employ and advance in employment qualified protected veterans.
- (c) Subcontracts. The Contractor shall insert the terms of this clause in subcontracts valued at or above the threshold specified in FAR <u>22.1303(a)</u> on the date of subcontract award, unless exempted by rules, regulations, or orders of the Secretary of Labor. The Contractor shall act as specified by the Director, Office of Federal Contract Compliance Programs, to enforce the terms, including action for noncompliance. Such necessary changes in language may be made as shall be appropriate to identify properly the parties and their undertakings.

39. 52.222-36 EQUAL OPPORTUNITY FOR WORKERS WITH DISABILITIES (JUN 2020)

(Applicable to leases over \$15,000 total contract value.)

- (a) Equal opportunity clause. The Contractor shall abide by the requirements of the equal opportunity clause at 41 CFR 60-741.5(a), as of March 24, 2014. This clause prohibits discrimination against qualified individuals on the basis of disability, and requires affirmative action by the Contractor to employ and advance in employment qualified individuals with disabilities.
- (b) Subcontracts. The Contractor shall include the terms of this clause in every subcontract or purchase order in excess of the threshold specified in Federal Acquisition Regulation (FAR) <u>22.1408</u>(a) on the date of subcontract award, unless exempted by rules, regulations, or orders of the Secretary, so that such provisions will be binding upon each subcontractor or vendor. The Contractor shall act as specified by the Director, Office of Federal Contract Compliance Programs of the U.S. Department of Labor, to enforce the terms, including action for noncompliance. Such necessary changes in language may be made as shall be appropriate to identify properly the parties and their undertakings.

40. 52.222-37 EMPLOYMENT REPORTS ON VETERANS (JUN 2020)

(Applicable to leases \$150,000 or more, total contract value.) This clause is incorporated by reference.

41. 52.209-6 PROTECTING THE GOVERNMENT'S INTEREST WHEN SUBCONTRACTING WITH CONTRACTORS DEBARRED, SUSPENDED, OR PROPOSED FOR DEBARMENT (JUN 2020) (Applicable to

leases over \$35,000 total contract value.)

This clause is incorporated by reference.

42. 52.215-12 SUBCONTRACTOR CERTIFIED COST OR PRICING DATA (JUN 2020)

(Applicable if over \$750,000 total contract value.)

This clause is incorporated by reference.

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43. 52.219-8 UTILIZATION OF SMALL BUSINESS CONCERNS (OCT 2018)

(Applicable to leases over the Simplified Lease Acquisition Threshold.) *This clause is incorporated by reference.*

44. 52.219-9 SMALL BUSINESS SUBCONTRACTING PLAN (JUN 2020) ALTERNATE III (JUN 2020)

(Applicable to leases over \$750,000 total contract value.)

This clause is incorporated by reference.

45. 52.219-16 LIQUIDATED DAMAGES—SUBCONTRACTING PLAN (JAN 1999)

(Applicable to leases over \$750,000 total contract value.) *This clause is incorporated by reference.*

46. 52.204-10 REPORTING EXECUTIVE COMPENSATION AND FIRST-TIER SUBCONTRACT AWARDS (JUN 2020)

(Applicable if over \$30,000 total contract value.)

This clause is incorporated by reference.

47. 52.204-25 PROHIBITION ON CONTRACTING FOR CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT (AUG 2020)

(a) Definitions. As used in this clause-

Backhaul means intermediate links between the core network, or backbone network, and the small subnetworks at the edge of the network (*e.g.*, connecting cell phones/towers to the core telephone network). Backhaul can be wireless (e.g., microwave) or wired (*e.g.*, fiber optic, coaxial cable, Ethernet).

Covered foreign country means The People's Republic of China.

Covered telecommunications equipment or services means-

- (1) Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities);
- (2) For the purpose of public safety, security of Government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities);
 - (3) Telecommunications or video surveillance services provided by such entities or using such equipment; or
- (4) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

Critical technology means-

- (1) Defense articles or defense services included on the United States Munitions List set forth in the International Traffic in Arms Regulations under subchapter M of chapter I of title 22, Code of Federal Regulations;
- (2) Items included on the Commerce Control List set forth in Supplement No. 1 to part 774 of the Export Administration Regulations under subchapter C of chapter VII of title 15, Code of Federal Regulations, and controlled-
- (i) Pursuant to multilateral regimes, including for reasons relating to national security, chemical and biological weapons proliferation, nuclear nonproliferation, or missile technology; or

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- (ii) For reasons relating to regional stability or surreptitious listening;
- (3) Specially designed and prepared nuclear equipment, parts and components, materials, software, and technology covered by part 810 of title 10, Code of Federal Regulations (relating to assistance to foreign atomic energy activities);
- (4) Nuclear facilities, equipment, and material covered by part 110 of title 10, Code of Federal Regulations (relating to export and import of nuclear equipment and material);
- (5) Select agents and toxins covered by part 331 of title 7, Code of Federal Regulations, part 121 of title 9 of such Code, or part 73 of title 42 of such Code; or
- (6) Emerging and foundational technologies controlled pursuant to section 1758 of the Export Control Reform Act of 2018 (50 U.S.C. 4817).

Interconnection arrangements means arrangements governing the physical connection of two or more networks to allow the use of another's network to hand off traffic where it is ultimately delivered (e.g., connection of a customer of telephone provider A to a customer of telephone company B) or sharing data and other information resources.

Reasonable inquiry means an inquiry designed to uncover any information in the entity's possession about the identity of the producer or provider of covered telecommunications equipment or services used by the entity that excludes the need to include an internal or third-party audit.

Roaming means cellular communications services (e.g., voice, video, data) received from a visited network when unable to connect to the facilities of the home network either because signal coverage is too weak or because traffic is too high.

Substantial or essential component means any component necessary for the proper function or performance of a piece of equipment, system, or service.

- (b) *Prohibition*. (1) Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. The Contractor is prohibited from providing to the Government any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception at paragraph (c) of this clause applies or the covered telecommunication equipment or services are covered by a waiver described in FAR 4.2104.
- (2) Section 889(a)(1)(B) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2020, from entering into a contract, or extending or renewing a contract, with an entity that uses any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception at paragraph (c) of this clause applies or the covered telecommunication equipment or services are covered by a waiver described in FAR 4.2104. This prohibition applies to the use of covered telecommunications equipment or services, regardless of whether that use is in performance of work under a Federal contract.
 - (c) Exceptions. This clause does not prohibit contractors from providing—
- (1) A service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or

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- (2) Telecommunications equipment that cannot route or redirect user data traffic or permit visibility into any user data or packets that such equipment transmits or otherwise handles.
- (d) Reporting requirement. (1) In the event the Contractor identifies covered telecommunications equipment or services used as a substantial or essential component of any system, or as critical technology as part of any system, during contract performance, or the Contractor is notified of such by a subcontractor at any tier or by any other source, the Contractor shall report the information in paragraph (d)(2) of this clause to the Contracting Officer, unless elsewhere in this contract are established procedures for reporting the information; in the case of the Department of Defense, the Contractor shall report to the website at https://dibnet.dod.mil. For indefinite delivery contracts, the Contractor shall report to the Contracting Officer for the indefinite delivery contract and the Contracting Officer(s) for any affected order or, in the case of the Department of Defense, identify both the indefinite delivery contract and any affected orders in the report provided at https://dibnet.dod.mil.
 - (2) The Contractor shall report the following information pursuant to paragraph (d)(1) of this clause
- (i) Within one business day from the date of such identification or notification: the contract number; the order number(s), if applicable; supplier name; supplier unique entity identifier (if known); supplier Commercial and Government Entity (CAGE) code (if known); brand; model number (original equipment manufacturer number, manufacturer part number, or wholesaler number); item description; and any readily available information about mitigation actions undertaken or recommended.
- (ii) Within 10 business days of submitting the information in paragraph (d)(2)(i) of this clause: any further available information about mitigation actions undertaken or recommended. In addition, the Contractor shall describe the efforts it undertook to prevent use or submission of covered telecommunications equipment or services, and any additional efforts that will be incorporated to prevent future use or submission of covered telecommunications equipment or services.
- (e) Subcontracts. The Contractor shall insert the substance of this clause, including this paragraph (e) and excluding paragraph (b)(2), in all subcontracts and other contractual instruments, including subcontracts for the acquisition of commercial items.
 - 48. 52.204-19 INCORPORATION BY REFERENCE OF REPRESENTATIONS AND CERTIFICATIONS (DEC 2014).

This clause is incorporated by reference.

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Representation Regarding Certain Telecommunications and Video Surveillance Services or Equipment

See instructions within the representation regarding whether or not completion of this form is required If required, complete appropriate boxes, sign the form, and return form, along with any other required disclosure information, to LCO or his/her designee.

NOTE: The "Offeror," as used on this form, is the owner of the property offered, not an individual or agent representing the owner.

52.204-24 Representation Regarding Certain Telecommunications and Video Surveillance Services or Equipment (OCT 2020)

The Offeror shall not complete the representation at paragraph (d)(1) of this provision if the Offeror has represented that it "does not provide covered telecommunications equipment or services as a part of its offered products or services to the Government in the performance of any contract, subcontract, or other contractual instrument" in paragraph (c)(1) in the provision at 52.204-26, Covered Telecommunications Equipment or Services—Representation, or in paragraph (v)(2)(i) of the provision at 52.212-3, Offeror Representations and Certifications-Commercial Items. The Offeror shall not complete the representation in paragraph (d)(2) of this provision if the Offeror has represented that it "does not use covered telecommunications equipment or services, or any equipment, system, or service that uses covered telecommunications equipment or services" in paragraph (c)(2) of the provision at 52.204-26, or in paragraph (v)(2)(ii) of the provision at 52.212-3.

(a) Definitions. As used in this provision—

Backhaul, covered telecommunications equipment or services, critical technology, interconnection arrangements, reasonable inquiry, roaming, and substantial or essential component have the meanings provided in the clause 52.204-25, Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment.

(b) Prohibition.

- (1) Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. Nothing in the prohibition shall be construed to—
- (i) Prohibit the head of an executive agency from procuring with an entity to provide a service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or

LESSOR:	GOVERNMENT:	Representation Regarding Certain
		Telecommunications and Video
		Surveillance Services or Equipmen
		REV (10/20

- (ii) Cover telecommunications equipment that cannot route or redirect user data traffic or cannot permit visibility into any user data or packets that such equipment transmits or otherwise handles.
- (2) Section 889(a)(1)(B) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2020, from entering into a contract or extending or renewing a contract with an entity that uses any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. This prohibition applies to the use of covered telecommunications equipment or services, regardless of whether that use is in performance of work under a Federal contract. Nothing in the prohibition shall be construed to—
- (i) Prohibit the head of an executive agency from procuring with an entity to provide a service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or
- (ii) Cover telecommunications equipment that cannot route or redirect user data traffic or cannot permit visibility into any user data or packets that such equipment transmits or otherwise handles.
- (c) Procedures. The Offeror shall review the list of excluded parties in the System for Award Management (SAM) (https://www.sam.gov) for entities excluded from receiving federal awards for "covered telecommunications equipment or services".
 - (d) Representation. The Offeror represents that—
- (1) It □ will, □ will not provide covered telecommunications equipment or services to the Government in the performance of any contract, subcontract or other contractual instrument resulting from this solicitation. The Offeror shall provide the additional disclosure information required at paragraph (e)(1) of this section if the Offeror responds "will" in paragraph (d)(1) of this section; and
- (2) After conducting a reasonable inquiry, for purposes of this representation, the Offeror represents that—

It \(\pi \) does, \(\pi \) does not use covered telecommunications equipment or services, or use any equipment, system, or service that uses covered telecommunications equipment or services. The Offeror shall provide the additional disclosure information required at paragraph (e)(2) of this section if the Offeror responds "does" in paragraph (d)(2) of this section.

the Offer	isclosures. (1) Disclosure for the representation in paragra for has responded "will" in the representation in paragra hall provide the following information as part of the of	aph (d)(1) of this provision, the
	(i) For covered equipment—	
Exhibit D	LESSOR: GOVERNMENT:	Representation Regarding Certain Telecommunications and Video Surveillance Services or Equipment REV (10/20) Page 2

- (A) The entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the original equipment manufacturer (OEM) or a distributor, if known);
- (B) A description of all covered telecommunications equipment offered (include brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); and
- (C) Explanation of the proposed use of covered telecommunications equipment and any factors relevant to determining if such use would be permissible under the prohibition in paragraph (b)(1) of this provision.

(ii) For covered services—

- (A) If the service is related to item maintenance: A description of all covered telecommunications services offered (include on the item being maintained: Brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); or
- (B) If not associated with maintenance, the Product Service Code (PSC) of the service being provided; and explanation of the proposed use of covered telecommunications services and any factors relevant to determining if such use would be permissible under the prohibition in paragraph (b)(1) of this provision.
- (2) Disclosure for the representation in paragraph (d)(2) of this provision. If the Offeror has responded "does" in the representation in paragraph (d)(2) of this provision, the Offeror shall provide the following information as part of the offer:

(i) For covered equipment—

- (A) The entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the OEM or a distributor, if known);
- (B) A description of all covered telecommunications equipment offered (include brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); and
- (C) Explanation of the proposed use of covered telecommunications equipment and any factors relevant to determining if such use would be permissible under the prohibition in paragraph (b)(2) of this provision.

(ii) For covered services—

(A) If the service is related to item maintenance: A description of all covered telecommunications services offered (include on the item being maintained: Brand; model

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description, as applicable); or				
(B) If not associated with maintenance, the PSC of the service being provided; and explanation of the proposed use of covered telecommunications services and any factors relevant to determining if such use would be permissible under the prohibition in paragraph (b)(2) of this provision.				
(End of provision)				
OFFEROR OR LEGALLY AUTHORIZED REPRESENTATIVE	NAME, ADDRESS (INCLUDING ZIP CODE)	TELEPHONE NUMBER		
	Signature	Date		

number, such as OEM number, manufacturer part number, or wholesaler number; and item

AGENDA ITEM NO. 5B

SARASOTA MANATEE AIRPORT AUTHORITY JANUARY 25, 2021 REGULAR MEETING STAFF NARRATIVE

REQUEST FOR APPROVAL: SCHEDULED AIRLINE OPERATING AGREEMENT AND TERMINAL BUILDING LEASE WITH SOUTHWEST AIRLINES CO.

EXECUTIVE SUMMARY: Staff is requesting approval of the Scheduled Airline Operating Agreement and Terminal Building Lease with Southwest Airlines Co.

NARRATIVE: Southwest Airlines Co. (SWA) wishes to begin service from the Sarasota Bradenton International Airport (SRQ) beginning February 14, 2021 with daily direct flights to four destinations, along with an additional three direct flights seasonally on Saturdays.

SWA plans to lease approximately six thousand ninety-eight (6,098) square feet of ticket queuing, ticket counter, ticket office, holdroom, baggage office and concourse operations space beginning February 1, 2021.

The President, CEO recommends approval of the Scheduled Airline Operating Agreement and Terminal Building Lease with Southwest Airlines Co.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority Board approve the Scheduled Airline Operating Agreement and Terminal Building Lease with Southwest Airlines Co.

ATTACHMENT: Scheduled Airline Operating Agreement and Terminal Building Lease with Southwest Airlines Co.



SARASOTA MANATEE AIRPORT AUTHORITY

SCHEDULED AIRLINE OPERATING AGREEMENT AND TERMINAL BUILDING LEASE

EFFECTIVE FEBRUARY 1, 2021

Sarasota Bradenton International Airport

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Exhibit A – Airport System

Exhibit B – Airport Cost Centers

Exhibit C – Terminal Building Premises

Exhibit D – Illustrative Calculation of Rates and Charges

Exhibit E – Illustrative Calculation of Non-Preferential Gate Use Fee

Exhibit F – Pre-Approved Airport System Capital Plan

Exhibit G – Airline's Leased Premises

This SCHEDULED AIRLINE OPERATING AGREEMEN	NT AND TERMINAL BUILDING LEASE, hereinafter referred
to as the "Agreement," made and entered into this _	day of, 2021, by and between the
Sarasota Manatee Airport Authority, a public and go	overnmental body, existing under and by virtue of the
laws of the State of Florida, hereinafter referred to as "A	Authority," and <u>SOUTHWEST AIRLINES CO.</u> , a corporation
organized and existing under the laws of the State of	f Florida and authorized to do business in the State of
Florida, hereinafter referred to as "Airline":	

RECITALS

WHEREAS, Authority is owner and operator of Sarasota Bradenton International Airport located in Sarasota and Manatee Counties, Florida, and has the right to lease portions of such Airport and to grant operating privileges thereon subject to the terms and conditions hereinafter set forth; and

WHEREAS, Airline is a corporation primarily engaged in the business of providing Air Transportation with respect to persons, cargo, and mail; and

WHEREAS, both Authority and Airline desire to enter into this Agreement to set forth the rights, privileges, and obligations of both parties and to facilitate the development, promotion, and improvement of air commerce;

NOW, **THEREFORE**, in consideration of the mutual covenants and considerations herein contained, Authority and Airline agree as follows.

Sarasota Bradenton International Airport

Article 1

DEFINITIONS

Section 1.01. Definitions

The words and phrases recited in this Section 1.01 shall have the following meanings when used elsewhere in this Agreement.

- 1. "Affiliate" means any commercial air transportation company that:
 - a. Is designated by Airline to the Authority as its Affiliate;
- b. Has executed an airline operating agreement containing insurance, indemnification, and other standard provisions consistent with this Agreement as required by the Authority;
- c. Is operating at the Airport under a shared International Air Transport Association ("IATA") flight designator code with Airline; and
- d. Is either: (i) operating at the Airport for the benefit of Airline, under the same or substantially similar livery as Airline and: (a) is owned by Airline or (b) is under contract to Airline in respect of such Affiliate operation, or (ii) if operating under its own livery, is not selling any seats on an aircraft in its own name and all seats on such aircraft are being sold in the name of Airline.
- 2. "Air Transportation" shall mean the carriage of persons, property, cargo, and mail by aircraft and all other activities reasonably related thereto.
- 3. "Aircraft Arrival" shall mean any aircraft arrival at the Airport (including, without limitation, scheduled, charter, sightseeing, test, ferry, courtesy, and inspection flights, or any other flights) operated by an Air Transportation company. Aircraft Arrival shall not include any flight that returns to the Airport because of mechanical, meteorological, or other precautionary reason.
- 4. "Airline" means the entity that has executed this Agreement and is identified in the first paragraph of this Agreement. This definition shall include subsidiaries and other affiliated companies only in instances where Airline is the owner of the majority interest in such subsidiary or affiliated company and Airline gives written notice to Authority that Airline wishes for Authority to regard such subsidiary or affiliated company as an "Airline" hereunder.
- 5. "Airport" shall mean Sarasota Bradenton International Airport, as described in Exhibit A, as it now exists or as it may change from time to time.
- 6. "**Airport System**" means the real property and airport and aviation facilities constituting the existing Sarasota Bradenton International Airport described in Exhibit A hereto, and any additional facilities that may be added to the Airport System.

- 7. "Airport Cost Centers" shall mean the following cost centers, which are more fully described in Exhibit B. Such cost centers shall be used for purposes of accounting for Airport System Revenue and Airport System Expense and for calculating and adjusting certain rentals and fees set forth in this Agreement.
 - a. "Airfield Area" shall mean those areas on the Airport that provide for the landing, takeoff, taxiing, parking, or other operations of aircraft, and the approach and clear zones, infield areas, and navigational aids.
 - b. "**Apron Area**" shall mean the paved aircraft ramp area adjacent to the Terminal Building that provides for the parking, loading, unloading, and servicing of aircraft.
 - c. "Terminal Building" shall mean the passenger terminal building serving the traveling public.
 - d. "**Terminal Area**" shall mean the access roads, parking areas, and rental car and ground transportation facilities and operations serving the Terminal Building.
 - e. "Other Buildings and Areas" shall mean those portions of the Airport not included in the preceding Airport System Cost Centers, including the facilities, installations, and improvements thereon.
- 8. "Airport System Revenue" shall mean all revenues, rentals, charges, landing fees, user charges, and concession revenues received by or on behalf of Authority in connection with the operation of the Airport System or any part thereof, excluding all gifts, grants, reimbursements, restricted funds or payments received from governmental units, or public agencies, or any other similar source. Airport System Revenue shall not include any revenue or income from any Special Purpose Facility to the extent such revenue or income is either (a) pledged to pay principal, interest, or other charges for bonds or other obligations issued in anticipation thereof; or (b) for the use of Authority in reimbursement of costs incurred by it in the construction or provision of Special Purpose Facilities,. However, ground rentals for Special Purpose Facilities shall be considered Airport System Revenue.
- 9. "Annual Debt Service" shall mean the total amount required to be deposited in any Fiscal Year to any interest, principal, or sinking fund accounts for any Bonds issued for the Airport System.
- 10. "**Annual Budget**" shall mean the Airport System capital and operating budget prepared by the President and adopted by Authority.
- "Bonds" shall mean Airport System revenue bonds (and related financing instruments), both serial and term, hereinafter issued by Authority, or any other similar or substitute financing instrument (including but not limited to notes, certificates, commercial paper and related financing instruments) that may be issued for future Airport System purposes.

- 12. "Capital Improvement" shall mean any single item having a useful life in excess of one year, acquired, purchased, or constructed to improve, maintain, or develop the Airport System. Said term shall include any expense for development studies, analyses, master planning efforts (including periodic reviews thereof), and economic or operational studies of the Airport System.
- 13. "Common Use Formula" shall mean a formula that is used to prorate twenty percent (20%) of the rental cost of space equally among those Signatory Airlines using the space (the "fixed" portion of the allocation) and eighty percent (80%) of the rental cost on the basis of that proportion which the number of each Signatory Airline's Deplaned Passengers bears to the total number of Deplaned Passengers of all Signatory Airlines (the "variable" portion of the allocation.
- 14. "Deplaned Passengers" shall mean all terminating passengers and on-line or off-line transfer passengers deplaning at the Airport but excluding through passengers and non-revenue passengers.
- 15. "**Enplaned Passengers**" shall mean all local boarding, and on-line or off-line transfer passengers enplaning at the Airport but excluding through passengers and non-revenue passengers.
- 16. "FAA" shall mean the Federal Aviation Administration of the U.S. Government or any federal agencies succeeding to its jurisdiction.
- 17. "Fiscal Year" shall mean the twelve month period beginning October 1 of any year and ending September 30 of the following year or any other annual period specified by federal or State law.
- 18. "Gates" shall mean aircraft parking positions at the Terminal Building together with holdroom areas and loading bridges and shall include preferential use of the podium and associated facilities for the Gate.
- 19. "**Joint Use Formula**" shall mean a formula that is used to prorate one hundred percent (100%) of the rental or cost of such space on the basis of that proportion which the number of each Signatory Airline's Enplaned Passengers bears to the total number of Enplaned Passengers of all such Signatory Airlines using the space at the Airport.
- 20. "Maximum Gross Certificated Landing Weight" shall mean the maximum weight, in one thousand (1,000) pound units, at which each aircraft operated by Airline is certificated by the FAA to land at the Airport.
- 21. "Operation and Maintenance Expenses" shall mean Authority's current annual expenses of maintaining, operating, repairing, and administering the Airport System, including taxes and assessments, if any, as set forth in the current Annual Budget of Authority.
- 22. "Personal Property" shall mean the trade fixtures, equipment, conveyors, inventory, furniture, or supplies owned or leased by Airline (from a party other than Authority) and installed or used at the Airport in the conduct of Airline's Air Transportation business that are removable from Airline's leased premises without substantial or permanent injury or damage to the leased premises.

- 23. "**Preferential Use Gates**" shall mean those Gates assigned to Signatory Airlines under this Agreement.
- 24. "**President**" shall mean the President, Chief Executive Officer of the Authority designated by Authority to exercise functions with respect to the rights and obligations of the Authority under this Agreement. Said term shall also include any person expressly designated by the President to exercise functions with respect to the rights and obligations of the President under this Agreement.
- 25. "**Public Areas**" shall mean those Terminal Building areas not leased to any person, company, or corporation that are open to the general public.
- 26. "Rentable Space" shall mean the total of space available for lease to and/or particular use by airlines (including Airline), other Terminal Building tenants (including the Transportation Security Administration), concessionaires, and arriving international passengers.
- 27. "Rules and Regulations" shall mean those reasonable and nondiscriminatory rules, regulations, and ordinances promulgated by Authority, as the same may be amended, modified, or supplemented from time to time to the extent that such rules, regulations, and ordinances are not inconsistent with the provisions of this Agreement.
- 28. "Signatory Airline" shall mean an airline providing scheduled Air Transportation to and from the Airport that has executed an agreement substantially similar to this agreement with Authority covering the use and occupancy of facilities at the Airport and that has committed in such agreement to (i) lease at least one Preferential Use Gate and one (1) ticket area module (ticket counter area with at least four (4) check-in positions together with associated ticket office), (ii) lease bag make-up and concourse circulation space on a joint use basis and (iii) lease baggage claim space on a common use basis.
- 29. "Special Purpose Facility" shall mean any specific improvement undertaken by Authority for the benefit of one or more airlines or other Airport System tenants under the terms of a separate agreement that provides for, among other things (a) the payment of rentals or fees for the use or occupancy thereof in sufficient amounts to permit the financing of such improvement and payment of all costs thereof solely from such rentals or fees, and (b) the payments of the maintenance and operating cost of such improvement by the tenant or tenants thereof.
- 30. "**Terminal Building Premises**" shall mean those areas of the Terminal Building leased on an exclusive use, preferential use, common use, or joint use basis by Signatory Airlines providing Air Transportation at the Airport.
- 31. "**Total Landed Weight**" shall mean the sum of the Maximum Gross Certificated Landing Weight for all of Airline's Aircraft Arrivals over a stated period of time. Said sum shall be rounded up to the nearest one thousand (1,000) pound unit for all landing fee computations.

32. "**Total Landed Weight of the Signatory Airlines**" shall mean the sum of the Maximum Gross Certificated Landing Weight for all of the Aircraft Arrivals of Signatory Airlines over a stated period of time.

Section 1.02. Cross-References

All references in the text of this Agreement to articles, sections, and exhibits pertain to articles, sections, and exhibits in this Agreement, unless otherwise specified.

Article 2

USE OF AIRPORT AND FACILITIES

Section 2.01. Permitted Uses

- A. Subject to the terms and provisions hereof and the Rules and Regulations, Airline shall be entitled to the use, in common with others authorized to do so, of the Airport and appurtenances (together with all facilities, equipment, improvements, and services that have been or may hereafter be provided at or in connection with the Airport for common use) for the sole purpose of its conduct of Air Transportation. Said use, without limiting the generality hereof, shall include:
 - 1. The operation of an Air Transportation system by aircraft for the carriage of persons, property, cargo, and mail, including all activities reasonably necessary to such operation.
 - 2. The landing, taking off, flying over, taxiing, towing, loading, and unloading of aircraft passengers, property, and other equipment used by Airline in its conduct of Air Transportation.
 - 3. The repairing, maintaining, conditioning, servicing, testing, or parking of aircraft or aircraft-related equipment operated by Airline or any other Air Transportation company in designated areas; provided that such right shall not be construed as authorizing the conduct of a separate business by Airline but shall permit Airline to perform such functions only as an incident to its conduct of Air Transportation.
 - 4. The ground training on the Airport of personnel in the service of, or the employ of, or to be employed by Airline; provided that such right shall not be construed as authorizing the conduct of a separate business by Airline but shall permit Airline to perform such functions only as an incident to its conduct of Air Transportation.
 - 5. The sale, lease, transfer, disposal, or exchange of Airline's engines, accessories, and other equipment or supplies; provided that such right shall not be construed to (a) permit Airline to accumulate or store used equipment at the Airport, or (b) authorize the conduct of a separate business by Airline but shall permit Airline to perform such functions only as an incident to its conduct of Air Transportation.
 - 6. The servicing by Airline of aircraft and other equipment operated by Airline or an agent of its choosing on the apron, by truck or otherwise, with aviation fuel, propellants, lubricants, or any other materials or supplies.
 - 7. The installation and operation of identifying signs locating Airline's facilities. Such signs shall be consistent with Authority's graphic and sign standards, subject to the prior written approval of Authority, and in compliance with all local laws and ordinances.
 - 8. The installation, maintenance, and operation, by Airline alone or in conjunction with any other airlines, or through a designee, of both air-to-ground communications and communications systems between suitable locations on the Airport, subject to the prior written approval of Authority.

- 9. The ground handling of any portion of the operations of another airline, provided that Airline shall give Authority advance written notice of such proposed activities, including a description of the type and extent of services to be provided. Notwithstanding the provisions of the foregoing sentence, Airline shall not supply ground handling services to another airline without the prior written approval of Authority if such airline does not have in force an operating agreement or permit with Authority. No such ground handling agreement shall release Airline from its obligations to pay the rentals, and fees provided for herein.
- 10. The customary fueling, servicing, and line maintenance of aircraft at assigned aircraft parking positions preparatory to loading and taking off or following landing or unloading. Airline will perform maintenance of aircraft, vehicles, or equipment at places designated by Authority.
- 11. The installation of equipment necessary to operate Airline's Air Transportation business. The manner and location of such installations shall be subject to prior approval by Authority.
- 12. The purchase of personal property or services, including fuel, lubricants, food, beverage, and other passenger supplies, and any other materials and supplies used by Airline from any person or company of Airline's choice, and the making of agreements with any person or company of Airline's choice for services to be performed for Airline that are incidental to the operation of Airline's Air Transportation business. Nothing herein shall restrict Authority from levying a nondiscriminatory concession fee for in-flight catering on any person or company, other than Airline. Airline may also itself provide food and beverages prepared in its own catering facilities for in-flight catering for its own flights and, subject to the foregoing, for in-flight catering on the flights of other airlines.
- B. Any and all rights and privileges not granted to Airline under this Agreement are hereby reserved for and to Authority. Airline may exercise on behalf of any other airline having an agreement permitting operations at the Airport any of the rights granted Airline under the terms of this Agreement, so long as Airline is concurrently exercising those rights in the conduct of Airline's own Air Transportation business.
- C. The rights granted in this Section 2.01 shall not be construed as permitting any other person or corporation to conduct any business on the Airport (including the space leased to Airline) except after first securing from Authority a license to conduct such business and by the payment of applicable rentals and fees.

Sarasota Bradenton International Airport

Article 3

LEASED PREMISES

Section 3.01. Airline's Leased Premises

A. Exclusive Use Space

Exclusive Use Space shall mean only those premises that are leased by Authority to Airline for its exclusive use in the Terminal Building.

B. Preferential Use Space

Preferential Use Space shall mean the holdroom area leased by Authority to Airline for its preferential use in the Terminal Building.

C. Joint Use Space

Joint Use Space shall mean those premises that are used by airlines for their joint use (principally, (1) the security checkpoint area and the circulation area in the Terminal Building concourse and (2) baggage make-up areas of the Terminal Building).

D. Common Use Space

Common Use Space shall mean those premises that are used by all airlines for their common use (principally, the baggage claim area of the Terminal Building).

E. Preferential Apron Area

Preferential Apron Area is the area preferentially assigned to Airline for the parking of its aircraft at one or more assigned Gates, as those boundaries and areas (for each gate) are delineated on Exhibit C, Sheet 8.

Section 3.02. Use of Terminal Building Premises

Airline shall be entitled to exclusive, preferential, joint, and common use of the portions of the Terminal Building Premises designated in Exhibit C during the term of this Agreement for the following purposes.

A. Exclusive Use Space

- 1. As to the portion thereof designated "ticket counter" in Exhibit C.
- a. For reserving space and selling tickets for Air Transportation of passengers and the processing of small package delivery by Airline.
 - b. For furnishing information to such passengers and the general public.
 - c. For checking baggage of Airline's enplaning passengers.
 - d. For handling lost and found articles.
- 2. As to the portion thereof designated "office area" in Exhibit C:
- a. For administrative, customer service, and other office purposes in connection with Airline's business.
 - b. For passenger and customer relations.
 - For handling lost and found articles.
- 3. As to the portion thereof designated "airline operations" in Exhibit C:
 - a. For Airline operations office.

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- b. For a baggage hold area.
- c. For storing of equipment and catering supplies.
- d. For crew space and weather, dispatch, and communications functions.
- e. For handling lost and found articles.
- 4. As to the portion thereof designated "airline bag claim offices" in Exhibit C:
- a. For storing, and processing claims, for mishandled, damaged, or misplaced baggage.

B. Preferential Use Space

- 1. As to the portion thereof designated "holdroom" in Exhibit C:
- a. For selling, issuing, and collecting passenger tickets and for the issuing of seat assignments.
 - b. For a waiting area for passengers boarding an aircraft.
 - c. For checking passengers and the "last minute" check-in of baggage.
 - d. For furnishing information to passengers and the general public.
- e. For installing and displaying of Airline corporate identification on the check-in podium and background screen.
 - f. For providing general customer service during irregular operation events.

C. Joint Use Space

- 1. As to the portion thereof designated "boarding area circulation" in Exhibit C:
- a. For the circulation of passengers, employees and the general public between the main terminal and aircraft Gates.
- 2. As to the portion thereof designated as "security checkpoint" in Exhibit C:
 - a. For providing required security clearance of enplaning passengers.
- 3. As to the portion thereof designated "baggage make-up" in Exhibit C:
 - a. For the processing of outbound baggage.

D. Common Use Space

- 1. As to the portion thereof designated "baggage claim" in Exhibit C:
- a. For delivery and displaying inbound passenger baggage and for an access and waiting area for passengers to claim their baggage.

Section 3.03. Reassignment of Leased Premises

- A. Airline and Authority recognize that, from time to time during the term of this Agreement, it may become necessary to reassign, reallocate, or relocate part or all of the premises referred to in Article 3. Authority may only make such reassignment, reallocation, or relocation for the following reasons:
 - 1. To comply with a rule, regulation, or order of any federal, state, or other governmental agency (other than Authority) that has jurisdiction over Authority.

- 2. To implement a Capital Improvement at the Airport.
- B. If it becomes necessary to make adjustments in Airline's Exclusive or Joint Use Space, Authority shall arrange in advance of the adjustment, for all parties holding affected space to discuss reassignment, reallocation, or relocation of their space among themselves. If the parties do not reach agreement within thirty (30) days from the time Authority requests such discussions, Authority is authorized to make such decisions regarding reassignment, reallocation, or relocation for each of the parties (including Airline). If Authority makes decisions regarding reassignment, reallocation, or relocation of Airline's leased premises, Airline shall not be required to:
 - 1. Incur any direct expense to relocate its operation to other premises that it does not agree to incur.
 - 2. Accept premises not reasonably adequate based on conditions at the Airport.
 - 3. With respect to any future reassignment, reallocation or relocation of Airline's leased premises under this Section 3.03, Airline shall not be required to pay at its new location rental rates in excess of that amount it would have been required to pay in its then-assigned leased premises.
- C. If Authority is to reassign, reallocate, or relocate Airline's leased premises, Authority shall give Airline written notice of its intent to modify all or portions of Airline's leased premises. This written notice may be issued before the end of the thirty (30) day negotiating period. Airline shall be given an opportunity to meet with the President to show cause why the reassignment, reallocation, or relocation should not be made.
- D. If Airline does not elect to meet with the President within the thirty (30) day negotiating period from the issuance of the written notice of intent to modify leased premises, or if the President elects to proceed with the reassignment, reallocation, or relocation after meeting with Airline, Authority shall:
 - 1. Give Airline sixty (60) days notice of the reassignment, reallocation, or relocation.
 - 2. Reimburse Airline the undepreciated capital cost of Airline's improvements in the space vacated.
 - 3. Make improvements and alterations necessitated by the reassignment, reallocation, or relocation in order to make the new premises suitable for Airline and substantially equivalent to the premises vacated, the cost of which shall not be the responsibility of Airline.
 - 4. Reassign or reallocate the space in question to another airline or other tenant or concessionaire, or hold the relinquished space without lease commitment.

Article 4

TERM

Section 4.01. Term

The term of this Agreement shall commence February 1, 2021, and terminate September 30, 2023, subject to the termination provisions of Article 13.

Section 4.02. Effectiveness

This Agreement shall be effective when executed by the parties hereto.

Section 4.03. Holding Over

- A. In the event Airline shall continue to occupy the leased premises beyond the term of this Agreement or any extension thereof without Authority's written renewal thereof, such holding over shall not constitute a renewal or extension of this Agreement, but shall create a tenancy from month to month that may be terminated at any time by Authority or Airline by giving thirty (30) days written notice to the other party.
- B. Airline further agrees that upon the expiration of the term of this Agreement or sooner cancellation thereof, the leased premises shall be delivered to Authority in good condition, reasonable wear and tear and damage from any casualty occurrence excepted.

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Article 5

RENTALS AND FEES

Section 5.01. Rentals and Fees

Airline agrees to pay Authority, without notice or demand and without deduction or setoff, all applicable rentals, additional rentals, charges, and fees (hereinafter referred to collectively as "Rentals and Fees") during the term of this Agreement for its use of the Airport System, rights, licenses, and privileges granted hereunder.

Section 5.02. Terminal Building Rentals

- A. Airline shall pay to Authority, for the use of its Exclusive Use Space and Preferential Use Space, monthly amounts determined by multiplying the total square footage of Airline's Exclusive Use Space and Preferential Use Space by the annual Terminal Building rental rate calculated in accordance with Section 6.04 and dividing by twelve (12).
- B. Airline shall pay to Authority, for the shared use of the Joint Use Space and Common Use Space monthly amounts determined by:
 - 1. For space designated "boarding area circulation", "security checkpoint", and "baggage make-up" in Section 3.02.C.1, 3.02.C.2, and 3.02.C.3 respectively, multiplying the total square footage of such space by the applicable annual Terminal Building rental rate calculated in accordance with Section 6.04, dividing the amount so obtained by twelve (12), and then applying the Joint Use Formula, and
 - 2. For space designated "baggage claim" in Section 3.02.D.1, multiplying the total square footage of such space by the annual Terminal Building rental rate calculated in accordance with Section 6.04, dividing the amount so obtained by twelve (12), and then applying the Common Use Formula.
- C. For the purposes of applying the Joint Use Formula and the Common Use Formula, Authority will use statistics for the immediately preceding month.
- D. For any airline beginning service at the Airport, Authority will estimate the airline's passenger load by using its total scheduled seats at a ninety percent (90%) load factor.
- E. If Airline fails to supply statistics as required in Section 5.06, then one hundred twenty five percent (125%) of the most recent enplaned passenger statistics available for Airline shall be used for that billing. Correction to actual will occur on receipt of statistical report or at the year-end adjustment, whichever is more convenient for Authority.

Section 5.03. Preferential Apron Area Rentals

Airline shall pay to Authority, for the use of its Preferential Apron Area, monthly rentals determined by multiplying the total linear footage of Airline's Preferential Apron Area by the annual Preferential Apron Area rental rate calculated in accordance with Section 6.05 and dividing by twelve (12). For the purposes of this Agreement, the linear footage of each aircraft parking position (at Gates B-1 through B-14, excluding B-13) shall be defined as one-thirteenth $(1/13^{th})$ of the total linear footage of apron frontage at the concourse: 1,830 linear feet divided by 13 = 140.8 linear feet per aircraft parking position.

Section 5.04 Non-Preferential Gate Use Fee

Airline shall pay to Authority a Non-Preferential Gate Use Fee for (1) each use of an unassigned Gate, and (2) each use of a Preferential Use Gate that is not assigned to Airline, which fee shall be calculated in accordance with Section 6.06. In order to maximize passenger convenience, Airline agrees to make use of available non-preferential gates, and pay the associated Non-Preferential Gate Use Fee, each and every time it has an aircraft arrival that occurs when its Preferential Use Gate(s) is (are) occupied by another of Airline's aircraft, rather than parking that arriving aircraft at a remote apron location and waiting for its Preferential Use gate to become available.

Section 5.05. Landing Fee

Following the effective date of this Agreement, rentals and fees for the use of the other Airport facilities, and for rights, licenses, and privileges granted to Airline under Articles 2 and 3 hereunder, except as provided elsewhere herein, shall be combined in and represented by a monthly landing fee (hereinafter referred to as the "Landing Fee"), which shall be determined by multiplying Airline's Total Landed Weight for the month by the annual Landing Fee Rate per thousand (1,000) pound unit of landed weight.

Section 5.06. Monthly Report

Airline shall furnish to Authority, on or before the tenth (10th) day of each month, an accurate verified report, on forms prescribed by Authority, including the following: (1) Airline's total number of Aircraft Arrivals, by type of aircraft and Maximum Gross Certificated Landing Weight of each type of aircraft, (2) the number of Enplaned Passengers and Deplaned Passengers, and (3) the amount of freight, mail, and other cargo for the preceding month.

Section 5.07 Time and Place of Payments

- A. Rentals. Rentals for Exclusive Use Space and Preferential Use Space and Preferential Apron Area Rentals shall be payable in equal monthly installments, in advance, on or before the first business day of each month. Rentals for Joint Use Space and Common Use Space shall be payable in advance on or before the first (1st) business day of each month (prorated according to Section 5.02(B)). The rental rates shall be subject to adjustment as provided in Article 6.
- B. Landing Fees. Landing Fees shall be due on the first (1st) day of each month, payable no later than the twentieth (20th) day of each month, for the preceding calendar month of operations and shall be subject to adjustment as provided in Article 6.
- C. The above payments shall be made at the office of the Sarasota Manatee Airport Authority, Sarasota, Florida, or other such place as may hereafter be designated by Authority.

Section 5.08. Passenger Facility Charge (PFC)

- A. Nothing in this Agreement shall limit Authority's right to impose on Airline's passengers a Passenger Facility Charge ("PFC") authorized under Section 1113(e) of the Federal Aviation Act of 1958, as amended by Section 9110 of the Omnibus Budget Reconciliation Act of 1990 (Pub. L. 101-508, 49 U.S.C. App Paragraph 1513) and the rules and regulations promulgated thereunder (14 C.F.R. Part 158), as may be amended from time to time ("PFC Regulations").
- B. Airline agrees to cooperate with Authority in the collection of Passenger Facility Charges and to collect and remit such charges to Authority as provided in the PFC Regulations. Authority shall apply any

such PFC revenues to the improvement of the Airport System or to the retirement of Airport System debt in accordance with the PFC Regulations.

Section 5.09. Airline Records / Audits

- A. Airline shall keep and maintain a complete and adequate set of records concerning its Enplaned Passengers, Deplaned Passengers, Total Landed Weight, and Passenger Facility Charges for a period of three years from the date of such activity. If such records are maintained at a location other than Airline's leased premises, such records shall be retrievable within ten business days.
- B. Each party hereto, at its expense and on reasonable written notice, for a period of up to three (3) years following the expiration of this agreement shall have the right from time to time to audit and inspect the records of the other party relating to the performance of this Agreement, provided such inspection is made during regular business hours.

Section 5.10. Interest on Past Due Accounts

There shall be added to all unpaid sums past the due date to Authority an interest charge of two percentage points in excess of the prime lending rate as published in the Wall Street Journal on the principal sum, computed as simple interest, not to exceed the highest applicable interest rate permitted under State of Florida law. No interest shall be charged on any past due account until payment is thirty (30) days past due and Airline has been contacted and given an opportunity to cure, but such interest when assessed thereafter shall be computed from the due date.

Section 5.11. No Further Fees and Charges

Following the effective date of this Agreement, except as provided elsewhere herein, upon the payment of the rents and fees described herein, no additional charges will be levied against Airline for the use of the Airport and the occupancy of facilities described in Article 3, except as provided by separate agreement between the parties.

Article 6

RECALCULATION OF RENTALS AND FEES

Section 6.01. Effective Date of Recalculations

Rentals and Fees as set forth in Article 5 shall be adjusted annually during the term of this Agreement as hereinafter set forth. Said adjustments to Rentals and Fees pursuant to this Article 6 shall apply without the necessity of formal amendment to this Agreement. A statement showing the recalculation of the new rates for rentals and fees, prepared in the same format as shown in Exhibit D, shall be prepared and transmitted to Airline by the President within thirty (30) days after adoption by Authority. Said statement shall then be deemed part of this Agreement and effective on the first (1st) day of each Fiscal Year to which such rentals and fees apply.

Section 6.02. Records of Airport System Cost Centers

- A. Authority shall maintain accounting records that will document the following items for the Airport System as a whole and allocations to Airport Cost Centers: (1) Airport System Revenue, (2) Operation and Maintenance Expenses, (3) Annual Debt Service, and (4) any other expenses of Authority. For the purposes of this Agreement, interest income on the Authority General Purposes Account shall be retained in that account and not credited in the calculation of airline rentals and fees.
- B. Authority shall further maintain records evidencing the costs of all Capital Improvements and the allocation of capital funding sources to Capital Improvements in each Airport System Cost Center, including the amount of funding provided from Authority resources including the General Purposes Account.

Section 6.03. Authority Report

- A. On or before June 1 of each Fiscal Year, Authority shall provide Airline with a budget calendar establishing dates for the Signatory Airlines to review the Annual Budget.
- B. On or before July 1 of each Fiscal Year, Airline shall submit to Authority, in writing, a forecast of its Maximum Gross Certificated Landing Weight for the succeeding Fiscal Year. If such forecast is not submitted by Airline, the Authority will develop its own forecast of Maximum Gross Certificated Landing Weight for the succeeding Fiscal Year.
- C. Not later than August 1 of each Fiscal Year, Authority shall submit to each of the Signatory Airlines a report containing the following:
 - 1. Authority's proposed Annual Budget for the succeeding Fiscal Year reflecting all estimated Airport System Operation and Maintenance Expenses and all proposed outlays for Capital Improvements for the succeeding Fiscal Year together with anticipated capital funding sources. The proposed Annual Budget shall include a statement of all estimated Airport System Revenue.
 - 2. A schedule of Annual Bond Debt Service payments required to be made during the succeeding Fiscal Year, if any.
 - 3. Required deposits to any reserve accounts.
 - 4. A preliminary calculation of the Rentals and Fees for the succeeding Fiscal Year.

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- D. Within thirty (30) days after receipt of Authority's report, a meeting will be scheduled between Authority and the Signatory Airlines, at which time the Signatory Airlines may comment on any items within the report. Authority shall give consideration to any suggestions, comments or requests of the Signatory Airlines, but shall retain full authority to make all final decisions with respect to the report, except as provided for in Article 8.
- E. If an Annual Budget is not adopted by Authority before any such Fiscal Year, the rentals and fees in effect during the preceding Fiscal Year shall remain in effect until (1) a new Annual Budget has been adopted by Authority, and (2) Authority has calculated the rentals and fees in accordance therewith. The recalculated rentals and fees shall then be in effect retroactive (without interest if paid by the due date) to the beginning of such Fiscal Year.
- F. Whenever the adjustment calculation involves an estimate, the estimate of Authority shall be used, which estimates shall be based on past performance and reasonable and prudent future expectations. Whenever the adjustment calculation involves an estimate contained in the Annual Budget, the estimate in the Annual Budget figure shall be used.

Section 6.04. Calculation of Terminal Building Rental Rates

The average Terminal Building Rental Rate shall be calculated and adjusted annually in the following manner:

- A. Each year Authority shall calculate the Terminal Building Costs for the succeeding Fiscal Year by totaling the following amounts, as set forth in the Annual Budget:
 - 1. The total of the direct and indirect Operation and Maintenance Expenses allocable to the Terminal Building.
 - 2. Annual Debt Service (plus coverage), if any, allocable to the Terminal Building, as required by the Bond Resolution.
 - 3. The amount of any required deposits to any reserve accounts allocable to the Terminal Building.
 - B. Total Terminal Building Costs for the succeeding Fiscal Year shall be reduced by:
 - 1. Fifty percent (50%) of the non-airline revenues generated in the Terminal Building cost center to determine the Terminal Building Requirement for the Fiscal Year.
- C. For the purposes of Sub-section 6.04.B above, Terminal Building non-airline revenues shall consist of: non-airline space rentals, concession fees, and ancillary operating revenues generated in the Terminal Building.
- D. The Total Terminal Building Requirement shall then be divided by total Rentable Space to determine the Average Terminal Building Rental Rate for the Fiscal Year. The Average Terminal Building Rental Rate shall then be multiplied by the total square footage of airline rented square feet to determine the Total Airline Rental Requirement for the Fiscal Year.
- E. The Authority shall then develop a schedule of rental rates by type of airline space, the weighted average of which shall equal to the Average Terminal Building Rental Rate, using the following weighting criteria:

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Type of Airline Space	Weight
Ticket Counter/Ticket Office/Queuing	1.00
Holdrooms	1.00
Baggage Claim	0.75
Other Offices	0.75
Operations	0.50
Baggage Make-up	0.50

Applying this methodology, the sum of the products of the square footage of each type of airline space multiplied by the rental rate for each type of space shall equal the Total Airline Rental Requirement for the Fiscal Year.

Section 6.05. Calculation of Preferential Apron Area Fee

The Preferential Apron Area Fee-shall be calculated and adjusted annually in the following manner:

- A. Each year Authority shall calculate total Apron Area Costs for the succeeding Fiscal Year by totaling the following amounts, as set forth in the Annual Budget:
 - 1. The total of the direct and indirect Operation and Maintenance Expenses allocable to the Apron Area.
 - 2. Annual Debt Service (plus coverage), if any, allocable to the Apron Area.
 - 3. The amount of any required deposits to any reserve accounts allocable to the Apron Area.
- B. The Preferential Apron Area Rental Rate shall then be calculated by dividing total Apron Area Costs computed pursuant to Section 6.05(A) by the total number of linear feet of Apron frontage measured one hundred (100) feet from the concourse.

Section 6.06. Non-Preferential Gate Use Fee

A Non-Preferential Gate Use Fee shall apply to Airline's use of any Gate that is not assigned to Airline or is not Airline's Preferential Use Gate, and shall be calculated by Authority as illustrated in Exhibit E.

Section 6.07. Calculation of Signatory Airline Landing Fee Rate

The Landing Fee rate shall be calculated and adjusted annually in the following manner.

- A. Each year Authority shall calculate total Airfield Area Costs for the succeeding Fiscal Year by totaling the following amounts, as set forth in the Annual Budget:
 - 1. The total of the direct and indirect estimated Operation and Maintenance Expenses allocable to the Airfield Area.
 - 2. An amount equal to the Annual Debt Service (plus coverage), if any, allocable to the Airfield Area.
 - 3. The amount of any required deposits to any reserve accounts allocable to the Airfield Area.

- B. To determine the Signatory Airline Airfield Area Requirement, Total Airfield Area Costs for the succeeding Fiscal Year shall be reduced by the sum of:
 - 1. Landing fees paid by non-signatory airlines,
 - 2. Fuel flowage fees paid by general aviation users of the Airfield Area,
 - 3. Any other rentals and fees paid by Airport users for the use of the Airfield Area, and
 - 4. Fifty percent (50%) of the net revenue generated in the Terminal Area cost center.
- C. The Signatory Landing Fee Rate for the succeeding Fiscal Year shall be calculated by dividing the Signatory Airline Airfield Area Requirement by the Total Landed Weight of all Signatory Airlines at the Airport (as projected by Authority) for the succeeding Fiscal Year.
- D. For the purposes of Section 6.07.B.3 above, the "net revenue of the Terminal Area" shall be the total revenue of the Terminal Area less allocable Operation & Maintenance Expenses, Debt Service (if any), and amounts required to replenish reserve funds.
- E. During the term of this agreement, the Signatory Landing Fee rate shall comply with FAA Order 5190.6B

Section 6.08. Mid-Year Rate Adjustments

In the event that, at any time during a Fiscal Year, the Total Costs of the Terminal Building, Terminal Apron, or Airfield, or the aggregate Total Landed Weight of all airlines, is projected by Authority to vary ten percent (10%) or more from the estimates used in setting the Terminal Rental Rate, the Preferential Apron Area Rental Rate, or the Landing Fee Rate, Authority may adjust such rates for the balance of such Fiscal Year to ensure full recovery of the applicable costs. For each such adjustment, Authority will provide Airline with a written explanation of the basis for the rate adjustment(s) and will provide thirty (30) days advance written notice to Airline before putting such adjustment(s) into effect. Unless dictated by extraordinary circumstances, Authority will limit such rate adjustments to no more than once each Fiscal Year.

Section 6.09. Year-End Adjustment to Actual and Settlement

- A. On or about April 1 of each Fiscal year, Authority shall furnish Airline with an accounting of the costs and expenses actually incurred, revenues and other credits actually realized, (reconciled to the audited financial statements of the Airport System) and actual enplaned passengers and landed weights during the preceding Fiscal Year with respect to each of the components of the calculation of the average Terminal Building Rental Rate, the Preferential Apron Area Fee Rate, and the Landing Fee Rate in this Article 6 and shall recalculate the rates, fees, and charges required for the Fiscal Year based on those actual costs and revenues, including the proration of rentals for Common Use and Joint Use Space in accordance with the defined formulas.
- B. If requested by any Signatory Airline, Authority shall convene a meeting of the Signatory Airlines to discuss the calculation of the year-end settlement.
- C. In the event that Airline's rentals, fees, and charges billed during the Fiscal Year were more than the amount of Airline's rentals, fees, and charges required (as recalculated based on actual costs and revenues), such excess amount shall be paid to Airline in lump sum within sixty (60) days of the calculation of such final settlement.

D. In the event that Airline's rentals, fees, and charges billed during the Fiscal Year were less than the amount of Airline's rentals, fees, and charges required (as recalculated based on actual costs and revenues), such deficiency shall be billed to Airline and payable by Airline within sixty (60) days of the date of invoice.

Article 7

APPLICATION OF REVENUES TO FUNDS AND ACCOUNTS

Section 7.01 Funds and Accounts

- A. Effective October 1, 2014, Authority shall establish and maintain the following funds and accounts:
 - 1. **Revenue Fund** for the deposit of all Revenues of the Airport System.
 - 2. **Operation and Maintenance Account** to pay Operation and Maintenance Expenses
 - 3. **Operation and Maintenance Reserve Account** (within the Operation and Maintenance Fund) to maintain a reserve equal to two months of budgeted Operation and Maintenance Expenses as set forth in the then-current Operating Budget.
 - 4. **Debt Service Account** to pay debt service on any Bonds that may be issued by the Authority.
 - 5. **Debt Service Reserve Account** to maintain a reserve for the payment of debt service, as may be required by a future Bond resolution, at the level required by that resolution.
 - 6. **Renewal and Replacement Reserve Account** (within the Revenue Fund) to maintain a reserve for emergency repairs and replacements to Airport System properties and facilities in the amount of two million dollars (\$2,000,000).
 - 7. **Authority General Purposes Account** to accumulate funds for Capital Improvements and for any other lawful purposes of the Authority.
 - 8. **Debt Service Reimbursement Account** to deposit PFC revenues received on or after October 1, 2014 under approved PFC Application #4, which moneys shall be used to fund Airport capital improvements.
 - 9. **PFC Fund –** for the deposit of all PFC Revenues and interest income thereon under any future approved PFC applications in accordance with the PFC Regulations.

Section 7.02. Application of Revenues

- A. All Airport System Revenue shall be deposited, maintained, and paid as set forth in Section 7.02.B below.
 - B. Each Fiscal Year, Revenues shall be applied in the following manner:
 - 1. To the **Operation and Maintenance Account**, to pay Operation and Maintenance Expenses for the Fiscal Year.
 - 2. To the **Operation and Maintenance Reserve Account**, to maintain the balance of the Operation and Maintenance Reserve Account at one-sixth of budgeted Operation and Maintenance Expenses for the current Fiscal Year.

- 3. To the **Debt Service Account**, to pay the principal, interest and sinking fund requirements on any outstanding Bonds payable from Airport System Revenue coming due and payable during the Fiscal Year.
- 4. To the **Debt Service Reserve Account**, to make any deposits required to maintain the Reserve Account of the Debt Service Fund at the level required by any future Bond resolution.
- 5. To the **Renewal and Replacement Reserve Account**, to maintain the balance of the Renewal and Replacement Account at two million dollars (\$2,000,000).
 - 6. To the **Authority General Purposes Account**, all remaining Airport System Revenues.
- C. Moneys on deposit in the Authority General Purposes Account may be used by the Authority for any of the following purposes:
 - 1. To pay the costs of Capital Improvements.
 - 2. To pay principal, interest and sinking fund requirements of, or replenish debt service reserve fund requirements on, Bonds that may be issued by the Authority, whenever the amount on deposit in the Debt Service Fund or Debt Service Reserve Fund is insufficient for such purpose.
 - 3. To purchase or redeem outstanding Bonds.
 - 4. For any other lawful Airport System purpose.

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Article 8

CAPITAL IMPROVEMENTS

Section 8.01. Authority Report

- A. On or before August 1 each Fiscal Year, Authority shall prepare a report to the Signatory Airlines regarding Capital Improvements proposed to be undertaken in the ensuing Fiscal Year.
 - B. The report shall include, for each Capital Improvement, the following:
 - 1. A description of the proposed Capital Improvement, together with cost estimates and any available preliminary drawings.
 - 2. A statement of the need for and benefits to be derived from the Capital Improvement.
 - 3. The allocation of the cost the Capital Improvement to or among Airport System Cost Centers.
 - 4. Authority's proposed plan for funding or financing the Capital Improvement.
- C. Authority may proceed with preliminary planning and engineering for projects without Signatory Airline concurrence in the Capital Improvement.

Section 8.02. Airline Approvals

- A. If (1) a Capital Improvement is to be funded with proceeds from the sale of Bonds, loans, or other forms of borrowing, and (2) the debt service attributable to that Capital Improvement is to be included in the calculation of Signatory Airline rentals and fees pursuant to Article 6, then the Capital Improvement must be submitted to the Signatory Airlines for concurrence in accordance with Section 8.02 (B & C).
- B. Within a reasonable time, but no sooner than thirty (30) days after distribution of the report, Authority shall consult with the Signatory Airlines to discuss the proposed Capital Improvements and obtain concurrence in those Capital Improvements requiring such concurrence and in the means of financing their cost. A Capital Improvement shall be deemed concurred in unless, within thirty (30) days after the consultation, concurrence is specifically withheld, in writing, by at least fifty percent (50%) of all of the Signatory Airlines paying more than fifty percent (50%) of the Terminal Building Rentals, Landing Fees, and Preferential Apron Area Fees, taken as a whole.
- C. If concurrence in a Capital Improvement requiring concurrence is specifically withheld following the first consultation, Authority shall have the option to consult with the Signatory Airlines a second time. Upon notice by Authority, the second consultation shall occur within thirty (30) days after the receipt of notice of non-concurrence from the Signatory Airlines. In the course of the second consultation, Authority shall respond to questions raised during the first consultation and shall ask for reconsideration of the Capital Improvement. Upon reconsideration, the proposed Capital Improvement shall be deemed concurred in unless, within thirty (30) days after such second consultation, concurrence is specifically withheld, in writing, by at least fifty percent (50%) of all of the Signatory Airlines, paying more than fifty percent (50%) of the Terminal Building Rentals, Landing Fees, and Preferential Apron Area Fees, taken as a whole.

Section 8.03. Approved Capital Improvements

A. Capital Improvements in the Airport System Capital Plan for Fiscal Years 2015-2018 (the four (4) -Year CIP), as summarized in Exhibit F, shall be exempt from the review procedures of Section 8.02.

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- B. The net cost (after deducting any applicable PFCs and AIP and FDOT grants) of Capital Improvements funded from Authority capital resources shall be not be included in the recalculation of Terminal Building Rentals, Preferential Apron Area Fees and Landing Fees.
- C. The net cost (after deducting any applicable PFCs and AIP and FDOT grants) of Capital Improvements financed with Bonds (if any) shall be recovered by charging to the applicable cost center(s) (Terminal Building, , Terminal Area, Airfield Area, Apron Area) the allocable debt service associated with such Bonds.

Section 8.04. Grants

Authority will exercise its best efforts to obtain maximum Airport development grants-in-aid from Federal and State sources.

Article 9

OBLIGATIONS OF AIRLINE

Section 9.01. Maintenance and Operations

It is understood and agreed that Airline shall have the following maintenance and repair obligations.

- A. Maintenance of Terminal Building Premises
- 1. Airline shall, at all times, repair and maintain its Exclusive Use Space in the Terminal Building so that it remains in a neat, clean, safe, and orderly condition. Airline will provide custodial maintenance in its Exclusive Use Space. However, Authority may at its sole discretion provide some maintenance as part of a Terminal Building general maintenance program.
- 2. Airline shall make no changes of any nature or character in, or additions to, Terminal Building Premises without the prior written approval of Authority. Airline shall submit to Authority for approval its plans and specifications for any proposed project and shall comply with any reasonable conditions required by Authority. If Airline makes such approved improvements or alterations to the Terminal Building Premises, the use thereof shall be enjoyed by Airline during the term hereof without additional rental therefor, except for any increase in Operation and Maintenance Expenses resulting from such improvement or alteration, but such additions, alterations or improvements shall become the property of Authority on the completion of the construction or termination of this Agreement, subject to the conditions set forth in Section 9.02.
- 3. Subject to Article 12, herein, Airline shall repair at its cost, or at Authority's option reimburse Authority for the cost of repairing, replacing, or rebuilding any damages to the Terminal Building Premises or other portions of the Terminal Building caused by the acts or omissions of Airline, its officers, employees, or agents. Any repairs made by Airline shall be subject to inspection and approval by Authority.
- 4. Subject to Article 12, herein, Airline shall repair at its cost, or at Airline's option reimburse Authority for the cost of repairing, replacing, or rebuilding any damage to tenant improvements or Personal Property on Airline's Exclusive Use Space unless the damages were caused by acts or omissions of Authority, its officers, employees, or agents. Any repairs made by Airline to any tenant improvements shall be subject to inspection and approval by Authority.
- 5. Airline shall not erect, maintain, or display on the Terminal Building Premises any billboards, banners, advertising, promotional signs, or materials without the prior written approval of Authority.

B. Maintenance of Apron Area

- 1. Airline shall remove to the extent reasonably practicable all of the accumulated oil and grease caused by Airline's aircraft and ground equipment while operating on the Preferential Apron Area.
- 2. Airline shall maintain in a neat, clean, and orderly manner the portions of the Apron Area occupied by Airline's apron service equipment. The piling of boxes, cartons, barrels, pallets, debris, or similar items on or about the leased premises in areas other than those designated by the Authority shall not be permitted.

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3. Airline shall maintain its leased premises in a safe, neat, and attractive condition at all times, and shall pick up and place all trash and debris in sealed bags and shall move such debris to an enclosed trash facility until it is disposed of in a manner acceptable to Authority.

Section 9.02. Ownership of Improvements

Upon completion or installation of any fixture, addition, or improvement on the Terminal Building Premises, excluding Personal Property, such fixture, addition, or improvement shall immediately become the property of Authority, as owner, subject only to the right of Airline to use same as set forth in this Agreement and shall remain the property of Authority thereafter with the sole right, title, and interest thereto.

Section 9.03. Liens

Airline shall cause to be removed promptly any and all liens of any nature arising out of or because of any construction performed by Airline or any of its contractors or subcontractors upon the Terminal Building Premises or arising out of or because of the performance of any work or labor by or for it or them at said premises, reserving the right to contest in court the validity of any such liens. Airline shall have the right to post an appropriate bond to cover its obligations pursuant to this Section 9.03.

If any person or corporation attempts to assert a Mechanic's Lien against the Terminal Building Premises for improvements made by Airline, Airline shall hold Authority harmless from such claim, including the cost of defense.

Section 9.04. Payment of Taxes

Airline shall pay (but such payment shall not be considered part of Airport System Revenue), all lawful taxes, assessments, or charges (including sales taxes imposed on rentals and fees paid by Airline) imposed by entities other than Authority that, during the term of this Agreement, may become a lien or be levied on any interest in Airline's Terminal Building Premises or any possessory right that Airline might have in or to said premises or any improvements thereof, by reason of its use or occupation thereof or otherwise, reserving to Airline, however, the right to contest, by administrative proceeding, court or otherwise, the validity or applicability of any such tax, assessment, or charge, as more specifically set forth in Section 9.10(E).

Section 9.05. Payment of Utility Charges

Airline shall pay promptly for all utilities and utility services used by Airline at or in Airline's Terminal Building Premises.

Section 9.06. Vending Machines

Airline shall not install or maintain vending machines, public pay telephones, or other machines operated by coins, tokens, or credit cards in or at Airline's Terminal Building Premises in areas accessible to the public except with the prior written approval of Authority. This Section 9.06 shall not prohibit Airline from the installation of self-ticketing machines, but the location and manner of such installation shall be subject to the prior written approval of Authority.

Section 9.07. Employees of Airline

Airline shall require all of its employees and subcontractors or independent contractors hired by Airline working in view of the public and about the Terminal Building to wear clean and neat attire and to display appropriate identification.

Section 9.08. Affirmative Action

Airline assures Authority that it will undertake an Affirmative Action Program to the extent required by Title 14, Code of Federal Regulations, Federal Aviation Administration, Part 152, Subpart E, to ensure that no person shall, on the grounds of race, creed, color, national origin, or sex, be excluded from participating in any employment activities as listed in 14 CFR, Part 152, Subpart E. Airline shall assure that no person will be excluded on such grounds from participating in, or receiving the services or benefits of any program or activity covered by such Subpart E.

Airline further assures that it will require that its covered organizations provide assurance to Airline that they will similarly undertake required Affirmative Action Programs, and that they will require assurance from their sub-organizations, as required by 14 CFR, Part 152, Subpart E, to the same effect.

If Airline breaches any of the foregoing covenants, Authority shall have the right to terminate this Agreement, and to re-enter and repossess said land and the facilities thereon, and hold the same as if said Agreement had never been made or issued, subject to Section 13.02 hereof, but only after exhaustion of any and all appeal rights under applicable federal law and regulations.

Section 9.09. Nondiscrimination

Airline for itself, its personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that (1) no person, on the grounds of race, creed, color, national origin, sex, or physical handicap, shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of Airport facilities; (2) no person on the grounds of race, creed, color, national origin, sex, or physical handicap, shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination in the construction of any improvements on, over, or under such Airport land and the furnishing of services thereon; (3) that Airline shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said regulations may be amended.

If Airline breaches any of the above nondiscrimination covenants, Authority shall have the right to terminate this Agreement, and to re-enter and repossess said land and facilities thereon, and hold the same as if said Agreement had never been made or issued, subject to Section 13.02 hereof, but only after exhaustion of any and all appeal rights under applicable federal law and regulations.

Section 9.10. Rules and Regulations

A. Airline shall not use or permit to be used any Airport System facilities for any purpose or use other than those specifically authorized by this Agreement, and such other purposes or uses as may be mutually agreed upon in writing.

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- B. Airline shall comply with and shall require its officers and employees and any other persons over whom it has control to comply with such Rules and Regulations governing the use of Airport System facilities pursuant to this Agreement as may from time to time be adopted and promulgated by Authority including, but not limited to, health, safety, environmental concern, sanitation, and good order, and with such amendments, revisions, or extensions thereof as may from time to time be adopted and promulgated by Authority. Authority will provide a copy of the initial Rules and Regulations to Airline within thirty (30) days of the date of this Agreement.
- C. Airline's right of access to the Airport shall be subject to all federal, State, and local laws or regulations and all Airport Rules and Regulations now in effect, or hereinafter adopted or promulgated.
- D. Airline shall, at all times, comply with any and all present and future laws, ordinances, and general rules or regulations of any public or governmental authority pertaining to its operations at the Airport now or at any time during the term that this Agreement is in force.
- E. Nothing herein contained shall be construed to prevent Airline from contesting the validity or applicability of any federal, State, or local law, regulation, or ordinance now in effect or hereinafter adopted or promulgated. Airline shall not be deemed to be in default of any requirement of this Agreement so long as such contest is diligently prosecuted in an appropriate forum by Airline or any other party to a similar agreement having interests consistent with those of Airline, or until thirty days (30) following the entry of a final judgment contrary to Airline's position. However, should Airline contest the validity or applicability of any tax or fee, the payment of which might constitute a lien on the Airport System facilities, Authority may require the posting of a bond or placing in escrow of the amount of such tax or fee pending the outcome of such contest in order to avoid the imposition of such lien.

Section 9.11. Removal of Disabled Aircraft

Upon release of Airline's disabled aircraft by applicable federal or State authority, Airline shall promptly remove any such disabled aircraft from any part of the Airport (including, without limitation, runways, taxiways, aprons, and gate positions) and place any such disabled aircraft in such storage areas as may be designated by Authority. Airline may store such disabled aircraft only for such length of time and on such terms and conditions as may be established by Authority. If Airline fails to remove any of its disabled aircraft promptly in accordance with this Section 9.11, Authority may, but shall not be obligated to, cause the removal of such disabled aircraft. However, the obligation of Authority to remove or store such disabled aircraft shall not be inconsistent with federal laws and regulations. Airline agrees to reimburse Authority for all costs of such removal.

Section 9.12. Affiliates

- A. Each of Airline's Affiliates shall execute a month-to-month airline operating agreement containing insurance, indemnification, and other standard provisions consistent with this Agreement as required by the Authority.
- B. No "major" airline, as such term is defined by the U.S. Department of Transportation, and as measured on the date of designation hereunder, may be designated as an Affiliate of Airline (unless such Affiliate is owned by Airline, is Airline's parent company, or is under contract to Airline with respect to such Affiliate's operation for Airline, or is a subsidiary of the same corporate parent as Airline).
- C. Airline shall notify the Authority in writing of those commercial air transportation companies it designates as Affiliates: (1) prior to the commencement of service at the Airport by such Affiliates, and (2)

when such designation is removed or when the qualifications set forth herein are no longer present. At any time, Airline may give the Authority thirty (30) days notice that such commercial air transportation company otherwise meeting the definition of an Affiliate hereunder shall no longer be considered an Affiliate of Airline for purposes of this Agreement.

- D. The Rents, Fees, and Charges of the Affiliates shall be calculated using the same methodology used to calculate Airline's Rents, Fees, and Charges, in accordance with Article 6 provided that Airline and all of its Affiliates shall together pay one share of the "fixed" portion of charges allocated based on the Common Use Formula, and that the enplaned passengers of both Airline and its Affiliate(s) shall be counted together in the calculation of the "variable" element of both Joint and Common Use formulae.
- E. Airline hereby unconditionally guarantees all Rents, Fees, and Charges, and all PFC remittances of any of its Affiliates accrued during the period of such designation, to the extent that such Affiliate's operations at the Airport were performed for the benefit or in the name of, or under a shared IATA flight designator code with, Airline. Upon receipt of a notice of default by any such Affiliate, Airline shall pay all undisputed amounts owed to the Authority on demand in accordance with the payment provisions of this Agreement.

Article 10

OBLIGATIONS OF AUTHORITY

Section 10.01. Operation as a Public Airport

Authority covenants and agrees that at all times it will operate and maintain the Airport facilities, as defined hereinabove, as a public airport consistent with and pursuant to the Sponsor's Assurances given by Authority to the U.S. Government under the Federal Airport Act and consistent with the terms and conditions of this Agreement. The Authority further covenants and agrees to manage the Airport in a reasonable and prudent manner and to use due diligence in the operation and maintenance of Airport facilities.

Section 10.02. Access to Terminal Building Premises

- A. Upon payment of the rentals hereunder and performance of the covenants of this Agreement by Airline, Airline and its officers, employees, passengers, prospective passengers, and other persons with it shall have (without additional charge) the free, unobstructed right of ingress to and egress from Terminal Building Premises by means of a lobby, passageway, or other Public Areas designated by Authority for that purpose and connecting the Terminal Building Premises with a vehicular roadway and walkways adjacent to the Terminal Building (and provided and maintained by Authority and connecting with a public street or other public highway outside the Airport), and with the Apron Area adjacent to the Terminal Building, all of which are more specifically defined in Exhibit C.
- B. The use of the means of access specified by Authority shall be in common with such other persons as Authority may authorize or permit, and shall be subject to and in accordance with all applicable local laws and ordinances and such weight restrictions, use restrictions, rules, regulations, and ordinances as may be adopted by Authority for the regulation and control of the users thereof.
- C. The access provided for in Section 10.02(A) shall not be used, enjoyed, or extended to any person or company engaging in any activity or performing any act or furnishing any service for or on behalf of Airline that Airline is not authorized to engage in or perform or receive under the provisions of this Agreement and applicable laws.

Section 10.03. Use of Other Public Areas

The officers, employees, passengers, and prospective passengers of Airline and other persons doing business with Airline shall have the right to use any space, facilities, and conveniences provided by Authority at the Airport for use by airline passengers and other persons (including waiting rooms, lobbies, hallways, corridors, restaurants, observation galleries, toilets, streets, highways, and vehicular parking areas), in each case, however, only in common with others authorized by Authority to do so, at the times, to the extent, in the manner, and for the purposes for which they are made available for such use, in compliance with the terms and conditions on which they are made available for such use, and only in conformity with the Rules and Regulations with respect to the use thereof.

Section 10.04. Maintenance of Airport System

Authority shall provide all maintenance, repairs and custodial services in the Terminal Building, Terminal Area, Apron Area and Airfield Area, except in Airline's Exclusive Use Areas, and shall bear the cost of maintenance in consideration for the rental to be paid pursuant to the provisions of Section 5.01 and Airline shall have no further responsibility.

Article 11

AUTHORITY'S RESERVATIONS

Section 11.01. Improvement, Relocation, or Removal of Structures

Authority reserves the right to further develop or improve the aircraft operating area and other portions of the Airport, including the right to improve, relocate, or remove any structure on the Airport, as it sees fit, and to take any action it considers necessary to protect the aerial approaches of the Airport against obstructions; provided however that Authority shall not have the right to relocate or remove non-terminal building structures leased by Authority to Airline, unless Authority first obtains Airline's consent or unless Authority exercises its power of eminent domain.

Section 11.02. Right to Enter and Make Repairs

- A. Authority and its authorized officers, employees, agents, contractors, subcontractors, and other representatives shall have the right (at such times and with such advance notice as may be reasonable under the circumstances and with as little interruption of Airline's operations as is reasonably practicable) on reasonable advance written notice to Airline, or at any time in case of emergency, to enter Airline's leased premises for the following purposes:
 - 1. To inspect such premises at reasonable intervals during regular business hours (or at any time in case of emergency) to determine whether Airline has complied and is complying with the terms and conditions of this Agreement with respect to such premises.
 - 2. To perform maintenance and make repairs and replacements in any case where Airline is obligated to do so and has failed after reasonable notice to do so, in which event Airline shall reimburse Authority for the cost thereof promptly on demand.
 - 3. To perform maintenance and make repairs and replacements in any case where Authority is obligated to do so, and in any other case where Authority, in its reasonable judgment, determines that it is necessary or desirable to do so in order to preserve the structural safety of such premises or of the building in which they are located or to correct any condition likely to cause injuries or damages to persons or property.
 - 4. In the exercise of Authority's police power.
- B. No such entry by or on behalf of Authority on any premises leased to Airline shall cause or constitute a termination of the letting thereof or be deemed to constitute an interference with the possession thereof by Airline; and no such entry on any premises for the exclusive or preferential use of which Airline has been granted a license shall constitute a revocation of such license or be deemed to constitute an interference with Airline's ability to operate from its leased premises. If Authority, acting pursuant to Subsection 11.02(A) (3), creates a condition that causes the premises to be untenantable in whole, or in substantial part, then Authority, if requested by Airline, will make alternative premises available to Airline and compensate Airline for all relocation costs and expenses incurred by reason of such relocation or abate rent during the period of such repairs.

Section 11.03. Airport Access License/Permit

Authority reserves the right to establish a licensing or permit procedure for personnel and vehicles requiring access to the Airport operational areas and to levy a reasonable regulatory or administrative charge for issuance of such Airport access license or permit. Airline shall pay such charge with regard to its own personnel or vehicles and shall, at the request of Authority, cooperate in the collection of such charge with regard to any personnel or vehicles used by its suppliers. Any such charge shall not exceed an amount necessary to cover the actual regulatory or administrative expenses of such control measures.

Section 11.04. Subordination to Agreements with the U.S. Government

This Agreement is subordinate to the provisions of any existing or future agreement(s) between Authority and the United States relative to the operation and maintenance of the Airport, the terms and execution of which have been or may be required as a condition precedent to the expenditure or reimbursement to Authority of federal funds for the development of the Airport.

Section 11.05. War or National Emergency

During a time of war or national emergency, Authority shall have the right to lease the Airport or any part thereof to the U.S. Government for military use. If any such lease is executed, the provisions of this Agreement insofar as they are inconsistent with the lease to the U.S. Government shall be suspended, and in that event, a just and proportionate part of the rent hereunder shall be abated.

Section 11.06. Airline Employee Parking

Authority may designate areas from time to time to be used for parking automobiles by Airline's employees working at the Airport. Authority shall have the right to charge a reasonable fee (not to exceed the actual cost of providing such parking space) for such privilege.

Article 12

DAMAGE OR DESTRUCTION, INSURANCE, AND INDEMNIFICATION

Section 12.01. Destruction of Terminal Building

If, by reason of any cause, the Terminal Building is damaged to such an extent that the Terminal Building Premises are untenantable in whole, or in substantial part, then:

- A. If the repairs and rebuilding necessary to restore the Terminal Building to its condition before the occurrence of the damage can, in the reasonable judgment of Authority, be completed within two hundred seventy (270) days from the date on which the damage occurred, Authority shall so notify Airline, in writing, and shall proceed promptly with such repairs and rebuilding. In such event, rental and fees for the Terminal Building Premises for which provision is made in Article 5 shall be abated pro rata for the period from the date of the occurrence of such damage to the date on which such repairs and rebuilding are completed.
- B. If such repairs and rebuilding cannot, in the reasonable judgment of Authority, be completed within said two hundred (270) days, Authority, at its option, to be evidenced by notice in writing to Airline, may either: (1) proceed promptly with said repairs and rebuilding, in which event said rental and fees shall be abated as aforesaid, or (2) terminate the letting of the Terminal Building Premises, in which event said rental and fees therefor for which provision is made in Article 5 shall be abated from and after the date of occurrence of the damage.
- C. Authority shall use its best efforts to provide Airline with alternate space, if necessary, during any repairs, rebuilding, or reconstruction of the Terminal Building. Authority shall advise Airline, as soon as practicable, of Authority's intention regarding any necessary repairs or restorations.
- D. In the event, however, that the cause of the damage is the result of the negligence or wrongful act of Airline or its employees or agents, then the expense of all such repairs shall be borne by Airline and there shall be no abatement of rent or other charges payable hereunder

Section 12.02. Insurance

- A. Airline shall carry airline and aircraft liability insurance with companies with an equivalent Best Rating of AX or better, insuring Airline (and to the extent Airline is required to indemnify Authority hereunder, the Authority, its directors, officers and employees as additional insured) against liability for personal or bodily injuries (including wrongful death) and damages to, destruction of, or loss of use of property caused by Airline's use and occupancy of Airport System facilities or otherwise caused by Airline's activities and operations on said facilities. The policy limits thereof shall be single limits of one hundred fifty million dollars (\$150,000,000), per occurrence, for bodily injury, including passenger liability and property damage, and twenty five million dollars (\$25,000,000) per offense and aggregate for Personal and advertising injury, or such greater amount that is consistent with industry practice.
- B. Should Airline or its agents operate vehicles on or about the Airport System premises Airline shall maintain automobile liability insurance insuring Airline (and to the extent Airline is required to indemnify Authority hereunder, the Authority, its directors, officers and employees as additional insured) against all liability for bodily injuries (including wrongful death) and damages to, destruction of, or loss of use of property caused by Airline's use of vehicles on Airport System facilities, or otherwise caused by Airline's activities and

operations. The policy limits thereof shall be a single limit of Twenty Five Million Dollars (\$25,000,000) per occurrence, for bodily injury and property damage or such greater amount that is consistent with industry practice.

- C. Airline shall furnish Authority with certificates issued by the insurance underwriters or brokers evidencing the existence of valid policies of insurance as aforesaid. The coverage will not be amended so as to decrease the protection below the limits required herein or be subject to cancellation without thirty days (30) written notice provided by Airline to Authority.
- D. If, at any time, Airline shall fail to obtain or maintain in force the insurance required herein, Authority may notify Airline in writing of its intention to purchase such insurance for Airline's account. If Airline has not delivered evidence of insurance to Authority before the date on which the current insurance expires, Authority may effect such insurance by taking out policies in companies satisfactory to Authority, such insurance to be in amounts no greater than those stipulated herein or as may be in effect from time to time. The amount of the premiums paid for such insurance by Authority shall be payable by Airline on receipt of Authority's billing therefor, with interest at the rate of eighteen percent (18%) per year commencing at the date of payment by Authority.

Section 12.03 Indemnification

- A. Airline agrees, to the fullest extent permitted by law, fully to indemnify, defend, save, and hold harmless Authority and its members, directors, officers and employees from and against all claims and actions (and all expenses incidental to the investigation and defense thereof, including reasonable attorney fees) to the extent based on or arising out of, or resulting from, personal or bodily injuries or death to any person or damage to, destruction of or loss of use of any property caused by, or arising out of the use, occupancy, or operations in whole or in part, of Airline at the Airport or Airport System including the work, acts or omissions of its employees contractors, subcontractors, sublessees, licensees, invitees or any person for whom Airline is otherwise legally responsible; provided that Airline shall not be liable for any injuries, death, damage, or loss to the extent that such injury, death, damage, or loss is caused by the fault or negligence of Authority, its agents, or employees or any and all persons who are not Airline's employees, contractors, subcontractors, suppliers and/or invitees; and provided further that Authority shall give Airline prompt and reasonable notice of any such claims or actions. Provisions of this section shall survive the expiration or earlier termination of this agreement under Section 13, subject to applicable statutes of limitation.
- B. Airline also agrees to hold Authority harmless from any claims for damage of any type, including consequential loss of use thereof, to any aviation or ground equipment, materials, supplies, machinery, tools or related items belonging to Airline, its subcontractors or suppliers, except to the extent such damage is caused by the fault or negligence of the Authority, its agents, or employees or any and all persons who are not Airline's employees, contractors, subcontractors, suppliers and/or invitees.
- C. In the event of any claim, action or suit being made against Authority that is covered by Airline's indemnification obligations hereunder, Airline shall, upon receipt of particulars from Authority, immediately assume and undertake all investigation, defense and settlement of such claim, action or suit at its own cost and expense. Authority shall, at Airline's cost and expense, provide all reasonable cooperation appropriate to permit Airline to investigate, defend and settle the claim, suit or action. Should, however, Authority decide to engage its own counsel on its behalf, the expense of such counsel shall be solely that of Authority.

Section 12.04. Non-liability of Agents and Employees

No board member, director, officer, agent, or employee of either party shall be charged personally or held contractually liable by or to the other party under any term or provision of this Agreement or because of any breach hereof or because of its or their execution or attempted execution.

Article 13

TERMINATION

Section 13.01. Termination of Agreement by Airline

- A. Airline, at its option, may declare this Agreement terminated in its entirety at any time Airline is not in default in the payment of Rentals or Fees to Authority by giving Authority sixty (60) days advance written notice to be served as hereinafter provided and by surrender of the leased premises on the happening of any one or more of the following events:
 - 1. If the Terminal Building Premises become untenantable in whole, or in substantial part, and Authority does not terminate the letting thereof, pursuant to an option reserved to it in this Agreement, and does not proceed as promptly as reasonably practicable with the repairs and rebuilding necessary to restore the Terminal Building Premises to its condition before the occurrence of the damage.
 - 2. If Authority fails to provide and maintain means for unobstructed ingress and egress to and from the Terminal Building Premises in accordance with the provisions of this Agreement.
 - 3. If Authority closes the Airport to aircraft operations in general, or to the flights of Airline for reasons other than weather, acts of God, or other reasons beyond Authority's control, and fails to reopen the Airport to such operations or flights for a period in excess of thirty (30) days.
 - 4. If Authority fails to comply with any of the terms or provisions of this Agreement or fails to promptly fulfill any of its obligations under this Agreement.
- B. No termination declared by Airline shall be effective unless and until not less than sixty (60) days have elapsed after the aforementioned written notice to Authority specifying the date on which such termination shall take effect and the cause for which it is being terminated. Authority may cure the cause of such termination within said sixty (60) day period or such longer time as the parties may agree.

Section 13.02 Termination of Agreement by Authority

- A. Authority, at its option, may declare this Agreement terminated on the happening of any one or more of the following events, and may exercise all rights of entry and re-entry on the Terminal Building Premises:
 - 1. If the rentals and fees, or other money payments that Airline herein agrees to pay, or any part hereof, shall be unpaid for thirty (30) days past due and Airline has been contacted and given an opportunity to cure and has not cured within the time allowed.
 - 2. If Airline files a voluntary petition in bankruptcy, or makes a general assignment for the benefit of creditors, or if Airline is adjudicated as bankrupt.
 - 3. The taking of jurisdiction of Airline or its assets by a court of competent jurisdiction pursuant to proceedings brought under the provisions of any federal reorganization act.
 - 4. The appointment of a receiver or a trustee of Airline's assets by a court of competent jurisdiction or a voluntary agreement with Airline's creditors and the same is not removed in ninety (90) days.

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- 5. If any act occurs that deprives Airline permanently of the rights, powers, and privileges necessary for the proper conduct and operation of its Air Transportation business.
- 6. If Airline abandons and fails to use the Terminal Building Premises for a period of thirty (30) days at any one time, except when such abandonment and cessation are due to fire, earthquake, strike, governmental action, default of Authority, or other cause beyond Airline's control.
- 7. If Airline uses or permits the use of its leased space in the Terminal Building Premises at any time for any purpose for which the use thereof at that time is not authorized by this Agreement, or by a subsequent written agreement between the parties, or permits the use thereof in violation of any law, rule, or regulation to which Airline has agreed in this Agreement to conform.
- 8. If Airline discontinues Air Transportation to the Airport as a consequence of Airline's filing a bankruptcy petition, voluntary or involuntary, seeking a reorganization or readjustment of its indebtedness under the federal bankruptcy laws or under any other statute of the United States or any state thereof, or being adjudged bankrupt, Airline shall be deemed to have forfeited its leasehold space.
- 9. If Airline fails to operate at least five (5) weekly scheduled passenger service departures from the Airport, for a period of ninety (90) days or more (except by reason of strikes or causes beyond the control of Airline).
- 10. If Airline is in violation of any material provision of this Agreement and such violation is not cured within a thirty (30) day period or, if such violation cannot reasonably be cured within a thirty (30) day period and if Airline has failed to commence such cure within such thirty (30) day period and diligently pursue such cure.
- B. No termination declared by Authority shall be effective unless and until at least thirty (30) days have elapsed after written notice to Airline specifying the date upon which such termination shall take effect and the cause for which it is being terminated. Airline may cure the cause of such termination within said thirty (30) day period or such longer time as the parties may agree thereto. Such written notice may, at the option of Authority, be served prior to the expiration of the ninety (90) day period specified in Paragraphs 13.01(A)(4) and 13.01(A)(9), provided that Airline shall be allowed the entire ninety (90) days to cure the cause of termination.

Section 13.03. Possession by Authority

- A. In any of the aforesaid events in this Article 13, Authority may take possession of Airline's leased premises upon termination of this Agreement and remove Airline's effects without being deemed guilty of trespassing. Upon any said termination of this agreement, all rights of Airline shall be forfeited; provided Authority shall have and reserve all of its available remedies at law as a result of said breach of this Agreement.
- B. Failure of Authority to declare this Agreement terminated on default of Airline for any of the reasons set forth herein shall not operate to bar, destroy, or waive the right of Authority to cancel this Agreement by reason of any subsequent violation of the terms hereof.

Article 14

RIGHTS ON TERMINATION OR REASSIGNMENT OF LEASED PREMISES

Section 14.01. Fixed Improvements

It is the intent of this Agreement that any leasehold improvements and any alterations thereto but not any Personal Property shall be and remain the property of Authority during the entire term of this Agreement and thereafter.

Section 14.02. Personal Property

On termination of this Agreement, Airline shall remove all Personal Property from its leased premises within thirty (30) days after said termination and restore the leased premises to their original condition, reasonable wear and tear excepted. If Airline fails to remove said Personal Property, Authority may thereafter remove said property at Airline's expense.

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Article 15

ASSIGNMENT OR SUBLEASE

Section 15.01. Assignment or Sublease

- A. Airline shall not assign or transfer this Agreement or any right or leasehold interest granted to it by this Agreement, or sublet or otherwise transfer any interest in or to the Terminal Building Premises, in whole or in part, except with the prior written consent of Authority, which shall not be unreasonably withheld.
- B. Authority expressly reserves the right to withhold approval of a proposed assignment or sublease of any ticket counter space, office area space, baggage makeup space, airline operations space, or holdroom space with associated aircraft parking position(s) if any other such space is vacant and available for lease and/or use on a per-use basis.
- C. However, so long as Airline is not in default of the terms of this Agreement, Airline may assign and transfer this Agreement in its entirety without such consent to any successor-in-interest of Airline, with or into which Airline may merge or consolidate, or which may acquire the assets of Airline, provided Airline provides Authority with prior written notice of such assignment or transfer.
- D. In the event of a sublease where the rentals and fees for the subleased premises exceed the rentals and fees payable by Airline for said premises pursuant to this Agreement, Airline shall pay to Authority the excess of the rentals and fees received from the sub-lessee over the rentals and fees specified to be paid by Airline to Authority herein, provided that Airline may charge a reasonable fee for administrative costs (not to exceed fifteen percent (15%)) of rentals and fees. Airline shall also have the right to charge a reasonable fee to others for the use of Airline's capital equipment and to charge for the maintenance and operating expenses and amortization of tenant improvements plus a reasonable fee for administrative costs, not to exceed fifteen percent (15%), none of which shall be considered excess rentals and fees. All amounts received by Authority from any source in any way related to excess rentals and fees shall be deemed Airport System Revenue for purposes of this Agreement.

Section 15.02. Successors and Assigns Bound

This Agreement shall be binding on and inure to the benefit of the successors and assigns of the parties hereto.

Article 16

ENVIRONMENTAL REGULATIONS

Section 16.01 Environmental Representations

Notwithstanding any other provisions of this Agreement, and in addition to any and all other Agreement requirements, and any other covenants and warranties of Airline, Airline hereby expressly warrants, guarantees, and represents to the Authority, upon which the Authority expressly relies that:

- A. Airline agrees to comply with all applicable federal, state, regional and local laws, regulations and ordinances protecting the environmental and natural resources and all rules and regulations promulgated or adapted as some may from time to time be amended and accepts full responsibility and liability for such compliance;
- B. Airline shall, prior to commencement of any such operations pursuant to this Agreement, secure any and all permits, and properly make all necessary notifications as may be required by any and all governmental agencies having jurisdiction over parties or the subject matter hereof;
- C. Airline agrees that it will neither handle nor store any toxic waste materials on the Premises except as required in connection with its Air Transportation business and in accordance with applicable environmental laws, regulations and ordinances.
- D. Airline shall provide the Authority satisfactory documentary evidence of all such requisite legal permits and notifications as hereinabove required upon written request of the Authority.
- E. Airline agrees to cooperate with any investigation, audit or inquiry by the Authority or any governmental agency regarding possible violation of any environmental law or regulation by Airline.

Section 16.02 Generator of Hazardous Waste

If Airline is deemed to be a generator of hazardous waste, as defined by state, federal, or local law, Airline shall, if required by applicable federal law, obtain an EPA identification number and shall comply with all federal, state, regional and local requirements imposed upon a generator of hazardous waste including, but not limited to, ensuring that the appropriate transportation and disposal of such materials are conducted in full compliance with the law.

Section 16.03 Inventory List

Provisions shall be made by Airline to accurately identify all such hazardous, toxic and other contaminated or polluted materials, whether stored, disposed of or recycled, and make materials and/or locations available for inspection on the Premises by the Authority officials and also by Fire Department officials or regulatory personnel having jurisdiction over the Premises, for implementation of proper storage, handling and disposal procedures.

Section 16.04 Notification and Copies

- A. Notification of all non-routine hazardous waste activities by Airline shall be provided on a timely basis to the Authority or such other agencies as the Authority may from time to time designate. Airline agrees that upon written requests of the Authority a twenty-four (24)-hour emergency coordinator and phone number shall be furnished to the Authority and to such state and county officials as are designated by the Authority, in case of any spill, leak or other emergency situation involving hazardous, toxic, flammable or other pollutants or contaminated materials. Designation of this emergency coordination may be required by existing federal, state, regional or local regulations which require such designation regardless of such request by the Authority.
- B. Airline agrees to provide the Authority copies of all permit application materials, permits, monitoring reports, environmental response plan, and regulated materials storage and disposal plans, ten (10) days after their required submittal to regulation agencies having jurisdiction over such matters.

Section 16.05 Violation

- A. If Authority receives a notice from any governmental entity asserting a violation by Airline of Airline's covenants and agreements contained herein, or if Authority otherwise has reasonable grounds upon which to believe that such a violation has occurred, Authority shall have the right, but not the obligation, to contract, at Airline's sole cost and expense, for the services of persons ("Site Reviewers") to enter the Premises and perform environmental site assessments for the purpose of determining whether there exists any environmental condition that could result in any liability, cost or expense to Authority. The Site Reviewers shall perform such tests on the Premises as may be necessary, in the opinion of the Site Reviewers, to conduct a prudent environmental site assessment. Airline shall have the right, but not the obligation to have it representative monitor and escort Site Reviewers on such site assessments. Airline shall supply such information as is requested by the Site Reviewers, and be given the opportunity to conduct a site assessment should one be warranted. In the event Authority conducts testing due to information other than a notice of violation from a governmental authority, and the testing does not reveal any contamination caused by Airline, Authority agrees to bear all costs associated with the testing.
- B. If Airline receives a Notice of Violation or similar enforcement action or notice of noncompliance, Airline shall provide a copy of same to the Authority within five (5) working days of receipt by the Airline or Airline's agent. Violation of any part of the provisions of this Article or disposition by Airline of any sanitary waste, pollutants, contaminants, hazardous waste, toxic waste, industrial cooling water, sewage or any other materials in violation of the provisions of this Article shall be deemed to be a default under this Agreement if not cured within thirty (30) days of receipt of I written notice from the Authority and shall provide the Authority grounds for taking whatever action it may need to take up to and including possible termination based upon default as provided for under this Agreement.

Article 17

Federal Storm Water Regulations

Section 17.01 Acknowledgements

- A. Notwithstanding any other provisions or terms of the Agreement, Airline acknowledges that certain properties and uses of properties within the Airport or on Authority owned land are subject to Federal storm water regulations as set forth in 40 CFR Part 122. Airline agrees to observe and abide by said regulations as applicable to its use of the Airport.
- B. Notwithstanding any other provisions or terms of the Agreement, the Authority acknowledges that Airline has taken steps necessary to apply for or obtain a storm water discharge permit as required by the applicable regulations for Airline's operations at the Airport.
- C. Notwithstanding any other provisions or terms of this Agreement, including Airline's right to quiet enjoyment, the Authority and Airline both acknowledge that close cooperation is necessary to ensure compliance with any storm water discharge permit terms and conditions, as well as to ensure safety and to minimize costs. Airline acknowledges that it may be necessary to undertake to minimize the exposure of storm water to "significant materials" generated, stored, handled or otherwise used by the Airline, as defined in the federal storm water regulations, by implementing and maintaining "best management practices."

Section 17.02 Notifications

- A. The Authority will provide Airline with written notice of those storm water discharge permit requirements, that are in the Authority's storm water permit, that Airline will be obligated to perform from time to time, including, but not limited to: certification of non-storm water discharges; implementation of storm water pollution prevention or similar plans; implementation of "best management practices"; and maintenance of necessary records. Such written notice shall include applicable deadlines. Airline within thirty (30) days of receipt of such written notice, shall notify the Authority in writing if it disputes any of the storm water discharge permit requirements it is being directed to undertake. If Airline does not provide such timely notice, it is deemed to assent to undertake such requirements. If Airline provides the Authority with timely written notice that it disputes such storm water discharge permit requirements, the Authority and Airline agree to negotiate a prompt resolution of their differences. Airline warrants that it will not object to written notice from the Authority for purposes of delay or avoiding compliance.
- B. Airline agrees to undertake those storm water discharge permit requirements for which it has received written notice from any governmental entity charged with enforcement of storm water regulations. Airline acknowledges that time is of the essence and will utilize its best efforts to meet any and all deadlines that may be imposed on it.
- C. The Authority agrees to provide Airline, at its request, with any non-privileged information collected and submitted to any governmental entity pursuant to applicable storm water regulations.
- D. The Authority will give Airline written notice of any breach by Airline of the Authority's storm water discharge permit or the provisions of this section. If such a breach is material, and of a continuing nature, and Authority and Airline fail to negotiate a reasonable resolution to their differences, the Authority may terminate this Agreement upon thirty (30) days written notice pursuant to Section 13.02

hereof. Airline agrees to cure promptly any breach caused by Airline or as a direct result of Airline's operation.

Section 17.03 Airline Participation

Airline agrees to participate in any Authority-organized task force or other work group established to coordinate storm water activities at the Airport. In addition, Airline agrees to participate in the Authority's Environmental Compliance Program and is subject to and agrees to periodic inspections, upon reasonable prior written notice, conducted by Airport staff to monitor the management, handling, storage, and disposal practices associated with petroleum substances, hazardous substances, or waste materials.

Section 17.04 Remedies and Responsibilities

- A. All such remedies of the Authority with regard to environmental requirements as set forth herein shall be deemed cumulative in nature and shall survive termination of this Agreement subject to applicable statutes of limitation.
- B. Airline shall be liable for, and hereby expressly assumes responsibility for citations, fines, environmental controls and monitoring, clean-up and disposal, restoration and corrective measures to the extent same results from the improper use, handling, storage or disposal of all pollutants or contaminated materials, as same are defined by law, as the result of Airline's use of the Airport by Airline or by Airline's employees, invitees, suppliers of services or providers of materials, if directly caused by Airline or Airline's employees, invitees, suppliers of service or providers of materials, and not related to a condition existing prior to the Airline's operations at the Airport, regardless of whether or not a default notice has been issued, notwithstanding any other obligations imposed upon Airline pursuant to the terms of this Agreement.

Article 18

MISCELLANEOUS

Section 18.01. Noninterference with Airport Operations

- A. Airline, by accepting this Agreement, expressly agrees for itself, its successors, and assigns that it will not make use of the leased premises in any manner that might interfere with the landing and taking off of aircraft at the Airport or otherwise constitute a hazard. In the event the aforesaid covenant is breached, on reasonable notice to Airline and opportunity to cure, Authority reserves the right to enter on the premises hereby leased and cause the abatement of such interference at the expense of Airline.
- B. Authority shall maintain and keep in repair the Airport landing areas, including taxiways, and shall have the right to direct and control all activities of Airline in this regard.

Section 18.02. Headings of Articles and Sections

The headings of the various articles and sections of this Agreement are merely for convenience of reference and do not limit the content of the articles and sections.

Section 18.03. Severability

If one or more clauses, sections, or provisions of this Agreement shall be held to be unlawful, invalid, or unenforceable, it is agreed that the remainder of the Agreement shall not be affected thereby.

Section 18.04. Governing Law

This Agreement and all disputes arising hereunder shall be governed by the laws of the State of Florida.

Section 18.05. Quiet Enjoyment

Airline shall, on payment of the rentals and fees as herein required, and subject to the performance and compliance by Airline of the covenants, conditions, and agreements on the part of Airline to be performed and complied with hereunder, peaceably have and enjoy the rights, uses, and privileges of the Airport, its appurtenances, and facilities as granted hereby and subject to the Rules and Regulations.

Section 18.06. Incorporation of Exhibits

All exhibits referred to in this Agreement are intended to be and hereby are specifically made a part of this Agreement.

Section 18.07. Incorporation of Required Provisions

The parties incorporate herein by this reference all applicable provisions lawfully required to be contained herein by any governmental body or agency.

Section 18.08. Noise Abatement and Mitigation

Authority has enacted certain regulations and may in the future enact other regulations, for the purpose of minimizing, abating and mitigating noise resulting from operation of the Airport. Authority contends it has the power, as Airport proprietor, to enact such regulations. Airline contends that such regulations may be invalid under the Constitution, laws, regulations, and grant agreements of the United States and/or the State of Florida. Authority and Airline agree that nothing in this Agreement shall be deemed

Sarasota Bradenton International Airport

to impair or in any way affect Authority's right as Airport proprietor, to the extent of such right, to enact such regulations for this purpose, as long as such regulations are otherwise valid under applicable law, or to affect or impair Airline's right to challenge any such regulation on any ground other than as a breach or impairment of this Agreement.

Section 18.09. Entire Agreement

This Agreement, together with all exhibits attached hereto, constitutes the entire agreement between the parties hereto, and all other representations or statements heretofore made, verbal or written, are merged herein. This Agreement may be amended only in writing and executed by duly authorized representatives of the parties hereto.

Section 18.10. Nonwaiver of Rights

No waiver by either party, at any time, of any of the terms, conditions, covenants, or agreements herein, or of any forfeiture, shall be deemed or taken as a waiver at any time thereafter of the same or any other term, condition, covenant, or agreement herein contained, nor of the strict and prompt performance thereof. No delay, failure, or omission of Authority to re-enter the Terminal Building Premises, and no subsequent acceptance by Authority to rentals then or thereafter accrued, and no delay, failure, or omission of either party to exercise any right, power, privilege, or option arising from any default, shall impair any such right, power, privilege, or options, or be construed to be a relinquishment thereof, or a waiver of such default or acquiescence therein, and no notice by either party shall be required to restore or revive any option, right, power, remedy, or privilege after waiver by such party of default in one or more instances. No option, right, power, remedy, or privilege of either party shall be construed as being exhausted or discharged by the exercise thereof in one or more instances. All rights provided by this Agreement shall be cumulative, and no one of them shall be exclusive of the other or exclusive of any other remedies provided by law, and the exercise of one right, power, option, or remedy by either party shall not impair its rights to exercise any other right, power, option, or remedy.

Section 18.11. Force Majeure

Neither Authority nor Airline shall be deemed to be in breach of this Agreement by reason of failure to perform any of its obligations hereunder, during and to the extent that such failure is due to strikes, boycotts, labor disputes, embargoes, shortages of materials, acts of God, acts of a public enemy, acts of superior governmental authority, weather conditions, floods, riots, rebellion, sabotage, or any other circumstances for which it is not responsible, and which are not within its control. This provision shall not apply to failures by Airline to pay rentals, fees, or other charges, or to make any other money payments required by this Agreement.

Section 18.12. General Interpretation

Insofar as this Agreement grants, permits, or contemplates the use of space or facilities or the doing of any other act or thing at the Airport by Airline, such use or the doing of such act or thing is to be in connection with the operation of the civil air transportation system by Airline for the carriage by aircraft of persons, property, cargo, and mail on scheduled or nonscheduled flights, whether as a common carrier, a contract carrier, a private carrier, or otherwise. Each of the parties, however, has entered into this Agreement solely for its own benefit; and (without limiting the right of either party to maintain suits, actions, or other proceedings because of breaches of this Agreement) the Agreement does not grant to any third person (excepting a successor party to Authority or Airline) a right to claim damages or bring any suit, action, or other proceeding against either Authority or Airline because of any breach hereof.

Section 18.13. Agreements Between Authority and Other Airlines

Authority agrees not to enter into any scheduled airline operating agreement and terminal building lease or other contract with any other scheduled airline conducting similar operations at the Airport after the date of this Agreement that contains more favorable rentals and fees or other terms than those provided in this Agreement.

Section 18.14. Time is of the Essence

Time is of the essence in this Agreement.

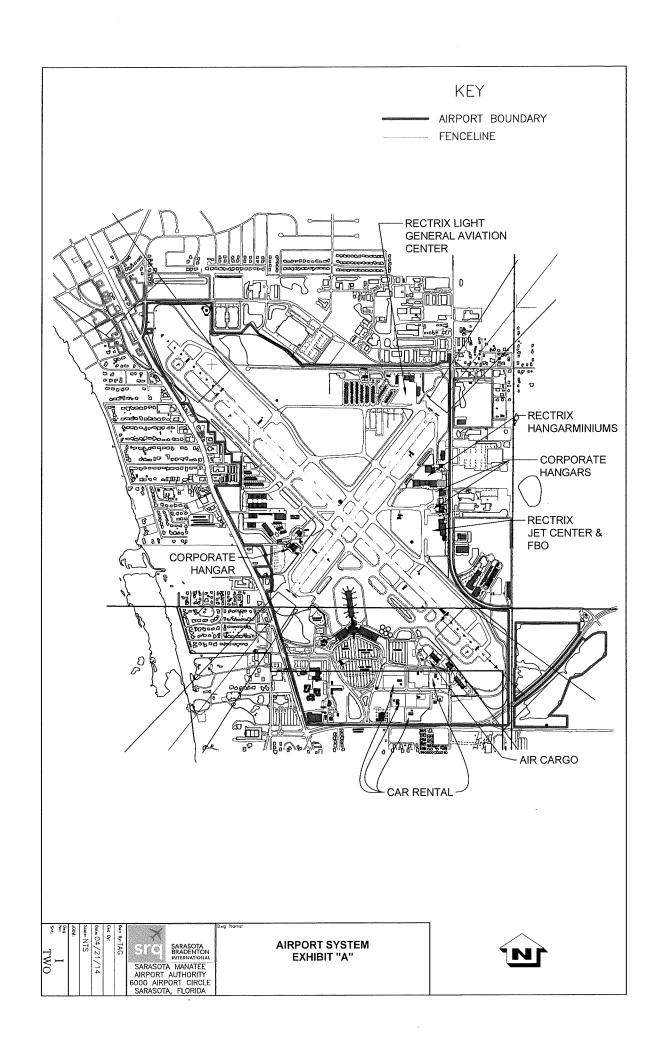
Section 18.15. Notices, Consents, and Approvals

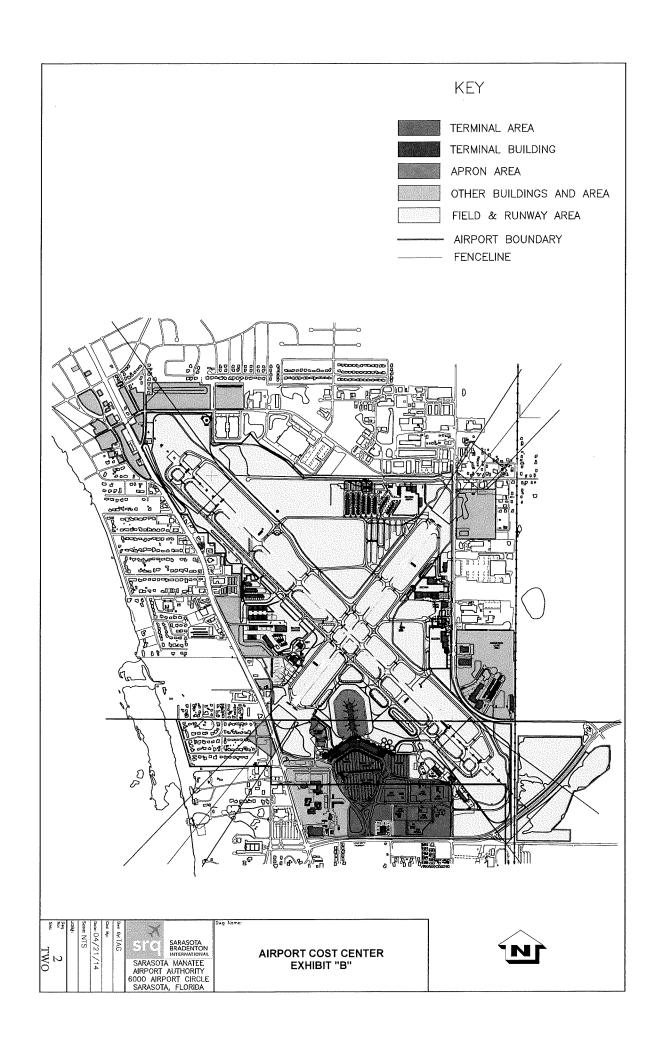
- A. All notices, consents, and approvals required or authorized by this Agreement to be given by or on behalf of either party to the other shall be in writing. Whenever either party requires approvals, such approvals shall not be unreasonably withheld.
- B. Any and all notices, designations and other communications required or authorized by this Agreement shall be shall be sufficient in all respects if: (a) personally delivered; (b) sent by telecopier, facsimile transmission or other electronic means of transmitting written documents, such as e-mail; or (c) sent by U.S. certified mail, postage prepaid, return receipt requested or by private overnight mail courier service. If personally delivered, such communications shall be deemed delivered upon actual receipt; if electronically transmitted pursuant to this section, such communications shall be deemed delivered the next business day after transmission (and sender shall bear the burden of proof of delivery); if sent by overnight courier, such communications shall be deemed delivered upon receipt; and if sent by U.S. mail, such communications shall be deemed delivered when properly addressed to the recipient and deposited in the U.S. mail with postage thereon prepaid.
- C. Until further notice to Airline, Authority hereby designates its President or his designee as its representative to sign such notices, consents, and approvals on its behalf, and until further notice to Authority, Airline hereby designates ______as its authorized representative to sign such notices, consents, and approvals on its behalf.

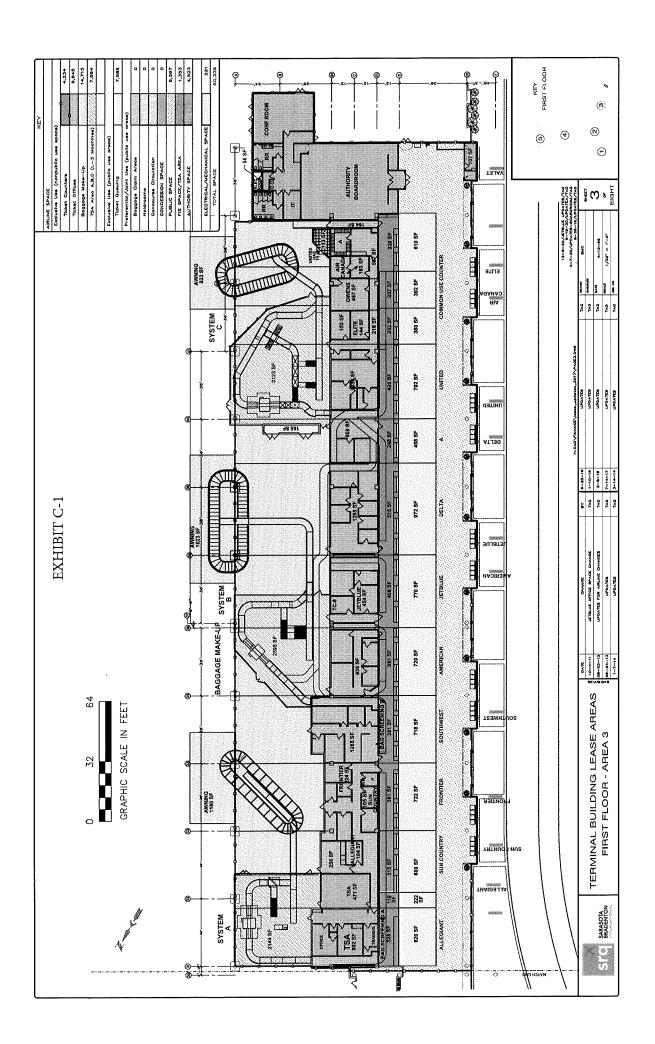
IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

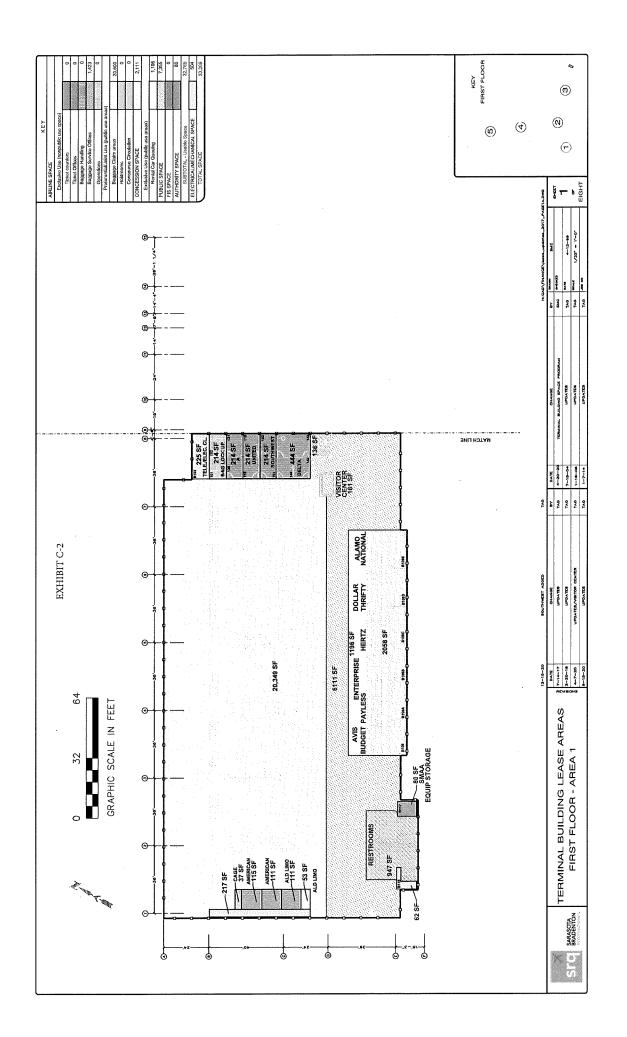
SARASOTA MANATEE AIRPORT AUTHORITY	
Ву	
Name/Title:	Doug Holder, Chairman
Date	
Attest:	
1	
SOUTHWEST	IRLINES CO.
ву:	NO V
5).	Stephen F. Sisneros
Name/Title:	Managing Director-Airport Affairs
11an 107 mio	, / /
Date	14/201
Dale	
Attest: 1)	rikes Clour

EXHIBITS











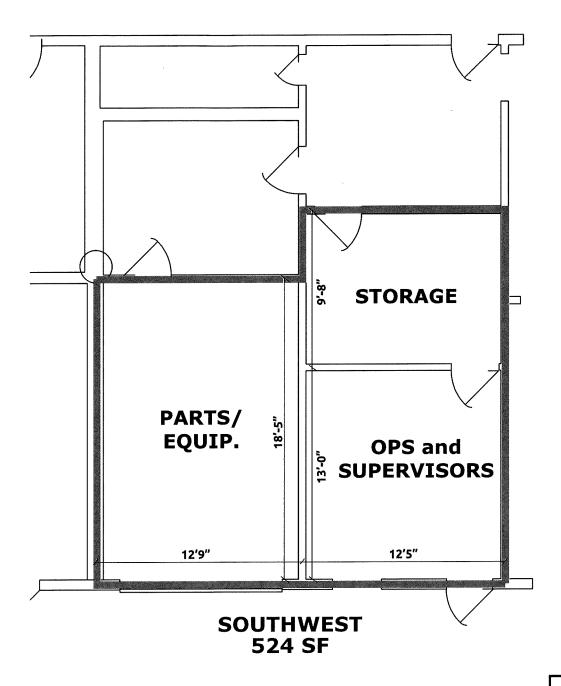




EXHIBIT - Lease Area Terminal Building Concourse

EXHIBIT C-3

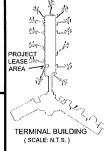


Exhibit D

ILLUSTRATIVE CALCULATION OF AIRLINE RATES AND CHARGES

AIRLINE TERMINAL BUILDING RENTAL RATES **Terminal Building Requirement** \$11,776,000 Operation and Maintenance Expenses \$0 Debt service and coverage Less: PFC's \$0 Net Debt Service Requirement \$0 Fund deposits 60,000 Operation and Maintenance Reserve Renewal and Replacement Reserve 0 Improvement Account n.a. Terminal Building costs \$11,836,000 less: 50% of Terminal Building nonairline revenues 651,000 \$11,185,000 Net Terminal Building Requirement / Total rentable space (square feet) 184,728 \$60.55 = Average signatory rental rate per square foot = Average non-signatory rental rate per square foot \$75.69 @ 125% x Signatory airline rented space (square feet) 88,004 x Non-signatory airline rented space (square feet) 3,228 \$5,329,000 = Signatory Airline Terminal Building rentals = Non-signatory Airline Terminal Building rentals \$244,000 **Differential Rental Rate Calculation** Average Terminal rental rate per square foot \$60.55 Airline rented space 88,004 Airline Terminal rentals \$5,329,000 Airline Weighted Rented Space Weight Space Weighted airline space 76,491 Ticket Counter / Ticket Office / Queuing 9,508 1.00 9,508 \$69.67 Holdrooms and Concourse Circulation 41,531 1.00 41,531 \$69.67 20,864 15,648 Baggage Claim 0.75 \$52.25 Other Offices 559 0.75 419 \$52.25 Operations 3,942 0.50 1,971 \$34.83 Baggage Make-up 0.50 14,828 7,414 \$34.83 Total 91,232 76,491 \$0

ILLUSTRATIVE CALCULATION OF AIRLINE RATES AND CHARGES, page 2 of 2

AIRLINE PREFERENTIAL APRON RENTAL RATE Apron Area Requirement Operation and Maintenance Expenses \$204,000 Debt service and coverage 0 Less: PFC's 0 Net Debt Service Requirement \$0 Fund deposits Operation and Maintenance Reserve 1,000 Renewal and Replacement Reserve 0 Improvement Account n.a. **Total Apron Area Requirement** \$205,000 Total apron frontage (linear feet) 1,830 Preferential Apron Area Fee per linear foot \$112.02 Apron frontage leased to airlines 563 Apron Area rentals \$63,000 AIRLINE LANDING FEE RATE Airfield Area Costs Operation and Maintenance Expenses \$3,843,000 Debt service and coverage 0 Fund deposits Operation and Maintenance Reserve 63,000 Renewal and Replacement Reserve 0 Improvement Account n.a. \$63,000 **Total Airfield Area Costs** \$3,906,000 Less credits: Nonsignatory airline landing fees \$121,000 Fuel flowage fees (general aviation) 213,000 50% of Net revenue - Terminal Area 2,687,000 \$3,021,000 = Net airline Landing Fee Requirement \$885,000 / Signatory Airline landed weight (1,000-lb. units) 659,100 = Signatory Airline Landing Fee rate (per 1,000-lb. unit) \$1.34 x Total signatory airline landed weight 659,100 = Signatory Airline landing fee revenue \$885,000 Nonsignatory airline landing fees Nonsignatory airline landed weights 72,300 Applicable landing fee rate @ 125% of signatory rate 125% \$1.68 Nonsignatory airline landing fee revenues \$121,000

Exhibit E

ILLUSTRATIVE CALCULATION OF NON-PREFERENTIAL GATE USE FEE

		Star	idard Gate
TOTAL ANNUAL COST OF UNASSIGNED GA Holdroom Rent	TE		
Average holdroom area (sq ft) Annual rental rate	\$69.67		2,996 \$69.67
Rental cost of standard holdroom		\$	208,731
Apron Charge Average gate frontage (lin ft) Cost per linear foot (c)	\$112.02		140.8 \$112.02
Annual cost per gate		\$	15,772
Total allocable costs		\$	224,503
Nonsignatory surcharge	n.a.		100%
Total Annual Cost per Gate		\$	224,503
Standard number of Turns	2 per day		730
Signatory Gate Use Fee per turn		\$	308

Exhibit F

SUMMARY OF PRE-APPROVED AIRPORT CAPITAL PLAN

Sarasota Bradenton International Airport

	Saraso	ta Bradenton	international A	Airport		Authority	General Account	4 A
							General Account count (pre-2015	
	Total				Debt Service	Other /	Authority	Ť
	Project		Grants	FDOT	Reimbursement	New	General	
PRE-2014 PROJECTS Airfield	Cost	Entitlement	Discretionary	Grants	Account	GARBs	Account	
Runway Safety Area Reconstruction	306,000	275,400		15,300			15,300)
Terminal Terminal Public Space Renovation - Design (Phase 3) Terminal Public Space Renovation - Construction (Phase 3)	2,270,000	2,156,500		56,750			56,750)]
BASE CAPITAL PLAN Airfield								
Airfield Signs	321,000	288,900		16,050			16,050) [
ARFF Emergency Vehicle	500,000	450,000		25,000			25,000	
Security Improvement - Perimeter Fencing	325,000			162,500			162,500	
Relocation of ATCT	11,000,000	0	5,500,000	5,500,000			0	
Runway 4/22 EMAS Design	600,000	540,000		30,000			30,000	Α
Runway 4/22 EMAS Construction	8,000,000	0	7,600,000	200,000			200,000	A
Rehab / Replace ARFF Facility Maintenance Facility Expansion	575,000	517,500		28,750			28,750	
Runway 14/32 Improvement Design	2,000,000 300,000	270.000		1,000,000			1,000,000	
Runway 14/32 Improvement Construction	5,000,000	270,000 2,250,000	2,250,000	15,000			15,000	
,	\$28,621,000	\$4,316,400	\$15,350,000	250,000 \$7,227,300	\$0	\$0	250,000	
Terminal	720,021,000	ψ1,010,100	Ψ10,030,000	Ψ1,221,300	φu	ŞU	\$1,727,300	
Terminal Public Space Bag Claim - Design (Phase 4)								ı
Terminal Public Space Bag Claim - Construction (Phase 4)	2,270,000	2,156,500		56,750			56,750	
Terminal Public Space Concourse - Design (Phase 5)	260,000				260,000		0	
Terminal Public Space Concourse - Construction (Phase 5)	5,000,000				5,000,000		0	Α
Terminal Public Safety/Meeting - Design (Phase 6) Terminal Public Safety/Meeting - Construction (Phase 6)	200,000				200,000		0	Α
FIS Expansion - Construction	2,000,000 2,200,000	4 540 000			2,000,000		0	
Remote Curbside and Canopy - Design and Construction	6,150,000	1,540,000		660,000	0.450.000		0	-
FIS Phase 2 Connector - Design	150,000	135,000		7,500	6,150,000		7.500	
FIS Phase 2 Connector - Construction	1,000,000	900,000		50,000			7,500 50,000	
Terminal Landside & Roadway Security System	400,000	360,000		20,000			20,000	
Security Relocation - Curbside/Canopy	2,100,000	1,890,000		105,000			105,000	
Pedestrian Bridge / Sidewalks - Design	250,000			125,000			125,000	ï
Pedestrian Bridge / Sidewalks - Construction	900,000	810,000		45,000			45,000	Α
Loading Bridge Replacements (13)	6,000,000	5,400,000		300,000			300,000	_ A
Other Buildings and Areas	\$28,880,000	\$13,191,500	\$0	\$1,369,250	\$13,610,000	\$0	\$709,250	
Eastside Access Road - 3B	1,450,000	1,305,000		70.600				
Land Acquisition - Aviation Development Phase 1	2,000,000	1,000,000		72,500 2,000,000			72,500	A
Phase III T-Hangars	, , , , , , , , , , , , , , , , , , , ,			2,000,000			0	I A
Phase IV T-Hangars	2,000,000			1,000,000			1,000,000	A
North Quad Public Access - Design	450,000	405,000		22,500			22,500	A
North Quad Access Road Improvements –	2,000,000	1,800,000		100,000			100,000	Α
Parking & Ground Transportation	\$7,900,000	\$3,510,000	\$0	\$3,195,000	\$0	\$0	\$1,195,000	•
Mixed-Use Parking Structure	15,000,000			7 500 000		CFC Bonds		
Design - At-Grade Parking Improvements	250,000			7,500,000		7,500,000	0	Α
Revenue Control System (temporary parking)	1,000,000			500,000			250,000	A
-	\$16,250,000	\$0	\$0	\$8,000,000	\$0	\$7,500,000	500,000 \$750,000	- A -
TOTAL "BASE" CAPITAL PLAN	\$81,651,000	\$21,017,900	\$15,350,000	\$19,791,550	\$13,610,000	\$7,500,000	\$4,381,550	
DEMAND DRIVEN PROJECTS Nonaviation Area (New Development)								
54-acre Parcel Infrastructure	1,100,000							
Air Center - Utilities / Roadway	2,000,000						1,100,000	Α
Phase 1 - Construct Air Center Aprons	2,000,000						2,000,000	Α
·	\$5,100,000	\$0	\$0	\$0	\$0	\$0	2,000,000 \$5,100,000	. А
TOTAL DEMAND DRIVEN PROJECTS	\$5,100,000	\$0	\$0	\$0	\$0			
TOTAL CAPITAL PLAN	\$86,751,000	\$21,017,900	\$15,350,000			\$0	\$5,100,000	
	,,, a -, a -, a -, a -, a -, a	1,011,000	\$10,000,000	\$19,791,550	\$13,610,000	\$7,500,000	\$9,481,550	
					ority General Acco mprovements Acc	,	\$9,238,750 \$242,800	A
							\$9,481,550	

EXHIBIT G

Sarasota Manatee Airport Authority

SOUTHWEST AIRLINES

Exclusive and Preferential Use Leased Space

Effective February 1, 2021

SIGNATORY

- (1) Ticket Counter/Offices/Queuing/Concourse
- (2) Baggage Claim
- (3) Operations

Ticket Queuing (1)	718	sq. ft.
Ticket Counter (1)	381	sq. ft.
Ticket Office (1)	1,265	sq. ft.
Holdroom B-10 (1)	2,996	sq. ft.
Baggage Claim (2)	214	sq. ft.
Operations (3)	524	sq. ft.
-	6,098	sa. ft.

Gate B-10

141 lineal ft. @\$235.72

AGENDA ITEM NO. 5C

SARASOTA MANATEE AIRPORT AUTHORITY

January 25, 2021 MEETING STAFF NARRATIVE

REQUEST FOR APPROVAL:

AMENDMENT NO. 5 TO THE SCHEDULED AIRLINE OPERATING AGREEMENT AND TERMINAL BUILDING LEASE

EXECUTIVE SUMMARY: Airport management has met and discussed an amendment to the signatory airline agreement, which will provide the Signatory Airlines ONLY with an added financial relief measure. The relief is applicable to their variable charges of Common Use Baggage Fees, Joint Use Concourse Fees and Joint Use Baggage Fees. These three fees are apportioned monthly under the Signatory Agreement based upon each Signatory Airline's percentage of total passengers for the particular month. The fee relief would cover the period retroactively from October 1, 2020 through March 31, 2021 or six months. The reduction would be a credit of ten percent (10%) of their total fees for each month during that period. The total relief is estimated to be about \$192,000. The Authority has sufficient relief funds to cover this relief measure.

NARRATIVE: Management discussed a possible amendment to the present Signatory Airline Agreement after airlines requested some additional assistance with the variable fees they pay during the depressed passenger levels due to Covid-19. There are five variable fees included in the Signatory Airline Agreement. They are Landing Fees, Non-Preferential Gate Use Fees, Joint Use Concourse Fees, Joint Use Baggage Fees and Common Use Baggage Fees. The last three fees are assessed monthly based upon the percentage of passengers handled by each Signatory Airline. Those carriers that handle more passengers pay a greater percentage of the fees. While this is equitable given airlines handling more passengers create more wear and tear and maintenance needs on common areas, it also increases their share of costs. Some Signatory carriers have increased their service at SRQ despite the pandemic and are still adjusting to both the impacts of the pandemic and the increased variable costs that their increased share of traffic is generating.

To assist and encourage our carriers to continue to increase their service and adjust to the variable cost changes the President/CEO is recommending a 10% fee credit for the period October 1, 2020 to March 31, 2021. This would reward those carriers that provided the most service during the initial quarter of FY 2021 and encourage added service in the second quarter of 2021. The total estimated cost of this relief measure is \$192,000, which is more than covered by the \$23 million in CARES Act funding received. As previously stated to the Board this is in keeping with using our strong financial position to act strategically when dealing with airlines to encourage added service.

The President, Chief Executive Officer recommends approval.

RECOMMENDATION: Staff recommends approval of Amendment No. 5 to the Scheduled Airline Operating Agreement and Terminal Building Lease and that Staff be authorized to prepare any documents to implement this action.

ATTACHMENTS: Amendment No. 5

SARASOTA MANATEE AIRPORT AUTHORITY AMENDMENT NO. 5 TO SCHEDULED AIRLINE OPERATING AGREEMENT AND TERMINAL BUILDING LEASE

THIS Fifth AMENDMENT is entered into as of the _____ day of _____, 2021, by and between the Sarasota Manatee Airport Authority, a public and governmental body, existing under and by virtue of the laws of the State of Florida (hereinafter referred to as the "Authority"), and AIRLINES, INC., a corporation organized and existing under the laws of the State of Delaware, and authorized to do business in the State of Florida (hereinafter referred to as "Airline").

WITNESSETH:

WHEREAS, Authority and Airline entered into the SARASOTA MANATEE AIRPORT AUTHORITY SCHEDULED AIRLINE OPERATING AGREEMENT AND TERMINAL BUILDING LEASE, (the "Agreement"), the term of which commenced October 1, 2017; and

WHEREAS, Authority and Airline entered into Amendment Number 1 and extended the Agreement to September 30, 2023; and

WHEREAS, Authority and Airline entered into Amendment Number 2 and deferred rents for April, May and June 2020; and

WHEREAS, Authority and Airline entered into Amendment Number 3 and deferred rents for July, August and September 2020; and

WHEREAS, Authority and Airline entered into Amendment Number 4 and extended the Agreement to September 30, 2024; waived Certain Rentals and Fees as described in Section 5.12 of Article 5; replaced Section 6.09 Year-End Adjustment to Actual and Settlement as described in Article 6, Recalculation of Rentals and Fees, and

WHEREAS, Authority and Airline desire to amend said Agreement as set forth herein.

NOW, THEREFORE, for and in consideration of the agreements set forth herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Authority and Airline, intending to be legally bound, agree as follows:

I. The Authority hereby reduces all Concourse Joint Use, Baggage Joint Use, and Baggage Common Use fees for the period September 1, 2020 through March 31, 2021 by 10% and shall credit any portion of this fee reduction paid prior to the effective date of this Amendment 5 in future airline invoices until the full reduction in fees is obtained by airline. Furthermore, it is understood and agreed that the Authority does not waive any tax obligations.

II. Binding Nature. This Fifth Amendment shall be deemed a part of the Agreement. The provisions of this Fifth Amendment shall be binding upon, and inure to the benefit of, the respective successors and assigns (including without limitation, any receiver, debtor in possession or trustee in bankruptcy) of Airline and Authority.

III. Conflict or Inconsistency. In the event of any conflict or inconsistency between the terms and provisions contained in the Agreement, as previously amended, and the terms and provisions contained in this Fifth Amendment, the terms and provisions of this Fifth Amendment shall govern and prevail to the extent necessary to resolve such conflict or inconsistency. All other terms and provisions as set forth in the Agreement shall remain in full force and effect.

IV. Counterparts. This Fifth Amendment may be executed simultaneously in two or more counterparts, each of which shall be deemed an original and all of which together shall constitute but one and the same instrument.

VI. Miscellaneous. This Fifth Amendment shall be deemed to have been negotiated and made in and shall be governed and interpreted under the laws of the State of Florida. This Fifth Amendment shall be subject to the dispute resolution, remedies and jurisdictional provisions of the Agreement.

IN WITNESS WHEREOF, the parties have executed this Fifth Amendment as of the day and year first above written.

WITNESS:	AIRLINE NAME	
	Signature	 Date
	Printed Name and Title	
WITNESS:	SARASOTA MANATEE AIRPORT AUTHORITY	
	Doug Holder Chairman	 Date

AGENDA ITEM NO. 5D

SARASOTA MANATEE AIRPORT AUTHORITY JANUARY 25, 2021 MEETING STAFF NARRATIVE

REQUEST FOR APPROVAL: CONSTRUCTION PHASE PROFESSIONAL SERVICES CONTRACT WITH GRESHAM SMITH FOR THE WAYFINDING SIGN PROJECT

EXECUTIVE SUMMARY: The Wayfinding Sign Project will improve guidance utilizing wayfinding signage from University Parkway to the terminal. It should improve safety and efficiency of arriving and departing customers as they navigate through the roadways and parking lots to the terminal. Gresham Smith will provide construction phase services to support the construction. The negotiated fee for construction phase services is \$60,805.42.

NARRATIVE: The Wayfinding Sign project will improve the wayfinding signage on the roadways providing access to the terminal and ancillary buildings. Existing overhead and roadside signs will be replaced with improved language and symbols that better match international and national standards and norms. The new signs will also be coordinated with the recently completed Gateway Project to match color and theme. The project will include Airport Circle, University Parkway, Rental Car Road, Air Cargo Road, the Bradenton Connector, and Old Bradenton Road. In addition to the roadway signs, additional roadway improvements will be made to Airport Circle and Air Cargo Road to improve safety to vehicles and pedestrians.

Gresham Smith will provide construction phase services throughout the 180-calendar day construction duration at a cost of \$60,805.42. The project is partially funded with a 50/50 FDOT grant.

RECOMMENDATION: It is hereby recommended that the Board authorize the Chairman to execute a construction phase services contract with Gresham Smith in the amount of \$60,805.42, with a 10% contingency for a total budget of \$66,886.00.

ATTACHMENTS: Contract, scope & fee

SECOND AMENDMENT

TO

CONTRACT FOR PROFESSIONAL DESIGN SERVICES FOR THE

WAYFINDING SIGN PROJECT BETWEEN

THE SARASOTA MANATEE AIRPORT AUTHORITY AND

GRESHAM SMITH

Additional Services: Construction Phase Services

This Amendment entered into this ____ day of _____, 2021, by and between

the Sarasota Manatee Airport Authority, hereinafter referred to as the "AUTHORITY", and Gresham Smith (hereinafter, referred to as "the Consultant", 302 Knights Run Ave., Suite 900, Tampa, FL, 33602). The Contract is effective on the date of execution by the Authority.

WITNESSETH

WHEREAS, the AUTHORITY entered into an Agreement for Professional Design Services, dated December 17, 2019; and

WHEREAS, the AUTHORITY entered into an Agreement for additional Professional Design Services, dated April 2, 2020; and

WHEREAS, it is the intent of the AUTHORITY and the CONSULTANT to amend the Scope of Services on December 28, 2020 to provide additional services as noted on Attachment "A";

NOW, THEREFORE, in consideration of the foregoing and the covenants hereinafter contained, it is agreed as follows:

- 1. <u>Incorporation of Prior Documents</u>: The Agreement for Professional Services, dated <u>December 17, 2019</u>, is made a part hereof by reference and hereinafter collectively referred to as the "Agreement."
- 2. <u>Incorporation of Prior Documents</u>: The Agreement for Professional Services, dated <u>April 7, 2020</u>, is made a part hereof by reference and hereinafter collectively referred to as the "Agreement."
- 3. <u>Scope of Services</u>: The scope and services are amended to incorporate the additional work set forth in Attachment "A", and is made a part hereof by reference and hereinafter collectively referred to as the "Agreement."
- 4. <u>Compensation</u>: The total amount of compensation for additional services as described in Attachment "A" is a lump sum of <u>sixty thousand, eight hundred five</u> <u>dollars and forty-two cents</u> (\$60,805.42).

The maximum fee shall be increased to \$241,528.15.

5. <u>Provision for Payment of Additional Services</u>: Payment shall be in an amount equal to the estimated percentage of completion for that task during each billing period on the project times the lump sum fee established for that task.

6.	<u>Effect of Amendment</u> : Except as expressly amended hereby, all other terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, this Second Amendment to the Agreement for Professional Design Services has been executed in duplicate, by the respective parties hereto. A facsimile or electronic (including "pdf") copy of this Contract, and any amendments thereto, and any signatures thereon, shall be considered for all purposes as an original. Alternatively, such documents may be executed by electronic signatures, as determined by Florida's Electronic Signature Act and other applicable laws.

WARRANTY OF AUTHORITY: Each person signing this Contract warrants that he or she if duly authorized to do so and to bind the respective party.

WITNESSED:	SARASOTA MANATEE AIRPORT AUTHORITY
Signature: By:	Signature: By: Kent D. Bontrager, PE As: Sr. VP, Engineering, Planning & Facilities
witnessed:	GRESHAM SMITH
Signature:	Signature:
By:	Ву:
	As:

SECOND AMENDMENT TO THE PROFESSIONAL DESIGN SERVICES AGREEMENT BETWEEN THE SARASOTA MANATEE AIRPORT AUTHORITY Sarasota Bradenton International Airport AND

GRESHAM SMITH

FEE SUMMARY OF CHANGES

TOTAL:	\$ 241,528.15
Amend No. 2, Construction Phase Services (January, 2021)	\$ 60,805.42
Amend No. 1, Additional Services (April 7, 2020)	\$ 19,278.88
Original Contract (December 17, 2019)	\$ 161,443.85

SARASOTA MANATEE AIRPORT AUTHORITY SARASOTA BRADENTON INTERNATIONAL AIRPORT

Airport Master Signage Plan, Phase 2C Wayfinding Signs Project Construction Phase Services

SCOPE-OF-SERVICES

October 20, 2020 (December 28, 2020- FINAL)

Tasks which fall under the scope of services for this Project are outlined below.

PHASE 2C -CONSTRUCTION PHASE SERVICES - WAYFINDING SIGNS PROJECT

INTRODUCTION

As a result of the Airport Circle Signage Master Plan Study (Phase 2A of the overall Airport Master Signage Plan), the Gresham Smith team completed Phase 2B- Design of the Wayfinding Signs project by issuing a final bid package to SMAA (BID-08-2020-WFS, Dated May 14, 2020) in October 2020 and entering into the bid-phase scope of the design services agreement.

The Gresham Smith team was directed by SMAA to prepare a fee proposal for construction phase services, Phase 2C, for the Wayfinding Signs Project in anticipation of entering the bid-phase and subsequent SMAA Board approval of bids to commence construction on the project.

For the purposes of scope definition in task items listed below: "Wayfinding Signs Project" generally includes the overhead directional signage work; roadside directional signage work; roadside regulatory signage work; modifications to grading, pavement, curbs; new flatwork; and electrical work delineated within the project area shown in the current bid documents located with the main airport circle drive, east campus areas and west campus areas.

Schedule for project construction is estimated at a total of 180 consecutive calendar days (24 weeks) (including 120 days for permitting, procurement and mobilization).

The scope of services under this authorization includes only the tasks and deliverables as described below for Construction Phase Services. This scope DOES NOT include:

- Additional meetings and coordination with City of Sarasota Staff and Sarasota County Staff beyond initial permit comment responses.
- Preparation of Maintenance of Traffic (MOT) or Traffic Control Plans (this is the responsibility of the Contractor)
- Design revisions initiated by owner or resulting from Contractor substitutions or Contractor requests for deviations from design documents for convenience or unavailability of specified materials/product
- Utilization of Contractor's document control software application procedures other than Newforma.

Task 1: AHJ Permit Review Comments, Responses and Revisions:

- It is anticipated that the project will be constructed under permits from both Sarasota County (Overhead Roadway signs outside City Limits, Overhead Roadway signs and signal devices at University Parkway) and City of Sarasota (Overhead Roadway signs at airport circle within City Limits) and that their reviews of the construction documents will produce formal written comments that will require written responses and, potentially, revisions to the documents before permit for construction is granted.
- Gresham Smith will receive a copy of the comments produced by each of the Authorities having Jurisdiction (AHJ) from the construction contractor, review the comments, prepare and send a written response with required revised documents to the Contractor for submittal to each AHJ and distribute same to SMAA.
- One (1) response to each set of AHJ comments is included in the fee estimate. This will include revisions to documents that may be required to complete the responses.

Task 2: Pre-Construction/ Construction Kick-off Meeting:

- One (1) on-site construction kick-off meeting is anticipated prior to the commencement of the on-site construction period and regular construction meetings. Gresham Smith project architect will attend this meeting on site with Gresham Smith Civil Consultant SMAA staff, the General Contractor's personnel, subcontractor personnel and others required by SMAA to attend. Additional Gresham Smith disciplines (PM, structural engineer, wayfinding design, transportation engineer) and sub-consultants (electrical engineer) will participate in this meeting via phone. (6 hours for on-site participation; 1hr for phone participation).
 - The construction kick-off meeting will include, but will not be limited to: <u>introduction of project team members</u>, <u>establishment of contacts and protocols for oral and written communication</u>; <u>review project construction schedule</u> & <u>permit status</u>; <u>review project logistics</u> & <u>airport safety and security procedures</u>; <u>review questions and RFI's</u>.
 - SMAA will lead the meeting with support from Gresham Smith. Contractor record and distribute meeting minutes with support from Gresham Smith.

Task 3: Bi-Weekly Construction (OAC) Meetings:

In addition to the initial pre-construction /construction kickoff meeting and punch-list site visits, a total of eleven (11) bi-weekly OAC construction meetings are anticipated based on the total estimated 180-day project construction duration as follows:

- Seven (7) bi-weekly OAC conference calls are anticipated for the 120-day estimated permitting/procurement period of construction. (Architect, Authority & Contractor only. Gresham Smith will manage sub-consultant participation on an as-needed basis. Sub-consultant input is anticipated to be mainly via Submittal review and RFI responses during pre-mobilization period.)
 - One (1) hour of activity for each professional participating in the bi-weekly call is allotted.
- Four (4) bi-weekly OAC construction meetings are anticipated during the 60-day estimated on-site construction period.
 - Gresham Smith project manager or project architect, structural engineer and Gresham Smith's Civil sub-consultant project manager will attend two (2) such meetings on site during the on-site construction duration and will participate via phone for the remaining two (2) meetings. These meetings are intended to address: work progress; anticipated milestones; ongoing and current specific safety and security procedures or issues; RFI's, schedule, questions and concerns; construction site walkthrough and other tasks commonly addressed at construction meetings.
 - Eight (8) hours total activity for each meeting the PM or project architect/engineer attends on site has been allotted. This includes travel time, time to complete a site visit before or after the

- project meeting, preparation of a field report and review of meeting minutes prepared by the contractor. It is anticipated that the structural engineer may need to visit the site off-cycle from OAC site visits to observe critical structural work according to construction schedule, two (2) site visits have been included.
- Two (2) hours total activity for each meeting in which the project architect participates via phone has been allotted. This includes time to review meeting minutes prepared by the contractor after the meeting.
- Gresham Smith and their Civil sub-consultant will participate in each of these meetings (whether attending in person or participating by phone). Other Gresham Smith disciplines (wayfinding design, transportation engineer) and other sub-consultants (electrical engineer) will participate in all of these meetings via phone on an as-needed basis as determined my Gresham Smith PM. The Sarasota Manatee Airport Authority (SMAA) will produce an agenda and lead these meetings. SMAA will record and distribute meeting minutes for each meeting from participants notes with support from Gresham Smith.
- Separate field observation reports will be prepared by Gresham Smith and sub-consultants for SMAA
 upon each occasion a site walkthrough is conducted.

Task 4: RFI Review and Response:

- Gresham Smith and their sub-consultants will respond in writing to formally submitted written RFI's from the Contractor pertaining to the project scope. It is anticipated that some RFI activity will occur during permitting and mobilization stages of construction and that once the on-site construction period begins many issues typically addressed with written RFI's can be addressed at bi-weekly construction meetings and documented in meeting minutes as well.
- Gresham Smith will receive and return communications related to this task according to the protocols
 established at the construction kick-off meeting. <u>Gresham Smith utilizes the Newforma software</u>
 <u>application for document control and anticipates using it for this project for RFI's and Submittals</u>
 <u>processing</u>

Task 5: Shop Drawing and Submittal Review:

- It is anticipated that the product and material submittals, samples and shop drawings will be reviewed for compliance with the project specifications and drawings once during permitting and mobilization stage and that approximately one-third of the reviewed submittals will be re-submitted to the design team by the contractor. Shop drawings and submittals for products and equipment containing "location specific" dimensions or sizes will be reviewed as the contractor submits these items based on actual field dimensions.
 - It is anticipated that submittals will be processed electronically. Overnight or express shipping
 charges may be incurred for shop drawings and submittals that and have not been transmitted and
 processed electronically. Estimated expenses have been included under the expenses portion of the
 fee estimate.
- Estimated hours for the design team on this task includes time for phone calls and e-mail coordination of submittal reviews with SMAA staff and the contractor.
- It is anticipated that results/reports of required third-party or Contractor QA testing will be reviewed by Gresham Smith and, as necessary, the civil engineering subconsultant to assist the Authority in QC verification.

Task 6: Payment Application Review:

- Gresham Smith Architect will review applications for payment from the contractor against known project construction progress (construction meeting minutes, field reports, schedule of values, construction schedule, etc.) and with the support of the Civil subconsultant project manager as payment applications are received from SMAA or upon protocol established at the construction kick-off meeting.
- Gresham Smith Architect will review Change Orders (and or requests for change orders) from the contractor, with the support of the Civil subconsultant project manager, in support of SMAA evaluation and approval of Change Orders

Task 7: Final Punch and Completion:

- One (1) Pre-Final punch list walkthrough site visit is included in the scope for determination of project substantial completion. It is anticipated that the contractor and SMAA staff will mutually determine the date and time of the Pre-Final walk and notify Gresham Smith to participate in walk with Civil subconsultant. Eight (8) hours of activity has been allotted per design professional attending punch walkthrough (includes travel time, walk, debrief meeting, field report, review/prep of punch list).
- Preparation of Letter of Substantial Completion by Gresham Smith
- One (1) Final Punch list walkthrough will be performed for the entire project area. Eight (8) hours of activity has been allotted per design professional attending punch walkthrough (includes travel time, walk, debrief meeting, field report and final punch list sign-off).
- The pre-final punch list walkthrough may be performed during scheduled weekly meeting day to save on trip charges, however this fee estimate assumes these are separate trips.

It is anticipated that Gresham Smith project manager, project architect, structural engineer and Gresham Smith Civil Sub-consultant will attend these walk-throughs. Time has been allotted for structural engineer to perform one final site visit at either pre-final or final.

Task 8: Record Documents:

- Changes made by the Contractor during construction (deviations from the contract documents either made in field or via RFI, ASI and/or C.O.) shall be incorporated into coordinated set of Record Documents, which shall include drawings and technical specifications.
- Contractor shall generate As-built documents by marking up a conformed set of Construction
 Documents and shall provide those markups to the Design Team for incorporation into the Record
 Documents.
- Design Team will incorporate one (1) round of markups from the Contractor. Eight (8) hours of activity has been allotted per discipline to incorporate markups.
- Record documents for the project will be transmitted to the Authority by Gresham Smith via both Newforma Information Exchange digital transfer and also on a flash drive.

-End of Phase 2C Scope of Services -

FEE SUMMARY

	Project Fee Proposal		
	AIRPORT MASTER SIGNAGE PLAN Ph 2C Wayfinding Signs Project Const. Phase Services	ervices	
	SARASOTA MANATEE AIRPORT AUTHORITY		
	12/28/2020 -FINAL		
	Phase 2C	Ç	
Const. Phase Services Summary Sheet	12/28/2020	Totals	S
Construction Phase Tasks			
Gresham Smith - Project Mgmt, Environmental Graphics, StructuralCA	nies, Structural CA	\$ 37.210.31	210.31
AECOM- CivilCA			716.00
VOLTAIR- Elec., LightingCA		\$ 7,354,11	354.11
		LABOR SUBTOTAL S 59,280.42	280.42
Supplemental Tasks			
		S	1
	CONST	CONST PHASE SERVICES FEE TOTAL \$ 59,280.42	280.42
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PHASE 2C ESTIMATED REIMBURSABLE EXPENSES	ENSES		
GS Estimated Expenses Travel- (Local mileage x 8 round trips + tolls)	nmd trips + tolls)	\$ 550,	550.00
Consultant Reimbursable Expenses- AECOM	(Local Mileage x 6 round trips + tolls)	\$ 400.	400,00
Consultant Reimbursable Expenses- VA	(Local Mileage x + round trips + tolls)	\$ 275.	275.00
Print/Reprographics/ Overnight Ship		\$ 300.	300,00
		REIMBURSABLES TOTAL S 1,525.	1,525.00
		PHASE 2C TOTAL S 60,805.42	805.42

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CONST. PHASE Subtotal Hours - 45.00 66.00 21.00 36.00	46.00	33.00 4.	4.00	ŀ	ŀ	20.00	271.00
Direct Labor (Raw Billing Rats) \$ 82.69 \$ 57.00 \$ 43.00 \$ 53.51 \$ 32.56 \$	\$ 57.75 \$	43.89 \$ 65.	65.00 \$ 68.27			\$ 38.37	
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Billing Multiplier [2:90			GS Phase 20	GS Phase 2C - Wayfinding Signs Const. Phase - Subtotal Fee	ns Const. Phase	- Subtotal Fee \$	37,210.31
SUPPLEMENTAL TASKS Subtotal Hours					-		
Direct Labor (Raw Billing Rate)							
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			12/28/2020 -FINAL	INAL									
Phase 2C - Const. Phase Services Services - Wayfinding Signs Civil Engineer	Project Civil Engineer	Graduate Engineer	Senior CAD Technician	Senior Landscape Architect	Project Landscape Architect	e Transp		Admin Assistant	Cost Estimator	<position></position>	<position></position>	<position></position>	Total
Hours	Hours	Hours	Hours	Hours	Hours	Hours		Hours	Hours	Hours	Hours	Hours	
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Pre-Final Punch	8												∞
Final Punch Walk-through	8												∞
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	54.00	•	22.00	-	•		2.00	2.00	•	•	•	•	83.00
Direct Labor (Raw Billing Rate) \$ 114.00 \$	72.00		\$ 57.00) \$ 62.00	\$	\$	\$ 00.73	31.00 \$	00.09	- \$	- \$	\$	
Subtotal Direct Labor \$ 342.00 \$	3,888.00	- \$	\$ 1,254.00	- \$ 0	\$	\$	114.00 \$	62.00 \$,	- \$	- ج	\$	\$ 5,660.00
Billing Multiplier 2.6								AEC	OM Phase 2C-	Wayfinding Si	AECOM Phase 2C- Wayfinding Signs Const. Phase - Subtotal Fee	se - Subtotal	ee \$ 14,716.00
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				12/28/2020 -FINAL	INAL								
Phase 2C - Const. Phase Services Services - Wayfinding Signs	PM/ Senior Engineer	r Electrical Engineer II	Electrical Engineer I	BIM Coordinator	Admin. Assistant			<position></position>	<position></position>	<position></position>	<position></position>	<position></position>	Total
Const. Phase Task Description	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	
AHJ Permit Review Comments, Responses and Revisions	2	4	4		2								12
Pre-Construction/Construction Kick-off Meeting	1	1	1										3
Bi-Weekly Contruction (OAC) Meetings		4											4
RFI Review and Response	2	2	2	2									80
Shop Drawing and Submittal Review	2	9	9		2								16
Payment Application Review		4											4
Final Punch and Completion, Record Documents	2	9		4									12
Pre-Final Punch	nnch												0
Final Punch Walk-through	hguc												0
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Supplemental Task Description													
CONST. PHASE Subtotal Hours		9.00 27.00	13.00	00.9	4.00		,	ľ					59.00
Direct Labor (Raw Billing Rate) \$	(Rate) \$ 79.73	73 \$ 58.19	\$ 40.56	6 \$ 43.99	\$ 29.38				\$	- \$	\$	\$	
Subtotal Direct Labor \$	Labor \$ 717.57	57 \$ 1,571.13	\$ 527.28	8 \$ 263.94	\$ 117.52	- \$	· •	\$	\$	\$	\$	\$	\$ 3,197.44
Billing Multiplier		2.30							VA Phase 2	VA Phase 2C - Wayfinding Signs Const. Phase - Subtotal Fee	Signs Const. Ph	ase - Subtotal F	ee \$ 7,354.11
SUPPLEMENTAL TASKS Subtotal Hours	Hours -	'	'	•	•	1	•	•	•	,	•	1	•
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AGENDA ITEM NO. 5E

SARASOTA MANATEE AIRPORT AUTHORITY JANUARY 25, 2021 MEETING STAFF NARRATIVE

REQUEST FOR APPROVAL: CONSTRUCTION CONTRACT AWARD TO AMERICAN INFRASTRUCTURE SERVICES
FOR THE WAYFINDING SIGNAGE PROJECT

EXECUTIVE SUMMARY: Bids were received for the Wayfinding Sign Project on December 29, 2020. There were two (2) bids, with the low, responsive bid submitted by American Infrastructure Services (AIS) with a bid of \$978,600.00. Staff is recommending approval of the bid.

NARRATIVE: The Wayfinding Sign project will improve the wayfinding signage on the roadways providing access to the terminal and ancillary buildings. Existing overhead and roadside signs will be replaced with improved language and symbols that better match international and national standards. The new signs will also be coordinated with the recently completed Gateway Project to match color and theme. The project will include Airport Circle, University Parkway, Rental Car Road, Air Cargo Road, the Bradenton Connector, and Old Bradenton Road. In addition to the roadway signs, additional roadway improvements will be made to Airport Circle and Air Cargo Road to improve safety to vehicle and pedestrian traffic.

The contract allows a 180-calendar day duration for substantial completion. The project is partially funded with a 50/50 FDOT grant.

Gresham Smith (GS) and staff evaluated the two (2) bids received and determined that they were both responsive, and the low bid was less than the engineer's opinion of construction costs. Therefore, GS and staff recommend award of the project to the low responsive bidder for a price of \$978,600.00.

RECOMMENDATION: It is hereby recommended that the Board authorize the Chairman to execute a construction contract with American Infrastructure Services for the project in the amount of \$978,600.00 with a 10% contingency for a total budget of \$1,076,460.00.

ATTACHMENTS: GS's letter of recommendation for the low, responsive bidder

Bid Tabulation

Attorney's letter of review and concurrence



January 5, 2021

Mr. Kent Bontrager Sarasota Manatee Airport Authority 6000 Airport Circle Sarasota, FL 34243-2105

Subject: Exterior Wayfinding Signage Design Project - Phase 2B

BID-08-2020-WFS

Sarasota Bradenton International Airport

Recommendation for Award and Bid Tabulation

Gresham Smith Project Number: 42151.21

Dear Mr. Bontrager:

Attached, please find the certified bid tabulation for the two (2) bids received for the above referenced project which was publicly opened and read aloud on December 29, 2020 at 3:00 pm. The bidders and associated amounts are as follows:

Bidder	Bid Amount
American Infrastructure Services, Inc.	\$978,600.00
Horsepower Electric, Inc.	\$1,333,000.11
Engineer's Opinion of Probable Cost	\$1,006,259.49

The low bidder for the project is American Infrastructure Services, Inc. Their bid schedule does not appear to contain any irregularities and the required bid forms appear to be completed and in order.

American Infrastructure Services, Inc. is an electrical and electronic infrastructure builder located in Fort Myers, FL. Review of their bid proposal indicates that they are qualified to perform the work required and we believe the amount of their bid is sufficient to complete the project requirements. Both of their proposed subcontractors appear to be companies located in Florida and we recognize American Infrastructure Services as having successfully completed Authority projects in the past as a subcontractor to Magnum Builders of Sarasota, Inc.

Pending Authority Procurement, legal, Finance and D/W/MBE Program review, we recommend the Contract for the project be awarded to American Infrastructure Services, Inc. in the amount of \$978,600.00.

Genuine Ingenuity

Firm's Florida Cert. No. AAP000034 / CA3806 / IB26000797 / LC26000381

Two Harbour Place 302 Knights Run Avenue Suite 900 Tampa, FL 33602 813.251.6838 GreshamSmith.com If you have any questions, please do not hesitate to call me at 813.769.8960

Sincerely,

Benjamin J. Raposa, AIA

Project Architect

Cc: Elisa K. Traub, SMAA

Matthew Wilson, GS

SARASOTA BRADENTON INTERNATIONAL AIRPORT SRQ EXTERIOR WAYFINDING SIGNAGE DESIGN PROJECT BID TABULATION & ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

I certify this is a true and correct tabulation of bids received and opened December 29, 2020 Benjamin Raposa, AIA

1/6/2021 Date

					Engineer's Opinion	Opinion	AIS	S	Horsepo	Horsepower Electric
BID NO.	ITEM NO.	ITEM DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	EXTENDED TOTAL	UNIT PRICE	EXTENDED TOTAL	UNIT PRICE	EXTENDED TOTAL
-	1011	MOBILIZATION	ΓS	1	\$91,500.00	\$91,500.00	\$35,200.00	\$35,200.00	\$119,970.01	\$119,970.01
2	102-1	MAINTENANCE OF TRAFFIC	ST	-	\$125,588.00	\$125,588.00	\$18,200.00	\$18,200.00	\$38,809.57	\$38,809.57
3	1101	CLEARING & GRUBBING	rs	-	\$6,786.03	\$6,786.03	\$8,000.00	\$8,000.00	\$14,983.20	\$14,983.20
4	110-4-10	REMOVAL OF EXISTING CONCRETE	SY	120	\$19.56	\$2,347.20	\$60.00	\$7,200.00	\$65.02	\$7,802.98
5	350 30-13	CONCRETE PAVEMENT FOR ROUNDABOUT (RAISED) APRONS (12")	SY	70	\$350.00	\$24,500.00	\$150.00	\$10,500.00	\$143.01	\$10,010.40
9	415-1-1	REINFORECING STEEL ROADWAY (RAISED APRONS)	EB.	029	\$2.00	\$1,260.00	\$4.00	\$2,520.00	\$1.71	\$1,078.04
7	520-2	CONCRETE CURBS	4	115	\$100.00	\$11,500.00	\$70.00	\$8,050.00	\$46.20	\$5,313.21
8	522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	500	\$54.00	\$27,000.00	\$150.00	\$75,000.00	\$123.69	\$61,845.48
6	570-1	PERFORMANCE TURF - SODDING	SY	8,540	\$4.00	\$34,160.00	\$6,000.00	\$6,000.00	\$8,898.14	\$8,898.14
10	71511	LUMINAIRES (DEMO AND NEW), PULL & SPLICE BOXES	ST	-	\$20,109.82	\$20,109.82	\$40,000.00	\$40,000.00	\$66,778.90	\$66,778.90
11	715112	LIGHTING CONDUCTORS , F & I, INSUL, NO. 8-6 (FROM PULL BOX TO J.B.)	ILF	200	\$1.50	\$300.00	\$5.00	\$1,000.00	\$34.07	\$6,814.14
12	700 1	SINGLE POST SIGN (POVIDE UNIT COST EACH TYPE)	ΓS	1	\$37,087.12	\$37,087.12	\$53,000.00	\$53,000.00	\$45,106.71	\$45,106.71
13	700 1 60	DEMO SINGLE POST SIGNS	AS	16	\$25.00	\$400.00	\$40.00	\$640.00	\$342.24	\$5,475.78
14	700 2 13	MULTI-POST SIGN, F & I, GROUND MOUNT, 21-30 SF	AS	4	\$3,532.00	\$14,128.00	\$6,400.00	\$25,600.00	\$12,662.73	\$50,650.94
15	700 2 14	MULTI-POST SIGN, F & I, GROUND MOUNT, 31-50 SF	AS	3	\$4,357.00	\$13,071.00	\$9,100.00	\$27,300.00	\$12,545.03	\$37,635.10
16	700 2 15	MULTI-POST SIGN, F & I, GROUND MOUNT, 51-100 SF	AS	10	\$6,269.00	\$62,690.00	\$10,500.00	\$105,000.00	\$19,106.37	\$191,063.69
17	700 2 16	MULTI-POST SIGN, F & I, GROUND MOUNT, 101-200 SF	AS	1	\$13,445.00	\$13,445.00	\$14,700.00	\$14,700.00	\$34,223.61	\$34,223.61
18	700 2 60	DEMO MULTI POST SIGNS	AS	3	00'009\$	\$1,800.00	\$1,000.00	\$3,000.00	\$3,080.12	\$9,240.37
19	700 32 05	SIGN PANEL, F & I, OVERHEAD MOUNT, 51 TO 100 SF	AS	8	\$3,214.00	\$25,712.00	\$4,200.00	\$33,600.00	\$4,457.75	\$35,661.99
20	700 32 06	SIGN PANEL, F & I, OVERHEAD MOUNT, 101 TO 200 SF	AS	ဇ	\$5,285.00	\$15,855.00	\$5,900.00	\$17,700.00	\$11,434.38	\$34,303.13
21	700 36	DEMO SIGN PANELS OVERHEAD MOUNT	AS	8	\$460.34	\$3,682.72	\$480.00	\$3,360.00	\$1,664.73	\$11,653.14
22	700 41	OVERHEAD STATIC SIGN STRUCTURE, F & I, C 51 TO 100 FT	EA	2	\$178,000.00	\$356,000.00	\$189,200.00	\$378,400.00	\$180,938.50	\$361,876.99
23	700 48 20	OVERHEAD STATIC SIGN STRUCTURE, REPAIR AND PAINT WHITE	EA	4	\$8,500.00	\$34,000.00	\$6,000.00	\$24,000.00	\$3,422.36	\$13,689.44
24	700 48 10		EA	8	\$5,500.00	\$44,000.00	\$2,000.00	\$16,000.00	\$2,224.53	\$17,796.28
25	700 46	DEMO OVERHEAD SIGN STRUCTURE	EA	3	29'999'6\$	\$29,000.00	\$7,600.00	\$22,800.00	\$8,909.55	\$26,728.64
26	705-11-1	DELINEATOR, FLEXIBLE TUBULAR	EA	13	00'02\$	\$910.00	\$110.00	\$1,430.00	\$513.35	\$6,673.60
27	206	RETRO-REFLECTIVE PAVEMENT MARKERS REMOVAL (DEMO & NEW)	EA	20	68'5\$	\$117.80	\$20.00	\$400.00	\$34.22	\$684.47
28	402	DEMO PAVEMENT MARKINGS	rs	1	\$4,207.18	\$4,207.18	\$10,000.00	\$10,000.00	\$30,801.25	\$30,801.25
29	710	PAINTED PAVEMENT MARKINGS	FS	1	\$5,102.62	\$5,102.62	\$30,000.00	\$30,000.00	\$77,430.91	\$77,430.91
			00	NSTRUCTION P	CONSTRUCTION PROJECT TOTAL	\$1,006,259.49		\$978,600.00		\$1,333,000.11



Charles D. (Dan) Bailey, Jr.

Attorney at Law dbailey@williamsparker.com T: (941) 329-6609 F: (941) 954-3172

January 14, 2021

Kent Bontrager, P.E. Sr. Vice President of Engineering, Planning & Facilities 6000 Airport Circle Sarasota, FL 34243

Re: Exterior Wayfinding Signage Design Project - Phase 2B

Bid Review/Contract Award Recommendation

Dear Kent:

You have solicited my review and recommendation regarding the bids received on December 29, 2020 for the above-referenced project. In that connection, I have reviewed the letter of January 5, 2021, from Benjamin J. Raposa, of Gresham Smith, which provides a bid tabulation and recommendation of award.

Bids were submitted by (1) American Infrastructure Services, Inc. with a bid of \$978,600.00; and (2) Horsepower Electric, Inc, with a bid of \$1,333,000.11. As noted by Mr. Raposa, the low bidder for the project is American Infrastructure Services, Inc.; and its bid schedule does not appear to contain any irregularities and the required bid forms appear to be completed and in order.

Based on the foregoing, I concur with Mr. Raposa's findings that American Infrastructure Services, Inc. is the lowest responsive and responsible bidder; and recommend that the bid be awarded to that company in the sum of \$978,600.00.

If I can assist in any other way, please advise.

Respectfully submitted,

Dan Bailey

Charles D. (Dan) Bailey, Jr.

For the Firm

cc: Benjamin J. Raposa, AIA, Project Architect (via email: Benjamin.Raposa@greshamsmith.com)

6054459.v1

AGENDA ITEM NO. 5F

SARASOTA MANATEE AIRPORT AUTHORITY JANUARY 25, 2021 MEETING STAFF NARRATIVE

REQUEST FOR APPROVAL: CONSTRUCTION PHASE PROFESSIONAL SERVICES CONTRACT WITH AMERICAN INFRASTRUCTURE DEVELOPMENT FOR THE PARKING LOT EXPANSION PHASE 2 PROJECT

EXECUTIVE SUMMARY: The increased passenger traffic over the last two years requires expansion of the existing airport parking capacity to meet anticipated demand. This project will provide an additional 347 paved parking stalls. American Infrastructure Development (AID) will provide construction phase services to support the construction. The negotiated fee for these services is \$88,732.00.

NARRATIVE: The Parking Lot Expansion Phase 2 project will increase the parking stalls in the Airport's long-term lot by 143 spaces and will pave the grass lot in the overflow parking in the shade lot adding another 204 paved spaces. The project will also replace the existing shuttle kiosks, add additional lighting and security cameras, remove the return loop road, and provide security fencing with landscaping to the southern boundary of the long-term Lot.

AID will provide construction phase services throughout the 150-calendar day construction duration at a cost of \$88,732.00.

RECOMMENDATION: It is hereby recommended that the Board authorize the Chairman to execute a construction phase services contract with American Infrastructure Development in the amount of \$88,732.00, with a 10% contingency for a total budget of \$97,605.00.

ATTACHMENTS: Contract, scope & fee

AMENDMENT NO. 2 CONTRACT FOR PROFESSIONAL ENGINEERING SERVICES **BETWEEN**

SARASOTA MANATEE AIRPORT AUTHORITY Sarasota Bradenton International Airport AND

AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.

Project Title: Parking Lot Expansion Phase 2 – Construction Phase Services

This contract is made and entered into this ____ day of ____, 2021, by and between the Sarasota Manatee Airport Authority, hereinafter referred to as the "AUTHORITY" and American Infrastructure Development, Inc. hereinafter referred to as the "CONSULTANT." The contract is effective as of this date.

WITNESSETH:

WHEREAS, the AUTHORITY has entered into an Agreement for Professional Engineering Services, dated May 20, 2019;

WHEREAS, the AUTHORITY has entered into an Agreement for additional Professional Engineering Services, dated June 10, 2020;

WHEREAS, it is the intent of the AUTHORITY and the CONSULTANT to amend the Scope of Services to include additional tasks and services associated with the construction phase of the project; and

NOW, THEREFORE, in consideration of the foregoing and the covenants hereinafter contained, it is agreed as follows:

- 1. Incorporation of Prior Documents: The Agreement for Professional Engineering Services, dated May 20, 2019 is made part hereof by reference and hereinafter collectively referred to as the "Agreement".
- 2. Incorporation of Prior Documents: The Agreement for Professional Engineering Services, dated June 10, 2020 is made part hereof by reference and hereinafter collectively referred to as the "Agreement".
- 3. Scope of Services: The scope of services is amended to incorporate the additional work set forth in Attachment "A", which is attached hereto and which is made a part hereof by reference.
- 4. Compensation: The CONSULTANT'S total amount of compensation for additional services as described in Attachment "A" is a lump sum of eighty-eight thousand, seven hundred thirty-two dollars and zero cents (\$88,732.00).
- 5. Provision for Payment of Additional Services: Payment shall be in an amount equal to the estimated percentage of completion for that task during each billing period on the project times the fee established for that task.
- 6. Effect of Amendment: Except as expressly amended hereby, all other terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, this Second Amendment to the Agreement for Professional Engineering Services has been executed in duplicate, by the respective parties hereto. A facsimile or electronic (including "pdf") copy of this Contract, and any amendments thereto, and any signatures thereon, shall be considered for all purposes as an original. Alternatively, such documents may be executed by electronic signatures, as determined by Florida's Electronic Signature Act and other applicable laws.

Warranty of Authority: Each person signing this Contract warrants that he or she is duly authorized to do so and to bind the respective party.

AUTHORITY: SARASOTA MANATEE AIRPORT AUTHORITY	CONSULTANT: AMERICAN INFRASTRUCTURE DEVELOPMENT, INC		
BY:	BY:Printed Name: Sabina C. Mohammadi Title: President		
WITNESSES as to Authority:	WITNESSES as to Consultant:		
1	1		
2.	2.		

SECOND AMENDMENT TO THE ENGINEERING SERVICES AGREEMENT BETWEEN

THE SARASOTA MANATEE AIRPORT AUTHORITY Sarasota Bradenton International Airport AND

AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.

FEE SUMMARY

Original Contract (dated May 20, 2019)	\$ 387,935.00
Amendment No. 1, Elements 3 & 4 (dated June, 2020)	\$ 16,528.00
Amendment No. 2, Phase 2 Construction Phase Services	\$ 88,732.00
TOTAL:	\$ 493.195.00

EXHIBIT A SCOPE OF SERVICES



PARKING LOT EXPANSION SARASOTA BRADENTON INTERNATIONAL AIRPORT (SRQ) SARASOTA MANATEE AIRPORT AUTHORITY (SMAA)

PHASE 5- CONSTRUCTION ADMINISTRATION SERVICES PARKING LOT EXPANSION PHASE 2

SMAA intends to expand landside parking facilities at SRQ to include the following elements:

- 1. Long-Term Parking Lot Expansion
- 2. Shade Lot Expansion

American Infrastructure Development, Inc. (AID) has been selected by SMAA to perform Professional Services for this Project. This scope of services is to provide construction administration services for the previously designed project. AID will provide general and civil construction administration, AECOM will provide electrical construction administration, and GAI, Inc. will provide landscape and irrigation construction administration.

The fees have been broken out as follows, and can be authorized independently:

- 1. Element 2: Shade Lot Expansion
- 2. Element 1: Long-Term Parking Lot Expansion

PHASE 5 – CONSTRUCTION ADMINISTRATION BASIC SERVICES

Specific tasks (Basic and Special Services) related to the above items are identified in each phase of the project as described below. AID will perform the following tasks under this phase:

- 1. General coordination with SMAA
- 2. Participate in a preconstruction conference and prepare meeting minutes.
- 3. Review pre-construction submittals, including:
 - Safety Plan(s)
 - Quality Control Plan(s)
 - Safety Manual
 - Security Plan(s)
- 4. Review and approve or take other appropriate action upon review of the shop drawings, samples, and other submissions furnished by the Contractor and submitted to AID. AID shall determine if the shop drawings, samples, and other submissions reasonably conform to the design of the project and the requirements of the contract documents. Such action(s) shall be taken with reasonable promptness so that the progress of the construction of the project will not be delayed.

EXHIBIT A SCOPE OF SERVICES



- 5. Maintain a log of all Contractor submittals, which shall include the submittal date, the action taken, and the date returned to the Contractor.
- 6. Review Contractor's monthly pay applications for payment and supporting data. Review the amount owed to Contractor and approve in writing all payments to Contractor in accordance with the contract documents.
- 7. Coordinate quality assurance testing for the sitework. AID and Terracon will prepare a civil and sitework scope of work for the QA testing in accordance with the project drawings and specifications. Test results and documentation will be reviewed by the Engineer of Record and compared to the project documents. A log of the testing and results will be maintained and summarized at the completion of the project. AID/Terracon has established a budget of \$10,000 for this testing according to Teracon's fee schedule (attached). This estimate includes quality assurance testing for the sitework, foundations and hangar slabs. No threshold inspections are included in this testing estimate.
- 8. Review sitework quality control test results provided by the Contractor and the Owner.
- 9. Provide design clarifications (RFI responses) and recommendations to assist the Owner in resolving field problems relating to construction.
- 10. Make site visits at key points during construction and inform the Owner of any deviation from the contract documents or the contractor's construction schedule observed by or brought to the attention of AID. On the basis of its on-site observations, AID will keep the Owner informed as to the progress and quality of the work and will endeavor to protect the Owner against defects and deficiencies in the work completed by the contractor. However, AID shall not have control or be in charge of and shall not be responsible for construction means, methods, techniques, sequences or procedures or for the safety precautions and programs in connection with the project construction, for the acts or omissions of the Engineer of Record (EOR), Contractor, Subcontractors, any of their agents or the Subcontractor's employees, or any other person performing any of the work, or for the failure of such persons to carry out the work in accordance with the contract documents. Further, AID will notify the Owner of any such act, omission, or failure on the part of the Contractor observed by AID during on-site visits.
 - Two monthly visits during construction (total of 14 visits)
- 11. Review change orders and assess the justification for such change orders, as required.
 - o Three change orders are assumed for this project.
- 12. Evaluate Contractor's changes, cost proposals and substitutions, and recommend to the Owner to either approve or disapprove the Contractor's proposal or substitution.
- 13. Perform, together with the Owner, one inspection of the construction site to determine if the project is substantially complete, and a final inspection to determine if the project has been completed in accordance with the contract documents, and if each contractor has fulfilled all of its obligations thereunder, so that AID may approve in writing, if applicable, final payment to the Contractor.
 - One substantial completion inspection\
 - One final completion inspection

EXHIBIT A SCOPE OF SERVICES



14. Assist the Owner in receiving from the Contractor, and forwarding to the Owner, written warranties and related documents assembled by the Contractor. Prepare final closeout documents.

To avoid misunderstandings or questions, AID understands and agrees that the Owner shall have responsibility for the general administration of the construction contract. Accordingly, AID shall not have the authority or responsibility to issue direct instructions to the Contractor on work stoppage authorizations that are contractually obligated to the Owner, or to require special inspections and/or tests. However, AID shall provide continuing counsel to the Owner throughout the construction of the project.

SPECIAL SERVICES

In addition to the Basic Services described above, AID will provide the following special services required under this contract:

1. Record Drawings – AID will provide one (1) set of reproducible drawings and CADD (PDF) files "record drawings," corrected to show significant changes made in the work during the construction of the project. Such corrections shall be based upon "as-built" prints, drawings, field sketches, and other data furnished to the SMAA by the contractor, upon change orders issued during construction.

PROJECT SCHEDULE

The following is a tentative schedule for this work:

Task	Duration (Calendar Days)
Construction	150
Project Close out Support with SMAA	30
Total	180

Attachment B- Fee Schedule

		Project	Project	Senior		Senior			<u>v.</u>
			, Manager	Engineer	Engineer	Designer	Clerical		Totals
ask	Description	\$214.00	\$184.00	\$162.00	\$133.00	\$96.00	\$78.00		
	Element 1 (Long Term Expansion) Co.					700,00	¥1.5155		
	Coordinate with Owner		6				8	\$	1,728
	Prepare for and Attend Pre-		2	6				\$	1,340
	Construction Meeting								
	Review pre-construction submittals			2				\$	324
	Review Shop Drawings/Submittals and			4			8	\$	1,272
	Maintain Submittal Log								
	Review Periodic Payment Requests			2				\$	324
	Coordinate Quality Assurance testing			2				\$	324
	Review Test Results			4				\$	648
	Provide design clarifications and		2	12		16		\$	3,848
	resolve RFIs								
	Site Visits (9)		6	54				\$	9,852
)	Weekly Progress Meetings			18				\$	2,916
1	Evaluate Change Orders			- · · · · · · · · · · · · · · · · · · ·				\$	-
2	Pre-final punchlist inspection		3	3				\$	1,038
}	Final Inspection/Verify punchlist items		3	3				\$	1,038
	are completed								
1	Assemble final closeout documents		2	4		6	4	\$	1,904
	Total Labor Hours:	0	24	114	0	22	20		18
	Total AID Labor Costs:	\$0.00	\$4,416.00	\$18,468.00	\$0.00	\$2,112.00	\$1,560.00	\$2	6,556.0
	Subconsultant - AECOM							\$1.	3,715.0
	Subconsultant- GAI							\$1	0,150.0
hase 5	Construction Administration Special S Prepare Record Drawings Total Labor Hours:	Services 0	2 2	0	4	4	0		1 1,284.0
	Total AID Labor Costs:	\$0.00	\$368.00	\$0.00	\$532.00	\$384.00	\$0.00	\$	1,204.0
	Total AID Labor Costs: Subtotal, Lump sum	\$0.00	\$368.00	\$0.00	\$532.00	\$384.00	\$0.00		_
		\$0.00	\$368.00	\$0.00	\$532.00	\$384.00	\$0.00		
	Subtotal, Lump sum Construction Administration	\$0.00	\$368.00	\$0.00	\$532.00	\$384.00	\$0.00		1,705.0
	Subtotal, Lump sum Construction Administration Reimbursable Expenses	\$0.00	\$368.00	\$0.00	\$532.00	\$384.00	\$0.00		\$900.0 \$650.0
	Subtotal, Lump sum Construction Administration Reimbursable Expenses AID	\$0.00	\$368.00	\$0.00	\$532.00	\$384.00	\$0.00		1,705.0 \$900.0
	Subtotal, Lump sum Construction Administration Reimbursable Expenses AID Subconsultant - AECOM	\$0.00	\$368.00	\$0.00	\$532.00	\$384.00	\$0.00	\$5	\$900.0 \$650.0

Attachment B- Fee Schedule

	T T	Project	Project	Senior		Senior			<u>S</u>
			Manager	Engineer	Engineer	Designer	Clerical		Totals
Task	Description	\$214.00	\$184.00	\$162.00	\$133.00	\$96.00	\$78.00		
	Element 2 (Shade Lot) Construction A								
	Coordinate with Owner		6				8	\$	1,728
2	Prepare for and Attend Pre-		2	6				\$	1,340
	Construction Meeting								,
3	Review pre-construction submittals			2				\$	324
	Review Shop Drawings/Submittals and			4			8	\$	1,272
	Maintain Submittal Log								
)	Review Periodic Payment Requests			2				\$	324
	Coordinate Quality Assurance testing			2				\$	324
	Review Test Results			4				\$	648
3	Provide design clarifications and		2	4		4		\$	1,400
	resolve RFIs								
)	Site Visits (5)		6	30				\$	5,964
0	Weekly Progress Meetings			10				\$	1,620
1	Evaluate Change Orders							\$	-
2	Pre-final punchlist inspection		3	3				\$	1,038
3	Final Inspection/Verify punchlist items		3	3				\$	1,038
	are completed								
4	Assemble final closeout documents		2	4		6	4	\$	1,904
	Total Labor Hours:	0	24	74	0	10	20		128
	Total AID Labor Costs:	\$0.00	\$4,416.00	\$11,988.00	\$0.00	\$960.00	\$1,560.00	\$1	8,924.00
	Subconsultant - AECOM							\$	88,445.00
	Subconsultant- GAI							\$	34,850.00
hase 5	Construction Administration Special	Services	<u> </u>	1		,			
	Prepare Record Drawings		2		2				
	Total Labor Hours:	0	2	0		<u> </u>	0		}
	Total AID Labor Costs:	\$0.00	\$368.00	\$0.00	\$266.00	\$384.00	\$0.00		\$1,018.00
	Subtotal, Lump sum							\$3	3,237.00
	Orange Constitution Advantage Configura								
	Construction Administration								
	Reimbursable Expenses	1		orange to to the top of the top o					4000 0
	AID							_	\$600.00
	Subconsultant - AECOM	ļ						<u> </u>	\$390.00
	Subconsultant- GAI							<u> </u>	\$400.00
	0 / // / 7								
	Subconsultant- Terracon - QA Services Subtotal, Reimbursible								\$5,000.00 6,390.0 0

		1	AECOM Corporation Fee Estimate	ration Fee E	stimate							
PROJECT NAME	SRQ - East Parking Lot Exp (Construction Services	Services									
DATE:	11.4.2020											
PROPOSAL												
ESTIMATED BY:	T. Phan											
Project Number:				Labor	or				Ä	Reimbursables	les	
All Dollars are in		Project	Sr Project	Project	CAD Mgr	CAD	Word	Air	Misc	Hotel	Car Rental	Perdiem
US Currency		Manager	Eng	Engineer	FTP	Designer	Processor	Fare	Expense		Expense	
TASK DESCRIPTION	RATES >	\$200	\$180	\$155	\$110	\$90	\$75	\$800	\$1	\$200	\$80.00	\$50
Administration		5	0	0	0	0	2	0	0	0	0	0
Site Visits (1 - 1 person)		0	18	0	0	0		0	0	0	n	8
RFI		0	4	0	2	0	0	0	0	0	0	0
Submittal Reviews		0	2	5	0	0	0	0	0	0	0	0
Site Visits Reporting		0	8	0	0	0	0	0	0	0	0	0
Total Hours	s 49	c)	35	2	2	0	72	0	0	0	ю	8
Task Fee	e \$8,445	\$1,000	\$6,300	\$775	\$220	\$0	\$150	\$0	\$0	\$0	\$240	\$150
Reimbursables	s \$390											
Total Labor	\$8,445.00	Comments:										
Total Hours	49	Included 3 S	Included 3 Site Visits - Rough IN - Pre-Final Walk, Final; RFI; submittal; site visit report/punch list	ugh IN - Pre-	Final Walk, F	-inal; RFI; s	ubmittal; site	visit repor	t/punch list			
Reimbursable Expenses	\$390.00											
•	\$0.00											
Total Fee	\$8,835.00											

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			AECOM Corporation Fee Estimate	oration Fee E	stimate							
PROJECT NAME	SRQ - Long Term Parking Lot Exp Construction Services	ot Exp Constru	ction Services									
DATE:	11.4.2020											
PROPOSAL												
ESTIMATED BY:	T. Phan											
Project Number:				Labor	or				R	Reimbursables	es	
All Dollars are in		Project	Sr Project	Project	CAD Mgr	CAD	Word	Air	Misc	Hotel	Car Rental	Perdiem
US Currency		Manager	Eng	Engineer	FTP	Designer	Processor	Fare	Expense		Expense	
TASK DESCRIPTION	RATES >	\$200	\$180	\$155	\$110	06\$	\$75	\$800	\$1	\$200	\$80.00	\$50
							,		(
Administration		α	Э	Э	D	0	4	>	0		Э	О
Site Visits (1 - 1 person)		0	26	0	0	0	0	0	0	0	5	5
RFI		0	8	2	S.	0	2	0	0	0	0	0
Submittal Reviews		0	8	2	0	0	0	0	0	0	0	0
Site Visits Reporting		0	12	0	0	0	0	0	0	0	0	0
Total Hours	82	8	54	6	5	0	9	0	0	0	2	5
Task Fee	\$13,715	\$1,600	\$9,720	\$1,395	\$550	\$0	\$450	\$0	\$0	\$0	\$400	\$250
Reimbursables	\$650											
Total Labor	\$13,715.00	Comments:										
Total Hours	82	Included 4 to	Included 4 to 5 Site Visits - Rough IN - Pre-Final Walk, Final, and Misc. Issues; RFI; submittal; site visit report/punch list	- Rough IN -	Pre-Final W	alk, Final, ar	d Misc. Issue	s; RFI; su	bmittal; site	visit repor	t/punch list	
Reimbursable Expenses	\$650.00											
1	\$0.00											
Total Fee	\$14,365.00											

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Supplemental Agreement for Professional Consulting Services

Project No. A181315.00 Supplement No. 1

Project Name: SRQ Parking Lot Expansion

THIS SUPPLEMENTAL AGREEMENT, made and entered into April 1, 2020, by and between GAI Consultants, Inc. hereinafter referred to as "GAI" and American Infrastructure Development, Inc. (AID), hereinafter referred to as "CLIENT", supplements the AGREEMENT between the aforementioned parties dated May 24, 2019.

WITNESSETH THAT:

WHEREAS, GAI and CLIENT are desirous of supplementing the original AGREEMENT between GAI and CLIENT, including any and all supplements thereto, the parties hereto do mutually agree as follows:

- The changes to be made under this SUPPLEMENTAL AGREEMENT are more fully described in GAI's Supplemental Proposal, dated April 1, 2020, which is hereby incorporated by reference and made a part of this SUPPLEMENTAL AGREEMENT.
- 2. In the event of any conflict between this SUPPLEMENTAL AGREEMENT and the original AGREEMENT, including any and all supplements thereto, the terms of this SUPPLEMENTAL AGREEMENT shall govern.
- It is understood and agreed by the parties hereto that all terms and provisions contained in the original AGREEMENT, including any and all supplements thereto, are to continue in full force and effect except as modified and/or altered by this SUPPLEMENTAL AGREEMENT.

IN WITNESS WHEREOF, GAI AND CLIENT have executed this SUPPLEMENTAL AGREEMENT as of the date first above written.

COMPANY NAME	Community Solutions Group,
	a GAI Consultants, Inc.
Ву	Service Group By Frank Bellomo Digitally signed by Frank Bellomo Date: 2020.05.07
Name	Name Frank Bellomo
Title	Title Assistant Vice President

GAI Consultants, Inc. 618 E. South Street Suite 700 Orlando, Florida 32801

T 407.423.8398 F 407.843.1070 gaiconsultants.com



| Planning | Urban Design | Landscape Architecture | Economics | Real Estate May 7, 2020

GAI Project No. A181315.00

Mr. Mohsen Mohammadi, Ph.D., P.E. American Infrastructure Development, Inc. 3810 Northdale Blvd., Suite 170 Tampa, FL 33624

Request for Proposal – Supplemental Services
Sarasota Bradenton International Airport (SRQ) Parking Lot Expansion
Sarasota, Florida

Dear Mr. Mohammadi:

At your request, GAI Consultants, Inc. ("GAI") is pleased to submit this Supplemental Services proposal to American Infrastructure Development, Inc. ("AID" or "Client") for Landscape Architectural Services in support of the parking lot expansions (the "Project") being undertaken at the Sarasota Bradenton International Airport ("Owner").

Supplemental Project Understanding

The Owner would like the design team to continue their services on the project through construction and requests the execution of construction-phase services scope commensurate to the design work prepared by the design team.

The two work areas, separated between the City of Sarasota (Area A: Long-Term Parking Lot) and Sarasota County (Area B: Shade Parking Lot), are anticipated to be executed separately. Therefore, the fees associated with the scope described below take this approach into account.

Supplemental Scope of Services

Based on our understanding of the project requirements/criteria provided to date by the Client, GAI will perform the following described Scope of Services:

Task 4: Construction-Phase Services (Fixed Fee)

GAI's responsibility to provide services during construction of the Project under this Agreement commences with the award of the initial Contract for Construction and terminates at the earlier of the issuance to the Client of the Contractor's final Certificate for Payment or 30 days after the date of Substantial Completion of the work.

The contract for construction will be between the Owner and the Contractor. The Client or his designated representative will be responsible for day-to-day administration of the contract and for daily observation of construction. The Client will notify GAI when it requires services in addition to those described in this Part of the work, which services will be provided as an Additional Service to this Agreement.

GAI Consultants, Inc. 618 E. South Street Suite 700 Orlando, Florida 32801

T 407.423.8398 gaiconsultants.com Mr. Mohsen Mohammadi May 7, 2020 GAI Project No. A181315.00

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- 4.1 Administrative Services GAI's work will include:
 - Pre-Construction Meeting One (1) meeting
 - In-person attendance for Area A, virtual attendance for Area B
 - Construction Meeting One (1) meeting; concurrent with site visit
 - Included for Area A only, not included for Area B
 - Review of Product Submittals/Substitutions and Shop Drawing Submittals
 - Responses for up to three (3) RFIs between the two work areas
 - Preparing Field Sketches or make construction plan clarifications related to constructability based on Owner-approved Contractor requests or site observations
 - Review Contractor Pay Applications and provide comments to the Client;
 GAI will not sign or approve pay applications
- 4.2 Review of Materials GAI's work will include:
 - Plant Selection at the Nursery GAI will visit the nursery with the landscape contractor to select canopy trees 65 gallons or larger, understory trees 45 gallons or larger, and specimen palm trees or other unique plant material.
- 4.3 Periodic Site Visits to Observe Construction GAI will visit the Area A project site one (1) time prior to substantial completion, at an time appropriate to the stage of construction to become familiar with the progress and quality of the work completed, and to determine in general if the work observed is being performed in a manner indicating that the work, when fully completed, will be in accordance with the construction documents.
 - However, GAI will not be required to make exhaustive or continuous on-site inspections to check the quality or quantity of work. GAI will neither have control over or charge of, nor be responsible for, the construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the work, since these are solely the Contractor's rights and responsibilities under the contract documents.
 - Included for Area A only, not included for Area B
- 4.4 Site Visit Reports The site visit will be followed by a report to the Client of known deviations from the contract documents. However, GAI will not be responsible for the Contractor's failure to perform the work in accordance with the requirements of the contract documents or the Project schedule.
 - Included for Area A only, not included for Area B
- 4.5 Project Completion for each work area, GAI's work will include:
 - One (1) Site Visit to determine the date of Substantial Completion
 - One (1) Site Visit to determine the date of Final Completion
- 4.6 Record Drawings It will be the responsibility of the contractor to carefully document any changes to the constructed condition of the landscape architecture scope and to provide the documentation to GAI at the end of construction. GAI will rely on the contractor's documentation, along with approved submittals, RFI responses and field sketches to formalize record drawings for submittal to the City at project close-out.

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Assumptions and Understandings

GAI's Scope of Services, Schedule, and Compensation as set forth above have been prepared based on the following assumptions and understandings:

- 1. Any work required by federal, state, or local code to be provided by a licensed professional other than a Landscape Architect is beyond the scope of the work to be performed by GAI. Professionals on the team will sign and seal documents containing the work prepared by them.
- 2. Access to the project site(s) or other land upon which GAI is to conduct any field work will be available to GAI personnel in a timely manner.
- 3. Client has provided all its requirements for GAI's scope of services and all criteria and/or specifications that GAI should utilize at the time this Proposal is authorized. This includes any requirement for any statement of professional opinion or certification.
- 4. Client has provided all available information pertinent to GAI's scope of services, including previous reports/drawings; utility information; topo information, etc. at the time this Proposal is authorized. Unless otherwise noted, GAI may rely upon such information.
- 5. Client will give GAI prompt notice whenever it observes or otherwise becomes aware of any development that affects the scope or timing of GAI's performance.
- 6. Client will examine and provide comments and/or decisions with respect to any GAI interim or final deliverables within a period mutually agreed upon.
- 7. Any of Client's other consultant(s)/contractor(s) will cooperate and coordinate with GAI in a timely and efficient manner.
- 8. GAI's proposed compensation and schedule are based on receipt of authorization to proceed within thirty (30) calendar days of the date of this Proposal. GAI reserves the right to adjust its compensation if authorization to proceed is not received within thirty (30) calendar days.
- 9. In the event of any claim, suit or dispute between Owner and Consultant, Owner agrees to only pursue recovery from Consultant and will not seek recovery from, pursue or file any claim, or suit, whether based on contract, tort including negligence, strict liability or otherwise against any director, or employee of Consultant.
- 10. PERSONAL LIABILITY OF PERSONNEL DISCLAIMER PURSUANT TO FLORIDA STATUTE 558.0035, TO THE FULLEST EXTENT PERMITTED BY LAW, OWNER AGREES THAT PURSUANT TO SECTION C AN INDIVIDUAL EMPLOYEE OR AGENT MAY NOT BE HELD LIABLE FOR NEGLIGENCE.

Mr. Mohsen Mohammadi May 7, 2020 GAI Project No. A181315.00

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Schedule

GAI will begin work upon receipt of the executed Proposal provided by the Client. GAI will endeavor to complete its Scope of Services within the timeframe of the Client's schedule to complete the project, subject to excused delay occasioned by factors beyond GAI's reasonable control.

Compensation

Compensation for services rendered by GAI will be on a fixed-fee or hourly not-to-exceed basis as described in the scope headings and chart below. GAI will invoice for services according to the following Task breakdown:

Task	Description	Billing Method	Fee
4A	Long-Term Parking Lot Construction-Phase Services	Fixed Fee	\$10,150
4B	Shade Parking Lot Construction-Phase Services	Fixed Fee	\$4,850
99	Direct Expenses	At Cost NTE	\$1,250

Please do not hesitate to contact me at 321-319-3042 if you have any questions or wish to discuss this Proposal.

Sincerely,

Community Solutions Group, a GAI Consultants, Inc.
Service Group



Kevin J. Aust, PLA Senior Manager, Landscape Architecture

Frank Digitally signed by Frank Bellomo Date: 2020.05.07 16:59:20 -04'00'

Frank Bellomo, PLA Assistant Vice President

KJA/FB/cl

TERRACON CONSULTANTS, INC. 2020 FEE SCHEDULE -SARASOTA MATERIALS TESTING

DESC	CRIPTION OF WORK	UNIT	RATE
	TECHNICAL AND PROFESSIONAL ST	<u>AFF</u>	
A.	Chief Engineer/Chief Scientist/Chief Geologist	Per Hour	\$ 240.00
В.	Principal Engineer/Principal Scientist/Principal Geologist	Per Hour	\$ 185.00
C.	Senior Engineer/Senior Project Manager/Senior Geologist/Senior Scientist	Per Hour	\$ 155.00
D.	Project Manager/Project Engineer/Project Geologist/Project Scientist	Per Hour	\$ 130.00
E.	Assistant Project Manager/Staff Engineer/Assistant Project Geologist/Assistant Project Scientist	Per Hour	\$ 110.00
F.	Chief Field Technician/Chief Engineering Technician/Chief Environmental Technician	Per Hour	\$ 85.00
G.	Senior Field Technician/Senior Engineering Technician/Senior Environmental Technician	Per Hour	\$ 75.00
H.	Field Technician/Engineering Technician/Environmental Technician	Per Hour	\$ 65.00
I.	Soils Technician/Concrete Technician	Per Hour	\$ 55.00
J.	CADD Operator	Per Hour	\$ 75.00
K.	Administrative Assistant	Per Hour	\$ 65.00
NOTES			
1.	Hourly rates are portal to portal.		
2.	An overtime multiplier of 1.5 will be applied to the above rates for any work performed between 6:00 p	p.m. to 7:00 a.m.	
	weekends, holidays and over 8 hours per day.		
3.	Rates for services not listed will be provided as requested.		
4.	Stand-by time and cancellation without prior notice will be invoiced at the appropriate hourly rate.		
	TRAVEL EXPENSES		
A.	Automobile Travel (non-rental)	Per Mile	\$ 0.65
B.	Field Support Vehicle	Per Day	\$ 85.00
C.	Lodging, per person (subject to change dependent on geographical area)	Per Day	\$ 120.00
D.	Per Diem, per person	Per Day	\$ 50.00
	MATERIALS TESTING SERVICES		
	ILS First Commission		
A.	Field Services	Housely	Tech Rate
	 In-Place Density Test Sampling 	Hourly Per Hour	Tech Rate
B.	Laboratory Services	rei iloui	1 con Rate
ъ.	Modified or Standard Proctor Test	Each	\$ 130.00
	Florida Bearing Value (FBV) Test	Each	\$ 85.00
	LBR or CBR Test (including Modified Proctor)	Each	\$ 335.00
	4. Full Grain Size (excluding #200 Sieve)	Each	\$ 90.00
	5. Wash Through #200 Sieve	Each	\$ 50.00
	6. Natural Moisture Content	Each	\$ 15.00
	7. Organic Content	Each	\$ 45.00
	8. Liquid and Plastic Limits	Each	\$ 100.00
	9. pH Test	Each	\$ 50.00
II. CO	DNCRETE		
A.	Field Services		
	Sampling, Slump Testing, Molding Cylinders for Compressive Strength Tests,	Hourly	Tech Rate
	Temperature Testing, Air Content Tests, and Cylinder Pick- (up to 4 cylinders per set)	Per Hour	Tech Rate
	Flexural Strength Beams (up to 3 per set)	Hourly	Tech Rate
	2. Coring (Vertical Coring) - Equipment Mobilization	Per Trip	\$ 250.00
	Coring Fee (per person)	Per Hour	Tech Rate

TERRACON CONSULTANTS, INC. 2020 FEE SCHEDULE -SARASOTA MATERIALS TESTING

D	ESCI	RIPTION OF WORK	UNIT		RATE
		3. Floor Flatness and Levelness Tests			
		Equipment Mobilization	Per Trip	\$	300.00
		Senior Engineering Technician	Per Hour	S	r. Tech Rate
		Formal Report	Per Test Area	\$	250.00
	B.	<u>Laboratory Services</u>			
		1. Cylinder Compressive Strength Tests	Each	\$	20.00
		2. Beam Flexural Strength Tests	Each	\$	50.00
		3. Curing, Capping and Compressive Strength Testing of Concrete Cores	Each	\$	75.00
III.	SOI	L-CEMENT			
	A.	Field Services			
		1. In-Place Density, Field Proctor, Molding Strength Specimens and Walk-through			
		Soundings/Inspections (minimum 4 hours per day)	Per Hour	S	r. Tech Rate
		2. Coring Equipment Mobilization	Per Trip	\$	250.00
		3. Coring Fee (per person)	Per Hour		Tech Rate
	B.	<u>Laboratory Services</u>			
		1. Tests to assess cement content using wet/dry and freeze/thaw test methods as			
		prescribed by P.C.A.	Each	\$	2,050.00
		2. Curing, Capping and Compressive Strength Testing of Field Molded Specimens (set of 3)	Per Set	\$	60.00
IV.	ASP	HALTIC CONCRETE			
	A.	Field Services			
		Sampling Materials for Laboratory Tests	Per Hour		Tech Rate
		2. Asphalt Placement and/or Plant Monitoring	Per Hour		r. Tech Rate
		3. Coring Equipment Mobilization	Per Trip	\$	250.00
	В.	<u>Laboratory Services</u>			
		Bitumen Extraction and Aggregate Gradation Test	Each	\$	135.00
		2. Marshall Stability Test	Each	\$	125.00
		3. Core Density and Thickness Test	Each	\$	65.00
		4. Superpave Structural Panel (including FC-12.5 & FC-9.5 Mixes) (Includes Extraction, Gradation,			
		Bitumen Content, Maximum Specific Gravity, Bulk Specific Gravity of 5 Cores, and % Air Voids)	Each	\$	700.00
		5. Superpave Friction Panel (FC-5) (Includes Extraction, Gradation, and Bitumen Content)	Each	\$	260.00
v.	STR	UCTURAL STEEL AND METAL DECKING			
	A.	Field Services			
		1. Visual Observations of Steel Weldments and/or Tension Tests of High Strength Bolted			
		Connections (minimum 4 hours per trip)	Per Hour	Chie	f Tech Rate
		2. Sprayed Fire Resistive Material Tests - Senior Engineering Technician - Thickness			
		Measurements, Adhesion/Cohesion Tests, Sampling for Density Tests	Per Hour	S	r. Tech Rate
	B.	<u>Laboratory Services</u>			
		Sprayed Fire Resistive Material Tests - Oven Dry Density Tests	Each	\$	40.00

AGENDA ITEM NO. <u>5G</u>

SARASOTA MANATEE AIRPORT AUTHORITY JANUARY 25, 2021 MEETING STAFF NARRATIVE

REQUEST FOR APPROVAL: CONSTRUCTION CONTRACT AWARD TO MAGNUM BUILDERS OF SARASOTA FOR THE PARKING LOT EXPANSION PHASE 2 PROJECT

EXECUTIVE SUMMARY: Bids were received for the Parking Lot Expansion Phase 2 Project on December 18, 2021. There were eight (8) bids with the low, responsive bid submitted by Magnum Builders of Sarasota in the amount of \$2,027,774.09.

NARRATIVE: The Parking Lot Expansion Phase 2 project will increase the parking stalls in the Airport's long-term lot by 143 spaces and will pave the grass lot in the overflow parking in the shade lot adding another 204 paved spaces. The project will also replace the existing shuttle kiosks, add additional lighting and security cameras, remove the return loop road, and provide security fencing with landscaping to the southern boundary of the Long-term Lot.

The contract allows 150-calendar day duration for substantial completion of the Long-term Lot and Shade Lot.

AID and staff have evaluated the eight (8) bids received and recommend award of the project to the low responsive bidder for a price of \$2,027,774.09.

RECOMMENDATION: It is hereby recommended that the Board authorize the Chairman to execute a construction contract with Magnum Builders of Sarasota in the amount of \$2,027,774.09, with a 10% contingency for a total budget of \$2,230,552.00.

ATTACHMENTS: AlD's letter of recommendation for the low, responsive bidder

Bid Tabulation

Attorney's letter of review and concurrence



December 23, 2020

Mr. Kent D. Bontrager, P.E. Sr. Vice President, Engineering, Planning & Facilities Department Sarasota Manatee Airport Authority 1123 General Spaatz Blvd. Sarasota, FL 34243

Subject: Sarasota Bradenton International Airport

BID-09-2020-PLE2, Parking Lot Expansion Phase 2

Review of Bid Proposals and Recommendation for Award

Dear Kent:

Enclosed for your review is the Bid Tabulation Sheets for the referenced project. The Bid Opening was conducted on the established bid submittal deadline of Friday December 18, 2020 at 2:00 PM. Eight bids were received. The following list provides the Engineer's Estimate and the total value of the submitted Bids.

Name of Bidder	Total Bid Amount	<u>Total DBE</u> <u>Participation</u> <u>Amount (%)</u>
Engineer's Estimate	\$2,485,811.72	5 (goal)
Magnum Builders of Sarasota, Inc.	*\$2,027,774.09	19
Cobb Site Development, Inc.	\$2,312,263.95	11.5
C-Squared Certified General Contractor, Inc.	\$2,500,006.26	2.6
Pavement Maintenance, LLC	\$2,685,000.00	5.1
Bergeron Land Development, Inc	*\$2,733,832.00	8
Gator Grading & Paving, LLC	*\$2,737,174.96	5.34
Westra Construction Corp.	*\$2,889,868.10	9.26
Ranger Construction Industries, Inc.	*\$2,914,251.30	5.1

^{*}Math errors were found in the submitters' bid form. The totals above reflect the calculated total bid prices by multiplying the bidder's unit prices by the quantities in the contract. See the detailed bid tabulation for details.

Seven of the eight bids included a DBE participation that met or exceeded the goal of 5.0%. C-Squared Certified General Contractor, Inc. showed limited evidence of a good faith effort.

Based on the evaluation performed by AID and our understanding of available funds, it is our recommendation to award the project to Magnum Builders of Sarasota, Inc., the lowest responsive and responsible proposer, for the total bid amount of \$2,027,744.09.

Our recommendation is also contingent on the Sarasota Manatee Airport Authority's legal review of the bid documents.

Please contact me at 407.926.6611 if you have any questions or require additional information regarding the project.

Sincerely,

American Infrastructure Development, Inc.

Mark Jansen, P.E.

Principal

Attachments:

- 1. Bid Tabulation Sheets
- 2. Bid Review Checklist

					Engineer's	Estimate		ers of Sarasota, ic.	Cobb Site Dev	elopment,Inc.	C-Squared Cer Contrac		Pavement Mair	ntenance, LLC.
Item No.	Bid Item	Description	Unit	Quantity	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)								
1	C-1	Mobilization	1	LS	\$216.398.62	\$216,398,62	\$150,390,00	\$150,390,00	\$139,778,56	\$139,778,56	\$228,595,00	\$228,595,00	\$375,270.00	\$375.270.00
2	C-2	Private Utility Locates by Contractor	1		\$5,000.00	\$5,000.00	\$5,400.00	\$5,400.00	\$5,087.31	\$5,087.31	\$9,600.00	\$9,600.00	\$7,500,00	\$7,500,00
3	C-3	Project Record Documents	1		\$25,000.00	\$25,000.00	\$25,920.00	\$25,920.00	\$14.166.22	\$14,166,22	\$5,201.00	\$5,201.00	\$82,250,00	\$82,250.00
4	C-4	Maintenance of Traffic	1	LS	\$60,000,00	\$60,000,00	\$45,732,60	\$45,732.60	\$48.690.27	\$48,690,27	\$41,350.00	\$41,350.00	\$107,557.15	\$107.557.15
5	C-5	Silt Fence Sediment Barrier	2,600	LF	\$3.00	\$7,800.00	\$2,43	\$6,318.00	\$2.33	\$6,058.00	\$2.75	\$7,150.00	\$2.00	\$5,200.00
6	C-6	Temporary Construction Entrance/Soil Tracking Device	2	EA	\$4,200.00	\$8,400.00	\$3,942.00	\$7,884.00	\$5,913.48	\$11,826.96	\$4,475.00	\$8,950.00	\$16,500.00	\$33,000.00
7	C-7	Inlet Protection (Various Types)	25	EA	\$150.00	\$3,750.00	\$189.00	\$4,725.00	\$127.73	\$3,193.25	\$125.00	\$3,125.00	\$90.00	\$2,250.00
8	C-8	Turbidity Barrier	200	LF	\$12.00	\$2,400.00	\$10.80	\$2,160.00	\$21.28	\$4,256.00	\$21.65	\$4,330.00	\$20.00	\$4,000.00
9	C-9	Clearing and Grubbing	3	ACRE	\$2,500.00	\$6,500.00	\$5,130.00	\$13,338.00	\$13,872.32	\$36,068.03	\$5,876.00	\$15,277.60	\$4,500.00	\$11,700.00
10	C-10	Demolish Wooden Landscape Fence	1,800	LF	\$4.00	\$7,200.00	\$4.32	\$7,776.00	\$3.06	\$5,508,00	\$2,60	\$4,680.00	\$4.00	\$7,200.00
11	C-11	Demolish Chain Link Fence and Gate	200	LF	\$8.00	\$1,600.00	\$5.40	\$1,080.00	\$3.99	\$798.00	\$8.25	\$1,650.00	\$12.00	\$2,400.00
12	C-12	Demolish Trees	63	EA	\$500.00	\$31,500.00	\$162,00	\$10,206.00	\$598.08	\$37,679.04	\$933.40	\$58,804.20	\$350.00	\$22,050.00
13	C-13	Demolish Delineators	69		\$20.00	\$1,380.00	\$19.44	\$1,341.36	\$23.17	\$1,598.73	\$75.55	\$5,212.95	\$18.00	\$1,242.00
14	C-14	Demolish Steel Bollards	3		\$200.00	\$600.00	\$135.00	\$405.00	\$263.68	\$791.04	\$377.20	\$1,131.60	\$250.00	\$750.00
15	C-15	Demolish Overhead Sign	1	EA	\$6,000.00	\$6,000.00	\$1,080.00	\$1,080.00	\$8,944.50	\$8,944.50	\$25,754.00	\$25,754.00	\$8,070.00	\$8,070.00
16	C-16	Demolish Curb	4,400	LF	\$6.00	\$26,400.00	\$7.56	\$33,264.00	\$4.81	\$21,164.00	\$3.60	\$15,840.00	\$5.20	\$22,880.00
17	C-17	Demolish Miscellaneous Existing Concrete	1,100	SY	\$30.00	\$33,000.00	\$28.08	\$30,888.00	\$17.94	\$19,734.00	\$14.65	\$16,115.00	\$21.00	\$23,100.00
18	C-18	Demolish Bus Shelter	6	EA	\$800.00	\$4,800.00	\$1,080.00	\$6,480.00	\$2,098.23	\$12,589.38	\$1,747.65	\$10,485.90	\$500.00	\$3,000.00
19	C-19	Demolish Existing Planters and all Other Miscellaneous Demolition	1	LS	\$3,500.00	\$3,500.00	\$11,455.56	\$11,455.56	\$4,640.60	\$4,640.60	\$13,733.00	\$13,733.00	\$2,500.00	\$2,500.00
20	C-20	Adjust/ Raise/ Modify Inlet	5		\$1,500.00	\$7,500.00	\$7,020.00	\$35,100.00	\$1,818.76	\$9,093.80	\$3,905.00	\$19,525.00	\$2,300.00	\$11,500.00
21	C-21	Demolish Asphalt Pavement and Base Course	7,300	SY	\$8.00	\$58,400.00	\$5.13	\$37,449.00	\$2.34	\$17,082.00	\$4.05	\$29,565.00	\$3.20	\$23,360.00
22	C-22	Site Grading (Excavation and Embankment), Element 1 (Est. 4000 CY)	1	LS	\$70,000.00	\$70,000.00	\$16,200.00	\$16,200.00	\$59,419.60	\$59,419.60	\$39,168.00	\$39,168.00	\$89,000.00	\$89,000.00
23	C-23	Site Grading (Excavation and Embankment), Element 2 (Est. 8000 CY)	1	LS	\$120,000.00	\$120,000.00	\$30,240.00	\$30,240.00	\$111,733.43	\$111,733.43	\$61,510.00	\$61,510.00	\$178,000.00	\$178,000.00
24	C-24	12" TYPE B STABILIZATION LBR 40	15,000	SY	\$8.00	\$120,000.00	\$3,45	\$51,750.00	\$4.13	\$61,950.00	\$8.10	\$121,500.00	\$4.00	\$60,000.00
25	C-25	FDOT Optional Base Group 4	14,000	SY	\$14.00	\$196,000.00	\$13.10	\$183,400.00	\$13.85	\$193,900.00	\$12.70	\$177,800.00	\$10.00	\$140,000.00
26	C-26	Superpave Asphaltic Concrete (Type SP-9.5 or Type SP- 12.5, Traffic Level C)	1,900	TON	\$145.00	\$275,500.00	\$93.19	\$177,061.00	\$109.07	\$207,233.00	\$109.85	\$208,715.00	\$101.00	\$191,900.00
27	C-27	Concrete Curb, Type D	2,500	LF	\$10.00	\$25,000.00	\$16.63	\$41,575.00	\$10.28	\$25,700.00	\$13.85	\$34,625,00	\$12.00	\$30,000.00
28	C-28	Concrete Curb, Type F	3,900	LF	\$15.00	\$58,500.00	\$21.38	\$83,382.00	\$13.38	\$52,182.00	\$15.75	\$61,425.00	\$20.00	\$78,000.00
29	C-29	Concrete Sidewalk and Driveways, 4"	350	SY	\$40.00	\$14,000.00	\$64.15	\$22,452.50	\$56.82	\$19,887.00	\$41.25	\$14,437.50	\$44.00	\$15,400.00
30	C-30	Concrete Sidewalk at Shuttle Dropoff, 4*	50	SY	\$40.00	\$2,000.00	\$64.15	\$3,207.50	\$111.24	\$5,562.00	\$75.85	\$3,792.50	\$44.00	\$2,200.00
31	C-31	Black Welded Wire Fence, 6' Tall (Ameristar Wireworks)	1,900	LF	\$40.00	\$76,000.00	\$41.78	\$79,382.00	\$47.09	\$89,471.00	\$42.70	\$81,130.00	\$36.00	\$68,400.00
32	C-32	Chain Link Fence	260	LF	\$42.00	\$10,920.00	\$18.69	\$4,859.40	\$21,17	\$5,504.20	\$38,50	\$10,010.00	\$15.00	\$3,900.00
33	C-33	Sign-Single Post Sign, F&I Ground Mount, Up to 12 SF	1	EA	\$420.00	\$420.00	\$415.80	\$415.80	\$502.42	\$502.42	\$450.00	\$450.00	\$350.00	\$350.00
34	C-34	Sign-Single Post Sign, Relocate	7	EA	\$350.00	\$2,450.00	\$207.90	\$1,455.30	\$231.57	\$1,620.99	\$187.00	\$1,309.00	\$150.00	\$1,050.00
35	C-35	Painted Pavement Markings, Standard, White, Solid for Stop Line, 24"	240	LF	\$6.00	\$1,440.00	\$4.96	\$1,190.40	\$5.10	\$1,224.00	\$3.74	\$897.60	\$3.00	\$720.00
36	C-36	Painted Pavement Markings, Standard, White, Solid, 6"	8,200	LF	\$2.00	\$16,400.00	\$0.59	\$4,838.00	\$1.16	\$9,512.00	\$0.78	\$6,396.00	\$1.00	\$8,200.00
37	C-37	Painted Pavement Markings, Standard, White, Skip, 6*	240	LF	\$2.00	\$480.00	\$0.54	\$129.60	\$1.29	\$309,60	\$0.78	\$187.20	\$1.00	\$240,00
38	C-38	Painted Pavement Markings, Standard, White, Arrows	35	EA	\$80.00	\$2,800.00	\$77.22	\$2,702.70	\$43.95	\$1,538.25	\$36.41	\$1,274.35	\$30.00	\$1,050.00
39	C-39	Painted Pavement Markings, Crosswalks	2	EA	\$200.00	\$400,00	\$347,76	\$695.52	\$393,25	\$786.50	\$67,61	\$135,22	\$150.00	\$300,00

		r, Parking Lot Expansion Phase 2			Engineer's	s Estimate		ers of Sarasota, nc.	Cobb Site Dev	elopment,Inc.	C-Squared Ce Contrac		Pavement Mair	ntenance, LLC.
Item No.	Bid Item	Description	Unit	Quantity	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)								
40	C-40	Painted Pavement Marking, Standard White, Messege (STOP)	14	EA	\$250.00	\$3,500.00	\$118.80	\$1,663.20	\$183,85	\$2,573.90	\$78.01	\$1,092.14	\$200.00	\$2,800.00
41	C-41	Shuttle Gate Modifications, including relocating existing wooden post, shortening wooden rails, and new 16' gate arm.	1	LS	\$3,000.00	\$3,000.00	\$2,700.00	\$2,700.00	\$2,619.54	\$2,619.54	\$1,300.20	\$1,300.20	\$6,500.00	\$6,500.00
42	C-42	Bus Shelters (pre-engineered), including concrete foundation design and engineering, installed	9	EA	\$14,000.00	\$126,000.00	\$14,580.00	\$131,220.00	\$18,005.41	\$162,048.69	\$10,425.24	\$93,827.16	\$11,000.00	\$99,000.00
43	C-43	15" RCP	100	LF	\$60.00	\$6,000.00	\$59.40	\$5,940.00	\$60.22	\$6,022.00	\$107.80	\$10,780.00	\$82.00	\$8,200.00
44	C-44	18" RCP	64	LF	\$75.00	\$4,800.00	\$70.20		\$89.41	\$5,722.24	\$105.80	\$6,771.20	\$95.00	\$6,080.00
45	C-45	FDOT Type C Inlet	2	EA	\$4,500.00	\$9,000.00	\$4,131.00		\$3,136.17	\$6,272.34	\$5,150.00	\$10,300.00	\$2,900.00	\$5,800.00
		Subtotal, Civil				\$1,661,738.62		\$1,297,607.24		\$1,442,042.39		\$1,474,908.32		\$1,753,869.15
46	E-1	PURCHASE AND INSTALL - 35' POLE/ QUAD LED LIGHT FIXTURE	3	EA	\$20,000.00	\$60,000.00	\$15,984.00	\$47,952.00	\$22,742.50	\$68,227.50	\$19,057.23	\$57,171.69	\$20,908.00	\$62,724.00
47	E-2	PURCHASE AND INSTALL - 35' POLE/ DOUBLE LED LIGHT FIXTURE	2	EA	\$13,000.00	\$26,000.00	\$13,932.00	\$27,864.00	\$14,764.14	\$29,528.28	\$11,846.39	\$23,692.78	\$13,636.00	\$27,272.00
48	E-3	PURCHASE AND INSTALL - 35' POLE/ SINGLE LED LIGHT FIXTURE	4	EA	\$10,000.00	\$40,000.00	\$11,340.00	\$45,360.00	\$11,893.64	\$47,574.56	\$8,756.03	\$35,024.12	\$10,920.00	\$43,680.00
49	E-4	PURCHASE AND INSTALL - CCTV CAMERA INSTALL ONLY	13	EA	\$1,400.00	\$18,200.00	\$461.16	\$5,995.08	\$1,588.96	\$20,656.48	\$4,068.98	\$52,896.74	\$1,465.00	\$19,045.00
50	E-5	PURCHASE AND INSTALL CCTV CAMERA POLE	6	EA	\$4,000.00	\$24,000.00	\$3,132.00	\$18,792.00	\$5,275.88	\$31,655.28	\$5,665.66	\$33,993.96	\$4,108.00	\$24,648.00
51	E-6	PURCHASE AND INSTALL - EMERGENCY INTERCOM STATION	3	EA	\$9,500.00	\$28,500.00	\$4,793.04	\$14,379.12	\$10,657.10	\$31,971.30	\$11,331.33	\$33,993.99	\$9,806.00	\$29,418.00
52	E-7	PURCHASE - EMERGENCY INTERCOM UNIT ONLY (SPARE)	1	EA	\$7,300.00	\$7,300.00	\$4,162.32	\$4,162.32	\$7,071.34	\$7,071.34	\$3,605.42	\$3,605.42	\$6,524.00	\$6,524.00
53	E-8	PURCHASE AND INSTALL - ELECTRICAL RACK & EQUIPMENT - CONSISTS OF EQUIPMENT RACK, ELECTRICAL PANEL, AND DISCONNECT SWITCH	1	EA	\$8,500.00	\$8,500.00	\$6,912.00	\$6,912.00	\$8,826.12	\$8,826.12	\$22,173.35	\$22,173.35	\$8,101.00	\$8,101.00
54	E-9	PURCHASE AND INSTALL - CCTV RACK & EQUIPMENT - CONSISTS OF EQUIPMENT RACK AND CCTV CABINET WITH EQUIPMENT	4	EA	\$5,500.00	\$22,000.00	\$4,421.52	\$17,686.08	\$8,944.50	\$35,778.00	\$19,057.23	\$76,228.92	\$8,213.00	\$32,852.00
55	E-10	PULLBOX - 12"X24"X18"	51	EA	\$450.00	\$22,950.00	\$864.00	\$44,064.00	\$487.31	\$24,852.81	\$1,030.12	\$52,536.12	\$448.00	\$22,848.00
56	E-11	RE-LOCATE FIBER CABINET - RE-TERMINATE FIBER- RETEST	1	EA	\$5,400.00	\$5,400.00	\$3,765.96	\$3,765.96	\$6,133.85	\$6,133.85	\$10,233.95	\$10,233.95	\$5,636.00	\$5,636.00
57	E-12	PURCHASE AND INSTALL - CONDUIT-PVC SCH40 4.0"	4,820	LF	\$7.00	\$33,740.00	\$9.72	\$46,850.40	\$8.09	\$38,993.80	\$8.24	\$39,716.80	\$7.45	\$35,909.00
58	E-13	PURCHASE AND INSTALL - CONDUIT-PVC SCH40 2.0"	4,851	LF	\$4.00	\$19,404.00	\$4.75	\$23,042.25	\$3.96	\$19,209.96	\$4.12	\$19,986.12	\$3.65	\$17,706.15
59	E-14	PURCHASE AND INSTALL - CONDUIT-PVC SCH40 1"	1,302	LF	\$3.20	\$4,166.40	\$3.35	\$4,361.70	\$3.51	\$4,570.02	\$3.09	\$4,023.18	\$3.20	\$4,166.40
60	E-15	PURCHASE AND INSTALL - CONDUCTORS POWER #4 AWG	6,930	LF	\$2.00	\$13,860.00	\$2.48	\$17,186.40	\$2.25	\$15,592.50	\$1.80	\$12,474.00	\$2.07	\$14,345.10
61	E-16	PURCHASE AND INSTALL - CONDUCTORS POWER #8 AWG	12,821	LF	\$1.20	\$15,385.20	\$1.51	\$19,359.71	\$1.46	\$18,718.66	\$1.29	\$16,539.09	\$1.34	\$17,180.14
62	E-17	PURCHASE AND INSTALL - CONDUCTORS POWER #10 AWG	5,828	LF	\$1.00	\$5,828.00	\$0.81	\$4,720.68	\$1.15	\$6,702.20	\$1.03	\$6,002.84	\$1.06	\$6,177.68
63	E-18	PURCHASE AND INSTALL - MULTI MODE FIBERS & MISC. (8 STRANDS)	3,591	LF	\$7.00	\$25,137.00	\$4.97	\$17,847.27	\$8.77	\$31,493.07	\$11.33	\$40,686.03	\$8.06	\$28,943.46
64	E-19	PURCHASE AND INSTALL - MULTI MODE FIBERS & MISC. (24 STRANDS)	1,103	LF	\$11.00	\$12,133.00	\$14.47	\$15,960.41	\$12.81	\$14,129.43	\$18.54	\$20,449.62	\$11.82	\$13,037.46

					Engineer's	s Estimate	Magnum Builders of Sarasota, Inc.		Cobb Site Development,Inc.		C-Squared Certified General Contractor,Inc.		Pavement Maintenance, LLC.	
Item No.	Bid Item	Description	Unit	Quantity	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)
65	E-20	PURCHASE AND INSTALL - CATEGORY 6 ETHERNET CABLES	4,326	LF	\$2.00	\$8,652.00	\$3.02	\$13,064.52	\$2.69	\$11,636.94	\$3.09	\$13,367.34	\$2.46	\$10,641.96
66	E-21	PURCHASE AND INSTALL - MAXCELL INNERDUCT 4* 3CELL	4,830	LF	\$6.00	\$28,980.00	\$5.94	\$28,690.20	\$6.91	\$33,375.30	\$9.27	\$44,774.10	\$6.33	\$30,573.90
67	E-22	PURCHASE AND INSTALL - MAXCELL INNERDUCT 2* 3CELL	3,749	LF	\$5.50	\$20,619.50	\$4.32	\$16,195.68	\$6.46	\$24,218.54	\$8.24	\$30,891.76	\$5.94	\$22,269.06
	E-23	BORING FOR ELECTRICAL CONDUITS	2,594	LF	\$16.50	\$42,801.00	\$13,82	\$35,849.08	\$18.71	\$48,533.74	\$22.66	\$58,780.04	\$17.19	\$44,590.86
	E-24	TRENCHING FOR ELECTRICAL CONDUITS	2,982	LF	\$2.50	\$7,455.00	\$9.18	\$27,374.76	\$2.43	\$7,246.26	\$7.21	\$21,500.22	\$2.24	\$6,679.68
70	E-25	DEMOLITION - RELOCATE FIBER CABINET	1	EA	\$1,600.00	\$1,600.00	\$590.76	\$590.76	\$1,666,00	\$1,666,00	\$4,893.07	\$4,893.07	\$1,493.00	\$1,493.00
	E-26	DEMOLITION - RELOCATE EXISTING INTERCOM STATION	1	EA	\$360.00	\$360.00	\$4,755.24	\$4,755.24	\$452.70	\$452,70	\$3,038.86	\$3,038.86	\$345.00	\$345.00
	E-27	DEMOLITION - LIGHT POLE	1	EA	\$1,100.00	\$1,100.00	\$1,296.00	\$1,296.00	\$1,074.15	\$1,074.15	\$4,068.98	\$4,068.98	\$932.00	\$932.00
73	E-28	DEMOLITION - ROADWAY SIGN ELECTRICAL ONLY	1	LS	\$1,200.00	\$1,200.00	\$648.00	\$648.00	\$1,035.08	\$1,035.08	\$4,635.54	\$4,635.54	\$896.00	\$896.00
1		Subtotal, Electrical				\$505,271.10		\$514,725.62		\$590,923.87		\$747,378.63		\$538,634.85
		LANDSCAPE ITEMS												
	L-1	PE	33	EA	\$650.00	\$21,450.00	\$507.60	\$16,750.80	\$492.75	\$16,260.75	\$431.67	\$14,245.11	\$695.00	\$22,935.00
	L-2	QV	36	EA	\$1,450.00	\$52,200.00	\$837.00	\$30,132.00	\$1,492.76	\$53,739.36	\$910.14	\$32,765.04	\$1,367.00	\$49,212.00
	L-3	RE	18	EA	\$2,700.00	\$48,600.00	\$635.04	\$11,430.72	\$1,952.68	\$35,148.24	\$2,012.71	\$36,228.78	\$2,660.00	\$47,880.00
	L-4	SP	18	EA	\$640.00	\$11,520.00	\$324.00	\$5,832.00	\$488.17	\$8,787.06	\$468.07	\$8,425.26	\$628.00	\$11,304.00
	L-5	WB	5	EA	\$25,00	\$125.00	\$761.40	\$3,807.00	\$349.06	\$1,745.30	\$780.12	\$3,900.60	\$1,148.00	\$5,740.00
79	L-6	ICO	181	EA	\$14.00	\$2,534.00	\$9.18	\$1,661.58	\$14.69	\$2,658.89	\$15.60	\$2,823.60	\$44.50	\$8,054.50
80	L-7	MCA	720	EA	\$11.00	\$7,920.00	\$8.37	\$6,026.40	\$14.57	\$10,490.40	\$15.60	\$11,232.00	\$11.50	\$8,280.00
	L-8	PMA	527	EA	\$15.00	\$7,905.00	\$8.91	\$4,695.57	\$14.54	\$7,662.58	\$15.60	\$8,221.20	\$44.50	\$23,451.50
	L-9	SRE	39	EA	\$55.00	\$2,145.00	\$37.80	\$1,474.20	\$46,06	\$1,796.34	\$72.81	\$2,839.59	\$48.00	\$1,872.00
	L-10	ZFL	101	EA	\$62.00	\$6,262.00	\$54.00	\$5,454.00	\$51.46	\$5,197.46	\$72.81	\$7,353.81	\$59.00	\$5,959.00
84	L-11	LMU	1,447	EA	\$14.00	\$20,258.00	\$8.64	\$12,502.08	\$14.63	\$21,169.61	\$15.60	\$22,573,20	\$12.50	\$18,087.50
85	L-12	TAS	779	EA	\$7.00	\$5,453.00	\$4.32	\$3,365.28	\$12.18	\$9,488.22	\$7.28	\$5,671.12	\$6.50	\$5,063.50
86	L-13	Sod, Argentine Bahia	15,000	SF	\$0.45	\$6,750.00	\$0.30	\$4,500.00	\$0.36	\$5,400.00	\$0.34	\$5,100.00	\$0.85	\$12,750.00
87	L-14	Sod, St. Augustine Floratam	12,000	SF	\$0.45	\$5,400.00	\$0.65	\$7,800.00	\$0.57	\$6,840.00	\$0.60	\$7,200.00	\$1.06	\$12,720.00
88	L-15	Mulch 1, Shell	74,000	SF	\$0.62	\$45,880.00	\$0.65	\$48,100.00	\$0.58	\$42,920.00	\$0.75	\$55,500.00	\$1.42	\$105,080.00
89	L-16	Mulch 2, Black Shredded	7,000	SF	\$0.65	\$4,550.00	\$0.57	\$3,990.00	\$0.61	\$4,270.00	\$1.00	\$7,000.00	\$1.05	\$7,350.00
90	L-17	Mulch 3, Pine Straw	9,000	SF	\$0.65	\$5,850.00	\$0.33	\$2,970.00	\$0.34	\$3,060.00	\$0.36	\$3,240.00	\$0.81	\$7,290.00
	L-18	Irrigation- Element 1	1	LS	\$50,000.00	\$50,000.00	\$36,211.32	\$36,211.32	\$36,568.70	\$36,568.70	\$34,900.00	\$34,900.00	\$33,968.00	\$33,968.00
92	L-19	Irrigation- Element 2	1	LS	\$14,000.00	\$14,000.00	\$8,738,28	\$8,738,28	\$6,094.78	\$6,094.78	\$8,500.00	\$8,500.00	\$5,499.00	\$5,499.00
						\$318,802.00		\$215,441.23		\$279,297.69		\$277,719.31		\$392,496.00
TOTAL A	MOUNT				[\$2,485,811.72		\$2,027,774.09		\$2,312,263.95		\$2,500,006.26		\$2,685,000.00

\$233.28 \$0.04

Prepared by: Milad Modaberi

DISCREPANCIES ON BIDDER'S BID FORMS:

LINE ITEM NO.	Comment	LINE ITEM NO.	Comment	LINE ITEM NO.	Comment	LINE ITEM NO.	Comment
C-24	\$72 lower than su	bmitted					
C-25	\$5.6 higher than s	submitted					
C-26	\$6.08 higher than	submitted					
C-27	\$5 higher than su	bmitted					
C-28	\$15.6 higher than	submitted					
C-29	\$0.7 higher than s	submitted					
C-30	\$0.1 higher than s	submitted					
C-31	\$2,32 higher than	submitted					

				Bergeron	Land Development, Inc	Gator Grading & Paving,LLC		
Item No.	Bid Item	Description	Unit	Quantity	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)
1		Mobilization	1	LS	\$252,205.40	\$252,205.40	\$204,760.00	\$204,760.00
2	C-2	Private Utility Locates by Contractor	1	LS	\$500.00	\$500.00	\$3,100.00	\$3,100.00
3		Project Record Documents	1	LS	\$25,000.00	\$25,000.00	\$12,170.00	\$12,170.00
4		Maintenance of Traffic	1	LS	\$35,000.00	\$35,000.00	\$36,780.00	\$36,780.00
5	C-5	Silt Fence Sediment Barrier	2,600	LF	\$2.00	\$5,200,00	\$2.84	\$7,384.00
6	C-6	Temporary Construction Entrance/Soil Tracking Device	2	EA	\$10,000.00	\$20,000.00	\$12,650.00	\$25,300.00
7	C-7	Inlet Protection (Various Types)	25	EA	\$115.00	\$2,875.00	\$205.00	\$5,125.00
8	C-8	Turbidity Barrier	200	LF	\$4.60	\$920.00	\$14.00	\$2,800.00
9	C-9	Clearing and Grubbing	3	ACRE	\$20,000.00	\$52,000.00	\$16,200.00	\$42,120.00
10	C-10	Demolish Wooden Landscape Fence	1,800	LF	\$3.00	\$5,400.00	\$2.60	\$4,680,00
11	C-11	Demolish Chain Link Fence and Gate	200	LF	\$7.50	\$1,500.00	\$10.50	\$2,100.00
12	C-12	Demolish Trees	63	EA	\$400.00	\$25,200.00	\$280.00	\$17,640,00
13	C-13	Demolish Delineators	69	EA	\$160.00	\$11,040,00	\$66.00	\$4,554,00
14	C-14	Demolish Steel Bollards	3	EA	\$155,00	\$465,00	\$220.00	\$660,00
15		Demolish Overhead Sign	1	EA	\$29,000.00	\$29,000.00	\$30,425.00	\$30,425,00
16		Demolish Curb	4,400	LF	\$4.20	\$18,480.00	\$4,50	\$19,800,00
17	C-17	Demolish Miscellaneous Existing Concrete	1,100	SY	\$4.00	\$4,400,00	\$12.70	\$13,970,00
18		Demolish Bus Shelter	6	EA	\$1,200.00	\$7,200.00	\$1,500.00	\$9,000.00
19	C-10	Demolish Existing Planters and all Other Miscellaneous Demolition	1	LS	\$4,400.00	\$4,400.00	\$1,800.00	\$1,800.00
20	C-20	Adjust/ Raise/ Modify Inlet	5	EA	\$3,800.00	\$19,000,00	\$2,500,00	\$12,500,00
21	C-21	Demolish Asphalt Pavement and Base Course	7,300	SY	\$5.80	\$42,340,00	\$4.60	\$33,580,00
22	C-22	Site Grading (Excavation and Embankment), Element 1 (Est. 4000 CY)	1	LS	\$15,000.00	\$15,000.00	\$44,500.00	\$44,500.00
23	C-23	Site Grading (Excavation and Embankment), Element 2 (Est. 8000 CY)	1	LS	\$35,000.00	\$35,000.00	\$39,550.00	\$39,550.00
24	C-24	12" TYPE B STABILIZATION LBR 40	15,000	SY	\$5.00	\$75,000.00	\$6.13	\$91,950.00
25		FDOT Optional Base Group 4	14,000	SY	\$14.00	\$196,000.00	\$12.37	\$173,180.00
26	C-26	Superpave Asphaltic Concrete (Type SP-9.5 or Type SP- 12.5, Traffic Level C)	1,900	TON	\$120.00	\$228,000.00	\$108.83	\$206,777.00
27	C-27	Concrete Curb, Type D	2,500	LF	\$10.00	\$25,000.00	\$13.20	\$33,000.00
28	C-28	Concrete Curb, Type F	3,900	LF	\$12.00	\$46,800.00	\$21.85	\$85,215.00
29	C-29	Concrete Sidewalk and Driveways, 4*	350	SY	\$55.00	\$19,250,00	\$43.26	\$15,141.00
30	C-30	Concrete Sidewalk at Shuttle Dropoff, 4"	50	SY	\$100.00	\$5,000.00	\$43.26	\$2,163.00
31	C-31	Black Welded Wire Fence, 6' Tall (Ameristar Wireworks)	1,900	LF	\$45.00	\$85,500.00	\$49.96	\$94,924.00
32	C-32	Chain Link Fence	260	LF	\$20.00	\$5,200.00	\$44.70	\$11,622.00
33	C-33	Sign-Single Post Sign, F&I Ground Mount, Up to 12 SF	1	EA	\$325.00	\$325.00	\$550.00	\$550.00
34	C-34	Sign-Single Post Sign, Relocate	7	EA	\$195.00	\$1,365.00	\$185.00	\$1,295.00
	C-35	Painted Pavement Markings, Standard, White, Solid for Stop Line, 24"	240	LF	\$2.00	\$480,00	\$2.50	\$600.00
36	C-36	Painted Pavement Markings, Standard, White, Solid, 6*	8,200	LF	\$0.50	\$4,100.00	\$1.22	\$10,004.00
37	C-37	Painted Pavement Markings, Standard, White, Skip, 6"	240	LF	\$0.30	\$72.00	\$1.22	\$292.80
38	C-38	Painted Pavement Markings, Standard, White, Arrows	35	EA	\$32.00	\$1,120.00	\$49.00	\$1,715.00
		Painted Pavement Markings, Crosswalks	2	EA	\$65.00	\$130.00	\$300.00	\$600.00

DID-03-	LUZU-I LLZ	, Parking Lot Expansion Phase 2					·		
		_			Bergeron	Land Development, Inc	Gator Grading & Paving,LLC		
Item No.	Bid Item	Description	Unit	Quantity	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	
40	C-40	Painted Pavement Marking, Standard White, Messege (STOP)	14	EA	\$95.00	\$1,330.00	\$125.00	\$1,750.00	
41	C-41	Shuttle Gate Modifications, including relocating existing wooden post, shortening wooden rails, and new 16' gate arm.	1	LS	\$11,000.00	\$11,000.00	\$1,825.00	\$1,825.00	
42	C-42	Bus Shelters (pre-engineered), including concrete foundation design and engineering, installed	9	EA	\$22,500.00	\$202,500.00	\$14,220.00	\$127,980.00	
43	C-43	15" RCP	100	LF	\$60,00	\$6,000,00	\$46.50	\$4.650.00	
44	C-44	18" RCP	64	LF	\$70.00	\$4,480,00	\$65.50	\$4,192.00	
45		FDOT Type C Inlet	2	EA	\$2,800,00	\$5,600,00	\$3.675.00	\$7,350,00	
	0 10	Subtotal. Civil			Ψ2,000.00	\$1,536,377.40	ψο,οι οισο	\$1,451,073.80	
46	E-1	PURCHASE AND INSTALL - 35' POLE/ QUAD LED LIGHT	3	EA	\$22,000.00	\$66,000.00	\$22,500.00	\$67,500.00	
47	E-2	PURCHASE AND INSTALL - 35' POLE/ DOUBLE LED LIGHT FIXTURE	2	EA	\$14,500.00	\$29,000.00	\$13,995.00	\$27,990.00	
48	E-3	PURCHASE AND INSTALL - 35' POLE/ SINGLE LED LIGHT	4	EA	\$10,000.00	\$40,000.00	\$10,345.00	\$41,380.00	
49		PURCHASE AND INSTALL - CCTV CAMERA INSTALL	13	EA	\$4,750.00	\$61,750.00	\$4,800.00	\$62,400.00	
50		PURCHASE AND INSTALL CCTV CAMERA POLE	6	EA	\$6.500.00	\$39,000,00	\$6.695,00	\$40,170,00	
30	L-3	PURCHASE AND INSTALL - EMERGENCY INTERCOM		LA	\$0,500.00	\$35,000.00	\$0,030.00	\$40,170.00	
51		STATION	3	EA	\$13,000.00	\$39,000.00	\$13,390.00	\$40,170.00	
52	E-7	PURCHASE - EMERGENCY INTERCOM UNIT ONLY (SPARE)	1	EA	\$4,070.00	\$4,070.00	\$4,260.00	\$4,260.00	
53		PURCHASE AND INSTALL - ELECTRICAL RACK & EQUIPMENT - CONSISTS OF EQUIPMENT RACK, ELECTRICAL PANEL, AND DISCONNECT SWITCH	1	EA	\$25,000.00	\$25,000.00	\$26,195.00	\$26,195.00	
54	E-9	PURCHASE AND INSTALL - CCTV RACK & EQUIPMENT - CONSISTS OF EQUIPMENT RACK AND CCTV CABINET WITH EQUIPMENT	4	EA	\$21,500.00	\$86,000.00	\$22,500.00	\$90,000.00	
55		PULLBOX - 12"X24"X18"	51	EA	\$1,170.00	\$59,670.00	\$1,220.00	\$62,220.00	
56		RE-LOCATE FIBER CABINET - RE-TERMINATE FIBER- RETEST	1	EA	\$11,550.00	\$11,550.00	\$12,100.00	\$12,100.00	
57	E-12	PURCHASE AND INSTALL - CONDUIT-PVC SCH40 4.0*	4,820	LF	\$10.00	\$48,200.00	\$9.74	\$46,946.80	
58	E-13	PURCHASE AND INSTALL - CONDUIT-PVC SCH40 2.0*	4,851	LF	\$4.70	\$22,799.70	\$4.87	\$23,624.37	
59	E-14	PURCHASE AND INSTALL - CONDUIT-PVC SCH40 1"	1,302	LF	\$3.50	\$4,557,00	\$3.65	\$4,752,30	
60	E-15	PURCHASE AND INSTALL - CONDUCTORS POWER #4 AWG	6,930	LF	\$2.10	\$14,553.00	\$2.13	\$14,760.90	
61	E-16	PURCHASE AND INSTALL - CONDUCTORS POWER #8 AWG	12,821	LF	\$1.50	\$19,231.50	\$1.52	\$19,487.92	
62	E-17	PURCHASE AND INSTALL - CONDUCTORS POWER #10 AWG	5,828	LF	\$1.60	\$9,324.80	\$1.22	\$7,110.16	
63		PURCHASE AND INSTALL - MULTI MODE FIBERS & MISC. (8 STRANDS)	3,591	LF	\$12.80	\$45,964.80	\$13.39	\$48,083.49	
64	E 10	PURCHASE AND INSTALL - MULTI MODE FIBERS & MISC. (24 STRANDS)	1,103	LF	\$20.90	\$23,052.70	\$21.91	\$24,166.73	

					Bergeron	Land Development, Inc	Gator Grading & Paving,LLC	
Item No.	Bid Item	Description	Unit	Quantity	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	Unit Price (Dollars-Cents)	
85	E-20	PURCHASE AND INSTALL - CATEGORY 6 ETHERNET CABLES	4,326	LF	\$3.50	\$15,141.00	\$3.65	\$15,789.90
66	E-21	PURCHASE AND INSTALL - MAXCELL INNERDUCT 4" 3CELL	4,830	LF	\$10.50	\$50,715.00	\$10.95	\$52,888.50
67	E-22	PURCHASE AND INSTALL - MAXCELL INNERDUCT 2" 3CELL	3,749	LF	\$9.30	\$34,865.70	\$9.74	\$36,515.26
68	E-23	BORING FOR ELECTRICAL CONDUITS	2,594	LF	\$25,50	\$66,147,00	\$26,77	\$69,441,38
69	E-24	TRENCHING FOR ELECTRICAL CONDUITS	2,982	LF	\$8.20	\$24,452,40	\$8.52	\$25,406,64
70	E-25	DEMOLITION - RELOCATE FIBER CABINET	1	EA	\$5,505.00	\$5,505,00	\$5,780,72	\$5,780.72
71	E-26	DEMOLITION - RELOCATE EXISTING INTERCOM STATION	1	EA	\$3,419.00	\$3,419.00	\$3,590.13	
72	E-27	DEMOLITION - LIGHT POLE	1	EA	\$4,580.00	\$4,580.00	\$4,807.13	\$4,807.13
73	E-28	DEMOLITION - ROADWAY SIGN ELECTRICAL ONLY	1	LS	\$5,220.00	\$5,220.00	\$5,476.48	
		Subtotal, Electrical				\$858,768.60		\$883,013.81
		LANDSCAPE ITEMS						
74		PE	33	EA	\$770.00	\$25,410,00	\$755,00	\$24,915,00
75	L-2	QV	36	EA	\$1,750.00	\$63,000.00	\$1,485.00	\$53,460,00
76	L-3	RE	18	EA	\$4,440.00	\$79,920,00	\$7,100.00	
77	L-4	SP	18	EA	\$426.00	\$7,668.00	\$1,475.00	
78	L-5	WB	5	EA	\$1,922.00	\$9,610.00	\$1,250.00	
79	L-6	ICO	181	EA	\$15.00	\$2,715.00	\$48.00	
80	L-7	MCA	720	EA	\$15,00	\$10,800,00	\$12.40	\$8,928,00
81	L-8	PMA	527	EA	\$17,00	\$8,959.00	\$48.50	
82	L-9	SRE	39	EA	\$58.00	\$2,262,00	\$52.00	
83	L-10	ZFL	101	EA	\$73.00	\$7,373.00	\$64.00	
84	L-11	LMU	1,447	EA	\$14.00	\$20,258,00	\$13,55	
85	L-12	TAS	779	EA	\$9.00	\$7,011.00	\$7.00	
86	L-13	Sod, Argentine Bahia	15,000	SF	\$0,60	\$9,000,00	\$0.66	
87	L-14	Sod, St. Augustine Floratam	12,000	SF	\$0.90	\$10,800.00	\$1.10	
88		Mulch 1, Shell	74,000	SF	\$0,50	\$37,000.00	\$0.19	
89	L-16	Mulch 2, Black Shredded	7,000	SF	\$0.80	\$5,600,00	\$0.60	
90	L-17	Mulch 3, Pine Straw	9,000	SF	\$0.70	\$6,300,00	\$0,35	\$3,150,00
91	L-18	Irrigation- Element 1	1	LS	\$20,000.00	\$20,000.00	\$36,900.00	\$36,900,00
92	L-19	Irrigation- Element 2	1	LS	\$5,000.00	\$5,000,00	\$5,975,00	\$5,975,00
						\$338,686.00		\$403,087,35
TOTAL A	TOTAL AMOUNT				Ī	\$2,733,832,00		\$2,737,174.96
	\$233.28							
		\$0.04						
_								
Prepared by: Milad Modaberi				LINE ITEM NO.	Comment	LINE ITEM NO.	Comment	
					C-37	\$12 lower than submitted	FOTAL PRICE	\$90000 lower than submitted PRICE
DISCRE	ANCIES O	N BIDDER'S BID FORMS:			L-16	\$350 lower than submitted		
					L-17	\$180 higher than submitted		
					TOTAL PRICE	\$182 lower than submitted		l
								ı

					West	ra Construction Corp.	Ranger Construction Industries, Inc.		
Item No.	Bid Item	Description	Unit	Quantity	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	Unit Price (Dollars-Cents)	Total Amouni (Dollars-Cents)	
1	C-1	Mobilization	1	LS	\$379,000.00	\$379,000,00	\$292,000.00	\$292,000.00	
2	C-2	Private Utility Locates by Contractor	1	LS	\$23,400.00	\$23,400.00	\$6,825.00	\$6,825.00	
3	C-3	Project Record Documents	1	LS	\$10,720.00	\$10,720.00	\$2,500.00	\$2,500.00	
4		Maintenance of Traffic	1	LS	\$27,650.00	\$27,650.00	\$75,000.00		
5	C-5	Silt Fence Sediment Barrier	2,600	LF	\$1.80	\$4,680.00	\$2.00	\$5,200.00	
6	C-6	Temporary Construction Entrance/Soil Tracking Device	2	EA	\$6,000.00	\$12,000.00	\$5,500.00	\$11,000.00	
7	C-7	Inlet Protection (Various Types)	25	EA	\$78.50	\$1,962.50	\$115.00	\$2,875.00	
8	C-8	Turbidity Barrier	200	LF	\$13.80	\$2,760.00	\$15.00	\$3,000.00	
9	C-9	Clearing and Grubbing	3	ACRE	\$4,100.00	\$10,660.00	\$7,500.00	\$19,500.00	
10	C-10	Demolish Wooden Landscape Fence	1,800	LF	\$3.20	\$5,760.00	\$3.00	\$5,400.00	
11	C-11	Demolish Chain Link Fence and Gate	200	LF	\$3.20	\$640.00	\$10.00	\$2,000.00	
12	C-12	Demolish Trees	63	EA	\$730.00	\$45,990.00	\$650.00	\$40,950.00	
13	C-13	Demolish Delineators	69	EA	\$35.00	\$2,415.00	\$45.00	\$3,105.00	
14	C-14	Demolish Steel Bollards	3	EA	\$35.50	\$106.50	\$300.00	\$900.00	
15	C-15	Demolish Overhead Sign	1	EA	\$29,800.00	\$29,800.00	\$27,500.00	\$27,500.00	
16		Demolish Curb	4,400	LF	\$9.15	\$40,260,00	\$5.00	\$22,000.00	
17	C-17	Demolish Miscellaneous Existing Concrete	1,100	SY	\$13.25	\$14,575.00	\$13.00	\$14,300.00	
18		Demolish Bus Shelter	6	EA	\$1,740.00	\$10,440.00	\$1,500.00	\$9,000.00	
19		Demolish Existing Planters and all Other Miscellaneous Demolition	1	LS	\$355.00	\$355.00	\$3,500.00	\$3,500.00	
20	C-20	Adjust/ Raise/ Modify Inlet	5	EA	\$2,660.00	\$13,300.00	\$1,500.00	\$7,500.00	
21	C-21	Demolish Asphalt Pavement and Base Course	7,300	SY	\$10.95	\$79,935.00	\$7.50	\$54,750.00	
22	G-22	Site Grading (Excavation and Embankment), Element 1 (Est. 4000 CY)	1	LS	\$24,700.00	\$24,700.00	\$50,267.86	\$50,267.86	
23	U-23	Site Grading (Excavation and Embankment), Element 2 (Est. 8000 CY)	1	LS	\$47,200.00	\$47,200.00	\$80,000.00	\$80,000.00	
24	C-24	12" TYPE B STABILIZATION LBR 40	15,000	SY	\$10.90	\$163,500,00	\$6.75	\$101,250.00	
25		FDOT Optional Base Group 4	14,000	SY	\$17.25	\$241,500.00	\$15.50	\$217,000.00	
26		Superpave Asphaltic Concrete (Type SP-9.5 or Type SP- 12.5, Traffic Level C)	1,900	TON	\$126.00	\$239,400.00	\$112.00	\$212,800.00	
27	C-27	Concrete Curb, Type D	2,500	LF	\$17.70	\$44,250.00	\$20.00	\$50,000.00	
28	C-28	Concrete Curb, Type F	3,900	LF	\$23.75	\$92,625.00	\$18.50	\$72,150.00	
29	C-29	Concrete Sidewalk and Driveways, 4*	350	SY	\$71.15	\$24,902.50	\$65.00	\$22,750.00	
30	C-30	Concrete Sidewalk at Shuttle Dropoff, 4*	50	SY	\$49.00	\$2,450.00	\$100.00	\$5,000.00	
31	C-31	Black Welded Wire Fence, 6' Tall (Ameristar Wireworks)	1,900	LF	\$49.40	\$93,860.00	\$49.00	\$93,100.00	
32	C-32	Chain Link Fence	260	LF	\$22,10	\$5,746,00	\$40.00	\$10,400,00	
33	C-33	Sign-Single Post Sign, F&I Ground Mount, Up to 12 SF	1	EA	\$537.65	\$537.65	\$467.00	\$467.00	
34	C-34	Sign-Single Post Sign, Relocate	7	EA	\$179.00	\$1,253.00	\$156.00	\$1,092.00	
35	C-35	Painted Pavement Markings, Standard, White, Solid for Stop Line, 24"	240	LF	\$2.40	\$576.00	\$2.10	\$504.00	
36		Painted Pavement Markings, Standard, White, Solid, 6"	8,200	LF	\$1.20	\$9,840.00	\$1.05	\$8,610.00	
37	C-37	Painted Pavement Markings, Standard, White, Skip, 6"	240	LF	\$1.20	\$288.00	\$1.05	\$252.00	
38	C-38	Painted Pavement Markings, Standard, White, Arrows	35	EA	\$59.60	\$2,086.00	\$42.00	\$1,470.00	
39		Painted Pavement Markings, Crosswalks	2	EA	\$298.00		\$260.00		

	lian I				West	ra Construction Corp.	Ranger Construction Industries,Inc.		
Item No.	Bid Item	Description	Unit	Quantity	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	
40	C-40	Painted Pavement Marking, Standard White, Messege	14	EA	\$149.00	\$2,086.00	\$105.00	\$1,470.00	
41	C-41	(STOP) Shuttle Gate Modifications, including relocating existing wooden post, shortening wooden rails, and new 16' gate arm.	1	LS	\$4,650.00		\$1,280.00	\$1,280.00	
42	C-42	Bus Shelters (pre-engineered), including concrete foundation design and engineering, installed	9	EA	\$16,250.00	\$146,250.00	\$14,160.00	\$127,440.00	
43	C-43	15" RCP	100	LF	\$79.20	\$7,920.00	\$125.00	\$12,500.00	
44	C-44	18" RCP	64	LF	\$93,40		\$175.00	\$11,200,00	
45	C-45	FDOT Type C Inlet	2	EA	\$4,680.00		\$5,400.00	\$10,800.00	
10	0 10	Subtotal, Civil		LA	ψ-1,000.00	\$1,887,962.75	Ψ0,400.00	\$1,701,127.86	
46	E-1	PURCHASE AND INSTALL - 35' POLE/ QUAD LED LIGHT	3	EA	\$17,650.00		\$21,500.00	\$64,500.00	
47	E-2	PURCHASE AND INSTALL - 35' POLE/ DOUBLE LED LIGHT FIXTURE	2	EA	\$15,385.00	\$30,770.00	\$13,500.00	\$27,000.00	
48	E-3	PURCHASE AND INSTALL - 35' POLE/ SINGLE LED LIGHT FIXTURE	4	EA	\$12,520.00	\$50,080.00	\$9,850.00	\$39,400.00	
49	E-4	PURCHASE AND INSTALL - CCTV CAMERA INSTALL ONLY	13	EA	\$509.00	\$6,617.00	\$4,300.00	\$55,900.00	
50	E-5	PURCHASE AND INSTALL CCTV CAMERA POLE	6	EA	\$3,458,00	\$20,748,00	\$6,400.00	\$38,400,00	
51	E-6	PURCHASE AND INSTALL - EMERGENCY INTERCOM STATION	3	EA	\$52,930.00		\$12,900.00	\$38,700.00	
52	E-7	PURCHASE - EMERGENCY INTERCOM UNIT ONLY (SPARE)	1	EA	\$4,596.00	\$4,596.00	\$3,810.00	\$3,810.00	
53	E-8	PURCHASE AND INSTALL - ELECTRICAL RACK & EQUIPMENT - CONSISTS OF EQUIPMENT RACK, ELECTRICAL PANEL, AND DISCONNECT SWITCH	1	EA	\$7,630.00	\$7,630.00	\$24,000.00	\$24,000.00	
54	E-9	PURCHASE AND INSTALL - CCTV RACK & EQUIPMENT - CONSISTS OF EQUIPMENT RACK AND CCTV CABINET WITH EQUIPMENT	4	EA	\$4,880.00	\$19,520.00	\$21,500.00	\$86,000.00	
55	E-10	PULLBOX - 12"X24"X18"	51	EA	\$954.00	\$48,654.00	\$1,175.00	\$59,925.00	
56	E-11	RE-LOCATE FIBER CABINET - RE-TERMINATE FIBER- RETEST	1	EA	\$4,158.00	\$4,158.00	\$11,000.00	\$11,000.00	
57	E-12	PURCHASE AND INSTALL - CONDUIT-PVC SCH40 4.0"	4,820	LF	\$10.70	\$51,574.00	\$9.20	\$44,344.00	
58	E-13	PURCHASE AND INSTALL - CONDUIT-PVC SCH40 2.0"	4,851	LF	\$5.25	\$25,467.75	\$4.65	\$22,557.15	
59	E-14	PURCHASE AND INSTALL - CONDUIT-PVC SCH40 1"	1,302	LF	\$3.70	\$4,817.40	\$3.50	\$4,557.00	
60	E-15	PURCHASE AND INSTALL - CONDUCTORS POWER #4 AWG	6,930	LF	\$2.75	\$19,057.50	\$2.05	\$14,206.50	
61	E-16	PURCHASE AND INSTALL - CONDUCTORS POWER #8 AWG	12,821	LF	\$1.65	\$21,154.65	\$1.45	\$18,590.45	
62	E-17	PURCHASE AND INSTALL - CONDUCTORS POWER #10 AWG	5,828	LF	\$0.90	\$5,245.20	\$1.18	\$6,877.04	
63	E-18	PURCHASE AND INSTALL - MULTI MODE FIBERS & MISC. (8 STRANDS)	3,591	LF	\$5.50	\$19,750.50	\$12.75	\$45,785.25	
64	E-19	PURCHASE AND INSTALL - MULTI MODE FIBERS & MISC. (24 STRANDS)	1,103	LF	\$16.00	\$17,648.00	\$21.00	\$23,163.00	

					Westr	Westra Construction Corp.		Ranger Construction Industries, Inc.	
Item No.	Bid Item	Description	Unit	Quantity	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	Unit Price (Dollars-Cents)	Total Amount (Dollars-Cents)	
85	E-20	PURCHASE AND INSTALL - CATEGORY 6 ETHERNET CABLES	4,326	LF	\$3.35	\$14,492.10	\$3.50	\$15,141.00	
66	E-21	PURCHASE AND INSTALL - MAXCELL INNERDUCT 4*	4,830	LF	\$6.55	\$31,636.50	\$10.45	\$50,473.50	
67	E-22	PURCHASE AND INSTALL - MAXCELL INNERDUCT 2*	3,749	LF	\$4.75	\$17,807.75	\$9.15	\$34,303.35	
68	E-23	BORING FOR ELECTRICAL CONDUITS	2,594	LF	\$15,25	\$39,558,50	\$25.50	\$66,147.00	
69	E-24	TRENCHING FOR ELECTRICAL CONDUITS	2,982	LF	\$10,15	\$30,267.30	\$8.05	\$24,005.10	
70		DEMOLITION - RELOCATE FIBER CABINET	2,302	EA	\$650.00	\$650.00	\$5,500,00	\$5,500.00	
71	E-26	DEMOCITION - RELOCATE EXISTING INTERCOM STATION	1	EA	\$5,250.00	\$5,250.00		\$3,400.00	
72	E-27	DEMOLITION - LIGHT POLE	1	EA	\$143,00	\$143.00	\$4,300,00	\$4,300.00	
73	E-28	DEMOLITION - ROADWAY SIGN ELECTRICAL ONLY	<u>-</u>	LS	\$7,155.00	\$7,155.00	\$4,870,00	\$4,870.00	
		Subtotal, Electrical			\$1,100.00	\$716,188.15	\$ 1,07 0.00	\$836,855.34	
		LANDSCAPE ITEMS				W 10,100.10		Ψ000,000.0+	
74		PE	33	EA	\$405.00	\$13,365.00	\$525,00	\$17,325.00	
75		QV	36	EA	\$1,125.00	\$40,500.00	\$1,200.00	\$43,200.00	
76		RE	18	EA	\$1,083.00	\$19,494.00	\$3,500,00	\$63,000,00	
77	L-4	SP	18	EA	\$518.00	\$9.324.00	\$600.00	\$10,800.00	
78		WB	5	EA	\$1,192,00	\$5,960.00	\$950,00	\$4,750.00	
79		ICO	181	EA	\$13.00	\$2,353.00	\$13.00	\$2,353.00	
80		MCA	720	EA	\$8.00	\$5,760,00	\$11,50	\$8,280,00	
81		PMA	527	EA	\$13.00	\$6,851.00	\$13.50	\$7,114.50	
82	L-9	SRE	39	EA	\$58.00	\$2,262,00	\$87.00	\$3,393.00	
83	L-10	ZFL	101	EA	\$57.50	\$5,807.50	\$87.00	\$8,787.00	
84	L-11	LMU	1,447	EA	\$11.60	\$16,785,20	\$5,60	\$8,103,20	
85	L-12	TAS	779	EA	\$4.50	\$3,505.50	\$5.60	\$4,362.40	
86	L-13	Sod, Argentine Bahia	15,000	SF	\$0,75	\$11,250.00	\$0.75	\$11,250,00	
87		Sod, St. Augustine Floratam	12,000	SF	\$1.50	\$18,000,00	\$1,20	\$14,400.00	
88		Mulch 1, Shell	74,000	SF	\$0.90	\$66,600,00	\$1,25	\$92,500.00	
89		Mulch 2, Black Shredded	7.000	SF	\$0.85	\$5,950.00	\$0.95	\$6,650.00	
90		Mulch 3, Pine Straw	9,000	SF	\$0.25	\$2,250,00	\$0.50	\$4,500.00	
91		Irrigation- Element 1	1	LS	\$28,200,00	\$28,200.00	\$55,000.00	\$55,000.00	
92		Irrigation- Element 2	1	LS	\$21,500,00	\$21,500.00	\$10,500.00	\$10,500.00	
						\$285,717.20	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	\$376,268.10	
OTAL A	MOUNT				ı	\$2,889,868,10		\$2,914,251.30	
		\$233,28				1-111-		42/01/1/2011/00	
\$0.04									
Prepared by: Milad Modaberi					LINE ITEM NO.	Comment	LINE ITEM NO.	Comment	
					E-27	\$1287 higher than submitted	E-27	\$1287 higher than submitted	
DISCREPANCIES ON BIDDER'S BID FORMS:					TOTAL PRICE:	\$1287 higher than submitted	TOTAL PRICE:	\$1287 higher than submitted	
					L				



Charles D. (Dan) Bailey, Jr.

Attorney at Law dbailey@williamsparker.com T: (941) 329-6609 F: (941) 954-3172

January 14, 2021

Kent Bontrager, P.E. Sr. Vice President of Engineering, Planning & Facilities 6000 Airport Circle Sarasota, FL 34243

Re: Parking Lot Expansion Phase 2

Bid Review/Contract Award Recommendation

Dear Kent:

You have solicited my review and recommendation regarding the bids received on December 18, 2020 for the above-referenced project. In that connection, I have reviewed the letter of December 23, 2020, from Mark Jansen, of American Infrastructure Development, Inc., which provides a bid tabulation and recommendation of award.

Bids were submitted by (1) Magnum Builders of Sarasota, Inc., with a bid of \$2,027,774.09; (2) Cobb Site Development, Inc., with a bid of \$2,312,263.95; (3) C-Squared Certified General Contractor, Inc., with a bid of \$2,500,006.26; (4) Pavement Maintenance, LLC, with a bid of \$2,685,000.00; (5) Bergeron Land Development, Inc., with a bid of \$2,733,832.00; (6) Gator Grading & Paving, LLC, with a bid of \$2,737,174.96; (7) Westra Construction Corp., with a bid of \$2,889,868.10; and (8) Ranger Construction Industries, Inc., with a bid of \$2,914,251.30.

I have reviewed the bid review checklist and the bid sheets of each bidder; and note the comment in Mr. Jansen's letter indicating the math errors found in various bid forms, but it made no difference in determining the apparent low bidder. Accordingly, I am in agreement that Magnum Builders of Sarasota, Inc. is the apparent low, responsive and responsible bidder, and recommend that the bid be awarded to that company in the sum of \$2,027,744.09.

If I can assist in any other way, please advise.

Respectfully submitted,

Dan Bailey Charles D. (Dan) Bailey, Jr.

For the Firm

cc: Mark Jansen, P.E., (via email: mjansen@aidinc.us)

6054619.v1

AGENDA ITEM NO. 5H

SARASOTA MANATEE AIRPORT AUTHORITY JANUARY 25, 2021 MEETING STAFF NARRATIVE

RE APPROVAL: INCREASE CONTRACT SCOPE FOR CONSTRUCTION OF ACCESS CONTROL PROJECT WITH INTEGRATED FIRE & SECURITY SOLUTIONS, INC. (IFSS)

EXECUTIVE SUMMARY: Staff requests authorization from the Board to approve an increase in contract scope for the Access Control Project with Integrated Fire and Security Solutions, Inc.

NARRATIVE: At the November 2019 Board meeting, the Authority awarded the low responsive bidder (IFSS) a contract to install a new access control system. The new system will modernize the security system and includes new card readers, updated software, an integrated CCTV System, perimeter gate controllers, upgrades to the wire mesh system, new ID Badge Management, and added new door hardware.

In this change order request, staff is reducing the initial project scope by eliminating the upgrades to the wire mesh system currently in the long-term parking area. This system is no longer needed with the additional cameras that are being installed as part of the Parking Lot Expansion Phase 2 project. Staff is also requesting a scope increase that will replace the fiber optic cable to the AOA perimeter gate controllers. The existing fiber has reached its design life and has become difficult to maintain. This scope increase will replace and upgrade the fiber optics with faster more reliable cable to ten perimeter gate controllers.

The additional costs will be funded through the FDOT grant received for this project, and Staff recommends approval of this change order with IFSS.

Staff is requesting an increase to IFSS's contract of \$190,205.55 and an additional 60-calendar days to replace the fiber optics cable.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority approve the increase in contract scope and fee of \$190,205.55 with IFSS to cover the replacement of the fiber optics cable to the AOA perimeter gate controllers. Staff also requests authorization to prepare all documents necessary to implement this action.

ATTACHMENTS: Contract Change Order

SARASOTA BRADENTON INTERNATIONAL AIRPORT SARASOTA MANATEE AIRPORT AUTHORITY

6000 AIRPORT CIRCLE SARASOTA, FLORIDA 34243



CHANGE ORDER										
Project Title:	Access Control Replacement Project		Date	e Prepared:	Januar	y 15, 2021				
Project Description:	Replaces current access control system fully integrate video surveillance, ph	nysical		AIP No.		N/A				
	access and access credential capabilities.			in. Proj. No.	444247-1-94-01					
Contractor:	,				18058-00-000					
Address:	01									
	Fort Myers, FL 33907		Cnan	ge Order#	04					
ORIGINAL CONTI				\$		1,475,310.00				
	DUS CHANGE ORDERS:			\$		199,810.27				
COST OF THIS C				•		190,205.55				
REVISED CONTR	ACT AMOUNT:			\$		1,865,325.82				
	DESCRIPTION OF CHANGE			QUANTITY	UNIT PRICE	TOTAL AMOUNT				
Per attached detail:										
ADD: New SM fiber 43W	at gates 25E, 26E, 27E, 32N, 33N, 34N, 38W	, 40W, 4	2W,	1 LS	254,483.00	\$254,483.00				
ADD: 'Request to Ex	kit' push button			1 LS	4,028.00	\$4,028.00				
	hange order for wireless mesh network			1 LS	(68,305.45)	(\$68,305.45)				
	Chan	ge Orde	er Total:			\$190,205.55				
Reason for Chang	e Order: Owner requested changes due	to code	e require	ments.		<u> </u>				
	ditions set forth below, an equitable adjust				vs.					
The contract price					ete work is					
Not cha			Not cha							
X Increas		Х		ed 60-days						
	accordance with your contract dated		ary 13, 2		and as listed b					
	ementioned change and work affected the	reby ar	e subjec	t to all contra	ct stipulations a	ind covenants.				
	s of the Owner are not prejudiced; and	o or as	a consec	nuence of the	aforementione	ed change are				
satisfied.	C. All claims against the Owner which are incidental to or as a consequence of the aforementioned change are satisfied.									
	SIGNATURE			TITLE		DATE				
Owner Representativ		С	hairman, SMA	Α						
Contractor			IFSS							
Engineer of Record				AVCON						
FDOT (if applicable)										
DISTRIBUTION:	Convitor Each Signatory Darty, SMAA Einana	CNAAA	Drainat Fi							

DISTRIBUTION: Copy for Each Signatory Party, SMAA Finance, SMAA Project File



 Filename:
 SRQOUTF

 Date:
 1/12/21

 Version:
 1

 Job No:
 RQA

Total: \$254,483.00

Job Name: SRQ

Phase II Outdoor Fiber

To: SRQ Phone:

Attn: Cameron Newhouse/Sean Day

IFSS Rep: G.M. Ulibarri

QTY	Part Number	Description	Price
1	New SM Fiber	Gate 25E	\$16,816.00
1	New SM Fiber	Gate 26E	\$13,746.00
1	New SM Fiber	Gate 27E	\$16,816.00
1	New SM Fiber	Gate 32N	\$28,333.00
1	New SM Fiber	Gate 33N	\$23,205.00
1	New SM Fiber	Gate 34N	\$20,493.00
1	New SM Fiber	Gate 38W	\$52,752.00
1	New SM Fiber	Gate 40W	\$23,205.00
1	New SM Fiber	Gate 42W	\$23,205.00
1	New SM Fiber	Gate 43W	\$16,462.00

Engineering	\$7,200.00
Project Management and Administration	\$9,800.00
Bonds	\$2,450.00

CHANGE ORDER TOTAL: \$254,483.00

- 1. Furnish and install OSP loose tube 6 strand single mode fiber optic cables as shown on Phase II plans provided.
- 2. All new fiber cable will be terminated with fusion spliced LC pigtails and housed in the appropriate enclosure.
- 3. The fiber strands with will be tested with a TDR in 1 direction.

Notes:

- 1 All work to be done during normal working hours (Monday Friday 7am-5pm)
- 2 One year standard warranty from beneficial use on installation and equipment is included.
- 3 No overtime is included in this quote.
- 4 The above listed equipment shall be provided, installed, programmed, tested and certified by IFSS.
- 5 No permit fee's are included in this quote.
- 6 IFSS will train onsite personnel in using and operating the provided system.
- 7 Tax is included in this proposal
- 8 Ground freight is included in this proposal
- 9 Bill of materials as provided is for bid purposes and is subject to change during the engineering process
- 10 This proposal is only valid for 60 days, with out written authorization from an IFSS Officer
- 11 Customer operation and maintenance training introduction are included in this quotation

INTEGRATED FIRE & SECURITY SOLUTIONS, Inc 1970 Dana Drive Fort Myers FL, 33907 Voice (239) 415-4374 fax (239) 415-4378

FC0001085

Project:
Customer Reference:
Integrated Fire & Security Reference:
Date:
Sale Price:

SRQOUTF Phase II Outdoor Fiber 1/12/21 \$254,483.00

SRQ

INTEGRATED FIRE & SECURITY SOLUTIONS Terms and Conditions of Sale

- 1. LIMITATION OF WARRANTY: Purchaser understands that IFSSI is not an Insurer. Subject to the limitations below, IFSSI warrants that the Product as distinguished from Software) be free from defects in material and workmanship under normal use for a period of one year from the date of first beneficial use of all or any part of this Product or 18 months after Product shipment whichever is earlier provided, however, that IFSSI sole liability, and purchaser's sole remedy, under said warranty, hall be limited to the repair or replacement of any Product, or part thereof, which IFSSI determines to be defective at IFSSI sole option and subject to the availability of service personnel and parts, as determined by IFSSI. IFSSI warrants expendable items including, but not limited to, video and print heads, television camera tubes, video monitor display tubes, batteries and certain other products in accordance with the applicable manufacturer's warranty. 'IFSSI' does not warrant devices designed to fail in protecting a system such as, but not limited to fuses and circuit breakers. 'IFSSI' warrants that any 'IFSSI' Software described in this Agreement, as well as that Software contained in or sold as part of any Product described in this Agreement, will reasonably conform to its published specifications in effect at the time of delivery and for ninety (90) days after delivery. However, Purchaser agrees and acknowledges that the Software may have inherent defects because of its complexity. 'IFSSI' sole obligation with respect to Software, and purchasers sole remedy, shall be to make available published modifications, designed to correct inherent defects, which become available during the warranty period.
- 2. VALIDITY PERIOD: The price quotes provided are valid for 30 days unless otherwise specified in writing by 'IFSSI'.
- 3. INTEGRATED FIRE & SECURITY SOLUTIONS: Purchaser others agrees that "IFSSI" offers various levels of services and that the Purchaser, after reviewing the same, has contracted with "IFSSI" to perform only the services described in writing in this Agreement. "IFSSI" denies liability for materials, supplies or work provided by other persons. Unless specifically contracted for. "IFSSI" denies any supervisory role and this Agreement shall not commit "IFSSI" to any supervisory role, including, but not limited to the placement or routing of any wires or other Product. If this Agreement includes a quote for Monitoring Services to be supplied by IFSSI". Purchaser agrees for himself, and any assignees to this Agreement that "IFSSI" shall have no duty to perform such Monitoring Services until and unless the Purchaser, and any assignee including but not limited to the end-user, agree to and sign a "IFSSI" Monitoring Agreement approved and signed by and signed by an authorized representative of "IFSSI"
- 4. CANCELLATION: Any cancellation must be made in writing. Recognizing that "IFSSI" damages arising from cancellation will be difficult to estimate or determine, the following changes shall be construed as liquidated damages representing an approximation of the administrative, engineering, and other costs 'IFSSI' will actually incur in reliance upon this Agreement and not as a penalty: If, prior to shipment. Purchaser cancels this Agree right to any portion thereof, for any reason not attributable to 'IFSSI'. Purchaser agrees to pay 'IFSSI' an amount equal to 20% of the price of the products canceled if the cancellation occurs more than 21 days after 'IFSSI' receives Purchaser's order or Purchaser accepts this Agreement. If Purchaser cancels after shipment, Purchaser agrees to pay the above 20% of the price of the products canceled, return the products already shipped, and to pay 'IFSSI' an additional amount equal to 30% of the value of the returned products to cover the estimated costs of transportation and restocking.
- 5. LIMITATION OF REMEDY: It is understood and agreed that since it is impractical and extremely difficult to fix actual damages, if any, or ascertain what, it any, portion of any loss of injury would be proximately caused by the failure of 'IFSSI' Product and/or Software to operate, or to operate properly, or 'IFSSI' to perform any of its obligations or services described herein, UNDER NO CIRCUMSTANCES WILL 'IFSSI' LIABILITY FOR ANY DAMAGES, INCLUDING BUT NOT LIMITED TO THOSE ARISING IN ANY WAY OUT OF THE INSTALLATION USE DESIGN OR FUNCTION OR FAILURE TO FUNCTION OF ANY PRODUCT AND SOFTWARE SOLD BY 'IFSSI'. BE IN EXCESS OF THE PURCHASE PRICE PAID FOR THE PRODUCT, SOFTWARE AND/OR SERVICES. THIS SUM SHALL BE THE PURCHASER'S SOLE, A COMPLETE AND EXCLUSIVE REMEDY AND SHALL BE PAID AND RECEIVED AS LIQUIDATED DAMAGES OR A LIMITATION OF LIABILITY AMOUNT AGREED ON BY THE PARTIES AND NOT AS A PENALTY. IN NO CIRCUMSTANCES WILL 'IFSSI' BE HELD LIABLE FOR ANY CLAIMS, LOSSES, DAMAGES OR INJURIES ARISING FROM OR CAUSED BY THE PURCHASER'S OR ANY OTHER PARTY'S MATERIAL, EQUIPMENT, ACTIONS, OR OMISSIONS. If Purchaser wishes' IFSSI' to increase the amount of the above limitation of liability or liquidated damages amount stated in this Agreement, Purchaser may inquire about obtaining an increase to this amount in exchange for an increased purchase or contract price. Under no circumstances will an increase in the purchase or contract price be construed to mean that 'IFSSI' is an insurer of that the obligations of obtaining and maintaining insurance are not with the Purchaser.
- 6. INSURANCE OBLIGATIONS: It is understood and agreed by the Purchaser that "IFSSI" is not an insurer and that it is the Purchaser's obligation to obtain and maintain any insurance covering any losses to property or personal injury or any other damage which may occur at the premises where the "IFSSI" Product, Software or Services. Which for the basis of this Agreement are delivered, assembled, Installed, used, or performed. The Purchaser agrees to list "IFSSI" as an additional insured on all such policies and to provide "IFSSI" a copy of the Certificate of Insurance upon request. Purchaser further agrees that the Certificate of Insurance shall contain a provision that coverage afforded under the policies will not be canceled or materially altered until at least thirty (30) days after written notice is given to "IFSSI".
- 7. WAIVER OF SUBROGATION: Purchaser does hereby for itself and all other parties claiming under it release and discharge 'IFSSI' from and against all hazards covered by Purchaser's insurance. It being expressly agreed and understood that no insurance company insurer, or any other third party will have any right of subrogation against 'IFSSI'.
- 8. LIMITATION OF ACTIONS: The Purchaser hereby agrees that no claim, suit or action of any kind shall be brought against 'IFSSI', Its agents, employees, and/or officers more than one year after the claim arises, whether known or unknown when the claim arises, provided however, that it there is a claim, suit, or cause of action arising under the Warranty, it must be brought, if at all, within six months of expiration of the Warranty period stated above. This clause is in no way to be interpreted as an extension of the Express Warranty stated in paragraph 1 above
- 9. DRUG FREE WORKPLACE POLICY: 'IFSSI' has a written drug free workplace policy available for review by written request.

- 10. INSTALLATION: The installation of any Product is NOT INCLUDED unless specifically provided for in this Agreement.
- 11. TITLE: The Software and any relevant Product as described in this Agreement shall remain the personal property of IFSSI, even if attached to realty or other property. Customer shall not sell, assign, encumber of remove the Product of Software without the prior written consent of IFSSI. Customer shall perform all necessary acts to preserve and protect the right, title and interest of IFSSI in the Product and Software including but not limited to signing any financing statements or other documents requested by IFSSI or its agents. IFSSI may inspect the product and Software during normal business hours and may affix labels or notices of ownership on the Product and Software.
- 12. FORCE MAJEURE: IFSSI shall not be liable for any loss or damage of any kind resulting from delay, inability to deliver, or install, or to perform any other work under this Agreement on account of fire, flood, labor problems, access to premises, accidents, acts of civil or military authorities, acts of God, or from any other causes beyond IFSSI control.
- 13. DRAWINGS: All drawings an wire diagrams provided by IFSSI in connection with this Agreement are protected under United States Copyright Laws and professional. Intended solely for the use of the installing contractor as a general guide for the installation of the System. Those drawings and wire diagrams are prepared in accordance with the project plans and specifications available to IFSSI at the time of the bid and are NOT intended to be System design or approval documents. IFSSI is not a design professional. Under no circumstances is any clause in this agreement or any actions taken by IFSSI to be construed in such a way as to impose upon IFSSI the duties or liabilities of a design.
- 14. CHANGE ORDERS: This Agreement can be modified, amended or altered only by an Agreement in writing, signed by both parties or their duty authorized representatives.
- 15. SOFTWARE LICENSE AND USE: Software Products provided by IFSSI are licensed, not sold. In the Customer. Customer has only a non-exclusive, non- transferable license to use the software ('License'). IFSSI retains all right, title and interest to the Software. In some cases, I FSSI may have a right to re-license the Software. 'Software' shall mean any part of Software provided by IFSSI in machine readable from indicated on this Agreement or contained in any IFSSI Product indicated on this agreement to ordered subsequently, any modified versions and all related documentation. Customer shall use the Software only on the Product and all the Product Site listed herein. Any Software received by Customer at any time is subject to this agreement. The License term begins upon delivery of the Software and continues until the last use of the Software with the Product, unless terminated IFSSI may terminate this License if Customer. (1) Fails to perform any obligation under the Agreement; (2) ceases to do business as a going concern; (3) has its assets assigned or attached by law. Within five (5) days after the License terminates. Customer shall, at its expense, return the Software to IFSSI and destroy all copies of the Software, including memory or storage copies.
- 16. PROTECTION AND NON-DISCLOSURE: Customer shall maintain the Software in strict confidence and shall disclose it only to its employees requiring access. Customer shall implement adequate procedures controlling access to and use of the Software consistent with the protection of IFSSI rights. Customer may duplicate Software only for internal use on the Product according to IFSSI instructions.

THIS QUOTATION AND ANY RESULTING CONTRACT SHALL BE SUBJECT TO THE GENERAL TERMS AND CONDITIONS CONTAINED HEREIN

Order By:		Accepted By:	
Integrated Fire & Security Solutions		Company Name:	
1970 Dana Drive		Address:	
Fort Myers FL, 33907		Representative Name:	
Voice (239) 415-4374 fax (239) 415-4378		Representative Signature:	
Representative Name: G.N	M, Ulibarri	Title:	
Representative Signature:		P.O.#:	
G.M. "John" C Date: 1/12/2021	Ilibarri	Date:	
Date: //1/12/2021		Sale Price:	\$254,483.00



Filename: Date: **SRQREX**

Version: Job No: 1/12/21 **RQA**

Total:

See Below

Job Name: SRQ REX Add

To: Sarasota Bradenton Airport

Phone: 941-359-2770 ext. 4265 Attn: Cameron Newhouse

IFSS Rep: G.M. Ulibarri

Base Bid - Standard Pushbutton REX Devices

QTY	Part Number	Description	Price Each	Extension
10	AC-TS14	Request-to-Exit Pushbutton	\$304.30	\$3,043.00
1	MISC	Lot Miscellaneous Materials and Harware	\$60.00	\$60.00
1	INSTALL	Lot Labor for Installation	\$725.00	\$725.00
1	ENG & PM	Lot Engineering and Project Management	\$200.00	\$200.00

Base Bid Total:

\$4,028.00

Alternate - "Touchless" REX Devices

QTY	Part Number	Description	Price Each	F. Consion
10	10MS08U	Touchless REX Switch (Wave Actuator)	20.08	\$3,280.83
1	MISC	Lot Miscene Materials and Harward	\$60.00	\$60.00
1	INSTALL	Lot Labor for	\$725.00	\$725.00
1	ENG & PM	Lot Formering and Project Management	\$200.00	\$200.00

Alternate Bid Total:

\$4,200.0

Notes:

- 1 All work to be done during normal working hours (Monday Friday 7am-5pm)
- 2 One year standard warranty from beneficial use on installation and equipment is included.
- 3 No overtime is included in this quote.
- 4 The above listed equipment shall be provided, installed, programmed, tested and certified by IFSS.
- 5 One week contract extension required.
- 6 IFSS will train onsite personnel in using and operating the provided system.
- 7 Tax is included in this proposal
- 8 Ground freight is included in this proposal
- 9 Bill of materials as provided is for bid purposes and is subject to change during the engineering process.
- 10 This proposal is only valid for 60 days, without written authorization from an IFSS Officer.
- 11 Customer operation and maintenance training introduction are included in this quotation.

Project Scope:

Replace card readers on "inside" of the following portals

TW-14X Area A Corridor TW-34X Area B Corridor TW-35X Bag Merge Room TW-43X Area C Corridor LOB1-30 West Stairwell Corridor LOB1-22 East Stairwell Lobby LOB1-32 East Stairwell Corridor West Chiller Room Door MT1-36 TU-4 Executive Side Entrance

Employee Parking Ped Gate

INTEGRATED FIRE & SECURITY SOLUTIONS, Inc 1970 Dana Drive Fort Myers FL, 33907 Voice (239) 415-4374 fax (239) 415-4378 FC0001085 Project: SRQ REX Add

Customer Reference: SRQREX

Integrated Fire & Security Reference: 0
Date: 1/12/21
Sale Price: See Below

Recurring Services: \$0.00

Recurring Services: \$0.00

1. LIMITATION OF WARRANTY: Purchaser understands that IFSSI is not an Insurer. Subject to the limitations below, IFSSI warrants that the Product as distinguished from Software be free from defects in material and workmanship under normal use for a period of one year from the date of first beneficial use of all or any part of this Product or 18 months after Product shipment whichever is earlier provided, however, that IFSSI sole liability, and purchaser's sole remedy, under said warranty, hall be limited to the repair or replacement of any Product, or part thereof, which IFSSI determines to be defective at IFSSI sole option and subject to the availability of service personnel and parts, as determined by IFSSI. IFSSI warrants expendable items including, but not limited to, video and print heads, television camera tubes, video monitor display tubes, batteries and certain other products in accordance with the applicable manufacturer's warranty. 'IFSSI' does not warrant devices designed to fail in protecting a system such as, but not limited to fuses and circuit breakers. 'IFSSI' warrants that any 'IFSSI' Software described in this Agreement, as well as that Software contained in or sold as part of any Product described in this Agreement, will reasonably conform to its published specifications in effect at the time of delivery and for ninety (90) days after delivery. However, Purchaser agrees and acknowledges that the Software may have inherent defects because of its complexity. 'IFSSI' sole obligation with respect to Software, and purchasers sole remedy, shall be to make available published modifications, designed to correct inherent defects, which become available during the warranty period.

INTEGRATED FIRE & SECURITY SOLUTIONS Terms and Conditions of Sale

- 2. VALIDITY PERIOD: The price quotes provided are valid for 30 days unless otherwise specified in writing by 'IFSSI'.
- 3. INTEGRATED FIRE & SECURITY SOLUTIONS: Purchaser others agrees that 'IFSSI' offers various levels of services and that the Purchaser, after reviewing the same, has contracted with "IFSSI" to perform only the services described in writing in this Agreement. 'IFSSI' denies liability for materials, supplies or work provided by other persons. Unless specifically contracted for. 'IFSSI' denies any supervisory role and this Agreement shall not commit 'IFSSI' to any supervisory role, including, but not limited to the placement or routing of any wires or other Product. If this Agreement includes a quote for Monitoring Services to be supplied by IFSSI'. Purchaser agrees for himself, and any assignees to this Agreement that 'IFSSI' shall have no duty to perform such Monitoring Services until and unless the Purchaser, and any assignee including but not limited to the end-user, agree to and sign a 'IFSSI' Monitoring Agreement approved and signed by and signed by an authorized representative of 'IFSSI'
- 4. CANCELLATION: Any cancellation must be made in writing. Recognizing that 'IFSSI' damages arising from cancellation will be difficult to estimate or determine, the following changes shall be construed as liquidated damages representing an approximation of the administrative, engineering, and other costs 'IFSSI' will actually incur in reliance upon this Agreement and not as a penalty: If, prior to shipment. Purchaser cancels this Agree right to any portion thereof, for any reason not attributable to 'IFSSI'. Purchaser agrees to pay 'IFSSI' an amount equal to 20% of the price of the products canceled if the cancellation occurs more than 21 days after 'IFSSI' receives Purchaser's order or Purchaser accepts this Agreement. If Purchaser cancels after shipment, Purchaser agrees to pay the above 20% of the price of the products canceled, return the products already shipped, and to pay 'IFSSI' an additional amount equal to 30% of the value of the returned products to cover the estimated costs of transportation and restocking.
- 5. LIMITATION OF REMEDY: It is understood and agreed that since it is impractical and extremely difficult to fix actual damages, if any, or ascertain what, it any, portion of any loss of injury would be proximately caused by the failure of 'IFSSI' Product and/or Software to operate, or to operate properly, or 'IFSSI' to perform any of its obligations or services described herein, UNDER NO CIRCUMSTANCES WILL 'IFSSI' LIABILITY FOR ANY DAMAGES, INCLUDING BUT NOT LIMITED TO THOSE ARISING IN ANY WAY OUT OF THE INSTALLATION USE DESIGN OR FUNCTION OR FAILURE TO FUNCTION OF ANY PRODUCT AND SOFTWARE SOLD BY 'IFSSI'. BE IN EXCESS OF THE PURCHASE PRICE PAID FOR THE PRODUCT, SOFTWARE AND/OR SERVICES. THIS SUM SHALL BE THE PURCHASER'S SOLE, A COMPLETE AND EXCLUSIVE REMEDY AND SHALL BE PAID AND RECEIVED AS LIQUIDATED DAMAGES OR A LIMITATION OF LIABILITY AMOUNT AGREED ON BY THE PARTIES AND NOT AS A PENALTY. IN NO CIRCUMSTANCES WILL 'IFSSI' BE HELD LIABLE FOR ANY CLAIMS, LOSSES, DAMAGES OR INJURIES ARISING FROM OR CAUSED BY THE PURCHASER'S OR ANY OTHER PARTY'S MATERIAL, EQUIPMENT, ACTIONS, OR OMISSIONS. If Purchaser wishes' IFSSI' to increase the amount of the above limitation of liability or liquidated damages amount stated in this Agreement, Purchaser may inquire about obtaining an increase to this amount in exchange for an increased purchase or contract price. Under no circumstances will an increase in the purchase or contract price be construed to mean that 'IFSSI' is an insurer of that the obligations of obtaining and maintaining insurance are not with the Purchaser.
- 6. INSURANCE OBLIGATIONS: It is understood and agreed by the Purchaser that "IFSSI" is not an insurer and that it is the Purchaser's obligation to obtain and maintain any insurance covering any losses to property or personal injury or any other damage which may occur at the premises where the "IFSSI" Product, Software or Services. Which for the basis of this Agreement are delivered, assembled, installed, used, or performed. The Purchaser agrees to list "IFSSI" as an additional insured on all such policies and to provide "IFSSI" a copy of the Certificate of Insurance upon request. Purchaser further agrees that the Certificate of Insurance shall contain a provision that coverage afforded under the policies will not be canceled or materially altered until at least thirty (30) days after written notice is given to "IFSSI".
- 7. WAIVER OF SUBROGATION: Purchaser does hereby tor itself and all other parties claiming under it release and discharge "IFSSI" from and against all hazards by Purchaser's insurance. It being expressly agreed and understood that no insurance company insurer, or any other third party will have any right of subrogation against "IFSSI".
- 8. LIMITATION OF ACTIONS: The Purchaser hereby agrees that no claim, suit or action of any kind shall be brought against 'IFSSI', Its agents, employees, and/or after the claim arises, whether known or unknown when the claim arises, provided however, that it there is a claim, suit, or cause of action arising under the Warranty, it must be brought, if at all, within six months of expiration of the Warranty period stated above. This clause is in no way to be interpreted as an extension of the Express Warranty stated in paragraph 1 above

- 10. INSTALLATION: The installation of any Product is NOT INCLUDED unless specifically provided for in this Agreement.
- 11. TITLE: The Software and any relevant Product as described in this Agreement shall remain the personal property of IFSSI, even if attached to realty or other property. Customer shall not sell, assign, encumber of remove the Product of Software without the prior written consent of IFSSI. Customer shall perform all necessary acts to preserve and protect the right, title and interest of IFSSI in the Product and Software including but not limited to signing any financing statements or other documents requested by IFSSI or its agents. IFSSI may inspect the product and Software during normal business hours and may affix labels or notices of ownership on the Product and Software.
- 12. FORCE MAJEURE: IFSSI shall not be liable for any loss or damage of any kind resulting from delay, inability to deliver, or install, or to perform any other work under this Agreement on account of fire, flood, labor problems, access to premises, accidents, acts of civil or military authorities, acts of God, or from any other causes beyond IFSSI control.
- 13. DRAWINGS: All drawings an wire diagrams provided by IFSSI in connection with this Agreement are protected under United States Copyright Laws and professional. Intended solely for the use of the installing contractor as a general guide for the installation of the System. Those drawings and wire diagrams are prepared in accordance with the project plans and specifications available to IFSSI at the time of the bid and are NOT intended to be System design or approval documents. IFSSI is not a design professional. Under no circumstances is any clause in this agreement or any actions taken by IFSSI to be construed in such a way as to impose upon IFSSI the duties or liabilities of a design.
- 14. CHANGE ORDERS: This Agreement can be modified, amended or altered only by an Agreement in writing, signed by both parties or their duty authorized representatives.
- 15. SOFTWARE LICENSE AND USE: Software Products provided by IFSSI are licensed, not sold. In the Customer. Customer has only a non-exclusive, non- transferable license to use the software ('License'). IFSSI retains all right, title and interest to the Software. In some cases. I FSSI may have a right to re-license the Software. 'Software' shall mean any part of Software provided by IFSSI in machine readable from indicated on this Agreement or contained in any IFSSI Product indicated on this agreement to ordered subsequently, any modified versions and all related documentation. Customer shall use the Software only on the Product and all the Product Site listed herein. Any Software received by Customer at any time is subject to this agreement. The License term begins upon delivery of the Software and continues until the last use of the Software with the Product, unless terminated IFSSI may terminate this License if Customer. (1) Fails to perform any obligation under the Agreement; (2) ceases to do business as a going concern; (3) has its assets assigned or attached by law. Within five (5) days after the License terminates. Customer shall, at its expense, return the Software to IFSSI and destroy all copies of the Software, including memory or storage copies.
- 16. PROTECTION AND NON-DISCLOSURE: Customer shall maintain the Software in strict confidence and shall disclose it only to its employees requiring access. Customer shall implement adequate procedures controlling access to and use of the Software consistent with the protection of IFSSI rights. Customer may duplicate Software only for internal use on the Product according to IFSSI instructions.

THIS QUOTATION AND ANY RESULTING CONTRACT SHALL BE SUBJECT TO THE GENERAL TERMS AND CONDITIONS CONTAINED HEREIN

Order By:	Accepted By:		
Integrated Fire & Security Solutions	Company Name:		
1970 Dana Drive	Address:		
Fort Myers FL, 33907	Representative Name:		
Voice (239) 415-4374 fax (239) 415-4378	Representative Signature:		
Representative Name: G.M. Ulibarri	Title:		
Representative Signature:	P.O.#:		
	Date:		
Date: 0/12/2021	Sale Price: See Below		
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TS-14Request to Exit Station with Pneumatic Timer

The TS-14 request to exit station with pneumatic timer and push button, provides a convenient way to keep the door unlocked for a specified amount of time, allowing for easy entry or egress. The door will relock when the relay time has expired.



TS-14

Features

Standard Features

- Switch mounted on single gang wall plate with 430 stainless steel finish
- 1-1/2" green mushroom push button
- Plate screened "PUSH TO EXIT" for easy to follow egress instructions
- Pneumatic time delay is adjustable 2 to 60 seconds
- Does not require external power for operation
- Timer life: up to 1 million operations

Options

- TS-14R with red mushroom push button
- TS-14N with switch mounted on narrow 1-3/4" wall plate with 302 stainless steel finish
- TS-14NR mounted on narrow wall plate with red push button
- **TS-14302** mounted on weather resistant plate with 302 stainless steel finish
- Finishes: multiple plate finishes available
- Custom screening available

Specifications

Certifications & Listings

UL 294 listed

Electrical

- One N/O and one N/C contact pair
- Contacts rated 10A at 120 VDC
- Switch depth behind plate: 2-1/4"
- Switch time repeatable +/- 10%
- Switch terminated with 10" colored leads

Operating Temperature

+15 to 120F (-9 to 49C)



 Filename:
 SRQ-WM-CO-CR

 Date:
 1/4/21

 Version:
 1

 Job No:
 RQA

Total: -\$68,305.45

Job Name: Sarasota-Bradenton Intnl Airport

Wireless Mesh Network Change Order 3 Cancellation Credit

To: Sarasota-Bradenton Intnl Airport

Phone: (941)359-2770 ext 4597 IFSS Rep: G.M. Ulibarri

Attn: cameron.newhouse@srq-airport.com

Original Change Order					
Part Number	System Description	Price	Extension		
MH-B100-CCS-PoE-MWB	MultiHaul™ BU, 90°, 500Mbps upgradable to 1800Mbps	\$1,560.58	\$17,166.38		
MH-T200-CCC-PoE-MWB	MultiHaul™ TU, 90°, base rate 100Mbps upgradable to 1000Mbps	\$736.96	\$11,054.40		
MH-UPG-BU-500-1800	MultiHaul™ BU capacity upgrade from 500 Mbps to 1800 Mbps	\$196.00	\$2,156.00		
MH-UPG-TU-100-1000	MultiHaul™ TU upgrade from 100 Mbps to 1 Gbps	\$147.00	\$2,205.00		
	SikluCare "Gold" Service&Support Plan 3 Years. Including Extended				
SR-AR-3Y-MH-B	Warranty cost.	\$390.04	\$4,290.44		
	SikluCare "Gold" Service&Support Plan - 3 Years. Including Extended				
SR-AR-3Y-MH-T	Warranty cost.	\$184.24	\$2,763.60		
PWR	Relocate Power at WN2 and WN3 (Elec. Subcontract)	\$9,600.00	\$9,600.00		
Lift	Bucket Truck Rental	\$3,000.00	\$3,000.00		
DEMO	Demo Existing FireTide Equipment	\$300.00	\$4,500.00		
MISC	Miscellaneous Materials - Lot	\$490.00	\$490.00		
LABOR	Installation Labor - Lot	\$13,500.00	\$13,500.00		
ENG	Engineering - Documentation and Programming - Lot	\$4,500.00	\$4,500.00		
PM	Project Management - Lot	\$3,800.00	\$3,800.00		
	MH-B100-CCS-PoE-MWB MH-T200-CCC-PoE-MWB MH-UPG-BU-500-1800 MH-UPG-TU-100-1000 SR-AR-3Y-MH-B SR-AR-3Y-MH-T PWR Lift DEMO MISC LABOR ENG	Part Number System Description MH-B100-CCS-PoE-MWB MultiHaul™ BU, 90°, 500Mbps upgradable to 1800Mbps MH-T200-CCC-PoE-MWB MultiHaul™ TU, 90°, base rate 100Mbps upgradable to 1000Mbps MH-UPG-BU-500-1800 MultiHaul™ BU capacity upgrade from 500 Mbps to 1800 Mbps MH-UPG-TU-100-1000 MultiHaul™ TU upgrade from 100 Mbps to 1 Gbps SikluCare "Gold" Service&Support Plan 3 Years. Including Extended SR-AR-3Y-MH-B Warranty cost. SR-AR-3Y-MH-T Warranty cost. PWR Relocate Power at WN2 and WN3 (Elec. Subcontract) Lift Bucket Truck Rental DEMO Demo Existing FireTide Equipment MISC Miscellaneous Materials - Lot LABOR Installation Labor - Lot ENG Engineering - Documentation and Programming - Lot	Part NumberSystem DescriptionPriceMH-B100-CCS-PoE-MWBMultiHaul™ BU, 90°, 500Mbps upgradable to 1800Mbps\$1,560.58MH-T200-CCC-PoE-MWBMultiHaul™ TU, 90°, base rate 100Mbps upgradable to 1000Mbps\$736.96MH-UPG-BU-500-1800MultiHaul™ BU capacity upgrade from 500 Mbps to 1800 Mbps\$196.00MH-UPG-TU-100-1000MultiHaul™ TU upgrade from 100 Mbps to 1 Gbps SikluCare "Gold" Service&Support Plan 3 Years. Including Extended\$390.04SR-AR-3Y-MH-BWarranty cost.\$390.04SR-AR-3Y-MH-TWarranty cost.\$184.24PWRRelocate Power at WN2 and WN3 (Elec. Subcontract)\$9,600.00LiftBucket Truck Rental\$3,000.00DEMODemo Existing FireTide Equipment\$300.00MISCMiscellaneous Materials - Lot\$490.00LABORInstallation Labor - Lot\$13,500.00ENGEngineering - Documentation and Programming - Lot\$4,500.00		

Total \$79,025.82

Credit

QTY	Part Number	System Description	Price	Extension
11	MH-B100-CCS-PoE-MWB	MultiHaul™ BU, 90°, 500Mbps upgradable to 1800Mbps	-\$1,326.49	-\$14,591.42
15	MH-T200-CCC-PoE-MWB	MultiHaul™ TU, 90°, base rate 100Mbps upgradable to 1000Mbps	-\$626.42	-\$9,396.24
11	MH-UPG-BU-500-1800	MultiHaul™ BU capacity upgrade from 500 Mbps to 1800 Mbps	-\$166.60	-\$1,832.60
15	MH-UPG-TU-100-1000	MultiHaul™ TU upgrade from 100 Mbps to 1 Gbps	-\$124.95	-\$1,874.25
11	SR-AR-3Y-MH-B	Warranty cost.	-\$331.53	-\$3,646.87
15	SR-AR-3Y-MH-T	Warranty cost.	-\$156.60	-\$2,349.06
1	PWR	Relocate Power at WN2 and WN3 (Elec. Subcontract)	-\$9,600.00	-\$9,600.00
1	Lift	Bucket Truck Rental	-\$3,000.00	-\$3,000.00
15	DEMO	Demo Existing FireTide Equipment	-\$300.00	-\$4,500.00
1	MISC	Miscellaneous Materials - Lot	-\$490.00	-\$490.00
1	LABOR	Installation Labor - Lot	-\$10,800.00	-\$10,800.00
1	ENG	Engineering - Documentation and Programming - Lot	-\$3,375.00	-\$3,375.00
1	PM	Project Management - Lot	-\$2,850.00	-\$2,850.00

Total -\$68,305.45

Notes:

- 1 Change Order cancelled per owner direction.
- 2 Credit above reflects Manufacturer's restocking fee, shipping and handling.
- 3 This proposal is only valid for 60 days, without written authorization from an IFSS Officer.

INTEGRATED FIRE & SECURITY SOLUTIONS, Inc 1970 Dana Drive Fort Myers FL, 33907

Voice (239) 415-4374 fax (239) 415-4378

Project: Sarasota-Bradenton Intnl Airport

Customer Reference: SRQ-WM-CO-CR

Integrated Fire & Security Reference: ssh Network Change Order 3 Cancel

Date: 1/4/21 Sale Price: (\$68,305.45)

INTEGRATED FIRE & SECURITY SOLUTIONS Terms and Conditions of Sale

1. LIMITATION OF WARRANTY: Purchaser understands that IFSSI is not an insurer. Subject to the limitations below, IFSSI warrants that the Product as distinguished from Software be free from defects in material and workmanship under normal use for a period of one year from the date of first beneficial use of all or any part of this Product or 18 months after Product shipment whichever is earlier provided, however, that IFSSI sole liability, and purchaser's sole remedy, under said warranty, hall be limited to the repair or replacement of any Product, or part thereof, which IFSSI determines to be defective at IFSSI sole option and subject to the availability of service personnel and parts, as determined by IFSSI. IFSSI warrants expendable items including, but not limited to, video and print heads, television camera tubes, video monitor display tubes, batteries and certain other products in accordance with the applicable manufacturer's warranty. 'IFSSI' does not warrant devices designed to fail in protecting a system such as, but not limited to fuses and circuit breakers. 'IFSSI' warrants that any 'IFSSI' Software described in this Agreement, as well as that Software contained in or sold as part of any Product described in this Agreement, will reasonably conform to its published specifications in effect at the time of delivery and for ninety (90) days after delivery. However, Purchaser agrees and acknowledges that the Software may have inherent defects because of its complexity. 'IFSSI' sole obligation with respect to Software, and purchasers sole remedy, shall be to make available published modifications, designed to correct inherent defects, which become available during the warranty period.

- 2. VALIDITY PERIOD: The price quotes provided are valid for 30 days unless otherwise specified in writing by 'IFSSI'.
- 3. INTEGRATED FIRE & SECURITY SOLUTIONS: Purchaser others agrees that 'IFSSI' offers various levels of services and that the Purchaser, after reviewing the same, has contracted with
 - "IFSSI" to perform only the services described in writing in this Agreement. "IFSSI" denies liability for materials, supplies or work provided by other persons. Unless specifically contracted
 - for. "IFSSI" denies any supervisory role and this Agreement shall not commit "IFSSI" to any supervisory role, including, but not limited to the placement or routing of any wires or other Product. If this Agreement includes a quote for Monitoring Services to be supplied by IFSSI". Purchaser agrees for himself, and any assignees to this Agreement that "IFSSI" shall have no duty to perform such Monitoring Services until and unless the Purchaser, and any assignee including but not limited to the end-user, agree to and sign a "IFSSI" Monitoring Agreement approved and signed by an authorized representative of "IFSSI"
- 4. CANCELLATION: Any cancellation must be made in writing. Recognizing that "IFSSI" damages arising from cancellation will be difficult to estimate or determine, the following changes shall be construed as liquidated damages representing an approximation of the administrative, engineering, and other costs "IFSSI" will actually incur in reliance upon this Agreement and not as a penalty. If, prior to shipment. Purchaser cancels this Agree right to any portion thereof, for any reason not attributable to "IFSSI". Purchaser agrees to pay "IFSSI" an amount equal to 20% of the price of the products canceled if the cancellation occurs more than 21 days after "IFSSI" receives Purchaser's order or Purchaser accepts this Agreement. If Purchaser cancels after shipment, Purchaser agrees to pay the above 20% of the price of the products canceled, return the products already shipped, and to pay "IFSSI" an additional amount equal to 30% of the value of the returned products to cover the estimated costs of transportation and restocking.
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- 6. INSURANCE OBLIGATIONS: It is understood and agreed by the Purchaser that "IFSSI" is not an insurer and that it is the Purchaser's obligation to obtain and maintain any insurance covering any losses to property or personal injury or any other damage which may occur at the premises where the "IFSSI" Product, Software or Services. Which for the basis of this Agreement are delivered, assembled, installed, used, or performed. The Purchaser agrees to list "IFSSI" as an additional insured on all such policies and to provide "IFSSI" a copy of the Certificate of Insurance upon request. Purchaser further agrees that the Certificate of Insurance shall contain a provision that coverage afforded under the policies will not be canceled or materially altered until at least thirty (30) days after written notice is given to 'IFSSI'.
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- 6. LIMITATION OF ACTIONS: The Purchaser hereby agrees that no claim, suit or action of any kind shall be brought against 'IFSSI', Its agents, employees, and/or officers more than one year after the claim arises, whether known or unknown when the claim arises, provided however, that it there is a claim, suit, or cause of action arising under the Warranty, it must be brought, if at all, within six months of expiration of the Warranty period stated above. This clause is in no way to be interpreted as an extension of the Express Warranty stated in paragraph 1 above
- 9. DRUG FREE WORKPLACE POLICY: 'IFSSI' has a written drug free workplace policy available for review by written request

10. INSTALLATION: The installation of any Product is NOT INCLUDED unless specifically provided for in this Agreement.

11. TITLE: The Software and any relevant Product as described in this Agreement shall remain the personal property of IFSSI, even if attached to realty or other property. Customer shall not sell, assign, encumber of remove the Product of Software without the prior written consent of IFSSI. Customer shall perform all necessary acts to preserve and protect the right, title and interest of IFSSI in the Product and Software including but not limited to signing any financing statements or other documents requested by IFSSI or its agents. IFSSI may inspect the product and Software during normal business hours and may affix labels or notices of ownership on the Product and Software.

12. FORCE MAJEURE: IFSSI shall not be liable for any loss or damage of any kind resulting from delay, inability to deliver, or install, or to perform any other work under this Agreement on account of fire, flood, labor problems, access to premises, accidents, acts of civil or military authorities, acts of God, or from any other causes beyond IFSSI control.

13. DRAWINGS: All drawings an wire diagrams provided by IFSSI in connection with this Agreement are protected under United States Copyright Laws and professional. Intended solely for the use of the installing contractor as a general guide for the installation of the System. Those drawings and wire diagrams are prepared in accordance with the project plans and specifications available to IFSSI at the time of the bid and are NOT intended to be System design or approval documents. IFSSI is not a design professional. Under no circumstances is any clause in this agreement or any actions taken by IFSSI to be construed in such a way as to impose upon IFSSI the duties or liabilities of a design.

14. CHANGE ORDERS: This Agreement can be modified, amended or altered only by an Agreement in writing, signed by both parties or their duty authorized representatives.

15. SOFTWARE LICENSE AND USE: Software Products provided by IFSSI are licensed, not sold. In the Customer, Customer has only a non-exclusive, non- transferable license to use the software ('License'). IFSSI retains all right, title and interest to the Software. In some cases, I FSSI may have a right to re-license the Software. 'Software' shall mean any part of Software provided by IFSSI in machine readable from indicated on this Agreement or contained in any IFSSI Product indicated on this agreement to ordered subsequently, any modified versions and all related documentation. Customer shall use the Software only on the Product and all the Product Site listed herein. Any Software received by Customer at any time is subject to this agreement. The License term begins upon delivery of the Software and continues until the last use of the Software with the Product, unless terminated IFSSI may terminate this License if Customer. (1) Falls to perform any obligation under the Agreement; (2) ceases to do business as a going concern; (3) has its assets assigned or attached by law. Within five (5) days after the License terminates, Customer shall, at its expense, return the Software to IFSSI and destroy all copies of the Software, including memory or storage copies.

16. PROTECTION AND NON-DISCLOSURE: Customer shall maintain the Software in strict confidence and shall disclose it only to its employees requiring access. Customer shall implement adequate procedures controlling access to and use of the Software consistent with the protection of IFSSI rights. Customer may duplicate Software only for internal use on the Product according to IFSSI instructions.

THIS QUOTATION AND ANY RESULTING CONTRACT SHALL BE SUBJECT TO THE GENERAL TERMS AND CONDITIONS CONTAINED HEREIN

Order By:		Accepted By:	
Integrated Fire & Security Solutions		Company Name:	
1970 Dana Drive		Address:	
Fort Myers FL, 33907		Representative Name:	
Voice (239) 415-4374 fax (239) 415-4378		Representative Signature:	_
Representative Name:	G.M. Ulibarri	Title:	
Representative Signature:		P.O.#:	
G.M. "John	e" Ulibarri	Date:	
Date: 1/4/2021		Sale Price:	-\$68,305.45

AGENDA ITEM NO. 5I

SARASOTA MANATEE AIRPORT AUTHORITY JANUARY 25, 2021 MEETING STAFF NARRATIVE

REQUEST FOR APPROVAL: PROFESSIONAL ENGINEERING SERVICES CONTRACT WITH PGAL FOR THE CONSOLIDATED CAR RENTAL FACILITY

EXECUTIVE SUMMARY: The Board selected PGAL as the number one ranked firm at the September 2020 Board meeting to provide professional architectural and engineering services to design, permit, bid, and provide construction phase services for Consolidated Rental Car Facility. The design includes relocating the existing cell lot and RV/Boat Storage Lots to alternate locations, building a new rental car facility where the cell lot and RV/Boat Storage lots currently reside, and demolishing the existing six separate rental car facilities. Design, permitting and bidding service fees were negotiated in the amount of \$1,698,814.00.

NARRATIVE: The existing rental car turn-around facilities are currently located in six (6) separate locations along Rental Car Road, University Parkway, and Air Cargo Avenue. Based upon the draft Master Plan Update, the goal is to develop these existing locations into additional parking and leasable facilities. This project will consolidate all the fueling, cleaning, and minor maintenance activity to one consolidated rental car facility located on Rental Car Road. This will improve operations for the rental car companies and open needed areas for further development. Staff has been meeting with the three rental car companies and have agreed on the proposed concept.

A detailed scope was prepared by PGAL and submitted to staff for review. A fee was negotiated in the amount of \$1,698,814.00. This project is fully funded with Customer Facility Charges (CFCs).

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority authorize the Chairman to execute a design contract with PGAL in the amount of \$1,698,814.00 with a 10% contingency providing an authorized level of \$1,868,695.00. Staff also requests authorization to prepare all documents necessary to implement this action.

ATTACHMENTS: Contract, scope & fee

CONTRACT FOR PROFESSIONAL ARCHITECTURAL/ENGINEERING SERVICES FOR THE CONSOLIDATED RENTAL CAR FACILITY (CONRAC) PROJECT BETWEEN THE SARASOTA MANATEE AIRPORT AUTHORITY AND

PGAL

This Contract is made and entered into this ____ day of _______, 2021 by and between the Sarasota Manatee Airport Authority, a political subdivision of the State of Florida, (hereinafter referred to as the "Authority"), and PGAL (hereinafter, referred to as "the Consultant", 1425 Ellsworth Industrial Blvd., Suite 15, Atlanta, GA, 30318). The Contract is effective on the date of execution by the Authority.

WITNESSETH:

The parties hereto agree that the services to be performed by the Consultant under this Contract, the objectives and conditions of the Contract, the fees to be paid for such services, and the time of performance of this Contract shall be as described below:

<u>Item 1 - Scope of Services</u>

Except as modified by this Contract, the Consultant shall perform the services identified within the scope of services received on December 23, 2020 attached hereto (Exhibit "A"), and incorporated by reference into this Contract.

Item 2 - General Conditions

- A. <u>Basic Data Provided by Authority</u> The Authority shall make available to the Consultant such appropriate data and information as are available to the Authority and under its control.
- B. <u>Coordination</u> Continuing coordination shall be maintained with the Authority to assure applicability of the findings with respect to specific local conditions and compatibility with the Authority's general policies and goals.
- C. Representatives To expedite the undertaking of services performed under this Contract and to permit the coordination of materials, commitments and correspondence, the Authority hereby designates the President, CEO, or designee as its representative, and the Consultant hereby designates Craig Hanson as its representative to whom all correspondence, materials, requests for conferences and other similar data shall be directed. Any and all changes that will affect this Contract shall be approved in writing by the Authority prior to proceeding.
- D. <u>Time of Performance</u> The Consultant shall commence as soon as practicable, but not before the execution of this Contract. Work is anticipated to begin February 1, 2020 and projected to end May 1, 2021 unless extended. Any extension of the Contract term shall be in the sole discretion of the Authority.
- E. <u>Compensation</u> The Authority agrees to pay the Consultant according to the attached fee schedule: a total lump sum price of \$1,649,334.00, plus not-to-exceed expenses of \$49,480.00, for a total contract price of \$1,698,814.00.
- F. <u>Method of Payment</u> The Authority shall pay the Consultant for services detailed in Scope of Services, in accordance with statements to be submitted by the Consultant to the Authority. Such statements shall be submitted monthly and shall cover services performed during the preceding month.

G. Availability of Records -

1) Books and Records:

During the period of this Contract and for three years thereafter, the Consultant shall keep any and all information, materials, and data of every kind and character including without limitation records, books, papers, and documents in accordance with generally accepted accounting principles that may in the Authority's judgment pertain to any matters or obligations covered by the Contract. Such records shall also include, but not be limited to those records necessary to evaluate and verify direct and indirect costs (including overhead allocations). Such records shall include (hard copy, as well as computer readable data if it can be made available), written policies and procedures, time sheets, payroll registers, cancelled checks, original estimates, estimating work sheets, correspondence, change order file, back charge logs and supporting documentation, general ledger entries detailing cash and trade discounts earned, insurance rebates and dividends to the extent necessary to adequately permit evaluation and verification of:

- a) Consultant's compliance with Contract Requirements, and
- b) Compliance with provisions for pricing change orders, invoices or claims submitted by the Consultant or any of its payees.

The Consultant shall require all payees (i.e. subconsultants/suppliers) to comply with the provisions of this article by insertion of the requirements in any Contract between the Consultant and the payee; such requirements to include flow-down right of the audit provision to all payees.

2) Access to Records and Reports:

The Consultant shall provide, at its sole cost and expense the books of account and records requested by the Authority for audit within sixty (60) calendar days of receiving a written request. If the books of account and records are kept at locations other than the Airport, the Consultant shall arrange for them to be brought to a location convenient to the auditors for the Authority, or the Consultant may at its option transport the Authority audit team to the Consultant's headquarters for purposes of undertaking said audit. In such event, the Consultant shall pay reasonable costs of transportation, food and lodging for the Authority's audit team. There may be no limitation in the scope of the examination that would hinder the Authority or its authorized representative in testing the accuracy of the claims submitted.

An audit report will be issued by the Authority or its representative and made available to the Consultant. Consultant shall have thirty (30) calendar days to comment in writing on the audit report. Failure of Consultant to submit written comments shall constitute acceptance of the audit report as issued.

Any adjustments and/or payment which must be made as a result of any such audit or inspections of the Consultant's invoices and/or records shall be made within a reasonable amount of time (not to exceed 90 days) from presentation of the Authority's findings to the Consultant.

If an audit inspection or examination in accordance with this article, discloses overpricing or overcharges (of any nature) by the Consultant to the Authority in excess of one-half of one percent (.5%) of the total Contract billings, the reasonable actual cost of the Authority's audit shall be reimbursed to the Authority by the Consultant.

- H. <u>Public Records Law, Confidentiality</u> Consultant should be aware that all submittals provided are subject to public disclosure and will <u>not</u> be afforded confidentiality. All proposal documents or other materials submitted will be open for inspection by any person and in accordance with Chapter 119, Public Records Law, and as amended, Florida Statutes. The Consultant shall agree to comply with public records laws, and shall, specifically:
 - 1) Keep and maintain public records that ordinarily and necessarily would be required by the Authority in order to perform the services;
 - 2) Provide the public with access to public records on the same term as and conditions as the Authority would provide the records and at a cost that does not exceed the cost provided in Ch. 119 or as otherwise provided by law;
 - 3) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law;
 - 4) Meet all requirements for retaining public records and transfer, at no cost, to the Authority all public records in possession of the Vendor upon termination of the Contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically shall be provided to the Authority in a format that is compatible with the information technology systems of the Authority.
- I. <u>Termination for Convenience</u> The Authority may, by written notice to the Consultant, terminate this Agreement for its convenience and without cause or default on the part of Consultant. Upon receipt of the notice of termination, except as explicitly directed by the Authority, the Consultant must immediately discontinue all services affected.

Upon termination of the Agreement, the Consultant must deliver to the Authority all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

Authority agrees to make just and equitable compensation to the Consultant for satisfactory work completed up through the date the Consultant receives the termination notice, costs incurred by the Consultant in connection with the services to the date of termination, costs necessary to terminate commitments for the services made by the consultant prior to the date of termination, and costs and expenses of the Consultant's demobilization. Compensation will not include anticipated profit on non-performed services.

Authority further agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

- J. <u>Termination for Default</u> Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach. The terminating party must provide the breaching party [7] days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.
 - 1) Termination by Owner: The Owner may terminate this Agreement in whole or in part, for the failure of the Consultant to:

- a) Perform the services within the time specified in this contract or by Owner approved extension;
- b) Make adequate progress so as to endanger satisfactory performance of the Project;
- c) Fulfill the obligations of the Agreement that are essential to the completion of the Project.

Upon receipt of the notice of termination, the Consultant must immediately discontinue all services affected unless the notice directs otherwise. Upon termination of the Agreement, the Consultant must deliver to the Owner all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete. Owner agrees to make just and equitable compensation to the Consultant for satisfactory work completed up through the date the Consultant receives the termination notice. Compensation will not include anticipated profit on non-performed services. Owner further agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause. If, after finalization of the termination action, the Owner determines the Consultant was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the Owner issued the termination for the convenience of the Owner.

- 2) Termination by Consultant: The Consultant may terminate this Agreement in whole or in part if the Owner:
 - a) Defaults on its obligations under this Agreement;
 - b) Fails to make payment to the Consultant in accordance with the terms of this Agreement:
 - c) Suspends the Project for more than [180] days due to reasons beyond the control of the Consultant.

Upon receipt of a notice of termination from the Consultant, Owner agrees to cooperate with Consultant for the purpose of terminating the agreement or portion thereof, by mutual consent. If Owner and Consultant cannot reach mutual agreement on the termination settlement, the Consultant may, without prejudice to any rights and remedies it may have, proceed with terminating all or parts of this Agreement based upon the Owner's breach of the contract. In the event of termination due to Owner breach, the Engineer is entitled to invoice Owner and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the Consultant through the effective date of termination action. Owner agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

K. Insurance – The Consultant shall obtain and maintain throughout the term of this Contract, comprehensive public liability and property damage insurance in limits of not less than \$1,000,000. The Consultant shall furnish automobile liability insurance, and proof of Workers Compensation or Employers' Liability Insurance as required by the Laws of the State of Florida, covering all persons employed by the Consultant in the performance of the duties described herein. Prior to proceeding with the services hereunder, the Consultant shall furnish an original Certificate of Insurance to the Purchasing Department evidencing the existence of such insurance coverage. The Authority shall be named as an additional insured on the liability policies.

PROFESSIONAL LIABILITY: The awarded firm(s) shall procure and maintain Professional Liability Insurance for the life of this contract/agreement, plus two years after completion. This insurance shall provide coverage against such liability resulting from this contract. The minimum limits of coverage shall be \$5,000,000 with a deductible not to exceed \$150,000. The deductible shall be the responsibility of the Consultant.

This policy must be continued or tail coverage provided for two years after completion of the project, specifically, issuance of substantial completion to Contractor.

- L. <u>Assignability</u> The Consultant shall not assign any interest in this Contract and shall not transfer any interest in this Contract without the prior written consent of the Authority.
- M. <u>Interest of the Consultant</u> The Consultant covenants that he/she presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of the services under this Contract. No person having such interest shall be employed by the Consultant.
- N. <u>Title VI Assurance</u> The Consultant agrees to comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance. This provision binds the Consultant and sub tier Consultants from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964

During the performance of this contract, the Consultant, for itself, its assignees, and successors in interest (hereinafter referred to as the "Consultant") agrees as follows:

- 1) Compliance with Regulations: The Consultant (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts And Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
- 2) Non-discrimination: The Consultant, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subconsultants, including procurements of materials and leases of equipment. The Consultant will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
- 3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subconsultants or supplier will be notified by the Consultant of the Consultant's obligations under this contract and the Nondiscrimination Acts And Authorities on the grounds of race, color, or national origin.
- 4) Information and Reports: The Consultant will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts And Authorities and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish the information, the Consultant will so certify to the sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

- 5) Sanctions for Noncompliance: In the event of a Consultant's noncompliance with the Non-discrimination provisions of this contract, the sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:
 - a) Withholding payments to the Consultant under the contract until the Consultant complies; and/or
 - b) Cancelling, terminating, or suspending a contract, in whole or in part.
- 6) Incorporation of Provisions: The Consultant will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Consultant will take action with respect to any subcontract or procurement as the sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Consultant becomes involved in, or is threatened with litigation by a subconsultants, or supplier because of such direction, the Consultant may request the sponsor to enter into any litigation to protect the interests of the sponsor. In addition, the Consultant may request the United States to enter into the litigation to protect the interests of the United States.

During the performance of this contract, the Consultant, for itself, its assignees, and successors in interest (hereinafter referred to as the "Consultant") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- a) Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- b) 49 CFR part 21 (Non-discrimination In Federally-Assisted Programs of The Department of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964);
- c) The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- d) Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
- e) The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- f) Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- g) The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and Consultants, whether such programs or activities are Federally funded or not);
- h) Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;

- i) The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- j) Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- k) Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- I) Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).
- 7.) To include the provisions of paragraph N.1 through N.6 above in every subcontract, including Contracts for the procurement of materials and leases of equipment.
- O. <u>Disadvantaged Business Enterprises</u> Contract Assurance (26.13); The Consultant or subconsultants shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Consultant shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Consultant to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

Prompt Payment (26.29); The prime Consultant agrees to pay each sub consultant under this prime contract for satisfactory performance of its contract no later than 10 days from the receipt of each payment the prime Consultant receives from Sarasota Manatee Airport Authority. The prime Consultant agrees further to return retainage payments to each sub consultant within 10 days after the sub consultant's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the {Name of Recipient}. This clause applies to both DBE and non-DBE subconsultants.

The requirements of 49 CFR part 26 apply to this contract. It is the policy of the Sarasota Manatee Airport Authority to practice nondiscrimination based on race, color, sex or national origin in the award or performance of this contract. The Authority encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

The DBE goal for this Project is 5.0%. If changes in the scope of the project or the Consultant's services as directed by Authority affect the DBE percentages, Consultant will make a good faith effort to achieve the DBE Goal.

P. Federal Fair Labor Standards Act - All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part time workers. The consultant has full responsibility to monitor compliance to the referenced statute or regulation. The Consultant must address any claims or

disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

- Q. Occupational Safety and Health Act of 1970 All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. Consultant must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The Consultant retains full responsibility to monitor its compliance and their subconsultants' compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). Consultant must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor Occupational Safety and Health Administration.
- R. <u>Licenses and Permits</u> The Consultant shall at all times maintain and comply with all licensing and permitting requirements of state and local authorities. Prior to proceeding with the services hereunder, the Consultant shall furnish a copy of its licensure and the permit to the Authority evidencing the existence of such permit.
- S. <u>Badging Safety and Security</u> (as applicable) Consultant, invitees, employees, suppliers, and agents must abide by all applicable security regulations of the Authority and the Transportation Security Administration (TSA).

Any of persons who require unescorted access to any areas of the Airport where access is controlled for security reasons must make application for, and wear, Airport security badges. Those individuals must submit personal data for a Security Threat Assessment conducted by the FBI as required by Part 1542 of Federal Transportation Regulations and attend a security training session conducted by the Authority's Operations Department.

At the time the application is made, the Consultant is responsible for payment of the then current fee for fingerprinting and the fee for issuance of an initial security badge for any persons to whom this provision applies. The current fees are \$10 per badge and \$29 per threat assessment. Any badge not returned upon completion of the work contemplated by this solicitation is subject to a \$500 fee.

Any persons who will be required to drive inside secured Airport areas must attend and successfully pass an Airport approved driver training program. No vehicle shall be driven on the Airport without the driver possessing a valid State issued operator's license. No vehicle shall be driven on the Airport without proper identification (company logo or airport decal), proper safety marking (amber beacon or orange checkered flag) and proper insurance coverage. All drivers must comply with Section 3 of the Sarasota Bradenton International Airport Operating Rules & Regulations handbook.

No person who is authorized to drive inside secured Airport areas shall enter, cross or be present on any runway or taxiway pavement or safety areas without an approved airport escort. Any violation of this clause is subject to immediate suspension of the offender's airport access and a fine of up to \$10,000.

Details and form are available on the airport's website at www.srq-airport.com, then "Badging".

- T. <u>Equal Opportunity Clause</u> During the performance of this contract, the Consultant agrees as follows:
 - 1) The Consultant will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The Consultant will

take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identify or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Consultant agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

- 2) The Consultant will, in all solicitations or advertisements for employees placed by or on behalf of the Consultant, state that all qualified applicants will receive considerations for employment without regard to race, color, religion, sex, or national origin.
- 3) The Consultant will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the Consultant's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- 4) The Consultant will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- 5) The Consultant will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- 6) In the event of the Consultant's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the Consultant may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- The Consultant will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each sub consultant or vendor. The Consultant will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, That in the event a Consultant becomes involved in, or is threatened with, litigation with a sub consultant or vendor as a result of such direction by the administering agency the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

Item 3 – Miscellaneous

A. <u>Notices</u> - Any notice hereunder shall be deemed sufficiently given by one party to the other if in writing and if and when delivered or tendered either in person, or by telegram or telex, or by the deposit of it in the United States mail, registered or certified, postage prepaid, addressed to the party to whom such notice is being given at such party's address provided below:

To the Authority: Sarasota Manatee Airport Authority

Attn: Kent D. Bontrager, CM, PE

6000 Airport Circle Sarasota, FL 34243

To the Consultant: PGAL

Attn: Jeffrey A. Weiner, AIA

1425 Ellsworth Industrial Blvd., Suite 15

Atlanta, GA 30318

Any notice not given as above shall, if it is in writing, be deemed given if and when actually received by the party to whom it is required or permitted to be given.

- B. <u>Governing Law</u> This Contract shall be governed by and construed in accordance with Florida law. Venue for any action brought pursuant to this Contract shall be in the Twelfth Judicial Circuit Court, Sarasota County, Florida.
- C. <u>Captions</u> The captions to the sections, subsections, and paragraphs in this Contract are inserted for convenience only and shall not affect the construction or interpretation of this Contract.
- D. <u>Counterparts and Duplicate Originals</u> This Contract and all amendments hereto may be executed in several counterparts and each counterpart shall constitute a duplicate original of the same instrument.
- E. <u>Entire Contract</u> This Contract, together with the attachments hereto, constitutes the entire Contract between the parties hereto pertaining to the subject matter hereof and supersedes all prior and contemporaneous Contracts and understandings of the parties in connection herewith. No supplement, modification, or amendment of this Contract or discharge of any of the obligations hereunder, shall be binding unless executed in writing by the parties hereto.
- F. <u>Severability</u> Any provision hereof prohibited by or unlawful or unenforceable under any applicable law shall be ineffective without affecting any other provision of this Contract. To the full extent, however, that the provisions of such applicable law may be waived, they are hereby waived to the end that this Contract shall be deemed to be a valid and binding agreement in accordance with its terms.
- G. <u>Attorney's Fees</u> In the event of any action to enforce or construe the provisions of this Contract, the prevailing party in such action (including in any bankruptcy proceeding) shall be awarded costs and reasonable attorney's fees in the defense or prosecution thereof as part of the judgment eventuating in such action.
- H. <u>Immigration Reform and Control Act</u> Consultant acknowledges, and without exception or stipulation, Consultant shall be fully responsible for complying with the provisions of the Immigration Reform and Control Act of 1986 as located at 8 U.S.C. 1324, <u>et seq.</u> and regulations relating thereto, as either may be amended. Failure by the Consultant to comply with the laws referenced herein shall constitute a breach of the Contract and the Authority shall have the discretion to unilaterally terminate said Contract immediately.

- I. <u>Third Parties</u> Nothing in this Contract, whether express or implied, is intended to confer any rights or remedies under or by reason of this Contract on any persons other than the parties to it and their respective successors and permitted assigns, nor is anything in this Contract intended to relieve or discharge the obligation or liability of any third persons to any party to this Contract, nor shall any provision give any third person any right of subrogation or action over or against any party to this Contract.
- J. Remedies; Waiver The rights and remedies set forth herein shall be cumulative and in addition to any other remedies which may be available at law or in equity. The exercise of any remedy by either party shall not be deemed an election of remedies. No waiver of any of the provisions of this Contract shall be deemed, or shall constitute, a waiver of any other provision hereof or right hereunder (whether or not similar), nor shall such waiver constitute a continuing waiver, and no waiver shall be binding unless executed in writing by the party making the waiver.
- K. <u>Indemnity and Hold Harmless Requirements</u> Consultant shall indemnify and hold harmless the Authority, and its officers and employees, from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of the Consultant and other persons employed or utilized by the Consultant in the performance of this Contract.
- L. Ownership of Work - At the time of the completion of the work, the Consultant shall deliver to the Authority all results and proceeds of the services performed under this agreement of any nature whatsoever and in whatever form (paper documents, electronic files, or otherwise) that are created, prepared, produced, authored, edited, or modified in the course of performing the Consultant's services under this agreement, including, without limitation, all tracings, plans, specifications, maps, reports, schematics, renderings, drawings, elevations, sections, and designs (collectively, the "Works"). To the fullest extent under the law, the Consultant acknowledges and agrees that the Authority is and shall be the sole and exclusive owner of all right, title, and interest throughout the world in and to all Works, including all confidential, proprietary, intellectual property, and other rights therein. The Authority shall have the unrestricted right (but not any obligation), in its sole and absolute discretion, to use any Work, and no royalty or other consideration shall be due or owing to the Consultant or any individual or entity as a result of such activities; provided that any reuse of a Work other than for the specific purpose intended hereunder will be at Client's sole risk and without liability or legal exposure to the Consultant or its subcontractors. Without limiting the generality of the foregoing, the Consultant specifically agrees that, to the extent permitted by law, each Work consisting of copyrightable subject matter is "work made for hire" as defined in the Copyright Act of 1976 (17 U.S.C. § 101), and such copyrights are therefore owned by the Authority. In the event that, for any reason, all or any portion of any of the Works is not found to be owned by the Authority or otherwise does not constitute, or fails to be, a "work made for hire," the Consultant hereby irrevocably assigns to the Authority, without additional consideration, all right, title, and interest the Consultant may have or acquire in and to such Works throughout the world, including all intellectual property rights therein (including, for the avoidance of doubt, the right to sue, counterclaim, and recover for all past, present, and future infringement, misappropriation, or dilution thereof, and all rights corresponding to the foregoing throughout the world). To the extent any copyrights are assigned under this Section, the Consultant hereby irrevocably waives, to the extent permitted by applicable law, any and all claims it may now or hereafter have in any jurisdiction to all rights of paternity or attribution, integrity, disclosure, and withdrawal and any other rights that may be known as "moral rights" or droit moral in relation to all works of authorship to which the assigned copyrights apply. The Consultant will require each of its employees and contractors to

execute written agreements containing obligations consistent with the provisions of this Section prior to such employee or contractor providing any services under this agreement. Nothing contained in this Agreement shall be construed to reduce or limit the Authority's right, title, or interest in any Work or any rights therein so as to be less in any respect than the Authority would have had in the absence of this Agreement.

M. <u>Further Assurances</u> – Each of the parties hereto shall, from time to time at the request of the other party, furnish to the other party such further information or assurances; execute and deliver such additional documents, instruments, and conveyances; and take such other actions and do such other things, in each case as may be reasonably necessary or desirable to carry out the provisions of this agreement and give effect to the transactions contemplated hereby. This provision will survive termination of this agreement.

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IN WITNESS WHEREOF, this Agreement for Professional Services has been executed in duplicate, by the respective parties hereto. A facsimile or electronic (including "pdf") copy of this Contract, and any amendments thereto, and any signatures thereon, shall be considered for all purposes as an original. Alternatively, such documents may be executed by electronic signatures, as determined by Florida's Electronic Signature Act and other applicable laws.

Warranty of Authority: Each person signing this Contract warrants that he or she is duly authorized to do so and to bind the respective party.

AUTHORITE	CONSULIANI:
SARASOTA MANATEE AIRPORT AUTHORITY	PGAL
BY:Printed Name:	BY: Printed Name:
Title: Chairman OR	Title:
Title: President, CEO Fredrick J. Piccolo, A.A.E.	
WITNESSES as to Authority:	WITNESSES as to Consultant:
1	1
2.	2.

ALEXANDRIA ATLANTA

BOCA RATON

AUSTIN

CHICAGO DALLAS HOBOKEN

HOUSTON LAS VEGAS LOS ANGELES Revised - December 23, 2020

Mr. Kent Bontrager, C.M., P.E. Sarasota Manatee Airport Authority Work: 941-359-2770. Ext 4271

Email: kent.bontrager@srq-airport.com

RE: Proposal and Scope of Work for Architectural and Engineering Design Services Sarasota Bradenton International Airport, Rental Car Quick **Turnaround and Maintenance Facilities**

Dear Mr. Bontrager:

PGAL is honored to have been selected by the Sarasota Manatee Airport Authority (SMAA) for the development of rental car service facilities at the Sarasota Bradenton International Airport (SRQ). This scope of work outlines our understanding of the required professional architecture and engineering consulting services for the planned relocation, development and operational improvements of the rental car quick turnaround areas (QTA) at SRQ. The proposed scope of work is outlined and defined below and is based on what we have presented to the SMAA during our development of our proposal response (RFQ), inclusive of our interview with the SMAA Board of Trustees, and finally our scoping meeting with the Rental Car Industry (RAC) in September.

The proposed development will allow the rental car operators to consolidated operations and meet their current and future needs at SRQ while providing operational efficiencies, more sustainable and environmental operations and allow for future airport development within the current rental car zone and properties. PGAL planning and conceptual design has identified the following project components as our basis for the required scope of work and this proposal:

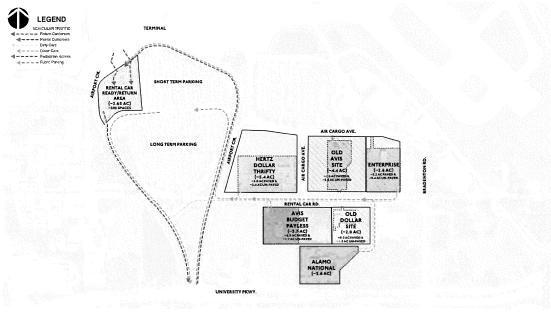


EXHIBIT 1 - EXISTING CONDITIONS AT SRQ

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• Consolidation and replacement of existing airport rental car maintenance facilities to an alternate yet adjacent location as identified in the airports planning documents. The site proposed is approximately 10-acres+ bounded by Air Cargo Avenue, Rental Car Road and Bradenton Road and currently is occupied by rental car operations for Enterprise, the airport cell phone lot and a trailer storage lot (formally the Avis site). The proposed site and the access to and from the rental car ready and return areas are as shown below:

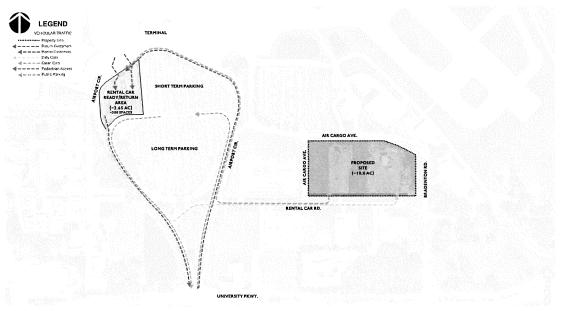


EXHIBIT 2 - PROPOSED PROJECT SITE

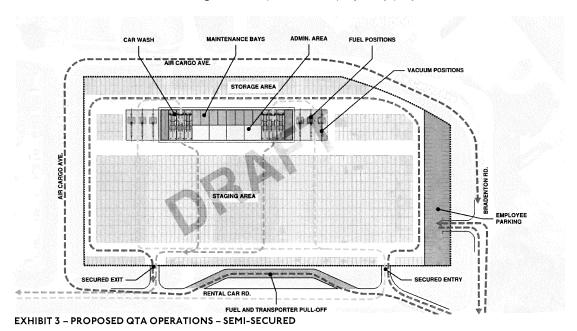
- Relocation of the cell phone lot and the RV and boat storage lot has been identified and is
 now included in the overall scope of work. The location of the cell phone lot and overflow
 parking is proposed to be relocated to the existing Hertz lot where the site will be fully
 developed while portions of the existing structures will be maintained/renovated for future
 use. The RV and boat storage lot is proposed to be relocated to an existing site northeast of
 the proposed QTA facility just east of Runway 32.
- The remaining rental car sites south of rental car road are not currently included in the overall scope of work.
- Site redevelopment including adjacent roads, stormwater retention, all utilities connecting to the site, paving, landscaping, site fencing, entrance/exit areas, etc.

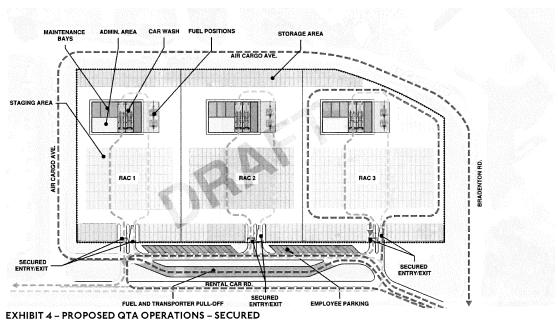
The redevelopment of this site for the new rental car maintenance facilities is being programmed by PGAL and the RAC Industry, through the collection of data from transaction and facility surveys distributed to the industry in September. This information will be used to validate the SRQ rental car market, benchmark current and future rental car needs and utilize previous years (pre-Covid 19) to develop a facility program based on a planning horizon of 20-years, all the while balancing the overall project development against a budget that is financially affordable and will allow the SMAA and the RAC Industry to successfully negotiate a concessions agreement and an appropriate level of customer facility charges (CFC) to support the financing of the new facility.

PGAL has developed proposed layouts for this new facility based on experience and understanding of the rental car and SRQ markets. Those layouts, shown below, have been presented to both SMAA and the RAC Industry to establish planning criteria and project scope. Two options have been identified, I) a semi-secured operation utilizing common areas and equipment, and 2) a secured

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operation providing exclusive-use areas for each rental car company (3 in total). A preferred option will be reviewed and selected during the initial phase of the project by project stakeholders.





- Included in this work is the development of the overall site and surrounding roadways, drainage, utilities, lighting, and signage.
- Demolition of the existing QTA sites (Hertz, Enterprise and Storage Lot), including all
 vertical facilities, buildings, fuel tanks, and any site improvements, to be returned to a
 rough graded site. Environmental site investigation, asbestos and soils testing is
 included and provided by the Design Team. Any site or building remediation, if needed,
 will be by others.

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> No work is anticipated within the terminal or at the rental car counters; at the current rental car ready / return areas or on the arriving and departing roadways. The jockey circulation to and from the new consolidated QTA site will be similar to the current circulation (to be confirmed by traffic study).

The new consolidated new quick turnaround facility will replace the existing sites and facilities and will consist of the following programmed areas:

- common or individual buildings/facilities (depending on planning direction from project stakeholders)
- 12-16 fueling positions (6-8 4 fueling dispensers) with an assumed underground fuel storage tank, 2-12,000 gallons tanks (anticipated)
- 6-8 car wash tunnels with automatic wash equipment, including prewash and blowers
- 8-10 maintenance bays with maintenance equipment (or can be considered as a part of tenant improvements by rental car companies)
- equipment, fluid storage and building storage areas
- administrative office and employee areas (individual) for three (3) RAC operators
- storage parking, with controlled access from rental / return areas along existing airport roads, into to ensure a secured QTA site area
- site development will include existing facility demolition, grading and drainage, pavement, the installation of oil water separators and other water quality management devices, utility extensions (storm, sanitary, gas, water, electrical, IT), perimeter fencing and landscaping, lighting, security cameras and signage.

PGAL has put together a team of local and specialty consultants to support this project and the overall design process, as follows:

- Project Lead and Management PGAL
- Rental Car Consultant PGAL
- Architect and Project Designer PGAL
- Civil Engineer and Local Site Development Liaison Atkins AN
- Structural Engineer Master Consulting Engineering
- Mechanical, Electrical, Plumbing, Fire Protection, Data and Special Systems Engineer TLC Engineering Solutions
- Fueling and Vehicle Maintenance Equipment Engineer Stantec
- Landscape Architect Atkins NA
- Surveying Atkins NA
- Geotechnical Engineering Tierra
- Environmental Engineering and Permitting Atkins NA and Tierra

PGAL, along with engineering consultant team will provide full architectural and engineering services for the design of all project elements identified above and for the following scope of services as a part of this agreement to include:

- program management
- rental car planning and coordination
- architecture and interior design
- structural, mechanical, electrical, plumbing, fire protection and low voltage systems (fire alarm and communications) engineering
- civil engineering
- land survey
- geotechnical site investigations
- landscape (hardscape and softscape) architecture and irrigation design

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- environmental site investigation and reporting
- traffic analysis (as needed)
- fueling and equipment engineering
- program confirmation with both SMAA and the RAC Industry
- pre-design and planning
- final design
- documentation (plans and specifications)
- signage and graphics
- cost estimating (as needed)
- project scheduling (as needed)
- permitting
- quality assurance/quality control at all phases of the project
- construction phase tasks (submittal reviews, response to RFI's, site visits, punch list) FUTURE PHASE
- preparation of as-built drawings and close-out documents FUTURE PHASE

PGAL and Atkins will collaborate on this project and will lead the overall permitting process with the SMAA, City and County of Sarasota, including all site development permits required and approvals of the local fire marshal and building departments for a project of this scope and magnitude, and the bidding process to ensure a competitive bid process of the local general contracting community.

Based on our understanding of the project scope and requirements as identified above and per our discussions, PGAL has outlined a Design Team fee proposal for SMAA's consideration, see Exhibit C.

PGAL and our design team members are prepared to begin this work immediately, and we have the resources available to meet your project's schedule goals.

Thank you again for this opportunity and for being selected as your design consultant, and please let me know if you have any comments or questions regarding this proposal. We truly look forward to working with you and your team on this very exciting project!

Sincerely,

CC:

Jeffrey A. Weiner, AIA Executive Vice President

Payal Harrell, Accounting – PGAL

Exhibit A: General Scope of Design Professional Services

Consolidated Rental Car Facility Quick Turnaround and Maintenance Facilities



Revised December 23, 2020

Prepared for Sarasota Manatee Airport Authority

Prepared by:



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General Project Description

The SRQ Consolidated Quick Turnaround and Maintenance Facility consists of the development of a remote consolidated vehicle maintenance and storage facility to support the Rental Car Industry at the Sarasota Bradenton International Airport. A site has been determined and is located on an airport owned property outside of the main terminal area currently occupied by rental car agencies. The facility will support the vehicle maintenance and service needs of the Rental Car Industry. Two (2) site alternatives will be studied during the Programming / Pre-Design Phase to determine the most appropriate operational plan. Once a plan / site has been selected, that option will be developed beginning with Schematic Design. Proposed services for this contract extend through Bid and Permitting Phase. The total construction cost for the planned improvements is yet defined or confirmed but is estimated to be in the range of \$12,000,000 - \$20,000,000 for all project components.

0.0 PROGRAM SERVICES

0.1 Project Definition

PGAL will be the prime consultant leading a team of sub consultants (together referred to as the "Designer") to complete this scope of services. The Designer will be supported by PGAL as our lead subconsultant and rental car specialist. The Designer will prepare for, arrange and conduct a series of kick-off meetings with the Sarasota Manatee Airport Authority (the "Owner") staff to refine the project definition. The Designer will prepare the agenda and develop meeting minutes to be distributed to each of the meeting attendees.

Deliverables

• PDF version of the meeting minutes to each attendee.

0.2 Design Schedule

The Designer will develop a detailed project schedule identifying required resources based upon the tasks identified in this scope of services. The schedule will be reviewed and approved by the Owner and become the baseline schedule used for this project. The Designer will coordinate with the Owner and monitor the schedule. Occasionally, and with the Owner's approval, the baseline schedule may be adjusted as Project milestones change as a result of constraints outside of the Designer's control. The Designer will provide the schedule to the Owner and submit updates if the project milestones change.

Deliverables

 Baseline Project Schedule and any subsequent updates in electronic PDF format to the Owner.

0.3 Project Administration

The Designer's Project Manager will complete the following Project Administration efforts:

- Prepare a final Project work plan consisting of the contract scope of services, terms and conditions, schedule, organizational chart, communication protocol, and AutoCAD/Revit standards.
- Prepare agendas and sign-in sheets for and lead Design Meetings.
- Review documents prepared by the project team for compliance with project scope.
- Review team status reports and provide information to owner about project needs.
- Review deliverables for compliance with scope of services and Owner's needs.

- Keep Owner aware of:
 - Project status
 - Action items
 - Pending decisions
 - Contract modifications
 - Need for members of design team to be on the airfield
 - Meetings to be held with outside agencies
- Provide administration of day—to-day project team activities

Deliverables

• Final work plan in PDF format to the Owner.

0.4 Design Status Meetings

The Designer will conduct, as needed and as required, approximately twelve (12) web-based owner optional workshop/progress meetings and six (6) in person workshop/presentation meetings at a location to be provided by the Owner.

Deliverables

• Sign-in sheets, agendas and meeting minutes will be distributed to the attendees in PDF format.

0.5 Agency/Tenant Coordination Meetings

The Designer will conduct, as needed and as required, approximately two (2) meetings with the local agencies (City of Sarasota, Fire Marshal, and other Authorities Having Jurisdiction) and airport tenants to discuss the progress of the project and to gain information related to the project impacts on airport operations. The meetings will take place at the office of the agency or at a location to be provided by the Owner. The Designer will prepare sign-in sheets and agendas, and distribute meeting minutes to the attendees.

Deliverables

 Sign-in sheets, agendas and meeting minutes will be distributed to the attendees in PDF format.

0.6 Sub-Consultant Coordination

The Designer will review and coordinate team activities, scheduling, project communications and deliverables.

Deliverables

The Designer will inform the owner of sub-consultant coordination items as needed.

0.7 Invoicing

The Designer will submit to the Owner an invoice in electronic PDF format for the effort completed in the previous month. A copy of a sample invoice will be provided for Owner review and comment prior to Project Definition meeting (Task 0.1). The monthly invoice shall contain a DBE status report and a project status report in PDF format.

Deliverables

• Monthly invoices, electronically submitted in PDF format to the Owner.

1.0 PROGRAMMING / PRE-DESIGN SERVICES – 10%

The determination and documentation of quantitative and qualitative expectations and basis of design for the project beyond that which has occurred to date and to be used as a baseline in subsequent schematic and design development.

Meetings

The Designer will conduct, as needed and as required, approximately four (4) web-based owner optional workshop/progress meetings and one (1) in person workshop/presentation meeting.

Deliverables

- Summary of Project Design Criteria in electronic PDF format to the Owner.
- Report on the Qualitative/Performance based "program" for primary components (sizing goals and planning parameters) in electronic PDF format to the Owner.
- Summary of findings defining the scope of the project, conceptual approach and an opinion of probable construction cost in electronic PDF format to the Owner.
- Printed copies, if requested by Owner.

1.1 Architectural Design

- Project Definition:
 - Scope and project definition
 - O Define project elements for budgeting, scheduling & reporting
 - Obtain/review airport plans, reports & existing data
 - o Initial review of overall code issues and assumptions
- Design Concept Validation and Project Baseline. Review and establish with Owner project design criteria, forecasts to be used, project relationship to masterplan and current/future projects, desired performance objectives relative to efficiency, sustainability, operations and maintenance.
- Existing Site Conditions Verification and Documentation. Conduct reviews of Owner provided documents and existing reports of selected sites.

1.2 Engineering Design, all Disciplines

- Project Definition:
 - Scope and project definition
 - o Define project elements for budgeting, scheduling & reporting
 - Obtain/review airport plans, reports & existing data
 - o Initial review of overall code issues and assumptions
- Design Concept Validation and Project Baseline. Review and establish with Owner all
 engineering and system design criteria and strategies. Conduct reviews of Owner
 documents, record drawings and existing reports.
- Initial review of overall code issues and assumptions. Discuss alternative procurement methods for equipment and systems.

1.3 Cost Estimating & Scheduling

- Project Definition:
 - o Define project elements for budgeting, scheduling & reporting
- Prepare opinion of probable construction cost for all new site and building work.

1.4 Site Development and Re-Platting

- Preparation of land survey, geotechnical and environmental analysis of the proposed site(s), once the developable area has been defined in the planning / pre-design phase, and the replatting of sites for a continuous project site for development.
- Provide electronic and printed copies of all site and investigation materials.

2.0 SCHEMATIC DESIGN – 20%

Planning, coordination, field work, preliminary studies and schematic plan development necessary to evaluate, align and expand previous planning work relative to Pre-Design findings with a focus on the primary aspects in common to each of the project construction phase areas.

Meetings

The Designer will conduct, as needed and as required, approximately six (6) web-based owner optional workshop/progress meetings and two (2) in person workshop/presentation meetings.

Deliverables

- Drawings/exhibits including overall site plans, building floor plans, building elevations and sections, enlarged drawings of key areas, high quality colored renderings, and digital images of possible conceptual/preliminary materials and finishes for primary project components and overall vision in electronic PDF format to the Owner.
- Signed and sealed survey (along with CAD file).
- Report on the Order of Magnitude Opinion of Probable Construction Cost in electronic PDF format to the Owner.
- Geotechnical Report.
- Environmental Phase II Report.
- Summary of overall identified code issues and assumptions in electronic PDF format to the Owner.
- Printed copies, if requested by Owner.

2.1 Architectural Design

- Prepare and submit for approval schematic design documents illustrating the scale and relationship of the primary project components, both site and buildings.
- Prepare and submit for approval overall exterior architectural design vision including refined conceptual renderings and preliminary materials and finishes.
- Develop preliminary phasing and schedule alternatives and coordinate with the Owner.
- Continue development of base drawings and CAD / Revit model of all project areas, site and buildings. The required CAD / Revit deliverable will be agreed upon by the Owner and the Designer at the commencement of Design Development, along with a confirmation on what will be required of the Contractor.

2.2 Engineering Design

 Prepare and submit for approval schematic design documents illustrating the scale and relationship of the primary project engineering components in common between each of the project construction phases.

- Prepare and submit for approval preliminary options for all engineering disciplines, including Civil, Structural, Mechanical, Electrical, Plumbing, Fire Protection, IT/Data systems, Fueling and Equipment, and Landscape design.
- Develop preliminary phasing and schedule alternatives and coordinate with the Owner.
- Continue development of base drawings and CAD / Revit model of all project areas, site and buildings.

2.3 Cost Estimating & Scheduling

- Develop preliminary phasing and schedule alternatives and coordinate with the Owner.
- Develop an Order of Magnitude Opinion of Probable Construction Cost for the project based on area calculations.
- Cost Management through establishment of realistic capital costs of construction. Analyze and develop the best course of action in regard to cost estimation and cost control.
- Conduct a cost and schedule review meeting with Owner to agree on costs prior to moving into the Design Development phase.

3.0 DESIGN DEVELOPMENT – 40%

Develop design based on the approved Schematic Design, Owner authorization of any adjustments in the project requirements and budget for the cost of the work for project construction based on Schematic Design. The 40% Design documents shall illustrate and describe the refinement of the design of the project to establish the scope, relationships, functionality, forms, size and performance of the project by means of plans, sections, typical construction details and equipment layouts.

The 40% Design documents shall consist of drawings and other documents, including specifications, to fix and describe the size and character and establish their quality level of the project scope of work. The documents shall demonstrate the coordination of the site and building design amongst architectural, civil, landscape, structural, mechanical, electrical, plumbing, fire protection, specialty systems, fueling and equipment, as well as other work that may be required for construction of the project.

Meetings

The Designer will conduct, as needed and as required, approximately six (6) web-based owner optional workshop/progress meetings and two (2) in person workshop/presentation meetings.

Deliverables

- 40% DD drawings consisting of 1/8" plans, sections, elevations, enlarged floor plans, design
 details, preliminary schedules, single line diagrams, outline material specifications, written
 scope of work narrative, draft project phasing plans, draft engineering reports, draft
 construction material sample boards for finishes and code required drawings in electronic
 PDF format to the Owner.
- Report on the 40% design construction cost estimate in electronic PDF format to the Owner.
- Printed copies, if requested by Owner.

Review Meeting

After submittal of 40% DD drawings a review meeting will be conducted with the Owner at
which time the Designer will incorporate requested modifications into the next phase of
design. Understanding and agreement of the 40% design construction cost estimate will be
required between the Designer and the Owner prior to beginning the next task. Owner
review times may impact expected design completion whereas remaining schedule will be
modified.

3.1 Architectural Design

- Prepare and submit for approval 40% design documents.
- Prepare and submit for approval exterior and interior architectural design vision including refined conceptual renderings, materials and finishes.
- Program confirmation as it relates to the architectural portion of the design.
- Coordinate with Owner with respect to the budget, schedule, phasing and constructability aspects of the design.
- Review potential impacts of the Project and coordinate with Owner on acceptable methods of facility construction.
- Coordinate with Owner proposed Construction Operations and Safety Plan, the contractor's access route(s) and staging areas.
- Review the 40% DD drawings with local and state code officials, the fire marshal, TSA and FAA and incorporate required modifications as a result of the design review.
- Provide assistance to SMAA for the preparation and submission of FAA Form 7460-1, to include temporary crane, heights and coordinates of structures, and construction durations. SMAA will formally submit this information to the FAA.

3.2 Engineering Design

- Prepare and submit for approval 40% design documents.
- Prepare and submit for approval refined options for all engineering disciplines.
- Design of all new utilities servicing the site and distribution systems.
- Work with the Designer in the selection of all fixtures and equipment for aesthetic requirements.
- Coordinate with Owner with respect to the budget, schedule, phasing and constructability aspects of the design.
- Review the 40% DD drawings with local and state code officials, the fire marshal, TSA and FAA and incorporate required modifications as a result of the design review.
- Provide reports on all engineering calculations.

3.3 Cost Estimating & Scheduling

- Coordinate with Owner with respect to the budget, schedule, phasing and constructability aspects of the design.
- Review potential impacts of the Project on existing facilities and coordinate with Owner on acceptable methods of facility protection or relocation.
- Prepare 40% design construction cost estimate for each construction phase and aggregate based on 40% design documents.
- Review the 40% DD drawings and cost estimate with the Owner and incorporate requested modifications into the design.

• Cost Management through establishment of realistic capital costs of construction. Analyze and develop the best course of action in regard to cost estimation and cost control.

4.0 CONSTRUCTION DOCUMENTS – 60%, 95% AND 100%

Based on the approval of the Design Development Documents, Owner authorization of any adjustments in the project requirements and the budget for the cost of the work, prepare Construction Documents for project construction phase and coordinate to be bid as one project. The Construction Documents shall illustrate and describe the further development of the approved Design Development documents and shall consist of drawings and specifications setting forth in detail the specific materials, procedures, systems and other requirements for the construction of the work.

Meetings

The Designer will conduct, as needed and as required, approximately six (6) web-based owner optional workshop/progress meetings and two (2) in person workshop/presentation meetings.

<u>Deliverables</u>

- 60% and 95% CD drawings consisting of plans, sections, elevations, enlarged floor plans, design details, schedules, single line diagrams, material specifications, written scope of work narrative, construction operations safety plan, project phasing plans, final engineering reports, construction material sample boards for finishes and code required drawings in electronic PDF format to the Owner.
- Report on the 60% and 95% design construction cost estimate in electronic PDF format to the Owner.
- 100% Issued for Bid drawings and specifications in electronic PDF format to the Owner.
- 100% Issued for Bid drawings in full size physical sets for Code Review Submittal and code review fee.
- Printed copies, if requested by Owner.

Review Meeting

After submittal of 60% and 95% CD drawings a review meeting will be conducted with the
Owner at which time the Designer will incorporate requested modifications into the next
phase of design. Understanding and agreement of the design construction cost estimate
will be required between the Designer and the Owner prior to beginning the next task.
Owner review times may impact expected design completion whereas remaining schedule
will be modified.

4.1 Architectural Design

- Prepare and submit for approval 60% and 95% design documents.
- Verify inclusion of all the Owner's architectural program requirements.
- Coordinate with Owner with respect to the budget, schedule, phasing and constructability aspects of the design.
- Coordinate with Owner proposed Construction Operations and Safety Plan, the contractor's access route(s) and staging areas.
- Review the 60% and 95% CD drawings with local and state code officials, the fire marshal, TSA and FAA and incorporate required modifications as a result of the design review.

- Review the 60% and 95% CD drawings and cost estimate with the Owner and incorporate requested modifications into the design.
- Prepare and submit 100% Issued for Bid documents.

4.2 Engineering Design

- Prepare and submit for approval 60% and 95% design documents.
- Prepare and submit for approval final options for all engineering disciplines and systems.
- Verify inclusion of all the Owner's engineering program requirements.
- Coordinate with Owner with respect to the budget, schedule, phasing and constructability aspects of the design.
- Review the 60% and 95% CD drawings with local and state code officials, the fire marshal, TSA and FAA and incorporate required modifications as a result of the design review.
- Review the 60% and 95% CD drawings and cost estimate with the Owner and incorporate requested modifications into the design.
- Prepare and submit 100% Issued for Bid documents.

4.3 Cost Estimating & Scheduling

- Coordinate with Owner with respect to the budget, schedule, phasing and constructability aspects of the design.
- Finalize resolutions to impacts of the Project on existing facilities and coordinate with Owner on acceptable methods of facility protection or relocation.
- Prepare 60% and 95% design construction cost estimate for each construction phase and aggregate based on 95% design documents.
- Review the 60% and 95% DD drawings and cost estimate with the Owner and incorporate requested modifications into the design.
- Cost Management through establishment of realistic capital costs of construction. Analyze
 and develop the best course of action in regard to cost estimation, cost control and
 profitability of the project.

4.4 Revit Model – Final Development & Delivery

Design Technology: The project design and construction documents will be completed with Autodesk Revit and will be used for design purposes and Owner utilization. Upon completion of Task 4 - Construction Documents, the deliverable transmitted to SMAA will include the asdesigned Revit model of the project in its entirety.

5.0 BID PHASE SERVICES

5.1 All Design Disciplines

- Attend pre-bid meeting.
- Provide written responses to design questions during the bid period by providing clarifications and interpretations of the bidding documents through the issuance of addenda as required.
- Prepare a tabulation of bids and bidder submittal items. The recommendation letter will
 comment on the responsiveness and regularity of the bidders' submittal items, and either
 recommend award to the low responsive and responsible bidder or rejection of bids if none
 are acceptable.

Deliverables:

- Certified Bid Tabulation
- Evaluation of responsiveness
- Recommendation letter for award or if no bids are acceptable, for rejection.

6.0 SUPPLEMENTAL SERVICES & ALLOWANCES

6.1 Reimbursable Expenses (printing & travel)

Project printing and travel expenses will be reimbursed when submitted with appropriate documentation and approval from the Owner.

- Travel expenses will be a Not-to-Exceed cost. Expenses should follow the following criteria:
 - Air travel shall be based upon economy/coach class fares. It is expected that a good faith effort will be used to schedule timely flights to avoid unnecessary costs.
 - The SMAA uses GSA per diem rates for meals and lodging analysis (attached rates for the 34243 have been provided and included in overall scope detail). If unable to find nearby lodging at these prices, PGAL (and others) will inform Engineering prior to trip for approval.

7.0 CONSTRUCTION PHASE SUPPORT SERVICES (FUTURE PHASE AND CONTRACT NEGOTIATION)

Revised 12.23.2020

EXHIBIT B

DESIGN DELIVERABLES

I. CONCEPTUAL DESIGN LIST OF DELIVERABLES

- a. Development, collection, analysis and presentation of survey data for transactions (overall and days) and facilities to confirm the overall project program and business model for the airport.
- b. Present and revise, as needed, site integrated massing and architectural design concepts based on the completed Project Program. Airport and the Rental Car Industry will verify conformance with the Project Program.

Design Concepts include:

- Sketches
- Massing Models
- Character Sketches
- Diagrams
- Images
- In consultation with the Airport and the Rental Car Industry, choose Final Design Concepts for advancement to Schematic Design Alternatives
- c. Conceptual Cost Estimate:
 - Present a conceptual cost estimate
 - Provide comparison unit rate pricing on varying construction materials/systems as required

II. DESIGN DELIVERABLE LIST (SCHEMATIC DESIGN AND DESIGN DEVELOPMENT)

Fully developed schematic design and design development shall consist of the following:

- Site and utility plans
- Building floor plans, elevations and sections
- Basis of Design Report (BDR)

Narrative and Drawings that capture all aspects of the project including descriptions of engineering systems, building, site and utility design; structural, mechanical, electrical, water and wastewater analysis; energy analysis; and materials analysis.

DESIGN DRAWINGS AND REPORTS

A. CIVIL SITE PLAN:

a. Site plan of the project showing location of all buildings, roads, parking and landscape elements

SRQ Quick Turnaround and Maintenance Facilities Sarasota Bradenton International Airport Sarasota, Florida

Revised 12.23.2020

- b. Site demolition and enabling plan
- c. Clear delineation of the project limit lines
- d. Preliminary spot elevations
- e. Existing utilities as noted
- f. Proposed utilities as noted
- g. Site-drainage, storm water removal or detention noted
- h. Identify the number of parking spaces and code/zoning requirements
- i. Provisions for trash disposal and removal
- j. Conformance to zoning restrictions for easements and setbacks, etc.
- k. Results of preliminary soils and boring surveys
- I. Prepare and submit land development permit (required per SMAA)
- m. If needed, environmental impact study (as an additional service)
- n. Site disturbance permit for erosion control (if needed)

B. ARCHITECTURAL BUILDING FLOOR PLANS:

- a. Plans of all floors showing structural grid, door and window locations and floor elevations
- b. Key dimensions, bay sizes and overall dimensions
- c. Plan indication major extent of materials and any special conditions or equipment
- d. Room names
- e. Preliminary finish schedule for typical areas
- f. Area summary

C. ARCHITECTURAL ROOF PLANS:

- a. Structural grid
- b. Roof material

D. ARCHITECTURAL BUILDING SECTIONS:

- a. Major sections through building to show relevant conditions
- b. Structural grid
- c. Building to grade relationship
- d. Floor to roof and floor to ceiling height
- e. Material designations

E. ARCHITECTURAL BUILDING ELEVATIONS:

- a. Major elevations with extent of glazing and mullion spacing indicated
- b. Major materials identified
- c. Floor lines, roof line and top of parapets indicated with dimensions
- d. Finish grades clearly shown

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F. CODE ANALYSIS:

- a. Land use restrictions
- b. Code footprint
 - i. Identify building area limitations, construction classification, occupancy use, including multiple and special usage's, occupancy load, and egress capacity
 - ii. Means of egress
 - iii. Site (ADA) accessibility routes
- c. Identify seismic, flooding and hurricane requirements for project location

G. STRUCTURAL:

- a. Design criteria narrative
- b. Structural system description including alternates considered
- c. Single line floor and roof framing plans
- d. Typical bay and member sizes noted
- e. Description of foundation system, compared with geotechnical report

H. MECHANICAL/ELECTRICAL/PLUMBING:

- a. Preliminary HVAC system description to include major support and service rooms, duct chases, single lines showing major duct runs
- b. Design criteria for HVAC narrative including: "U" factors, temperature range, air changes, humidity controls, etc.
- c. Energy sources identified, entrances noted on architectural drawings
- d. Mechanical rooms sized and located on architectural drawings
- e. Vertical shafts and riser spaces sized and indicated on architectural drawings
- f. Special features noted (UPS, generators, etc.)
- g. Plumbing fixture count complies with code/program (drinking fountains, lavatories, urinals, water closets, etc.)
- h. Location of mechanical equipment and rooms, electrical equipment rooms shown on elevations, roof and/or site plans
- i. Fire protection codes and standards narrative in the form of a Fire Safety Plan to address the unique fire and safety issues
- j. General description of fire suppression (if required)
- k. Power requirements stated
- I. Transformers and switchgear room sized and located on plans
- m. Gas, water, sewer, data, etc., service points
- n. Data, telephone and electrical room requirements shown on plan
- o. Lighting outlined on the plan
- p. Design criteria for electrical services, including voltage, number of feeders and whether feeders are overhead or underground. Provide a specific

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description of items to be served by emergency power and describe consideration for special areas

I. SPECIALTY CONSULTANTS:

- a. Design criteria defined for QTA Fueling and other required systems (vacuum, fluids, etc.)
- b. One line plans as appropriate (fuel, fluids, vacuum, etc.)
- c. Provide narrative and plan layout on project wayfinding requirements
- d. Provide narrative and one-line for telecommunications/data systems
- e. Provide narrative and one-line for security and access control systems

J. LANDSCAPING:

a. Functional analysis of site program

K. OUTLINE SPECIFICATIONS:

a. Identify specification sections and major building material systems and finishes

L. ENERGY REPORT:

- a. Life cycle cost analysis of energy conservation measures
- b. Annual energy consumption/SF of building space
- c. Energy analysis:
 - i. Comparison of energy source alternatives, including renewable energy
 - ii. Life cycle costing for value analysis of mechanical system alternatives
 - iii. Preliminary mechanical system sizing
 - iv. Energy budgeting for proposed facilities

M. GEOTECHNICAL REPORT:

a. Provide a draft copy of the geotechnical report

N. ESTIMATES:

- Major component cost estimate, verify inclusion of elements by cross checking against outline specification for omissions and compare with budget
- b. Identify escalation factors to mid-point of construction
- c. Estimate construction period, identify any phased work and any long lead time for special items
- d. Sole source items identified and justified
- e. Area tabulation gross SF to net SF

O. PROJECT SCHEDULE:

a. Present a Microsoft Project schedule outlining Design Milestones and Major design and construction activities

III. CONSTRUCTION DOCUMENTS DELIVERABLE LIST – BID AND PERMIT DOCUMENTS

The Construction Documents Design phase should provide definite design conclusions based on approved Schematic Design and Design Development framework. The construction documents should clearly identify the developed civil, architectural, structural, mechanical, electrical, plumbing, specialty and fire protection design solutions to a 100% complete level. These documents will be used to bid the project, Competitive Design-Bid-Build, and permit the project through the agencies having jurisdiction (AHJ).

CONSTRUCTION DOCUMENT DESIGN DRAWINGS AND REPORTS

A. CIVIL:

- a. Site Plans:
 - Building location plan building tied down dimensionally with pertinent adjacencies permanent bench mark, street lines, property lines, required setbacks, easements, rights of way, manholes, sewers, hydrants, light standards, interface with survey
 - ii. Site and building demolition and enabling plans indicating structures to be removed, utility relocations, etc. as necessary to prepare the site for the new purpose
 - iii. Grading and paving plans, include contours, critical spot elevations. (Main level datum elevation):
 - 1. Include sidewalks, ramps, stairs, driveways, parking areas including layout geometry
 - 2. Site drainage and retention areas
 - iv. Utility Plans:
 - 1. Identify existing and new utilities to the building (electrical, water, gas, sanitary, storm, telephone and cable)
 - 2. Identify existing and new Data/Fiber Duct Systems to the building
- b. Site Sections:
 - i. Include typical driveway, parking area, sidewalk cross sections.
- c. Typical Design Details:
 - i. Railing, stairs, ramps, walkway paving types and patterns, benches, site lighting, other significant structures

B. ARCHITECTURAL:

- a. Floor Plans:
 - i. Dimensioned structural bay system
 - ii. Internal partitions drawn, located and dimensioned
 - iii. All casework and other equipment called out on plans
 - iv. Major mechanical/electrical systems determined and their requirements reflected and indicated on the plans including, louvers, areaways and utility entrances
 - v. Locate all plumbing fixtures in restrooms
 - vi. All rooms named and numbered
 - vii. Locate exterior and interior doors and windows
 - viii. Locate typical and fire rated partition types
 - ix. All keyed references: match lines, building sections, enlarged plans, keyed notes, etc.
 - x. Finish floor elevations noted
 - xi. Expansion joints indicated (if needed)
 - xii. Toilet cores drawn to larger scale (+/- $\frac{1}{2}$ "), dimensioned and keyed to larger plans
 - xiii. Plan and elevations of featured areas drawn to a larger scale (+/- ½") with all surfaces shown and called out and keyed to larger plans
 - xiv. Traffic topping/coating plans indicating limits
- b. Reflected Ceiling Plans:

Provide a reflected ceiling plan for all finished spaces which includes:

- i. Located lighting fixtures
- ii. Located ceiling mounted grilles/registers
- iii. Located any remaining ceiling mounted devices
- iv. Soffits/bulkheads, skylights
- v. Identify major ceiling materials
- vi. Identify all areas with exposed structure
- c. Building Elevations:
 - i. Building elevations including roof structures and foundations
 - ii. Identify and locate all exterior windows and doors
 - iii. Identify floor and roof levels, vertical dimensions and overall building heights
 - iv. Column center lines
 - v. Locate expansion joints and major panel joints
 - vi. All materials noted with demarcation of materials shown
 - vii. Detailed elevations at a larger scale (+/- ¼") as necessary to explain design intent (entrances, special metal panels or masonry, building canopy, etc.)
 - viii. Major keyed references: match lines, building sections, wall sections
- d. Building and Wall Sections:

- Include major building sections, identify column lines, openings and relationships between floor, ceilings, roof structure and mechanical systems
- ii. Vertical dimensions including floor to roof and ceiling heights
- iii. Finished grades around the building
- iv. Typical and major wall sections or assembly details

e. Details:

- i. Large scale typical details of exterior wall assemblies, parapets to foundation
- ii. Large scale typical details of major foundation and perimeter treatment
- iii. Typical window and door details (i.e.: head, jamb and sill conditions)
- iv. Typical interior and exterior columns details
- v. Key enlarged plans $(+/- \frac{1}{4})$
- vi. Major casework elevations and profiles
- vii. Partition types
- f. Interior Elevations:
 - i. Elevations of significant interior spaces
- g. Schedules:
 - i. Interior finish schedule
 - ii. Door and frame schedules
 - iii. Door hardware schedule
 - iv. Window and glazing schedule

C. CODE ANALYSIS:

- a. Code footprint:
 - i. Include all fire rated partitions
- b. Life safety plans

D. STRUCTURAL:

- a. Structural Plans:
 - i. Fully dimensioned foundation plan including interior and perimeter foundations, footings, wall beams and grade beams
 - Fully dimensioned framing plans for all floors and roofs including major member sizes noted or scheduled, typical and maximum column sizes
 - iii. Locate columns, beams, purlins and joists, etc.
- b. Structural sections and details:
 - i. Location of any in-floor electrical or IT systems
 - ii. Major penetrations (i.e. slab openings, pits, trench drains, located on drawings
 - iii. Expansion joints located

- iv. Typical edge of slab details for cladding attachment
- v. Special construction conditions noted (if needed)
- vi. Provide wind, seismic, dead and live loads design information
- vii. Provide accommodation for seasonal systems design information as necessary to define construction
- viii. Footing, beam, column and connection details
- ix. Building elevations for architectural precast construction

E. MECHANICAL:

a. Floor plans

- i. Size and locate utility risers, shafts, chases and equipment coordinated with architectural plans
- ii. Heating and cooling load criteria for each space and major duct or pipe runs sized to interface with structural and architectural building components
- iii. Mechanical room equipment layouts
- iv. Locate major equipment such as air handling units, heat pumps, exhaust fans, unit heaters, etc.
- v. Locate intake and exhaust louvers
- vi. Locate and indicate air curtains and/or seasonal systems
- vii. Indicate typical layouts of all ceiling devices
- viii. Consider access and replacement requirements with all equipment room layouts
- ix. Coordinate ceiling plenum space with architectural, plumbing, fire protection, electrical and structural
- x. Air and water flow diagrams showing CFM and GPM respectively
- xi. Show electrical requirements such as panel size, location, voltage and current requirements or mechanical equipment

b. Sections:

- i. Critical mechanical room cross sections
- ii. Corridor sections including duct clearances

c. Catalog Cuts:

- i. Grilles and diffusers
- ii. Special equipment
- iii. Controls/Building Management Control System (BMCS)

F. PLUMBING/FIRE PROTECTION:

- a. Floor plans:
 - i. Size and location of utility risers, shafts, chases and equipment
- b. Detail plans:
 - i. Locate all toilets, urinals, lavatories, mop sinks, floor drains and drinking fountains

- ii. Locate under slab sanitary and supply lines
- iii. Locate maintenance hose bibs in toilet rooms and on exterior of building
- iv. Include roof drainage system (quantity and location of roof drains, internal and external downspouts)
- v. Locate, specify, and indicate any seasonal systems and design accommodations
- vi. Coordinate fixture sizes and mounting heights (for accessibility)
- vii. Coordinate plumbing chases with architectural
- viii. Consider installation and replacement requirements within all room layouts
- ix. Coordinate plenum ceiling space with architectural, fire protection, mechanical, electrical, structural systems
- x. Coordinate piping size and flows for sprinklers (if applicable)
- xi. Make arrangements with the water company to have a hydrant flow test made to identify water pressure to site and include the flow test report

c. Catalog Cuts:

- i. Plumbing fixtures
- ii. Sprinkler heads and fire suppression systems (as required)
- iii. Special equipment

G. ELECTRICAL:

a. Floor Plans:

- i. Size and locate utility equipment on architectural plans
- ii. Major electrical equipment (switch gear, distribution panels, emergency generator, transfer switches, UPS system, etc.)
 dimensioned and drawn to scale into the space allocated, to include riser diagrams or one-line diagrams
- iii. Finalize service amperage and voltage requirements
- iv. Locate size of conduit runs, cable trays, risers, shafts, chases, etc.
- v. Locate site electrical equipment including transformers, underground service, entrance details, etc.
- vi. Identify feature lighting fixtures: ceiling and wall types reflective ceiling plan
- vii. Locate and identify service controls and equipment for seasonal systems
- viii. Locate and Identify entry/exit circulation and/or perimeter seasonal systems, service connections and controls as necessary
- ix. Locate and identify service connection, controls and equipment associated with air curtains, area heating, radiant heating (if required)

- x. Identify electrical and telephone panel room locations
- xi. Locate electrical devices for typical areas including power receptacles, computer, telephone, TV Light switches, closed circuit TV, fire alarm, security, A/V and intercom devices
- xii. Locate exit and emergency lighting and fire alarm devices (consider ADA requirements)
- xiii. Consider access and replacement requirements with all utility room layouts
- xiv. Coordinate ceiling plenum space with architectural, plumbing, fire protection, mechanical, structural and specialty systems
- xv. Update design calculations to include power consuming equipment and load characteristics
- xvi. Site lighting, locate and identify all lighting fixtures

b. Catalog Cuts:

- i. Light fixtures
- ii. Fire alarm devices
- iii. Special equipment

H. OTHER REQUIREMENTS:

a. Specialty consultants:

All specialty consultants should provide the same level of information which is required for MEP disciplines, including the following specialty consultants: fueling and equipment, security (access control and CCTV), A/V, signage / wayfinding

- b. Specifications:
 - i. Final specifications
 - ii. Front end documents (Division 0 and 1) to be provided by airport, modified by consultant and coordinated with technical specifications
 - iii. When product is specified, three manufacturers must be listed as acceptable or the airport will agree if circumstances require a product to be sole sourced

I. LANDSCAPING:

- a. Tree and vegetation protection and construction limits
- b. Site grading plan with existing and proposed grading including contours and spot elevations
- c. Consideration is to be given to the topographic information for drainage
- d. Typical site sections thru exterior walls
- e. Site plan indicating lawn and plantings
- f. Irrigation plan including typical details and proposed tie-in points.

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J. ENERGY:

a. Updated energy report

K. GENERAL:

- a. As documents develop, confer with regulatory agencies such as:
 - i. Fire Marshal (state and local)
 - ii. Department of Health
 - iii. City and County of Sarasota
 - iv. Local zoning commission
 - v. Local planning commission
 - vi. Local permitting commission
- b. Identify all documents with project number and date
- c. Finalize the building design program, scope of work and verify compliance through the project quality assurance / quality control program
- d. Actions for the civil, mechanical and electrical engineers:
 - i. Contact utility companies and public authorities for all services and initiate approval process as needed for connection to their systems
 - ii. Investigate and report on their review of all applicable local, public and utility regulations

L. GEOTECHNICAL REPORT:

a. Provide a final copy of the project geotechnical report

M. ESTIMATES:

- a. Major line items costs for all building components, verify inclusion of all elements by cross checking against specification for omissions
- b. Identify escalation to mid-point of construction
- c. Update cost estimate of construction and compare it to the allowable for construction
- d. Estimate the construction period, identify any phased work and any long-lead time for special item
- e. Sole source items identified as approved

N. PROJECT SCHEDULE:

a. Present Microsoft Project Schedule outlining Design Milestones and Major Construction activities

SRQ Rental Car Quick Turnaround Area and Surrounding Projects Sarasota Bradenton International Airport



Exhibit C - Fee Proposal - Team Synopsis - REVISED V3

% of Overall			Other	_ ,				ases	Pha	Project							
Fee	Subtotals	S	ervices		CA	% CD Permit		95% CD		0% DD	6	0% SD	3	Design	0%	10	Firms and Disciplines
																	PGAL
0 3.83%	65,000	\$			na	13,000	\$	13,000	\$	9,750	\$	16,250	\$	13,000		\$	Project Management
0 3.24%	55,000	\$			na	-	\$	5,500	\$	11,000	\$	16,500	\$	22,000		\$	Rental Car Planning
0 26.19%	445,000	\$			na	44,500	\$	133,500	\$	133,500	\$	89,000	\$	44,500		\$	Architecture and Interiors
																	Masters Consulting Engineers
0 5.65%	96,000	\$			na	8,000	\$	35,000	\$	30,000	\$	16,000	\$	7,000		\$	Structural Engineering
																	Stantec
0 6.24%	106,000	\$			na	12,200	\$	48,800	\$	24,400	\$	24,400	\$	12,200		\$	Fueling and Systems Engineering
																	Atkins North America
0 30.33%	515,290	\$			na	28,310	\$	182,845	\$	159,075	\$	110,755	\$	34,305		\$	Civil Engineering
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0 3.12%	53,000	\$			na	4,000	\$	25,805	\$	12,825	\$	9,750	\$	620		\$	Landscape Architecture
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2 3.29%	55,912	\$			na	1,884	\$	14,180	\$	24,028	\$	11,927	\$	3,893		\$	Electrical
0 1.04%	17,640	\$			na	1,224	\$	3,875	\$	7,137	\$	4,996	\$	408		\$	Plumbing
2 0.79%	13,492	\$			na	741	\$	4,226	\$	4,695	\$	3,336	\$	494		\$	Fire Protection
9 2.78%	47,299	\$			na	2,277	\$	11,780	\$	18,212	\$	9,776	\$	5,254		\$	Technology
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	15,000,000			\$						1							
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EXHIBIT D - CONSULTANT SCOPE OF WORK AND FEE PROPOSALS



		Sarasot	a Bradentor	n Internatio	nal Airpor	t			
			ConR	AC - QTA					
			F	PGAL					
			Pl	nase 1					
			Schematic / De	esign Developi	ment				
Task		Principal	Sr Struc. Eng.	Struc. Eng.	Sr. CAD /BIM	CAD /BIM	Accounting	Admin	
No.	Task Description	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Total
1.01	Kick off meeting		2						2
1.02	Design data compilation		1 2						3
1.03	Prepare narrative		1 4						0
1.04	Structural systems		4 36		68				108
1.05	Preliminay framing		4 36		56				96
1.06	Preliminary foundations		4 22		40				66
1.07									C
1.08									C
									C
	Subtotal Hour	s 1	6 100	0	164	0	0	0	
	Direct Labor (Raw Billing Rate	\$196.8	2 \$119.51	\$87.03	\$79.85	\$58.91	\$80.76	\$74.44	
	Subtotal Direct Labo	r \$ 3,149.12	\$ 11,951.00	\$ -	\$ 13,095.40	\$ -	\$ -	\$ -	\$ 28,195.52

					ase 2					
			Con	struction Docu	uments / Bid /	Permit				
Task		П	Principal	Sr Struc. Eng.	Struc. Eng.	Sr. CAD /BIM	CAD /BIM	Accounting	Admin	
No.	Task Description		Hours	Hours	Hours	Hours	Hours	Hours	Hours	Total
2.01	Meetings / Coordination		8	8						16
2.02	Foundation system design		4	24		32				60
2.03	Structural framing design		4	48	120	88	80			340
2.04	Document production		2	16	80	68	64			230
2.05	Specifications		1	8					2	11
2.06	Prepare deliverable documents		2	8	16	24	12			62
2.07	QA/QC of deliverables		2	6	16	16				40
2.08				12						12
										(
	Subtotal Hou	ırs	23	130	232	228	156	0	2	
	Direct Labor (Raw Billing Rat	te)	\$196.82	\$119.51	\$87.03	\$79.85	\$58.91	\$80.76	\$74.44	
	Subtotal Direct Lab	or	\$ 4,526.86	\$ 15,536.30	\$ 20,190.96	\$ 18,205.80	\$ 9,189.96	\$ -	\$ 148.88	\$ 67,798.76

I	Total Hours	39	230	232	392	156	0	2
	Total Direct Labor	\$ 7,675.98	\$ 27,487.30	\$ 20,190.96	\$ 31,301.20	\$ 9,189.96 \$	- \$	148.88 \$ 95,994

Structural Engineering | Threshold Inspections | Forensic Engineering



5523 WEST CYPRESS ST., SUITE 200 TAMPA, FLORIDA 33607 P (813) 287-3600 F (813) 287-3622 4101 RAVENSWOOD RD., SUITE. 307 FT. LAUDERDALE, FLORIDA 33312 P (954) 210-7671 F (813) 287-3622

5950 LAKEHURST DR., SUITE. 183 ORLANDO, FLORIDA 32819 P (407) 351-2384 F (813) 287-3622 www.mcengineers.com

MCE Basic Scope of Service for this project is estimated as follow:

The project scope will be consist of three phases, schematic/ design development phase and a construction document phase.

Schematic / Design Development phase will include:

- a) Kick-off meeting to go over project goals, owner's expectation, schedule
- b) Determine the load requirements for the design of the building structure.
- c) We will provide wind loads design pressures to be used by windows, doors manufacturer.
- d) Preliminary layout of the building structure, including foundations/slab requirements for car wash equipment.
- e) Preliminary structural framing.
- f) Preliminary foundation sizes.
- g) Prepare narrative/preliminary drawings for deliverables.

The Construction Documents phase will include:

- a) Attend approximately 4 coordination meetings during the CD phase, meetings may be via the web.
- b) Finalize the foundation design with coordination for the required underground utilities.
- c) Slab on grade design, include details as needed for the car wash areas.
- d) Complete structural framing of the building
- e) Roof framing including roof slope for drainage.
- f) Production of the construction documents.
- g) QA/QC of deliverables.

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ATTACHMENT J DESIGN PARAMETERS

TLC's scope of services for the QTA design includes the following:

Electrical

- 1. General Electrical Requirements: The Rental Car Quick Turn Around Facility will be served by a separate electrical service provided by Florida Power and Light Company (FPL). The service at main electrical room will be derived from site FPL pad mount transformer. The pad mounted transformers will provide 480/277 volt, 3 phase, 4 wire service into the Rental Car Quick Turn Around main switchboard. The preliminary load estimate for this building is 2,373 KVA. The new electrical service will have a utility meter.
- 2. Main Service Switchboard: The main service switchboard for the building will be a 3000 ampere, 480/277V, 3 phase switchboard with multiple sections. The main breakers will have electronic LSIG trip units. The distribution sections will feed distribution panels feeding service bays. The switchboard will be rated at 65,000 AIC. The main switchgear will be located in an electrical room at ground level. All switchboards and panelboards will be Arc Flash labeled.
- 3. Tenant Metering: Electrical distribution will be configured to sub-meter specific service bays per tenant spaces of the Rental Car Quick Turn Around.
- 4. Electrical Distribution: Large electrical loads associated with the Rental Car Quick Turn Around will be served from distribution switchboards. Distribution switchboards will be located in in the main and branch electrical rooms. Equipment to be served is as follows:
 - a. Car wash systems including wash racks, reclaim water pumping stations, reverse osmosis systems, reclaim water transfer pumps, rinse pumps and other miscellaneous equipment.
 - b. Compressed air systems
 - c. Vacuum Systems
 - d. Fueling systems
- 5. Branch circuit panels for lighting, receptacle and miscellaneous equipment associated with the Rental Car Quick Turn Around will be located in electrical room. The lighting and miscellaneous mechanical equipment will be served from 480/277 volt branch circuit panels. These panels will also serve 120/208 volt branch circuit panels through dry type transformers. The 120/208 volt panels will serve loads associated with Quick Turn Around miscellaneous equipment. All conduit serving loads shall be electrical metallic tubing concealed in walls or ceilings in finished areas. Conduit concealed in concrete shall be schedule 40 PVC. Conduits at car wash areas will be as recommended by car wash system manufacturer. All conduit runs in unfinished areas shall be installed as tight to structure as possible, routed parallel and perpendicular to the structure. All home runs shall be 1" diameter minimum back to panelboards.



- 6. Emergency Power Requirements: A separate emergency power system will be provided to serve life safety and optional stand by loads. The generator will be exterior in a sound weatherproof enclosure at exterior location and on diesel fuel tank.
- 7. Lightning Protection System: The Rental Car Quick Turn Around will be protected by a lightning protection system installed in accordance with NFPA 780. The lightning protection system shall consist air terminals, main conductors, down conductors and ground rods. All material for the lightning protection system will be copper. Air terminals shall be spaced along the structure at a maximum interval of 20"-0" on center. The terminals shall be 12" and mounted to the structure using appropriate mounting hardware. The terminals shall be connected using main conductors. Down conductors connected to the system shall be spaced at intervals not more than 100'-0".
- 8. Lighting: direct lighting shall be used to provide the required foot-candles within the space:
 - a. Provide an average horizontal lighting level of 10-15 foot-candles at the floor level in the stacking area.
 - b. Area lighting is located directly over the islands and at the center of the drive lanes and shall maintain a minimum of 30 foot-candles @ 1'-0" above finished floor.
 - c. Waterproof light fixtures, wall-mounted along each side of the car wash bays should provide a minimum of 10 foot-candles @ 1'-0" above finished floor.
 - d. Provide an average horizontal lighting level of 50-60 foot-candles at the floor level in the maintenance bays (if applicable).
 - e. Proposed light fixtures should require minimal maintenance and be easy to maintain when required.
 - f. Lamp technology shall be LED.
 - g. General lighting shall provide appropriate color rendition for surveillance cameras.
 - h. Proposed light fixture installation shall meet requirements of the ASHRAE 90.1-10 and IECC 2012.
 - i. Conduits shall be embedded where possible.
- 9. Lighting Control: Provide lighting controls to limit energy use and with software system compliant with mechanical systems.
- 10. Emergency Lighting: Provide emergency and exit lighting as required for code



conformance via emergency generator.

11. Fire Alarm: Initiation devices will consist of emergency power off (EPO) as it relates to the fuel system, manual pull stations, heat detectors, smoke detectors, duct-mounted smoke detectors, flow switches, tamper switches and flame detection system. Notification appliances will consist of horn/strobes. A central EPO shall be provided at the main entrance of the facility as dictated by the Fire Marshal for entire shutdown of fuel system.

<u>Technology</u>

- Telecommunications Needs: The rental car quick turn around area (QTA) is
 predominantly a RAC staff only area with different telecommunication requirements
 from other areas previously described. The RACs will require their own voice/data
 communications in the work areas, connecting to all other areas where they operate.
 SMAA will require connectivity for STS, BMS, the fuel management system, security
 and work areas for SMAA employees.
- 2. Telecommunications Room Placement: One or more telecom rooms will be required in this building to service SMAA infrastructure. Similar to other areas, the coverage of each telecom room will be defined by a radius of 200'. Each IDF location will have separate rooms for SMAA and RAC communications equipment. The two rooms will be connected by raceway where the RAC will connect to the SMAA fiber optic backbone for network connectivity. An outside service provider entrance will be made available for entrance of local exchange carriers in case a RAC does not want to use STS.
- 3. Telecommunications Backbone Cabling: Once rooms are defined, fiber optic cabling will be required to tie these rooms into the SMAA network. One room inside the building will be selected as MDFs.
- 4. Horizontal Cabling: The horizontal cabling servicing all IT devices surrounding each of the telecommunications rooms will consist of 4-pair category cables. Based on the SMAA projects with this scope completed since the SMAA Telecommunications Design Manual was updated, CAT6 cabling will be specified for use.
- 5. Telecommunications Raceways: A telecommunications raceway system will be required to run backbone and horizontal cabling. These raceways will be composed of conduits and cable trays. Cable trays will be installed in areas where multiple communication cables will be bundled together and in areas where these cable trays can be made accessible or aesthetics are not a concern to have them exposed. Conduits will be used in all other areas where ceilings are not accessible, not aesthetically acceptable, or in areas where very few cables are required. At no point will SMAA cabling be installed in j-hooks or free wiring. Diverse, disparate pathways will be provided for conduits and cable tray (protected by inner duct) containing SMAA fiber optic backbone cabling.
- 6. Telecommunications Grounding: A telecommunications grounding system will be required for the telecom rooms. This system will be composed of telecommunications



bonding backbones (TBB), bonding conductors (BC) and telecommunications grounding busbars (TGB). TBBs will be run to the main grounding point in nearby electrical rooms. BC and TGBs will be installed inside each telecom room.

Mechanical

- 1. Anticipated HVAC Per Space Type: This portion of the facility has many areas that require mechanical ventilation and a few spaces that should include cooling. Listed below is a summary of spaces and systems anticipated to serve them:
 - a. Fueling Station Areas: Will <u>NOT</u> require mechanical ventilation at each island one on each end near the floor to remove vehicle emissions because it is not indoors, with accordance with Florida Mechanical Code and NFPA 30A.
 - b. Car Wash Areas: Mechanical air circulation may be provided. As the design is developed, it may be beneficial to provide circulation fans hung from the structure similar high volume low velocity fans in warehouses to improve the working conditions between the car wash and fueling areas.
 - c. QTA Support Rooms: Mechanical ventilation shall be provided for the various spaces including storage and equipment rooms. Cooling is anticipated in the air compressor and vacuum system equipment rooms to assure the large motors on these systems do not overheat. Spaces with fuel or other combustible storage will include explosion-proof fans. Ventilation fans and cooling systems are anticipated to be connected to the building control system.
 - d. Electrical and Communications/Security Equipment Rooms: A variable refrigerant flow (VRF) system with a cooling unit in each space and one or two condensing units at the top of the garage is anticipated for each vertical group of these type spaces. This solution offers solid energy performance with low maintenance impact. Controls for these units are anticipated to be connected the building control system for monitoring.
 - e. RAC Admin and QTA Support Spaces: These spaces will be served by constant volume DX rooftop unit, one for each tenant. This system type allows individual temperature control for the various tenants, and will be reviewed for the use of VAV Terminals should the need arise for greater flexibility. The space will have a fully designed supply and return ductwork and air distribution in coordination with the tenant's requirements. No cooking is anticipated in these spaces.

Plumbing

- 1. Plumbing: The facility will be provided with the following systems:
 - a. Sanitary and vent system.
 - b. Domestic water system.
 - c. Condensate drainage system.
 - d. Storm drainage system.
 - e. Fueling system.

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Consolidated Rental Car Facility, Quick Turnaround, and Maintenance
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- f. Compressed air system
- g. Cleaning / Vacuum.
- h. Carwash reclaim water system.
- 2. Sanitary and Vent System: The facility will be provided with sanitary waste service for the drainage of male and female toilet rooms, sinks, showers, floor drains and floor sinks drainage, HVAC purpose, carwash bays and equipment drainage, maintenance bays drainage, fueling island perimeter drainage, fuel piping transition sump room drainage and compressed air system condensate drainage at each level as required. The waste drainage is expected to be a 6" inch pipe at each level.
- 3. Domestic Water System: The facility will be provided with domestic water for male and female toilet, sinks, showers, domestic water heating, HVAC, hose bibbs for facility's maintenance and cleaning purposes as required, carwash system fresh water makeup, maintenance bays usage, fueling island perimeter usage at each level, hose bibb at fuel piping transition sump room and compressed air system water supply. The domestic water supply line is expected to be 3" at each level.
- 4. Condensate Drainage system: The facility will be provided with a condensate drainage system at each level for HVAC purposes, with tie-in into the storm system within the building as required and in compliance with local codes.
- 5. Storm Drainage System: The facility will be provided with the storm system for the drainage of the parking spaces at each level as required, with tie-ins with drop downs within the space in coordination with architect.
- 6. Fueling System: The fueling system, piping and equipment (by others). Refer to sanitary and domestic water systems for requirements.
- 7. Compressed Air System: The compressed air system, piping and equipment (by others). Refer to sanitary and domestic water systems for requirements.
- 8. Cleaning / Vacuum System: The vacuum system, piping and equipment (by others). Refer to sanitary and domestic water systems for requirements.
- 9. Carwash Reclaim Water System: The carwash will be a pre-engineered, automated system. Coordinated by plumbing system and carwash system contractors. The discharge water from each wash bay will be reclaimed and stored in underground oil water separator (aprox. 10,000 gal capacity), each oil separator will act as both: treatment and storage. Each floor will drain to its respective oil water separator, pump it up to three common holding tanks (aprox. 2,000 gal cap ea. By others). Refer to Sanitary and Domestic Water systems for requirements.



Fire Protection Note: fire protection not anticipated

- 1. Fire Protection Service: A service line will be connected at the street water main. The service will be routed directly across the street to an above grade double detection backflow preventer, then routed underground into the building.
- 2. Flow Test: a flow test will be conducted to determine that the city water pressure is sufficient, and not require a fire pump.
- 3. Fire service location: A mechanical space with 5'x5' room is required for the service riser. Optimally this room would be located on an exterior wall that faces the service street for an exterior door, and a location for a wall mounted fire department connection. Additionally, zone control valves servicing the wet sprinkler system system should be co-located here.
- 4. Sprinkler Piping:
 - a. Wet System: Provide seamless black steel piping with malleable fittings above grade. Schedule 40 threaded 1" and smaller. Schedule 40 roll grooved 2-1/2" and larger.
 - b. Pre-Action: galvanized Schedule 40 piping for drainage of piping system.
- 5. Sprinklers (Office Areas): The rental car offices and back of house spaces.

a. Sprinkler system design criteria for this area shall be:

Occupancy Classification Light Hazard Density 0.1 GPM/Sq.Ft.

Hydraulic Remote Area 1500 Sq.Ft.

Maximum Coverage per Sprinkler 400 sq.ft.

Sprinkler Type (all ceilings) Concealed

6. Sprinklers (Mechanical Areas and Storage Rooms):

a. Sprinkler system design criteria for this area shall be:

Occupancy Classification Ordinary Hazard, Group 2

Density 0.2 GPM/Sq.Ft.

Hydraulic Remote Area 1500 Sq.Ft.

Maximum Coverage per Sprinkler 225 sq.ft.

Sprinkler Type Upright or Pendent

SRQ New Consolidated RAC Quick turnaround Area Services Atkins North America

PGAL desires to engage the Atkins North America, Inc. (d/b/a Atkins) (Consultant) for the site civil design services related to the new Consolidated Rent-A -Car (ConRAC) Facility at the Sarasota Bradenton International Airport (SRQ) for the Sarasota Manatee Airport Authority (SMAA).

I. Description

The Airport's current rental car fueling, cleaning, maintenance and other operations are housed within separate, aging facilities within the confines of the Airport. Consolidation of these facilities into a new single site will add efficiencies in the rental car operations, add needed environmental benefits and allow for more beneficial development of the existing facilities that will enhance the Airports development plans. The existing sites are undersized, outdated, and environmentally susceptible. The Airport has performed studies to plan for future airside and landside expansion, including parking and rental car operations. The proposed site for a new ConRAC facility will be made available with the relocation of the cell phone lot and the demolition of existing rental car QTA/maintenance and fueling facilities (see Figure 1). This opportunity will allow for an improved back-of-house experience, much improved vehicular processing, circulation, and parking, and significant reduction in water and electrical power use through efficiently designed systems.

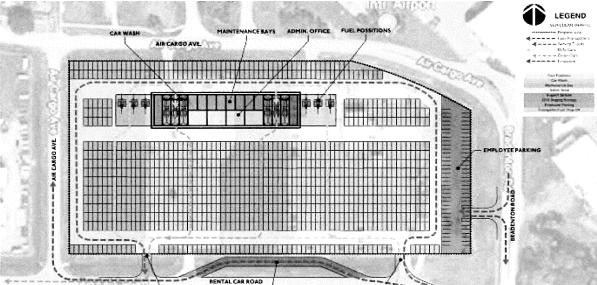


Figure 1 - Project Concept Plan

The project will also include the relocation of the existing cell phone lot to the property west of the proposed rental car facility. This scope includes civil water and sanitary design for potential restroom facility. Additional overflow parking will also be designed adjacent to the new cell phone lot in order to allow additional surface parking for long term parking (see **Figure 2**). This will require an Environmental Site Assessment (ESA), decommissioning, and demolition of Hertz/Dollar/Thrifty facility.





Figure 2 - Overflow parking and Cell Lot Relocation

Figure 3 - Future RV and Boat Storage

The project will also include the relocation of the existing RV & boat storage facility to the northeast of the proposed rental car facility just east of Runway 32 (see **Figure 3**). This will require an Environmental Site Assessment (ESA), decommissioning, and demolition of the existing facility at this location. This scope includes civil water and sanitary design for potential restroom / admin building on the relocated site.

II. Basic Services

For the purposes of scope definition and Consultant fee development, the work has been divided into the following tasks. Modifications and/or revisions to these tasks will constitute a change in the project scope and may require a revision to the compensation to be paid to the Consultant. These tasks will begin once PGAL provides the Consultant with a written Notice to Proceed.

1. Project Management and Coordination

• The Consultant will provide project management tasks including bookkeeping, billing, and coordination with project stakeholders. The Project Manager (PM) will be available to the project team and PGAL to oversee necessary project related elements. The PM will keep PGAL advised of the work progress, schedule, and anticipated review dates. The PM will be the Consultant's main point of contact and will be responsible for ensuring that the project's goals and objectives are met within the agreed upon schedule.

2. Programming / Pre-Design Services (10%)

- Under this task the Consultant will determine and document of quantitative and qualitative expectations and basis of design for the project beyond that which has occurred to date and to be used as a baseline in subsequent schematic and design development.
- The Consultant's PM and/or appropriate technical leads will prepare for and attend approximately four (4) web-based owner optional workshop/ progress meetings and one (1) in person workshop/presentation meeting.
- Design Concept Validation and Project Baseline. Review and establish with Owner all
 engineering and system design criteria and strategies. Conduct reviews of Owner
 documents, record drawings and existing reports.

- Initial review of overall code issues and assumptions. Discuss alternative procurement methods for equipment and systems.
- Preparation of land survey and geotechnical and environmental analysis of the proposed site(s), once the developable area has been defined in the planning / predesign phase, and the re-platting of sites for a continuous project site for development. Environmental analysis, Phases 1 and 2, asbestos testing and reporting, monitoring well, drilling and reporting, will be included as an additional service, as needed.

Deliverables:

- i. Summary of Site/Civil Project Design Criteria
- ii. Report on the Qualitative/Performance based "program" for primary components (sizing goals and planning parameters)
- iii. Summary of findings defining the scope of the project, conceptual approach and an opinion of probable construction cost

3. Schematic Design (30%)

- Under this task the Consultant will perform planning, coordination, field work, preliminary studies and schematic plan development necessary to evaluate, align and expand previous planning work relative to Pre-Design findings with a focus on the primary aspects in common to each of the project construction phase areas. At this phase, the design will include enough of the project design components to reflect the project goals and objectives while still allowing for modifications. This phase of the design will include the development of base drawings and CAD/Civil 3D models of civil / site design. AutoCAD 2018 or newer shall be used for civil designs. The Schematic Design submittal will include the following:
 - 1. Cover Sheet
 - 2. Index of Drawings
 - 3. General Notes
 - 4. Site Plan
 - 5. Preliminary Phasing
 - 6. Clearing and Grubbing / Demolition Plan
 - 7. Demolition/Site Closeout Plans of Existing Facilities
 - 8. Typical Sections including Pavement Design
 - 9. Paving and Geometry Plan
 - 10. Grading and Drainage Analysis and Plan (including Stormwater Modeling)
 - 11. Pavement Marking and Signage Plan
 - 12. Water & Sewer Utility Plan
 - 13. Landscape Plan
 - 14. Remediation Plans
 - 15. Fencing Plan
- The Consultant's PM and/or appropriate technical leads will prepare for and attend approximately six (6) web-based owner optional workshop/ progress meetings and two (2) in person workshop/presentation meeting.
- Perform topographical survey of the proposed site.
- Perform underground survey utilities of the proposed site.

- The Consultant will provide quantities in order for a third-party estimator to prepare a preliminary rough order of magnitude cost estimate for the site/civil design to be included in the design report.
- The Consultant shall conduct an in-house quality control review of the Schematic Design plans and design narrative prior to submittal to PGAL in accordance with the Consultant QC Plan.

Deliverables:

- i. Drawings/exhibits including overall site/civil plans
- ii. Schematic Design (30%) Site/Civil Design Report
- iii. Topographic/SUE Survey
- iv. Report on the Order of Magnitude Opinion of Probable Construction Cost for site/civil elements.
- v. Summary of overall identified code issues and assumptions

4. Design Development (60%)

- This task includes the development of drawings and specifications necessary and appropriate for a Design Development level of design as determined by the Consultant. The Design Development drawings are intended to include major design items and provide enough information to define the scope of the Project. Major project elements will be set and considered essentially final, but detailed design items may not be included in this submission.
- The Engineer shall review the comments received from SMAA from the Schematic Design submittal review and incorporate applicable comments into plans, specifications, and design narrative. The Engineer shall provide a written response to each comment stating how it will be incorporated into the documents or why it was not applicable.
- The Consultant's PM and/or appropriate technical leads will prepare for and attend approximately six (6) web-based owner optional workshop/ progress meetings and two (2) in person workshop/presentation meeting.
- The Consultant's PM and/or appropriate technical leads shall schedule, prepare calculations, exhibits, and other supporting documents required for application submittals to the City of Sarasota and the SWFWMD. FDEP Water and Wastewater permit application will be submitted upon approval of the utility plans approval from Manatee County Utilities for Water & Wastewater and the City of Sarasota Utility Department for Reclaim Water. The Consultant's PM and/or appropriate technical leads shall prepare and submit the following permit applications to the respective agencies:
 - i. Environmental Resource Permit & Consumptive Water Use (if required for reclaim water) Southwest Florida Water Management District (SWFWMD)
 - ii. Site Plan Approval City of Sarasota Development Review
 - iii. **Utility Plan Approval** Manatee County Utilities (Water & Wastewater) City of Sarasota Utility Department (Reclaim Water)
- The Consultant will develop a Design Report for the basis of design.
- The Consultant will develop draft technical specifications for the Project based on the FDOT or CSI MasterFormat standards as appropriate. If standard technical

- specifications are not available for a construction item, the Consultant will create the necessary technical specification.
- The Consultant will provide quantities in order for a third-party estimator to prepare a preliminary rough order of magnitude cost estimate for the site/civil design to be included in the design report.
- The Consultant will prepare a 7460 for the temporary construction and proposed site
 plan for the Project in accordance with FAA requirements. The Consultant will solicit
 input from the Airport regarding necessary safety and phasing requirements for the
 construction of the Project.
- The Consultant shall conduct an in-house quality control review of the Design Development (60%) Plans and Design Report prior to submittal to PGAL in accordance with the Consultant QC Plan.

4. Construction Documents (95%)

- Under this task, the Consultant will review the comments received from SMAA on the
 Design Development submittal review and incorporate applicable comments into
 plans, specifications, and design narrative. Then the Consultant will continue to
 progress the plans, specifications, and drawings to a Construction Document (95%)
 design level. At the Construction Document design level, the Project elements and
 details will be essentially complete and ready for final review. When the Construction
 Documents are submitted to PGAL, they shall be considered final design documents
 pending only SMAA review, comments, and approval to proceed with bidding.
- The Consultant will assist PGAL in developing a project manual for use during the bidding and construction of this project in accordance with Federal, State, and Local requirements.
- The Consultant's PM and/or appropriate technical leads will prepare for and attend approximately three (3) web-based owner optional workshop/ progress meetings and one (1) in person workshop/presentation meeting.
- The Consultant's PM and/or appropriate technical leads shall schedule, prepare responses to requests for additional information requested from City of Sarasota and/or the SFWMD relative to the information provided in the initial development application submittals. FDEP Water and Wastewater permit application will be submitted upon approval. The Consultant's PM and/or appropriate technical leads shall prepare and submit the following permit applications to the respective agencies:
 - i. Building Officials, including Fire Inspector (to be prepared by Architect)
 - ii. Environmental Resource Permit & Consumptive Water Use (if required for reclaim water) Southwest Florida Water Management District (SWFWMD)
 - iii. Site Plan Approval City of Sarasota Development Review
 - iv. Utility Plan Approval City of Sarasota Utility Department
 - v. General Permit to Construct a Public Water System (PWS) Distribution System (FDEP Water Permit) Florida Department of Environmental Protection
 - vi. Notification/Application for Constructing A Domestic Wastewater
 Collection/Transmission System (FDEP Wastewater & Reclaim Water Permit) –
 Florida Department of Environmental Protection

- The Consultant will update the site/civil Design Report to document additional design progress.
- The Consultant will provide quantities in order for a third-party estimator to prepare a preliminary rough order of magnitude cost estimate for the site/civil design to be included in the design report.
- The Consultant shall conduct an in-house quality control review of the Construction Document Plans and Design Report prior to submittal to PGAL in accordance with the Consultant QC Plan.

5. Bid Documents (100%)

- Utilizing comments from SMAA, SWFWMD, and other Authorities Having Jurisdiction, the Consultant will complete the plans and specifications to a level necessary for bidding. This will include finalizing necessary calculations, detailing, planning, etc. to complete the design process. Civil Documents will be updated to include bidding dates and requirements as provided by SMAA and provided to PGAL for inclusion in final bid documents.
- It is anticipated that there will be one (1) progress review meeting with SMAA for this phase of the Project.
- The Consultant will provide quantities in order for a third-party estimator to prepare a preliminary rough order of magnitude cost estimate for the site/civil design to be included in the design report.
- The Consultant shall conduct an in-house quality control review of the Bid Document Plans and Design Report prior to submittal to SMAA in accordance with the Consultant QC Plan.

6. Permitting and Bidding Phase Services

- This task includes assistance to PGAL during the bidding phase of the Project. The Consultant will prepare for and attend the Pre-Bid Conference and address technical questions. The Consultant will also respond to written technical questions from prospective bidders which are submitted to SMAA with respect to the documents prepared under this scope of services. The Consultant will prepare addenda relating to the design as necessary to interpret or clarify the Bidding Documents for construction.
- The Consultant's PM and/or appropriate technical leads shall prepare and submit the following permit applications to the respective agencies:
 - Generic Permit for Stormwater Discharge from Large and Small Construction
 Activities (NPDES NOI) Provide technical assistance to the Contractor for
 submittal to Florida Department of Environmental Protection
 - Right of Way Utilization Permit Provide technical assistance to the Contractor for submittal to City of Sarasota Public Works.

7. Exclusions:

• It is assumed the terminal's storm water management, utility systems, and central plant have the existing capacity for this expansion. New lift station design is not included with this scope. This assumption will be reviewed; however, design for improvements to these systems are excluded, as our task does not involve storm water and environmental permit reviews, engineering design, nor calculations.

- It is assumed that there are no wellhead protection areas or other restrictions that would restrict the siting of the petroleum underground or aboveground storage tanks within the proposed project site.
- All fuel dispensing, fuel islands, and fuel storage designed by others
- All site lighting (roadway, parking lot, high mast) designed by others
- All car wash and vacuum systems designed by others
- All site power (primary, secondary, transformers, duct banks) designed by others
- All site telecommunication, low voltage, and access control, including gates requiring card reader access, designed by others
- All architecture / structural design by others
- MEP Design designed by others. All utilities within five feet of building are responsibility of architect / MEP designer.
- Traffic Impact Analysis is not included with this scope
- Natural gas design / coordination is not included in this scope.
- Endangered and Protected species survey and assessments not included with this scope
- Conformed Documents are not included with this scope
- All permitting fees shall be paid directly by SMAA
- Preparing applications for or securing fire code variances, code modifications, or
 FDEP alternate procedures are not included in the scope.
- Life cycle cost analysis is excluded.
- Phase III ESA is excluded. This can be provided as an optional service to SMAA if deemed necessary by the findings of Phase I & II of the ESA.
- NEPA permitting including CatEx and/or Environmental Assessment is not included in the scope.

The following Additional Services will be provided after execution of this Agreement, as part of an established Allowance identified below. Consultant shall charge the cost against their Allowance as mutually agreed upon by Consultant and SMAA prior to execution of the work.

- A. This work will consist of implementing a Phase I, Phase II, and Phase III ESA based upon the findings in Phase I & II. This will work will include, but is not limited to:
 - i. Identifying the extent of the environmental contaminants found in each of the various phases.
 - ii. Determining the amount of soil and groundwater impacted by the environmental contaminants.
 - iii. Completing a Site Notification Report to notify regulatory bodies of site contamination.
 - iv. Develop a Remedial Action Plan (RAP) to remove environmental contaminants from the property.
 - v. Assessing options available for parties involved, including costs and timelines of remediation.
 - vi. Remediation/cleanup of limited areas determined not to be the responsibility of the tenants. This may include soil removal and pumping of contaminated groundwater, but not a major project.

B. It is assumed that Cell Lot & Future RV & Boat Storage sites will be included on the same permit applications as the CONRAC for any given permitting agency as listed in the above sections. If separate applications are for each site this can be done as additional service. The basic scope includes up to two (2) resubmittals for any given permit application during the permit review and approval process.

III. Deliverables

- Programming / Pre-Design (10%) Submittal
 - One (1) electronic copy (Adobe .pdf), transmitted electronically
- Schematic Design (30%) Submittal
 - One (1) electronic copy (Adobe .pdf), transmitted electronically
 - DWG/C3D design files
- Design Development (60%) Submittal
 - One (1) electronic copy (Adobe .pdf), transmitted electronically
 - o DWG/C3D design files
- Construction Document (95%) Submittal
 - One (1) electronic copy (Adobe .pdf), transmitted electronically
 - DWG/C3D design files
- 100% Construction Documents and Bid / Permit Documents Submittal
 - One (1) electronic copy (Adobe .pdf), transmitted electronically
 - One (1) digitally signed & sealed plan set for permit submittals
 - DWG/C3D design files

IV. Schedule

- The Programming / Pre-Design Documents (10%) will be completed within twelve (12) weeks of the Notice to Proceed (NTP).
- The Schematic Design Documents (30%) will be completed within ten (10) weeks of the Programming / Pre-Design Submittal.
- The Design Development Documents (60%) will be completed within twelve (12) weeks of the Schematic Design Submittal.
- The Construction Documents (95%) will be completed within twelve (12) weeks of the Design Development Submittal.
- The Bid Documents will be completed within eight (8) weeks of the Construction Documents Submittal.
- The Bidding Phase Services will be completed within four (4) weeks of the Bids being advertised by SMAA CM/GC.

V. Fees

The fee for this task is a lump sum amount. The fees also include, but are not limited to, reimbursement for trips, direct expenses, delivery, computer plots and work printing for client use.

Subtotal Civil	\$515,290
Subtotal ESA	See Below
Subtotal Landscape Architecture	\$52,990
Subtotal SUE-Topographic Survey	\$90,145
TASK TOTAL LUMP SUM	\$658,425

Allowances for Additional Services listed above:

A.	Phase I and Phase II ESA	\$54,700
В.	Phase III ESA (Estimate)	\$200,000
Total Lump	Sum of Allowances	\$254,700

Manatee County GIS Map



<u>1/11/2021</u>									\$515,290.00
				CIVI	L				
	Sr. Project	Sr. Project	Civil Sr	Civil Sr	Civil	Sr. Planner	Planner	CAD	
	Director	Manager	Engineer III	Engineer I	Engineer II	III	II .	Technician III	TOTAL HRS
Hourty Rate Task 1 - Programming / Pre-Design Services (10%)	\$ 265.00	\$ 200,00	185.00	\$ 135.00	\$ 115.00	\$ 170,00	\$ 100.00	\$ 110.00	
1.1 Project Initiation (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)									
Project Management Meetings - Four (4) Virtual, One (1) in person workshop Data Collection and Existing Documentation Review	6	43 12	- 12 14	9	- 6 9	-	-	-	49 \$ 10,190.00 30 \$ 5,310.00 32 \$ 4,840.00
Design Concept Validation and Project Baseline Initial Review of AHJ Codes	-	1 2	16 14	9	5 5		-	-	31 \$ 4,950.00 30 \$ 4,780.00
Preparation of Land Survey, Geotechnical, and Environmental Analysis Peer Review / Quality Control Rouch Order of Maconitude Sile/Civil Quantity Take-off	-	1	2 4 2	5 3	- - 5 30	-	-	-	8 \$ 1,245.00 8 \$ 1,345.00
Total Hours per Position	- 6		64	3 38	30	-	-		8 \$ 1,345.00 10 \$ 1.350.00 198 \$ 34,010.00
Subtotal Hours per Position - Task 1 Subtotal \$ per Position - Task 1	6 \$ 1,590	\$ 12,000 \$	64 11,840	38 \$ 5,130	30 \$ 3,450		<u>-</u> \$ -		198 \$34,010.00
1.2 Other Direct Costs Meeting Costs	\$ 125	\$ 500 5	s 250	\$ 100	\$ 100	Is - I	s -	ls -	\$1,075.00
Printing/Copying Subtotal ODCs		\$		\$ 100	\$ 100	5 -		\$ - \$ -	\$200.00 \$1,275.00
Total Task 1 per Position	\$ 1,715	\$ 12,500 5	12,090	\$ 5,330	\$ 3,650	[\$ -	\$ -	\$ -	\$35,285.00
<u>Task 2 - Schematic (30%) Design</u> 2.1. Schematic Design Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)									
Cover Sheet Index of Drawings	-		0	0	2	0		0 0	2 \$ 230,00 2 \$ 230,00
General Notes Silte Plan Preliminary Phans Preliminary Phans	-	- 2	3	2 3 9		0		0 0 0 0	4 \$ 640.00 11 \$ 1,535.00 25 \$ 3,575.00
Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities			3	5	9	0		0 0	17 \$ 2,265.00 17 \$ 2,265.00
Typical Section including Pavement Design Paving and Geometry Plans	-		3 6	5 9	3 17	0		0 0	11 \$ 1,575.00 32 \$ 4,280.00
Stormwater Modeling Grading and Drainage Analysis Grading and Drainage Plans		-	20 20 0	0 0 17	39 39 24	0		0 0 0 0	59 \$ 8,185.00 59 \$ 8,185.00 41 \$ 5.055.00
Pavement Marking and Signage Plan Water & Sewer Utility Plan	-		6 39	9	9	0		0 0	24 \$ 3,360.00 59 \$ 9,515.00
Landscape Plan Remdiation Plans			2 2	2 2 3	2	0		0 0	6 \$ 870.00 6 \$ 870.00
Fencing Plan Total Hours per Position	-	2	3 117	71	200		_	0 0	15 \$ 1,995.00 390 \$ 54,630.00
2.2 Schematic Design Documents (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)									
Project Management Meetings - Six (6) Virtual, Two (2) in person workshop	- 8	33 20	- 20	-	- 11		-	-	41 \$ 8,720.00 51 \$ 8,965.00
30% Deliverable Documents Prep and Submission Modeling/Renderings Building Code Review Update		-	10 - 2	3	9				24 \$ 3,560.00 9 \$ 1,035.00 5 \$ 775.00
Design Report Criteria/Analysis Design Report Calculations		-	17 17	-	9 17	-	-	-	26 \$ 4,180.00 34 \$ 5,100.00
Design Outline Specifications Phase I ESA Regulatory Review Phase I ESA Site Reconnaissance	-		10 2	7 3 9	- 9	-	-	-	20 \$ 3,140.00 5 \$ 775.00 18 \$ 2,250.00
Phase I ESA Report Phase I ESA Report Building Assessment of Existing Rental Car Facilities	-	. 1	3 2	3			-		4 \$ 755.00 5 \$ 775.00
Site Topographic SUE Site Topographic Survey	-	-	5 5	- 23	5 5	200(30:00)33102330	-	-	10 \$ 1,500.00 10 \$ 1,500.00
Peer Review/ Quality Control Site/Civil Quantity Take-off Total Hours per Posit	8	3 - 57	23 5 121	5 5	- 9 86		-	-	49 \$ 7,960.00 19 \$ 2,635.00 330 \$ 53,625.00
Subtotal Hours per Position - Task 2	8	59	238	129	286	-		-	720
Subtotal \$ per Position - Task 2 2.3 Other Direct Costs	\$ 2,120.00	\$ 11,800.00 5	44,030.00	\$ 17,415.00	\$ 32,890.00	-	s -	\$ -	\$108,255.00
Direct Field Costs for Phase I ESA Direct Field Costs for SUE/TOPO	\$ - \$ -	S - 5 S - 5	-	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$0.00 \$0.00
Meeting Costs Printing/Copyling	\$ 250 \$ -	S -	500	\$ - \$ 250	\$ -	\$ -	\$ -	\$ - \$ -	\$1,750.00 \$250.00
Subtotal ODCs Total Task 2 per Position								<u> </u>	\$2,000.00 \$110,255.00
Task 3 - Design Development (60%)	2,570	12,000	74,000	17,000	30,000	-			4110,230,00
 Design Development Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) 									
Cover Sheet Index of Dravings General Notes	-	-	0 0 2	0 0 3	2	0 0		0 0	2 \$ 230.00 2 \$ 230.00 5 \$ 775.00
Site Plan Phasing / MOT Plans	-	- 2	2 10	2 17	- E 17	0		0 0	9 \$ 1,215.00 46 \$ 6,500.00
Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosion Control Plan	2	-	5	9	17 17	0		0 0	31 \$ 4,095.00 31 \$ 4,095.00
Erosion Control i Par Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design			5 11 3	9 0 5	17 11 3	0		0 0	31 \$ 4,095.00 22 \$ 3,300.00 11 \$ 1,575.00
Paving and Geometry Plans Paving Details			5 3	9	17	0		0 0	31 \$ 4,095.00 11 \$ 1,535.00
Stormwaler Modeling Grading and Drainage Analysis Grading and Drainage Plans	-	-	20 20 0	0 0 17	11 11 23	0		0 0	31 \$ 4,965.00 31 \$ 4,965.00 40 \$ 4,940.00
Pavement Marking and Signage Plan Water & Sewer Utility Plan	-		5	17	17	0		0 0	39 \$ 5,175.00 30 \$ 4,220.00
Landscape and Irrigation Plan Remdiation Plans	-		2 2	2 2	2	- 0	-		6 \$ 870.00 6 \$ 870.00
Fencing Plan Total Hours per Position		2	3 114	3 107	9 207	-	-	-	15 \$ 1,995.00 430 \$ 59,740.00
3.2 Design Development Design Documents (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)									
Project Management Meetings - Six (6) Virtual, Two (2) in person workshop	9	38 20	20		11		-	-	47 \$ 9,985.00 51 \$ 8,965.00
Modelin/Renderings 60% Deliverable Documents Perp and Rubmission Building Code Review Update	-		0 9 2	0 5 3		120111111111111111111111111111111111111	-	-	9 \$ 1,035.00 23 \$ 3,375.00 5 \$ 775.00
Design Report Criteria/Analysis Design Report Calculations	2	-	10 11	9	9 11	-	-	-	28 \$ 4,100.00 22 \$ 3,300.00
Design Development Report Design Report Calculations for Evaluation of Airport Master Lift Station (includes stand	-		11 19	0	11 11	-	-	-	22 \$ 3,300.00 30 \$ 4,780.00
alone review and meeting with Airport and Utilities Dept.) Design Report Water & Sewer Utility Analysis Design Report Storm Coll Sys Anal (Pond Routing Analysis (Modelling) excluded)			20 20	0	11	-		-	31 \$ 4,965.00 39 \$ 5,885.00
Condit trabult arount and the area of a control of the control of			20]						00.000,0

Design Development Draft Technical Specifications Phase II Environmental Site Assessment (ESA)		1	11 3 23	0 -	11	- 			22 \$ 3,3 4 \$ 7 42 \$ 6,4
Environmental Resource Permit & Water Consumption Permit (Reclaim)	-		38	-	19		-	-	42 \$ 6,4 57 \$ 9,3 57 \$ 9,3
Utility Plan County Coordination & Permitting FDEP Water Permit Preparation		-	38	3	19				- \$ - \$ 9 \$ 1,5
FDEP Wastewater Permit Preparation Building Permit Code Review Meeting with AHJ	-		5	5			-		10 \$ 1,6
Peer Review/ Quality Control Site/Civil Quantity Take-off		3	23 5 0	23 5	9	- 3	- 4		49 \$ 7,5 19 \$ 2,6 7 \$
Preparation of 7460 Total Hours per Position	9	62	274	53	178	3	4		583 \$ 94,
Subtotal Hours per Position - Task 3	9	64	388	160	385	3 .	4 400 4		1,013
Subtotal \$ per Position - Task 3	2,385 \$	12,800 \$	71,780 \$	21,600 \$	44,275 \$	510 \$	400 \$	-	\$100.
3.3 Other Direct Costs ESA Field Testing and Sampling \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	-
Meeting Costs \$ Printing/Copying \$	250 \$	500 \$	500 \$	- \$ 500 \$	500 \$	- S - S	- \$ - \$	-	\$1 \$ \$2
Subtotal ODCs \$	250 \$	500 \$	500 \$	500 \$	500 \$	- \$	- \$		
Total Task 3 per Position \$	2,635 \$	13,300 \$	72,280 \$	22,100 \$	44,775 \$	510 \$	400 S		\$156
4 - Construction Document (95%)									
4.1 Construction Document (95%) Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)									
Cover Sheet Index of Drawings	-		0	0	2	0	0	0	2 \$
General Notes Site Plan	-	-	2	2	5	0	0	0	4 \$ 9 \$ 1,
Phasing / MOT Plans Clearing and Grubbing / Demolition Plans	-	-	10 3	17 5	17 9	0	0	0	46 \$ 6, 17 \$ 2,
Demolition/Site Closeout Plans of Existing Facilities Erosion Control Plan		-	3	5	9	0	0	0	17 \$ 2, 17 \$ 2, 22 \$ 3,
Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design			11 2 3	3	11 2 9	0	0	0	22 \$ 3, 7 \$ 1, 17 \$ 2,
Paving and Geometry Plans Stormwater Modeling		-	11	0	11	0	0	0	22 \$ 3,
Grading and Drainage Analysis Grading and Drainage Plans	-		20 0	0 17 0	11 23 19	0	0	0	31 \$ 4, 40 \$ 4, 30 \$ 4,
Grading and Drainage Details Pavement Marking and Signage Plan Pavement Marking and Signage Plan Pavement Marking and Signage Planis	-	-	11 3 3	9	19 17 9	0	0 0	0	30 \$ 4, 29 \$ 3, 17 \$ 2,
Pavement Marking and Signage Details Water & Sewer Utility Plan Water & Sewer Utility Details		-	11	0	19 19	0	0	0	30 \$ 4, 30 \$ 4,
Water & Sewer Utiling betais Landscape and Irrigation Plan Remdiation Plans		-	2 2	2	2	- 0	- 0	0	50 \$ 4, 6 \$
Fencing Plan		- 2	3 116	3 82	2 9 216	- 1	-		15 \$ 1, 416 \$ 57,
Total Hours per Position	- 1	Z	110	20	410	- 1	- 1		710 0 0/,
4.2 Construction Document (95%) Design Documents Project Management Meetings, Three (3) Virtual Con (4) in several waterbox	9	38 11	11		- 6				47 \$ 9, 28 \$ 4,
Meetings - Three (3) Virtual, One (1) in person workshop Modeling/Renderings	-	- 11	0	0 9	9	-	-		9 \$ 1, 23 \$ 3,
95% Deliverable Documents Prep and Submission Bullding Code Review Update		-	5 2 11	3 0	0	-			5 \$ 22 \$ 3,
Design Report Criteria/Analysis Design Report Calculations	-		11 19	0	11	-	-	-	22 \$ 3, 30 \$ 4,
Construction Document Design Report Design Report Calculations for Evaluation of Airport Master Lift Station (Includes stand)	-		20	0	11	-	-	-	31 \$ 4,
alone review and meeting with Airport and Utilities Dept.) Design Report Water & Sewer Utility Analysis		-	19 19	0	19				38 \$ 5, 30 \$ 4,
Design Report Storm Coll Sys Anal (Pond Routing Analysis (Modelling) excluded) Construction Document Technical Specifications Environmental Resource Permit & Water Consumption Permit (Reclaim)			17 29	9	5	-			31 \$ 4, 46 \$ 7,
Environmental Resource Permit & Votate Consumption Permit (Recount) Site Plan Permit Utility Plan County Coordination & Permitting		-	29 20	-	17				46 \$ 7, 37 \$ 5,
FDEP Water Permit Preparation FDEP Wastewater Permit Preparation		-	23 23		9				32 \$ 5, 32 \$ 5,
Building Permit Code Review Meeting with AHJ Peer Review / Quality Control		3	5 23	5 23		-	200		10 \$ 1. 49 \$ 7
Site/Civil Quantity Take-off Total Hours per Position	9	- 52	5 291	5 54	9 181		-	-	19 \$ 2 587 \$ 94
Subtotal Hours per Position - Task 4	91	54	407	136	397				1,003
Subtotal \$ per Position - Task 4 \$		10,800 \$	75,295 \$	18,360 \$	45,655 \$	- \$	- \$		\$152
4.3 Other Direct Costs Meeting Costs \$	250 \$	500 \$	500 \$	- \$	500 \$	- IS	- \$	-	S1
Printing/Copying S Subtotal ODCs 5	- \$ 250 \$	- \$ 500 \$	- \$ 500 \$	250 \$ 250 \$	- \$ 500 \$	- S	- S		\$2
Total Task 4 per Position §		11,300 \$	75,795 \$	18,610 S	46,155 \$	- Is	- 5		\$154
5 - Bid Documents (100%)							de antigo y de la constitución d		
5.1 Bid Document Plans - Civil									
Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings		-	0	0 0	1 1	0 0	0 0	0 0	1 S 1 S
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Site Plan Site Plan	- 1.000 - 1.00	-	0	0	1 3	0 0	0 0 0	0 0 0 0	1 \$ 4 \$
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Site Plan Phasing / MOT Plans Clearing and Grubbing / Demoliton Plans Clearing and Grubbing / Demoliton Plans		- - - -	0 0 4	0 1 3 3	1 3 3 4	0 0 0 0	0 0 0	0 0 0 0	1 \$ 4 \$ 10 \$ 1 8 \$ 1
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Site Plan Phasing / MOT Plans Clearing and Grubbing / Demoliton Plans Demoliton/Site Closeout Plans of Existing Facilities Erosion Control Plan Erosion Control Plan			0 0 4 1 1 5	0 1 3 3 3 0	1 3 3 4 3 17	0 0 0 0 0	0 0 0 0	0 0	1 \$ 4 \$ 10 \$ 1. 8 \$ 1. 7 \$ 22 \$ 2.
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Site Plan Site Plan Site Plan Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Demolition Site Clearing and Grubbing / Demolition Plans Demolition Plans Ception of Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design			0 0 4 1 1 5 5	0 1 3 3 3 3 0 0	1 3 3 4 3 17 17	0 0 0 0 0 0 0	0 0 0 0 0 0	0	1 \$ 4 \$ 10 \$ 1 8 \$ 1 7 \$ 22 \$ 2 2 \$ 2 2 \$ 7 \$
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Site Plan Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosin Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pawment Design Pawing and Geometry Plans Grading and Drainage Plans Grading and Drainage Plans Grading and Drainage Plans Grading and Drainage Plans			0 0 4 1 1 5 5 5 1 1	0 1 3 3 3 3 0 0 0 3 3	1 3 3 4 4 3 17 17 17 3 3 17	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	1 S 4 S 10 S 1 S 10 S 1 1 S 1 1 1 1 1 1
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Site Plan Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Clearing and Grubbing / Demolition Plans Demolition Site Cleaseout Plans of Existing Facilities Erosin Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pawment Design Paving and Geometry Plans Grading and Orinage Plans Grading Andrew Grading Andrew Grading Andrew Grading Andrew Grading Andrew Grading Andrew Gradin	-		0 0 4 1 1 5 5 5 1 1 1 5 3	0 1 3 3 3 3 0 0 0 3 3 3 0 4 4	1 3 3 4 4 3 17 17 17 3 3 17 4 4	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	1 S 4 S 10 S 1 S 10 S 1 S 1 T T S 1 T T S 1 T T T T T T T T T
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Site Plan Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosino Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pawement Design Paving and Geometry Plans Grading and Oriange Plans Grading and Oriange Plans Grading and Oriange Plans Pavement Marking and Signage Plan Pavement Marking and Signage			0 0 4 1 1 5 5 5 1 1 1 5 5 5 1 1 1 1 5 5 5 5	0 1 3 3 3 3 0 0 0 3 3 3 3 0 0 4 4 3 3	1 3 3 4 4 3 17 17 17 3 3 3 17 4 4 4 4 4 17	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	1 5 4 5 10 5 1 1 5 1 1 1 1 1 1
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Dravings General Notes Site Plan Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Clearing and Grubbing / Demolition Plans Demolition Site Cleascut Plans of Existing Facilities Erosin Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design Paving and Geometry Plans Grading and Orinage Plans Grading and Orinage Plans Grading and Drainage Plans Grading and Drainage Plans Pavement Marking and Signage Plan Pavement Marking and Signage Plan Pavement Marking and Signage Plan Pavement Marking and Indignage Plans Pavement Marking and Indignage Plan Pavement Marking and Indignation Plan Water & Sewer Utility Plans Landscape and Indignation Plan Indignation P			0 0 4 1 1 1 5 5 5 1 1 1 5 5 3 1 1 1 5 5 3 1 1	0 1 3 3 3 3 0 0 0 3 3 3 0 4 4 3 3 3 1 0 0	1 3 3 4 4 3 17 17 17 17 17 17 17 17 17 17 17 17 17	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	1 S 4 S 10 S 1 S 10 S 1
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Dravings General Notes Site Plan Phasing / Mor Plans Clearing and Grubbing / Demoliton Plans Clearing and Grubbing / Demoliton Plans Demoliton Site Closeout Plans of Existing Facilities Erosino Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design Paving and Geometry Plans Grading and Orinage Plans Grading and Orinage Plans Grading and Orinage Plans Grading and Orinage Plans Pavement Marking and Signage Plan Pavement Marking and Signage Plan Pavement Marking and Ingrade Plans Water & Sewer Utility Plan Water & Sewer Utility Plan Rendiation Plans Rendiation Plans Rendiation Plans Rendiation Plans Rendiation Plans Pensing Plans Rendiation Plans Pensing Plans Rendiation Plans Pensing Plans Rendiation Plans Pensing Plans Plans Pensing Plans Plans Pensing Plans Plans Pensing Plans P			0 0 4 1 1 1 5 5 1 1 1 5 5 1 1 1 5 5 3 3 1 1 1 5 5 3 1 1 1 1	0 1 1 3 3 3 3 0 0 0 3 3 0 0 0 4 4 3 3 0 0 0 0	1 3 3 4 4 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 S 4 S 10 S 1 S 10 S 1
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Site Plan Phasing / MOT Plans Clearing and Grubbing / Demoliton Plans Clearing and Grubbing / Demoliton Plans Demoliton Plans of Existing Facilities Erosino Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pawment Design Paving and Geometry Plans Grading and Drainage Plans Grading and Orainage Plans Grading and Orainage Plans Grading and Orainage Plans Pavement Marking and Signage Plan Pavement Marking and Signage Plan Pavement Marking and Signage Plan Pavement Marking and Indigation Plan Remdiation Plans Rendiation Plans Fencing Plan Total Hours per Position			0 0 4 1 1 5 5 5 1 1 1 5 3 1 1 5 3 3 1 1 1 5 3 3 1 1 1 1	0 1 1 3 3 3 3 3 9 0 9 4 4 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1 3 3 4 4 3 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 S 4 S 10 S 1 S
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Site Plan Phasing / MOT Plans Clearing and Grubbing / Demoliton Plans Clearing and Grubbing / Demoliton Plans Demoliton Plans of Existing Facilities Erosino Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design Paving and Geometry Plans Grading and Drainage Plans Pavement Marking and Signage Plan Pavement Marking and Signage Plan Pavement Marking and Ingrian Plans Water & Sewer Utility Plan Water & Sewer Utility Plan Rendiation Plans Fencing Plan Total Hours per Position 5.2 Construction Document Design Documents (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)			0 0 4 1 1 1 5 5 1 1 1 5 5 1 1 1 5 5 3 3 1 1 1 5 5 3 1 1 1 1	0 1 1 3 3 3 3 0 0 0 3 3 0 0 0 4 4 3 3 0 0 0 0	1 3 3 4 4 3 3 17 17 17 3 3 3 17 4 4 4 4 4 117 4 4 112	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 5 4 5 10 5 1 1 1 1 1 1 1 1 1
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Dravings General Notes Step Plans Step Plans Of Plans Step Plans Of Plans			0 0 0 4 4 1 1 5 5 1 1 1 5 3 3 1 1 1 5 3 3 3 1 1 1 1	0 1 3 3 3 3 0 0 0 0 3 3 3 0 0 0 0 0 1 1 1 1	1 1 3 3 3 4 4 3 3 17 17 17 17 17 3 3 3 17 17 4 4 4 4 4 112 112 112	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 S 4 S 10 S 1 S 10 S 1
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Dravings General Notes Step 1 Index Over Index Ov		27 2 2 2 2 2 2	0 0 0 1 1 1 1 1 1 5 5 5 1 1 1 1 1 5 5 3 3 1 1 1 1	0 0 1 1 3 3 3 3 3 0 0 0 3 3 3 3 0 0 0 3 3 3 3	1 3 3 4 4 3 3 17 17 17 17 3 3 3 17 17 4 4 4 4 112 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 S 4 S 10 S 1 S 10 S 1 S 1 S 1 S 1 S S
6.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Dravings General Notes Step Plan Step Plan Clearing and Grubbing Index of Dravings General Notes Step Plan Plans Clearing and Grubbing Plans Step Plan Demolition/Site Closeout Plan Step Plans Ground Plans Committee Plans Ground Plans Clearing and Grubbing Plans Committee Plans Committee Plans Ground Plans Ground Plans Stormwater Poliution Prevention Plan (SWPPP) Typical Section including Pavement Design Paving and Generatry Plans Grading and Drainage Plans Grading and Drainage Plans Grading and Drainage Details Pavement Marking and Signage Plans Pavement Marking and Signage Plans Pavement Marking and Signage Plans Grading and Drainage Plans Grading and Drainage Plans Favement Marking and Signage Plans Grading and Drainage Plans Grading and Drainage Plans Favement Marking and Signage Plans Grading and Drainage Plans Grading and Drainag	6	27 22 22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 4 4 1 1 1 5 5 5 5 1 1 1 1 5 5 3 3 1 1 1 1 3 9 5 5 5 3 3 1 1 1 1 5 5 5 5 5 5 5 5 5 5 5	0 1 3 3 3 3 3 4 4 3 3 3 3 4 4 3 3 3 4 4 5 6 6 6 3 3 3 3 3	1 1 3 3 3 4 4 3 3 177 17 17 17 3 3 3 177 4 4 4 4 112 112 111 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1 S 4 S 10 S 1 1 S 1 1 1 1 1 1
6.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Dravings General Notes Step Plan Step Plan Step Plan Clearing and Grubbins Plans Step Plan Plans Demolition/Site Closeout Plans Plans Demolition/Site Closeout Plans Foreign Control Plan Stormwater Polition Prevention Plans (SWPP) Stormwater Polition Prevention Plan (SWPP) Typical Section including Pavement Design Paving and Geometry Plans Grading and Drainage Pelans Grading and Drainage Plans Grading and Drainage Plans Paving and Salpase Plans Pavement Marking and Signage Plans Pavement Marking and Signage Plans Valet & Sewer Utility Plan Valet & Sewer Utility Plan Valet & Sewer Utility Delais Landscape and Irrigation Plans Remaiston Plans Fencing Plan Total Hours per Position 5.2 Construction Document Design Documents (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Red Construction Document Design Document Penchical Specifications Bid Document Technical Specifications Peer Review / Quality Control Stellacking Control Stella	6 6 -	27 2 2 2 2 2 2 3 35	0 0 4 4 1 1 1 5 5 5 5 1 1 1 1 5 5 3 3 1 1 1 1 1	0 1 3 3 3 3 3 3 3 0 0 0 3 3 3 3 3 3 3 3	1 3 3 3 4 4 3 3 177 17 17 3 3 3 177 4 4 4 4 112 112 111 2 2 111 2 2 5 6 211	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 S 4 S 10 S 1 10
6.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Dravings General Notes Step Plan Step Plan Clearing and Grubbing Index of Dravings General Notes Step Plan Plans Clearing and Grubbing Plans Step Plan Demolition/Site Closeout Plan Step Plans Ground Plans Committee Plans Ground Plans Clearing and Grubbing Plans Committee Plans Committee Plans Ground Plans Ground Plans Stormwater Poliution Prevention Plan (SWPPP) Typical Section including Pavement Design Paving and Generatry Plans Grading and Drainage Plans Grading and Drainage Plans Grading and Drainage Details Pavement Marking and Signage Plans Pavement Marking and Signage Plans Pavement Marking and Signage Plans Grading and Drainage Plans Grading and Drainage Plans Favement Marking and Signage Plans Grading and Drainage Plans Grading and Drainage Plans Favement Marking and Signage Plans Grading and Drainage Plans Grading and Drainag	6	27 22 22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 4 4 1 1 1 5 5 5 5 1 1 1 1 5 5 3 3 1 1 1 1 3 9 5 5 5 3 3 1 1 1 1 5 5 5 5 5 5 5 5 5 5 5	0 1 3 3 3 3 3 4 4 3 3 3 3 4 4 3 3 3 4 4 5 6 6 6 3 3 3 3 3	1 1 3 3 3 4 4 3 3 177 17 17 17 3 3 3 177 4 4 4 4 112 112 111 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1 S 4 S 10 S 1 S 10 S 1 S 1 S 1 S 1 S 1 S 1 S S
6.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Site Plan Step Plan Site Plan Clearing and Grubbiny Demolitor Plans Demolitor Plans Demolitor Plans of Existing Facilities Step Plans of Existing Plans Step Plans of Existing Plans Step Plans of Existing Plans of			0 0 4 1 1 1 1 5 5 5 1 1 1 1 1 5 5 5 3 3 1 1 1 1	0 1 3 3 3 3 3 4 3 3 3 4 3 3 3 4 4 5 5 6 6 6 6 3 3 3 3 5 6 5 6 6 6 5 3 3 5 6 5 6	1 3 3 4 4 3 3 17 17 17 17 3 3 3 17 17 4 4 4 4 11 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1 S 4 S 10 S 1 S 10 S 1 S 1 S 1 S 1 S 1 S 1 S S
6.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Ste Plan Phasing / MOT Plans Clearing and Grubbing / Demotion Plans Clearing and Grubbing / Demotion Plans Demotion Ste Closeout Plans of Existing Facilities Stormater Polition Prevention Rue (SWPPP) Typical Section including Pavement Design Paving and Geometry Plans Paving and Geometry Plans Grading and Drainage Plans Grading and Drainage Plans Grading and Drainage Plans Pavement Marking and Signage Plans Pavement Marking and Signage Plans Pavement Marking and Signage Plans Water & Sewer Utility Plans Water & Sewer Utility Plans Water & Sewer Utility Plans Landscape and Irrigation Plans Rendiation Plans Fencing Plan Total Hours per Position 5.2 Construction Document Design Documents (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Project Management Meeling - One (1) Virtual Bid Document Design Glumsskon Bid Document Per Position StarCivil Quantity Take-off Star Construction Design Design Star Civil Quantity Take-off Total Hours per Position StarCivil Quantity Take-off Subtotal \$ per Position - Task 5 Subtotal \$ per Position - Task 5 Subtotal \$ per Position - Task 5 Printing/Copying \$ P			0 0 4 4 1 1 1 1 5 5 5 5 5 5 1 1 1 1 5 5 5 5	0 1 3 3 3 3 3 3 3 3 3	1 3 3 4 4 3 3 177 17 17 17 3 3 3 177 4 4 4 4 117 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S S
5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet Index of Drawings General Notes Site Plan Phasing / MOT Plans Site Plan Phasing / MOT Plans Clearing and Grubbing / Demoliton Plans Demoliton Site Closeout Plans of Existing Facilities Erosion Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design Paving and Geometry Plans Grading and Drainage Plans Pavement Marking and Signage Plan Pavement Marking and Signage Plan Pavement Marking and Signage Plan Pavement Marking and Indian Plans Rendiation Plans Plans Plans Plans Plans Project Management Medical Plans Pla		27 2 2 2 2 2 2 2 2 3 5 7,000 \$	0 0 4 4 1 1 1 1 5 5 5 5 5 1 1 1 1 5 5 3 3 1 1 1 1	0 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 4 4 3 3 3 3 3 3 3 3 4 4 5 5 5 5	1 3 3 3 4 4 3 3 7 7 7 7 7 7 7 7 7 7 7 7 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 S 4 S 10 S 1 10

(RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)								nuena estentidad		
Sealed Deliverable Documents Prep and Submission		2	6	3	6	_ I	- 1		17 \$	2,605.00
Meeting to Secure Permitting		2	2		2				6 \$	
Generic Permit for Stormwater Discharge (NPDES NOI)			2	3					5 \$	
Right of Way Utilization Permit			2	3	6		100 Telephone (1980)	- 3	11 \$	
RFI's	-		3	3	6				12 \$	
Attend Pre-bid meeting	- Land	2	6					-	8 \$	
Issue Addenda	-	1	6	6	16		-	-	29 \$	
Assist SMAA in review of pricing		1	3	3	2	- 1			9 \$	
Reconcile pricing with estimate		1	2	2	ntermine Anna Grand		-	-	5 \$	
Total Hours per Position		9	32	23	38				102 \$	15,195.00
Subtotal Hours per Position - Task 6	- 1	9	32	23	38			_	102	
Subtotal \$ per Position - Task 6 \$	- s	1,800 \$	5,920 \$	3,105 \$	4,370 \$	- \$	- \$		s	15,195
6.2 Other Direct Costs										
Meeting Costs \$	- \$	250 \$	250 \$	- \$	- \$	- \$	- \$		\$	500
Printing/Copying \$	- \$	- \$	- \$	500 \$	- \$	- 5	- \$		S	500
Subtotal ODCs \$	- \$	250 \$	250 \$	500 \$	- S	- 5	- \$		<u> </u>	1,000
Total Task 6 per Position	- IS	2,050 \$	6,170 \$	3,605 \$	4,370 \$	- \$	- Is	_	<u> </u>	16,195
SUBTOTAL HOURS PER POSITION	38	281	1,192	538	1,269	3	4	_	F	3,325
SUBTOTAL LABOR \$ PER POSITION	10,070	56.200	220.520	72,630	145,935	510	400		S	506,265
SUBTOTAL ODCs \$ PER POSITION \$	875 \$	2,250 \$	2,000 \$	2,200 \$	1,700 \$	- \$	- 5	-	\$	9,025
TOTAL \$ PER POSITION \$	10,945 S	58,450 \$	222,520 \$	74,830 \$	147,635 \$	510 \$	400 S		<u> </u>	515,290
									Sub Coordination Cost	
■ 59999										

Task 1 \$ 35,285,00
Task 2 \$ 110,255,00
Task 3 \$ 156,000,00
Task 4 \$ 154,495,00
Task 5 \$ 43,060,00
Task 6 \$ [1,95,00
SUBTOTAL CIVIL \$ 515,290,00

SUBTOTAL ESA \$ 54,700.00

SUBTOTAL LANDSCAPE ARCHITECTURE \$ 52,990.00

SUBTOTAL SUE-TOPO \$ 90,145.00

ATKINS TOTAL \$ 713,125.00

PROJECT/TASK: SRQ CONRAC FACILITY DESIGN SITE/CIVIL DESIGN SERVICES

CONSULTANT FEE STRUCTURE

1/11/2021					¢52,000,00
	LANDS	CAPE ARCHITEC	CTURE		\$52,990.00
	Sr. Landscape Architect III	Irrigation Designer	CAD Technician	TOTAL HRS	
Hourly Rate	\$ 185.00	\$ 125.00	\$ 95.00		
Task 1 - Programming / Pre-Design Services (10%) 1.1 Project Initiation (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)					
Project Management Meetings - Four (4) Virtual, One (1) in person workshop				- 3	\$ - \$ -
Data Collection and Existing Documentation Review Design Concept Validation and Project Baseline				- !	
Initial Review of AHJ Codes Preparation of Land Survey, Geotechnical, and Environmental Analysis	2	2		-	\$ -
Peer Review / Quality Control Rough Order of Magnitude Site/Civil Quantity Take-off					\$ -
Total Hours per Position		2	-	4 3	
Subtotal Hours per Position - Task 1 Subtotal \$ per Position - Task 1	\$ 370	\$ 250	- \$ -	4	\$620.00
1.2 Other Direct Costs				_	
Meeting Costs Printing/Copying	\$ - \$ -	\$ - \$ -	\$ -	F	\$0.00 \$0.00
Subtotal ODCs	\$ -	\$ -	\$ -	E	\$0.00
Total Task 1 per Position	370	250		Γ	\$620.00
Task 2 - Schematic (30%) Design 2.1. Schematic Design Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)					
Cover Sheet Index of Drawings				- ;	\$ - \$ -
General Notes Site Plan					\$ - \$ -
Preliminary Phasing Plans Clearing and Grubbing / Demolition Plans				:	\$ -
Demolition/Site Closeout Plans of Existing Facilities				- :	\$ -
Typical Section including Pavement Design Paving and Geometry Plans					\$ - \$ -
Stormwater Modeling Grading and Drainage Analysis					\$ - \$ -
Grading and Drainage Plans Pavement Marking and Signage Plan				- :	\$ -
Water & Sewer Utility Plan					\$ -
Landscape Plan Remdiation Plans		18	24	48 :	\$ -
Fencing Plan Total Hours per Position	6	18	24	- ; 48 :	
2.2 Schematic Design Documents					
(RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Project Management	1			- [:	s - I
Meetings - Six (6) Virtual, Two (2) in person workshop 30% Deliverable Documents Prep and Submission		6		- 12	\$ -
Modeling/Renderings			6		\$ -
Building Code Review Update Design Report Criteria/Analysis					\$ -
Design Report Calculations Design Outline Specifications				-	
Phase I ESA Regulatory Review Phase I ESA Site Reconnaissance				-	\$ -
Phase I ESA Report					\$ - \$ -
Building Assessment of Existing Rental Car Facilities Site Topographic SUE				2.1	\$ -
Site Topographic Survey Peer Review / Quality Control	6			- ; 6 ;	\$ 1,110.00
Site/Civil Quantity Take-off Total Hours per Position		4 10	10	8 3	
Subtotal Hours per Position - Task 2	12	28	34	74	
Subtotal \$ per Position - Task 2		\$ 3,500.00		L	\$8,950.00
2.3 Other Direct Costs		_	1.0	F	00.00
Direct Field Costs for Phase I ESA Direct Field Costs for SUE/TOPO	\$ -	\$ - \$ -	\$ -	Ė	\$0.00 \$0.00
Meeting Costs Printing/Copying	\$ -	\$ - \$ -	\$ -	E	\$0.00 \$0.00
Subtotal ODCs	\$ -	<u> </u>	\$ -	L	\$0.00
Total Task 2 per Position	\$ 2,220	\$ 3,500	\$ 3,230	Ε	\$8,950.00
Task 3 - Design Development (60%)					
3.1 Design Development Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)					
Cover Sheet Index of Drawings				- 1	
General Note Site Plan				- :	\$ -
Phasing / MOT Plans Clearing and Grubbing / Demolition Plans					\$ -
Demolition/Site Closeout Plans of Existing Facilities				- 1	\$ -
Erosion Control Plan Stormwater Pollution Prevention Plan (SWPPP)					\$ -
Typical Section including Pavement Design				- 1	\$ -

Paving and Geometry Plans					\$ -
Paving Details Stormwater Modeling					\$ - \$ -
Grading and Drainage Analysis Grading and Drainage Plans					\$ - \$ -
Pavement Marking and Signage Plan					\$ -
Water & Sewer Utility Plan Landscape and Irrigation Plan	10	30	30		\$ - \$ 8,450.00
Remdiation Plans	10	30	30		\$ 8,430.00
Fencing Plan Total Hours per Position	10	30	30	- 70	\$ - \$ 8,450.00
3.2 Design Development Design Documents (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)					
Project Management					\$ - \$ -
Meetings - Six (6) Virtual, Two (2) in person workshop Modeling/Renderings					\$ -
60% Deliverable Documents Prep and Submission		6	6		\$ 1,320.00
Building Code Review Update Design Report Criteria/Analysis					\$ - \$ -
Design Report Calculations		3			\$ - \$ 375.00
Design Development Report Design Report Calculations for Evaluation of Airport Master Lift Station (includes stand		,		3	\$ 373.00
alone review and meeting with Airport and Utilities Dept.) Design Report Water & Sewer Utility Analysis					\$ -
Design Report Storm Coll Sys Anal (Pond Routing Analysis (Modelling) excluded)				-	\$ -
Design Development Draft Technical Specifications Phase II Environmental Site Assessment (ESA)					\$ - \$ -
Environmental Resource Permit & Water Consumption Permit (Reclaim)				-	\$ -
Site Plan Permit Utility Plan County Coordination & Permitting					\$ - \$ -
FDEP Water Permit Preparation				-	\$ -
FDEP Wastewater Permit Preparation Building Permit Code Review Meeting with AHJ					\$ - \$ -
Peer Review / Quality Control	6			6	\$ 1,110.00
Site/Civil Quantity Take-off Preparation of 7460			8	8 -	
Total Hours per Position	6	9	14	29	
Subtotal Hours per Position - Task 3	16	39	44	99]	
Subtotal \$ per Position - Task 3					\$12,015.00
3.3 Other Direct Costs					
ESA Field Testing and Sampling		\$ -	\$ - \$ -	Į Į	\$0.00
Meeting Costs Printing/Copying		\$ -	\$ -		\$0.00 \$0.00
Subtotal ODCs	\$ -	\$ -	\$ -	1	\$0.00
Total Task 3 per Position	\$ 2,960	\$ 4,875	\$ 4,180	Γ	\$12,015.00
Task 4 - Construction Document (95%) 4.1 Construction Document (95%) Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Sheet		Γ	I	- 1	\$ -]
Index of Drawings				2000 juli 2000 ili 2	\$ -
General Notes Site Plan					\$ - \$ -
Phasing / MOT Plans				-	\$ -
Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities					\$ - \$ -
Erosion Control Plan Stormwater Pollution Prevention Plan (SWPPP)					\$ - \$ -
Typical Section including Pavement Design				-	\$ -
Paving and Geometry Plans Stormwater Modeling					\$ - \$ -
Grading and Drainage Analysis				-	\$ -
Grading and Drainage Plans Grading and Drainage Details					\$ - \$ -
Pavement Marking and Signage Plan Pavement Marking and Signage Details					\$ - \$ -
Water & Sewer Utility Plan					\$ -
Water & Sewer Utility Details Landscape and Irrigation Plan	19	43	35	97	\$ - \$ 12.215.00
Remdiation Plans			00	= -	\$ -
Fencing Plan Total Hours per Position	19	43	35	97	\$ - \$ 12,215.00
4.2 Construction Document (95%) Design Documents					
Project Management					\$ -
Meetings - Three (3) Virtual, One (1) in person workshop Modeling/Renderings					\$ - \$ -
95% Deliverable Documents Prep and Submission		6	6	12	\$ 1,320.00
Building Code Review Update Design Report Criteria/Analysis					\$ - \$ -
Design Report Calculations				-	\$ -
Construction Document Design Report Design Report Calculations for Evaluation of Airport Master Lift Station (includes stand		3		3	\$ 375.00 \$ -
alone review and meeting with Airport and Utilities Dept.) Design Report Water & Sewer Utility Analysis					\$ -
Design Report Storm Coll Sys Anal (Pond Routing Analysis (Modelling) excluded) Construction Dcoument Technical Specifications					\$ - \$ -
Environmental Resource Permit & Water Consumption Permit (Reclaim)				-	\$ -
Site Plan Permit Utility Plan County Coordination & Permitting					\$ - \$ -
FDEP Water Permit Preparation				-	\$ -
FDEP Wastewater Permit Preparation Building Permit Code Review Meeting with AHJ					\$ - \$ -
Peer Review / Quality Control Site/Civil Quantity Take-off	6		8	6 8	\$ 1,110.00
			1	29	
Total Hours per Position	6	9	14	29	\$ 3,565.00
Total Hours per Position					\$ 3,565.00
Total Hours per Position Subtotal Hours per Position - Task 4	25 \$ 4,625	52	49	126	\$15,780.00
Total Hours per Position Subtotal Hours per Position - Task 4 Subtotal \$ per Position - Task 4 4.3 Other Direct Costs	25 \$ 4,625	52	49		
Total Hours per Position Subtotal Hours per Position - Task 4 Subtotal \$ per Position - Task 4	25 \$ 4,625 \$ -	52	49		

Subtotal ODCs	[\$ -	\$	- \$	-		\$0.00
Total Task 4 per Position		5 \$	6,500 \$	4,655		\$15,780.00
	4,62	3 ¥	6,500 \$	4,000	<u> </u>	\$15,780.00
Task 5 - Bid Documents (100%) 5.1 Bid Document Plans - Civil						
(RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)						
Cover Sheet Index of Drawings					-	5 -
General Notes		YII KANGOMI			<u>.</u>	- 1
Site Plan Phasing / MOT Plans						<u> </u>
Clearing and Grubbing / Demolition Plans						-
Demolition/Site Closeout Plans of Existing Facilities Erosion Control Plan						5 -
Stormwater Pollution Prevention Plan (SWPPP)						-
Typical Section including Pavement Design Paving and Geometry Plans						5 -
Grading and Drainage Plans					-	
Grading and Drainage Details						-
Pavement Marking and Signage Plan Pavement Marking and Signage Details						5 -
Water & Sewer Utility Plan						, , , , , , , , , , , , , , , , , , , ,
Water & Sewer Utility Details Landscape and Irrigation Plan	1	9	36	36	91	\$ - \$ 11,435.00
Remdiation Plans				00		3 -
Fencing Plan Total Hours per Position		9	36	36	- 91	\$ - \$ 11,435.00
				30	311	11,455.00
5.2 Construction Document Design Documents (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)						
Project Management					- 1	5 - 1
Meeting - One (1) Virtual						
Bid Document Deliverable Documents Prep and Submission Bid Document Technical Specifications			6	6	12	\$ 1,320.00 \$ -
Peer Review / Quality Control		6			6	1,110.00
Site/Civil Quantity Take-off Total Hours per Position		6	6	8 14	8 26	
						0,100.00
Subtotal Hours per Position - Task 5 Subtotal \$ per Position - Task 5		5 5 \$	42 5,250 \$	50 4,750	117	\$14,625.00
	9 4,02	3 4	3,230 \$	4,730	L	\$14,625.00
Other Direct Costs Meeting Costs	\$ -	Te.	l e			\$0.00
Printing/Copying		\$	- S	-	1 -	\$0.00
Subtotal ODCs	\$ -	\$	- \$	<u>.</u>] [\$0.00
Total Task 5 per Position	\$ 4.62	5 \$	5,250 \$	4,750	Г	\$14,625.00
					_	
Task 6 - Permitting and Bidding 6.1 Permitting and Bidding						
(RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)						
Sealed Deliverable Documents Prep and Submission Meeting to Secure Permitting					- 1	5 -
Generic Permit for Stormwater Discharge (NPDES NOI)						5 -
Right of Way Utilization Permit						
Attend Pre-bid meeting			8		8	\$ 1,000.00 \$ -
Issue Addenda					-)	
Assist SMAA in review of pricing Reconcile pricing with estimate						5 -
Total Hours per Position			8		8	\$ 1,000.00
Subtotal Hours per Position - Task 6	_	1	8		8	
Subtotal \$ per Position - Task 6	\$ -	\$	1,000 \$			\$ 1,000
Other Direct Costs						
Meeting Costs		\$	- \$	_	j E	\$ -
Printing/Copying Subtotal ODCs	\$ - \$ -	\$	- 8	-		-
Subtotal ODCs	-	>	- >	-	L	-
Total Task 6 per Position	\$	0	\$1,000	\$0		1,000
SUBTOTAL HOURS PER POSITION	8	o I	171	177	Г	428
SUBTOTAL LABOR \$ PER POSITION	14,80		21,375	16,815	j t	52,990
SUBTOTAL ODCs \$ PER POSITION TOTAL \$ PER POSITION		\$ n ¢	- \$ 21,375 \$	- 16,815	P	5 - 5 52,990
TOTAL \$ PER POSITION	19,00	~ Ψ	£1,5/5 \$	10,015	L	y 32,330
					Sub Coordination Cost _	
					GRAND TOTAL	\$52,990.00
				COLUMN TO SERVICE OF THE SERVICE OF	2	***************************************
SUBTOTAL CIVIL	\$ 52,99	0				

PROJECT/TASK: SRQ CONRAC FACILITY DESIGN SITE/CIVIL DESIGN SERVICES

CONSULTANT FEE STRUCTURE

1/11/2021

1/11/2021							\$90,145.00
				, ,			
	Principal Surveyor	Project Surveyor	Senior Technician	CAD Technician	Survey Crew (Party of Two)	TOTAL HRS	
Hourly Rate	\$ 240.00	\$ 145.00	\$ 115.00	\$ 90.00	\$ 155.00		
Task 1 - Programming / Pre-Design Services (10%) 1.1 Project Initiation							
(RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Project Management		1				- 1	s - I
Meetings - Four (4) Virtual, One (1) in person workshop Data Collection and Existing Documentation Review							\$ -
Design Concept Validation and Project Baseline						-	\$ -
Initial Review of AHJ Codes Preparation of Land Survey, Geotechnical, and Environmental Analysis							\$ - \$ -
Peer Review / Quality Control Rough Order of Magnitude Site/Civil Quantity Take-off						-	\$ - \$ -
Total Hours per Position		-	-	-	- 1		š -
Subtotal Hours per Position - Task 1 Subtotal \$ per Position - Task 1	\$ -	- \$ -	\$ -	\$ -	- \$ -	- <u>-</u>	\$0.00
1.2 Other Direct Costs							
Meeting Costs		s -	\$ -	\$ -	\$ -	[\$0.00
Printing/Copying Subtotal ODCs		\$ -		\$ -	\$ - \$ -		\$0.00 \$0.00
Total Task 1 per Position	S -	ls -	Is -	ls -	s -	r	\$0.00
	-	19 -	_φ -	10 -	19 -	L	\$0.00
Task 2 - Schematic (30%) Design 2.1. Schematic Design Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)							
Cover Sheet Index of Drawings							\$ - \$ -
General Notes							\$ -
Site Plan Preliminary Phasing Plans							\$ - \$ -
Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities							\$ - \$ -
Typical Section including Pavement Design						-	\$ -
Paving and Geometry Plans Stormwater Modeling							\$ - \$ -
Grading and Drainage Analysis Grading and Drainage Plans						-	\$ - \$ -
Pavement Marking and Signage Plan							\$ -
Water & Sewer Utility Plan Landscape Plan							\$ - \$ -
Remdiation Plans Fencing Plan							\$ - \$ -
Total Hours per Position					_		\$ -
2.2 Schematic Design Documents (RAC; Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)							
Project Management Meetings - Six (6) Virtual, Two (2) in person workshop							\$ - \$ -
30% Deliverable Documents Prep and Submission Modeling/Renderings							\$ -
Building Code Review Update							\$ - \$ -
Design Report Criteria/Analysis Design Report Calculations							\$ - \$ -
Design Outline Specifications Phase I ESA Regulatory Review						-	\$ -
Phase I ESA Site Reconnaissance							\$ - \$ -
Phase I ESA Report Building Assessment of Existing Rental Car Facilities							\$ - \$ -
Site Topographic SUE Site Topographic Survey	11	The state of the second	THE REAL PROPERTY OF THE PARTY		103	169	\$ 25,470.00
Peer Review / Quality Control		46	55	130	130		\$ -
Site/Civil Quantity Take-off Total Hours per Position		79	59	148	233	- 547	\$ - \$ 74,395.00
Subtotal Hours per Position - Task 2 Subtotal \$ per Position - Task 2				\$ 13,320.00		547	\$74,395.00
			1. 0,700,000	,020.00	1, 23,110,00	L	Ţ. Ŧ _I OO.CO
2.3 Other Direct Costs Direct Field Costs for Phase I ESA		\$ -	\$ -		\$ -	Г	\$0.00
Direct Field Costs for SUE/TOPO Meeting Costs		\$ - \$ -	\$ - \$ -		\$ 15,750 \$ -		\$15,750.00 \$0.00
Printing/Copying Subtotal ODCs	\$ -	\$ -	\$ -	\$ -	\$ - \$ 15,750		\$0.00 \$0.00
Total Task 2 per Position							\$74,395.00
Task 3 - Design Development (60%) 3.1 Design Development Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)							
Cover Sheet Index of Drawings							\$ - \$ -
General Notes							\$ -
Site Plan Phasing / MOT Plans							\$ - \$ -
Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities							\$ - \$ -
Erosion Control Plan						-	\$ -
Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design							\$ - \$ -

Paving and Geometry Plans						-	
Paving Details Stormwater Modeling						-	\$ -
Grading and Drainage Analysis Grading and Drainage Plans						-	
Pavement Marking and Signage Plan						-	\$ -
Water & Sewer Utility Plan Landscape and Irrigation Plan						2	\$ -
Remdiation Plans Fencing Plan						-	
Total Hours per Position	-		-	-	-	-	
3.2 Design Development Design Documents							
(RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Project Management						-	- \$
Meetings - Six (6) Virtual, Two (2) in person workshop Modeling/Renderings							\$ - \$ -
60% Deliverable Documents Prep and Submission							\$ -
Building Code Review Update Design Report Criteria/Analysis							\$ - \$ -
Design Report Calculations Design Development Report							\$ - \$ -
Design Report Calculations for Evaluation of Airport Master Lift Station (includes stand						-	
alone review and meeting with Airport and Utilities Dept. Design Report Water & Sewer Utility Analysis						=	
Design Report Storm Coll Sys Anal (Pond Routing Analysis (Modelling) excluded, Design Development Draft Technical Specifications							\$ - \$ -
Phase II Environmental Site Assessment (ESA) Environmental Resource Permit & Water Consumption Permit (Reclaim)							\$ - \$ -
Site Plan Permi							\$ -
Utility Plan County Coordination & Permitting FDEP Water Permit Preparation							\$ - \$ -
FDEP Wastewater Permit Preparation Building Permit Code Review Meeting with AH.						-	
Peer Review / Quality Contro Site/Civil Quantity Take-of						-	\$ -
Preparation of 7460						_	\$ -
Total Hours per Position	- 1	•	1 -	•		_	
Subtotal Hours per Position - Task 3 Subtotal \$ per Position - Task 3	s -	s -	s -	s -	\$ -	-	\$0.0
			¥		I V		
3.3 Other Direct Costs ESA Field Testing and Sampling		\$ -	\$ -	\$ -	\$ -		\$0.0
Meeting Costs Printing/Copyling		\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ -		\$0.i
Subtotal ODCs			\$ -	\$ -			\$0.0
Total Task 3 per Position	\$ -	\$ -	\$ -	\$ -	\$ -		\$0.
4.1 Construction Document (95%) Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Cover Shee			T		T	-	ls -
Index of Drawings							\$ -
Index of Drawing General Notes Site Plar						-	\$ - \$ - \$ -
Index of Drawing General Notes Site Plar Phasing / MOT Plans Clearing and Grubbing / Demolition Flans						- - - - - -	\$ - \$ - \$ - \$ - \$ -
Index of Drawings General Notes Site Plan Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosion Control Plan						- - - - - - - -	\$ - \$ - \$ - \$ - \$ - \$ - \$ -
Index of Drawings General Note Site Plar Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities						- - - - -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -
Index of Drawings General Notes General Notes Site Plar Phasing / MOT Plans Clearing and Grubbing / Demolition Demolitio						-	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -
Index of Drawings General Notes Site Plar Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosion Control Stormwater Pollution Prevention Plan (SWPPP Typical Section including Pavement Design Paving and Geometry Plans Stormwater Modeling Grading and Drainage Analysis							\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -
Index of Drawings General Notes Site Plar Phasing / MOT Plans Clearing and Grubbing / Denolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosion Control Plan Stormwater Pollution Prevention Plan (SWPPP Typical Section including Pavement Design Paving and Geometry Plans Stormwater Modeling Grading and Drainage Analysis Grading and Drainage Plans Grading and Drainage Plans							\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -
Index of Drawings General Notes General Notes Clearing and Grubbing / Demolition Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosion Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design Paving and Geometry Plans Stormwater Modeling Grading and Drainage Analysis Grading and Drainage Plans						-	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -
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Index of Drawings General Notes General Notes General Notes Clearing and Grubbing / Demolition Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosion Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design Paving and Geometry Plans Stormwater Modelin Grading and Drainage Analysis Grading and Drainage Plans Grading and Drainage Plans Grading and Drainage Plans Grading and Drainage Plans Grading and Arabinage Plans Grading and Signage Detail Pavement Marking and Signage Plan Pavement Marking and Signage Plan Pavement Marking and Signage Plan Pavement Marking and Signage Detail Ramed Sewer Utility Plan Water & Sewer Utility Plan Remdiation Plans Fencing Plan Total Hours per Position 4.2 Construction Document (95%) Design Documents	-	-		-			\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -
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Index of Drawings General Notes General Notes Clearing and Grubbing / Demolitor Plans Demolition/Site Closeout Plans of Existing Facilities Erosion Control Plans Demolition/Site Closeout Plans of Existing Facilities Erosion Control Plans Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design Paving and Geometry Plans Stormwater Modeling Grading and Drainage Analysis Grading and Drainage Plans Grading and Drainage Plans Grading and Drainage Plans Grading and Drainage Plans Grading and Analysis Grading and Signage Plans Assement Marking and Signage Plans Pavement Marking and Signage Plans Grading and Farinage Plans Pavement Marking and Signage Plans Remover and Fragation Plans Pavement Marking and Signage Plans Water & Sewer Utility Plan Water & Sewer Utility Plan Water & Sewer Utility Plan Water & Sewer Utility Plans Remover and Fragation Plans Fencing Plans Total Hours per Position 4.2 Construction Document (95%) Design Documents Project Managemen Meetings - Three (3) Virtual, One (1) in person workshop Modelling/Renderings 95% Deliverable Documents Prep and Submission Modelling/Renderings 95% Deliverable Documents Prep and Submission Construction Document Design Report Design Report Calculations for Evaluation of Airport Master Lift Station (includes stantal alone review and meeting with Airport and Utilities beat, Design Report Calculations For Evaluation of Airport Master Lift Station (includes stantal alone review and meeting with Airport and Utilities beat, Design Report Calculations For Evaluation Document Technical Specifications Environmental Resource Permit & Water Consumption Permit (Reclaim Site Plan Permit Preparation Utility Plan County Coordination & Permitting Utility Plan County Coordination & Permitting Utility Plan County Coordination & Permitting							\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -
Index of Drawings General Note Site Plar Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosin Control Plans Demolition/Site Closeout Plans of Existing Facilities Erosin Control Plans Total Plans Faving and Seamenty Plans Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design Paving and Geometry Plans Stormwater Modeling Grading and Drainage Plans Grading and Arainage Details Pavement Marking and Signage Plans Rading and Signage Details Pavement Marking and Signage Plans Pavement Marking and Signage Plans Pavement Marking and Signage Plans Remdiation Plans Remdiation Plans Remdiation Plans Fencing Plan Total Hours per Position 4.2 Construction Document (95%) Design Documents Project Managemen Meetings - Three (3) Virtual, One (1) in person workshop Modeling/Rendering 95% Deliverable Documents Prep and Submission Building Code Review Update Design Report Calculations Construction Document Design Repor Design Report Calculations for Evaluation of Airport Master Lift Station (Includes stan alone review and meeting with Airport and Utilities Dest. Design Report Calculations Environmental Resource Permit & Water Consumption Permit (Reclaim Site Plan Permit Pober Water Permit Preparatior FDEP Water Meeting with Air-							\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -
Index of Drawings General Notes Site Plar Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosion Control Plan Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Payement Design Paving and Geometry Plans Stormwater Modeling Grading and Drainage Analysis Grading and Drainage Plans Grading and Analysis Grading and Drainage Plans Grading and Analysis Grading and Drainage Plans Asserve Utility Details Landscape and Irrigation Plans Fencing Plar Total Hours per Position 4.2 Construction Document (95%) Design Documents Project Managemen Meetings - Three (3) Virtual, One (1) in person workshop Modeling/Renderings 95% Deliverable Documents Prep and Submission Building Code Review Updata Design Report Calculations Construction Document Design Report Construction Document Design Report Design Report Calculations for Evaluation of Airport Master Lift Station (includes stant alone review and meeting with Airport and Utilities Stent Design Report Storm Coll Sys Anal (Pond Routing Analysis (Modelling) excluded Construction Document Technical Specifications Environmental Resource Permit & Water Consumption Permit (Reclaim Site Plan Permit Utility Plan County Coordination & Permitting FDEP Water Permit Preparation FDEP Water Vermit Preparation							\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -
Index of Drawings General Note Site Plar Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosin Control Plans Demolition/Site Closeout Plans of Existing Facilities Erosin Control Plans Stormwater Pollution Prevention Plan (SWPPP Typical Section including Pavement Design Paving and Geometry Plans Stormwater Modeling Grading and Drainage Plans Grading and Arainage Details Pavement Marking and Signage Plans Grading and Arainage Plans Grading and Arainage Plans Pavement Marking and Signage Plans Pavement							\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -
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Index of Drawings General Notes Site Plar Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosin Control Plans Demolition/Site Closeout Plans of Existing Facilities Erosin Control Plans Stormwater Pollution Prevention Plan (SWPPP Typical Section including Pavement Design Paving and Geometry Plans Stormwater Modeling Grading and Drainage Plans Grading and Allegae Plans Grading and Signage Plans Pavement Marking and Signage Plans Remdation Plans Remd							\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -
Index of Drawings General Notes Site Plar Phasing / MOT Plans Clearing and Grubbing / Demolition Plans Demolition/Site Closeout Plans of Existing Facilities Erosin Control Plans Total Plans Demolition/Site Closeout Plans of Existing Facilities Erosin Control Plans Facing Paving and Seametry Plans Stormwater Pollution Prevention Plan (SWPPP) Typical Section including Pavement Design Paving and Geometry Plans Stormwater Modeling Grading and Drainage Plans Grading and Drainage Plans Grading and Drainage Plans Grading and Drainage Plans Grading and Arainage Details Pavement Marking and Signage Plans Remdiation Plans Remdiation Plans Remdiation Plans Fencing Plan Total Hours per Position 4.2 Construction Document (95%) Design Documents Project Managemen Meetings - Three (3) Virtual, One (1) in person workshop Modeling/Rendering 95% Deliverable Documents Prep and Submission Modeling/Rendering 95% Deliverable Documents Prep and Submission Design Report Calculations Construction Document Design Repor Design Report Calculations for Evaluation of Airport Master Lift Station (Includes standalone review and meeting with Airport and Utilities Dest. Design Report Calculations Environmental Resource Permit & Water Consumption Permit (Reclaim Site Plan Permit Pober Water Permit Preparation FDEP Water Permit Preparation Site (Picil Quantity Take-of Total Hours per Position - Task 4 Foreign Paris Permit Preparation FDEP Water Permit Preparation FDEP Water Water Water Meeting with Airport Site (Picil Quantity Take-of Total Hours per Position		-	-	-	-		\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -

Subtotal ODCs	le .	- Is	I	s	- s	- \$	Daynou in Associ	l consumero se compresso e	\$0.00	ล
Total Task 4 per Position	\$	- \$	- 1	\$	- \$	- \$	-		\$0.00	7
Task 5 - Bid Documents (100%) 5.1 Bid Document Plans - Civil (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage)										
Cover Sheet Index of Drawings								-	\$ -	8
General Notes								-	\$ -	
Site Plar Phasing / MOT Plans								-	\$ -	4
Clearing and Grubbing / Demolition Plans								-	\$ -	1
Demolition/Site Closeout Plans of Existing Facilities Erosion Control Plan									\$ -	3
Stormwater Pollution Prevention Plan (SWPPP)						-		-	\$ -	-
Typical Section including Pavement Design									\$ -	
Paving and Geometry Plans Grading and Drainage Plans									\$ - \$ -	4
Grading and Drainage Details								-	\$ -	
Pavement Marking and Signage Plan Pavement Marking and Signage Details								-	\$ - \$ -	3
Water & Sewer Utility Plan									\$ -	Ī
Water & Sewer Utility Details Landscape and Irrigation Plar								-	\$ - \$ -	
Remdiation Plans								-	\$ - \$ -	
Fencing Plan								-	\$ -	
Total Hours per Position			-			-		<u> </u>	-	4
5.2 Construction Document Design Documents (RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Project Management		-			-				1.0	
Meeting - One (1) Virtual								-	\$ -	
Bid Document Deliverable Documents Prep and Submission								-	\$ -	1
Bid Document Technical Specifications Peer Review / Quality Contro								-	\$ -	4
Site/Civil Quantity Take-ofi	f							-	\$ -	ā
Total Hours per Position		-	-		-	-	-		-	_
Subtotal Hours per Position - Task 5		-	-		-	-	-	-]	Š
Subtotal \$ per Position - Task 5	\$	- \$	•	\$	- \$	- \$	-		\$0.00	2
Other Direct Costs										
Meeting Costs		- \$	-	\$	- \$	- \$	-		\$0.00	5
Printing/Copying Subtotal ODCs		- \$ - \$	-	\$	- \$	- \$ - \$	-		\$0.00	
Total Task 5 per Position	\$	- \$	•	\$	- \$	- \$	-		\$0.00)
Task 6 - Permitting and Bidding 6.1 Permitting and Bidding										
(RAC, Overflow Parking Lot, Cell Lot, & Future RV & Boat Storage) Sealed Deliverable Documents Prep and Submission									-	
Meeting to Secure Permitting								_	\$ -	i
Generic Permit for Stormwater Discharge (NPDES NOI) Right of Way Utilization Permi								-	\$ - \$ -	3
RFI's								-	\$ -	7
Attend Pre-bid meeting Issue Addenda								-	\$ -	
Assist SMAA in review of pricing									\$ - \$ -	
Reconcile pricing with estimate								_	\$ -	1
Total Hours per Position		- 1			-	- 1		-		30
Subtotal Hours per Position - Task 6 Subtotal \$ per Position - Task 6		-		\$	- - \$	-	-	_	s -	
Other Direct Costs										<u>I</u>
Meeting Costs Printing/Copyling	\$	- \$		•	- \$	- \$ - \$	-		\$ -	3
Subtotal ODCs		- \$ - \$	- 1	\$ \$	- \$ - \$	- \$ - \$	-		\$ -	
Total Task 6 per Position	\$	- \$		\$	- \$	- \$			\$ -	
SUBTOTAL HOURS PER POSITION		28	79		59	148	233		547	ă
SUBTOTAL LABOR \$ PER POSITION		6,720	11,455	6,	785	13,320	36,115		\$ 74,395	
SUBTOTAL ODCs \$ PER POSITION TOTAL \$ PER POSITION		- \$ 6,720 \$	11,455		- \$ 785 \$	- \$ 13,320 \$	15,750 51,865		\$ 15,750 \$ 90,145	
							,,000		. 55,145	_
								Sub Coordination Cost		<u> </u>
CUPTATU CUM								GRAND TOTAL	\$90,145.00)

SUBTOTAL CIVIL \$ 90,145.00





23 December 2020

File: 195681234

Attention: Mr. Jeffrey Weiner, AIA, Executive Vice President

Pierce, Goodwin, Alexander, and Linville, Inc. 3131 Briarpark, Suite 200 Houston, Texas 77042

Dear Mr. Weiner,

Reference: Proposal for Design Services

Fuel and QTA System Design

Proposed Airport Rental Car Facilities

Sarasota Bradenton International Airport (SRQ)

Stantec Consulting Services Inc., (Stantec) is pleased to offer this proposal for design services related to the Quick Turn-Around (QTA) facilities at the proposed SRQ Rental Car facility.

Our Understanding of the Design Concept

We understand that the rental car facility will include either a semi-secured/shared, or three individual exclusive use quick turn-around (QTA) facilities with a standard design and equipment package, as described below, for the three facilities. We understand that the project will be built and designed in a single phase, including the fuel islands, car washes, and maintenance bays. We understand that the proposed fueling areas will not be "in a building" rather, each will be covered only by a traditional canopy (or uncovered), and that the dispensing areas will be "at grade" or at "street level." We have assumed the QTA to be programmed as follows:

- 12-16 fueling positions (6-8 fueling dispensers) with assumed underground fuel storage tanks, 2-12,000 gallons tanks, or dedicated tanks in the case of exclusive use facilities;
- 6-8 car wash tunnels with automatic wash equipment, including prewash and blowers; and
- 8-10 maintenance bays with maintenance equipment.

Scope of Services

Design Elements

We understand that the design elements included in our scope are:

Vehicle Service Systems:

Design with community in mind

23 December 2020 Mr. Jeffrey Weiner, AIA, Executive Vice President Page 2 of 4

Reference: Proposal for Engineering Services

Fuel and QTA System Design Proposed Airport Rental Car Facility Sarasota Bradenton International Airport

- The vehicle fueling system, including underground fuel storage tanks, fuel piping, vapor recovery systems, and dispensing equipment;
- Concrete fueling and dispensing aprons, including dispensing area island layout;
- The electrical system to support the fuel system;
- Car wash equipment;
- Vehicle service compressed air systems;
- Motor and used oil systems;
- Windshield washer fluid system;
- Installed vacuum system; and
- Vehicle lifts.

We have assumed that the following design elements are not included in our design scope:

- Mechanical, Electrical, Plumbing building design not related to the systems outlined above;
- Architecture or building engineering;
- Structural design or the design of any structural elements, except as noted above;
- Design of pile supported slabs or foundations we have assumed that the fuel system slabs will not be pile supported;
- Seismic anchoring or bracing;
- Civil engineered drawings (electronic AutoCAD base plans) we assume plans for system layout
 will be provided by others. Additionally, we assume Stantec will be provided with final layout
 drawings that will not require further refinement;
- Geotechnical engineering or foundation design;
- Containment areas, dikes, or storm water treatment systems;
- Emergency generators or infrastructure:
- Any tanks not part of the systems outlined in the above scope;
- Pre-manufactured canopy coordination;
- Fire suppression, fire alarm, or life safety systems;
- BIM Coordination with the selected contractor. While we have assumed the design will be in BIM/Revit, and have included BIM coordination with the design team, we have assumed that our work in BIM will conclude at the time of bidding;
- Dispensing area or fuel delivery area drainage systems or any other oil-water separator systems;
 and
- Existing utility relocations.

Design Scope and Deliverables

Design

Stantec will deliver construction documents to include:

23 December 2020 Mr. Jeffrey Weiner, AIA, Executive Vice President Page 3 of 4

Reference: Proposal for Engineering Services

Fuel and QTA System Design Proposed Airport Rental Car Facility Sarasota Bradenton International Airport

- 10% Project Design Criteria narrative related to the above in-scope design elements;
- 20% Schematic Design package to include:
 - Schematic design documents illustrating the scale and relationship of the primary project engineering components in common between each of the project construction phases.
 - Preliminary options for fueling and equipment design; and
 - Initial drawings and model completed to a 20% level of completion.
- 40% Design Development package to include:
 - 40% drawings
 - Preliminary specifications, and
 - Updated Project Design Criteria narrative.
- 60%, 95%, and 100% Construction Documents to include:
 - Drawings; and
 - Specifications completed to the appropriate level of detail.
 - We have assumed that 100% documents will be sealed by a Florida Professional Engineer and that response to up to two rounds of agency comments are included.

Included in the design phase services will be one on-site meeting or site walk, and attendance at weekly design meetings and virtual design coordination meetings.

Bid Support

Stantec will support the bid process by providing responses to bidder questions and attending bidder meetings via teleconference or virtual meeting.

Construction Administration

Stantec has assumed that construction administration services are not included at this time, but could provide a proposal for those additional services at a later date.

Permitting

Stantec has assumed that all permitting will be completed by others and has not included permitting in this scope of work.

23 December 2020 Mr. Jeffrey Weiner, AIA, Executive Vice President Page 4 of 4

Reference: Proposal for Engineering Services

Fuel and QTA System Design Proposed Airport Rental Car Facility Sarasota Bradenton International Airport

Terms and Price

Stantec proposes to complete the above scope of work on a lump-sum basis for a fee as outlined below in accordance with the attached Subconsultant Agreement. Should you choose to accept this proposal, please do so by executing this attached agreement.

Task	Lump Sum Fee
Fuel and Vehicle Service System Design and Permit Support	\$105,000.00
Total	\$105,000.00

Please don't hesitate to contact me at (603) 498-6355 should you have any additional questions. We look forward to working with you on this project.

Sincerely,

Stantec Consulting Services Inc.

MA fal.

Ronald B. Laurence Jr., PE

Principal

Phone: (603) 206-7559

Ronald.Laurence@stantec.com

Attachment: Subconsultant Agreement

Tierra

October 20, 2020

Revised: October 21, 2020 Revised: December 21, 2020

Atkins 1514 Broadway Suite 202 Fort Myers, Florida 33901

Attn: Mr. Kevin McCauley, PE - Project Manager

National Aviation Services

RE: Proposal for Geotechnical Engineering Services
Sarasota International Airport (SRQ)
Proposed Rental Car Maintenance, Parking/Cell Phone Lot
and RV/Boat Storage Facilities
Sarasota County, Florida
Tierra Proposal No. 65-20-527

Mr. McCauley:

Tierra, Inc. appreciates the opportunity to submit the attached proposal to provide geotechnical engineering services for this project.

Project Information

The proposed project, as Tierra understands it, is to provide geotechnical services for proposed new rental car, parking and storage facilities at the Sarasota International Airport in Sarasota County, Florida. The new facilities are described as follows:

- A proposed rental car maintenance facility which includes the construction of a new building structure, paved parking/storage areas and proposed stormwater management areas. The proposed facility is to be located within areas currently occupied by a trailer storage lot and the Enterprise Rental Car facility located between Air Cargo Avenue and Rental Car Row.
- A new rental car/long term parking and cell phone waiting lot is to be constructed across Air Cargo Avenue from the proposed rental car maintenance facility. It is our understanding that the proposed improvements include the construction of restroom building facilities, paved parking areas and proposed stormwater management areas.

Proposal for Geotechnical Engineering Services Sarasota International Airport (SRQ) Proposed Rental Car Maintenance, Parking/Cell Phone Lot and RV/Boat Storage Facilities Sarasota County, Florida Tierra Proposal No. 65-20-527 Page 2 of 4

 A future RV and boat storage facility is to be constructed on University Parkway to the east of Runway 32. It is our understanding that proposed improvements consist solely of paved parking/storage areas and proposed stormwater management areas.

The proposal/fee herein does <u>not</u> include time for a representative of Tierra to be badged at the airport to provide escort services to project personnel. Escort services will be provided by Atkins, if required.

Based on a review of aerial photography, it appears that the proposed project location is accessible to our standard geotechnical equipment.

Scope of Services

The objective of our study will be to obtain information concerning subsurface conditions at the site in order to base engineering estimates and recommendations in each of the following areas:

- 1. Feasibility of utilizing the in-situ soil for support of the proposed building structures, including the use of shallow foundations.
- 2. Design parameters required for the proposed foundation systems, including allowable bearing pressures, foundation levels and subgrade recommendations.
- 3. General location and description of potentially deleterious materials discovered in the borings including existing fills or surficial organics.
- 4. Identification of groundwater levels and estimation of the Seasonal High Groundwater Table (SHGWT).
- 5. Estimate in-situ coefficient of permeability for the near surface soils in the proposed pond locations.

In order to meet the preceding objectives, we propose to provide the following services:

- Review published soils and topographic information. This published information will be obtained from the appropriate Florida Quadrangle Map published by the United States Geological Survey (USGS), as well as the Sarasota County Soil Survey of Florida, published by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS).
- 2. Execute a program of subsurface exploration consisting of the following:

Proposal for Geotechnical Engineering Services Sarasota International Airport (SRQ) Proposed Rental Car Maintenance, Parking/Cell Phone Lot and RV/Boat Storage Facilities Sarasota County, Florida Tierra Proposal No. 65-20-527 Page 3 of 4

- a. **STRUCTURES:** As requested, perform a total of eight (8) Standard Penetration Test (SPT) borings within the foot print of the proposed building structures to a depth of 30 feet below grade.
- b. **PARKING AND STORAGE AREAS:** As requested, perform a total of thirty-five (35) hand auger borings to a depth of 5 feet below grade. It is anticipated that 18 of the 35 borings will be performed through existing pavement and will require a pavement core.
- c. **PONDS:** As requested, perform four (4) field permeability tests with associated SPT borings (one per pond) to a depth of 20 feet.
- 3. Visually classify the samples in the laboratory using the Unified Soil Classification System (USCS). Perform laboratory classification tests to confirm the visual classifications. Identify soil conditions at each boring location.
- 4. Obtain bulk soil samples and perform ten (10) California Bearing Ratio (CBR) tests on selected samples collected from within the proposed paved areas.
- 5. Prepare a formal engineering report that summarizes the course of study pursued, the field and laboratory data generated, subsurface conditions encountered and our engineering recommendations in each of the pertinent topic areas.

Service Fee

This proposal is based on the work being performed in accordance with the attached Tierra, Inc. Unit Fee Schedule. For the above scope our estimated fee is \$29,561.26.

The proposal is based on the following assumptions:

- No hazardous materials exist on-site that would impact our investigation.
- Location of existing subsurface utilities is to be performed by others prior to commencing field activities.
- The site is readily accessible and Tierra is able to perform the work within normal business hours and access will be pre-arranged.

Proposal for Geotechnical Engineering Services Sarasota International Airport (SRQ) Proposed Rental Car Maintenance, Parking/Cell Phone Lot and RV/Boat Storage Facilities Sarasota County, Florida Tierra Proposal No. 65-20-527 Page 4 of 4

We will provide you with verbal results of tested conditions and immediately notify you should conditions impacting our scope, schedule, or cost of services occur.

Respectfully Submitted,

TIERRA, INC.

William P. Rovira IV, P.E. Geotechnical Engineer

Erick M. Frederick, P.E. Senior Geotechnical Engineer

Attachments:

Tierra Unit Fee Schedule

Item Description	Unit	Ur	it Price	Quantity		Total
Geotechnical Field Investigation		v Siccionale cheele de Landa			194004100000	
612-Geo Mobilization Drill Rig Truck Mount	Each	\$	350.00	2	\$	700.00
418-Geo Drill Crew Support Vehicle	Day	\$	160.00	4	\$	640.00
Geo SPT Truck 0-50 Ft	LF	\$	12.90	320	\$	4,128.00
Geo Grout Boreholes- Truck 0-050 Ft	LF	\$	5.25	320	\$	1,680.00
Geo Temp Casing 3" Truck 0-050 Ft	LF	\$	8.50	80	\$	680.00
401-Geo Auger Borings- Hand & Truck/Mud Bug	LF	\$	10.50	175	\$	1,837.50
432-Geo Field Permeability 0-10 Ft (Open - End Borehole Method)	Each	\$	290.00	4	\$	1,160.00
209-Asphalt Pavement Coring – 4" dia with Base Depth Check	Each	\$	125.00	18	\$	2,250.00
606-Mobilization Concrete Coring	Each	\$	250.00	1	\$	250.00
Geotechnical Soil Laboratory Testi	ng				1200200	
812-Soils Materials Finer than 200 Sieve (FM 1-T011)	Test	\$	42.00	15	\$	630.00
817-Soils Moisture Content Laboratory (AASHTO T 265)	Test	\$	10.00	8	\$	80.00
805-Soils Corrosion Series (FM 5-550 through 5-553)	Test	\$	175.00	4	\$	700.00
819-Soils Organic Content Ignition (FM 1 T-267)	Test	\$	42.00	2	\$	84.00
Atterberg Limit Tests (AASHTO T-89 and T-90) Combined	Test	\$	130.00	6	\$	780.00
810-Soils California Bearing Ratio (CBR)	Test	\$	340.00	10	\$	3,400.00
Engineering and Technical Support Se	rvices	300.00000000000000000000000000000000000			unaben-nere	
Senior Project Engineer	Hour	\$	163.19	8	\$	1,305.52
Geotechnical Engineer	Hour	\$	137.36	24	\$	3,296.64
Engineering Intern	Hour	\$	95.00	32	\$	3,040.00
Designer	Hour	\$	96.91	8	\$	775.28
Sr Engineering Technician	Hour	\$	85.17	4	\$	340.68
Geotechnical Technician	Hour	\$	68.65	24	\$	1,647.60
Secretary/Clerical	Hour	\$	78.02	2	\$	156.04
	Total E	stima	ted Fee		\$	29,561.26



FY 2020 Per Diem Rates for ZIP 34243

I'm interested in:

Lodging Rates

Meals & Incidentals (M&IE) Rates

Lodging by month (excluding taxes) | October 2019 - September 2020

Cities not appearing below may be located within a county for which rates are listed. To determine what county a city is located in, visit the National Association of Counties (NACO) website (a non-federal website).

CSV

Print

Primary Destination 1	County ①	2019 Oct	Nov	Dec	2020 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Bradenton	Manatee	\$102	\$102	\$102	\$102	\$152	\$152	\$102	\$102	\$102	\$102	\$102	\$102
Sarasota	Sarasota	\$103	\$103	\$103	\$103	\$154	\$154	\$154	\$103	\$103	\$103	\$103	\$103

Meals & Incidentals (M&IE) Breakdown

Use this table to find the following information for federal employee travel:

M&IE Total - the full daily amount received for a single calendar day of travel when that day is neither the first nor last day of travel.

Breakfast, lunch, dinner, incidentals - Separate amounts for meals and incidentals. M&IE Total = Breakfast + Lunch + Dinner + Incidentals. Sometimes meal amounts must be deducted from trip voucher. See More Information

First & last day of travel - amount received on the first and last day of travel and equals 75% of total M&IE.

> CSV Print

Primary Destination 1	County 1	M&IE Total	Continental Breakfast/Breakfast	Lunch	Dinner	Incidental Expenses	First & Last Day of Travel 1
Bradenton	Manatee	\$56	\$13	\$15	\$23	\$5	\$42.00
Sarasota	Sarasota	\$61	\$14	\$16	\$26	\$5	\$45.75

I'm interested in:

AGENDA ITEM NO. 5J

SARASOTA MANATEE AIRPORT AUTHORITY JANUARY 25, 2021 MEETING STAFF NARRATIVE

REQUEST FOR APPROVAL: CONSTRUCTION PHASE PROFESSIONAL SERVICES CONTRACT WITH SHENKELSCHULTZ ARCHITECTS FOR THE SRQ MAINTENANCE HANGAR PROJECT

EXECUTIVE SUMMARY: A contract with Bandes Construction was awarded at the October, 2020 Board meeting. An NTP has been issued in January to begin construction. ShenkelShultz will provide construction phase services to support the construction. The negotiated fee for the Construction Phase Services is \$107,978.58.

NARRATIVE: Airport Staff along with Cirrus Aviation and Manatee Technical College (MTC) secured partial funding through a Development of Economic Opportunity (DEO) grant to design and construct a maintenance hangar and an Airframe & Powerplant (A&P) School. The Airport will lease the location where the old Asolo Building was recently razed for these facilities. Due to COVID's economic uncertainty, Cirrus Aviation was unable to continue with their plans to lease the facility. In addition, MTC was not able to secure the additional \$9 million needed for their facility at the time of the project award. MTC does anticipate securing funding within the next 6-months, and will re-bid their portion of work separately. Therefore, construction of the base bid, which includes construction of one 12,000 SF hangar and MTC facility, was awarded to Bandes Construction.

ShenkelShultz Architects will provide construction phase services throughout the 330-calendar day construction duration at a cost of \$107,978.58.

The Site work is funded with a 50/50 FDOT grant, and the 12,000 SF hangar is partially funded with a \$2.2 million DEO grant.

RECOMMENDATION: It is hereby recommended that the Board authorize the Chairman to execute a construction phase services contract with ShenkelSchultz Architects in the amount of \$107,978.58 with a 10% contingency for a total budget of \$118,776.00.

ATTACHMENTS: Contract, scope & fee

FOURTH AMENDMENT

TO

CONTRACT FOR DESIGN & BID PHASE SERVICES FOR

SRQ MAINTENANCE HANGAR PROJECT BETWEEN

THE SARASOTA MANATEE AIRPORT AUTHORITY AND

SCHENKELSHULTZ ARCHITECTURE, INC.

Additional Services: Construction Phase Services

This Amendment entered into this _____ day of _______, 2021, by and between the Sarasota Manatee Airport Authority, hereinafter referred to as the "AUTHORITY", and SchenkelShultz Architecture Inc. (hereinafter, referred to as "the Consultant"). The Contract is effective on the date of execution by the Authority.

WITNESSETH

WHEREAS, the AUTHORITY has entered into an Agreement for Professional Engineering Services, dated September 25, 2019; and

WHEREAS, the AUTHORITY has entered into an Agreement for Professional Engineering Services, dated March 27, 2020; and

WHEREAS, the AUTHORITY has entered into an Agreement for Professional Engineering Services, dated June 1, 2020; and

WHEREAS, the AUTHORITY has entered into an Agreement for Professional Engineering Services, dated July 21, 2020; and

WHEREAS, it is the intent of the AUTHORITY and the CONSULTANT to amend the Scope of Services on January 13, 2021 to provide additional services as noted on Attachment "A";

NOW, THEREFORE, in consideration of the foregoing and the covenants hereinafter contained, it is agreed as follows:

- 1. <u>Incorporation of Prior Documents</u>: The Agreement for Professional Services, dated <u>September 25, 2019</u>, is made a part hereof by reference and hereinafter collectively referred to as the "Agreement."
- 2. <u>Incorporation of Prior Documents</u>: The Agreement for Professional Services, dated <u>March 27, 2020</u>, is made a part hereof by reference and hereinafter collectively referred to as the "Agreement."
- 3. <u>Incorporation of Prior Documents</u>: The Agreement for Professional Services, dated <u>June 1, 2020</u>, is made a part hereof by reference and hereinafter collectively referred to as the "Agreement."
- 4. <u>Incorporation of Prior Documents</u>: The Agreement for Professional Services, dated <u>July 21, 2020</u>, is made a part hereof by reference and hereinafter collectively referred to as the "Agreement."

- 5. <u>Scope of Services</u>: The scope and services are amended to incorporate the additional work set forth in Attachment "A", and is made a part hereof by reference and hereinafter collectively referred to as the "Agreement."
- 6. <u>Compensation</u>: The total amount of compensation for additional services as described in Attachment "A" is a lump sum of <u>one hundred seven thousand, nine hundred seventy-eight dollars and fifty-eight cents (\$107,978.58).</u>

The maximum fee shall be increased to \$857,704.16.

- 7. <u>Provision for Payment of Additional Services</u>: Payment shall be in an amount equal to the estimated percentage of completion for that task during each billing period on the project times the lump sum fee established for that task.
- 8. <u>Effect of Amendment</u>: Except as expressly amended hereby, all other terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, this Fourth Amendment to the Agreement for Design & Bid Phase Services has been executed in duplicate, by the respective parties hereto. A facsimile or electronic (including "pdf") copy of this Contract, and any amendments thereto, and any signatures thereon, shall be considered for all purposes as an original. Alternatively, such documents may be executed by electronic signatures, as determined by Florida's Electronic Signature Act and other applicable laws.

WARRANTY OF AUTHORITY: Each person signing this Contract warrants that he or she if duly authorized to do so and to bind the respective party.

WITNESSED:	SARASOTA MANATEE AIRPORT AUTHORITY
Signature: By:	Signature: By: As:
witnessed:	SCHENKELSHULTZ ARCHITECTURE, INC.
Signature:	Signature:
By:	Ву:
	As:

FOURTH AMENDMENT TO THE DESIGN & BID PHASE SERVICES AGREEMENT BETWEEN

THE SARASOTA MANATEE AIRPORT AUTHORITY Sarasota Bradenton International Airport AND SCHENKELSHULTZ ARCHITECTURE, INC.

FEE SUMMARY OF CHANGES

Original Contract (dated September 25, 2019)	\$ 695,204.34
Amend No. 1, Revisions to $2^{\rm nd}$ Tenant Hangar from Elite Airways to Cirrus (March 27, 2020)	\$ 19,859.24
Amend No. 2, Revisions to Hangar C Size (June 1, 2020)	\$ 21,577.00
Amend No. 3, Delete MTC Program Scope from Bid Package (July 21, 2020)	\$ 13,085.00
Amend No. 4, Construction Phase Services (January, 2021)	\$ 107,978.58
TOTAL:	\$ 857,704.16



REV 1 January 13, 2021

Mr. Kent D. Bontrager, PE Senior Vice President Engineering, Planning & Facilities Sarasota Manatee Airport Authority 6000 Airport Circle Sarasota, FL 34243

Re: Proposal for Additional Services #4
Construction Administration Services
Hangar C and Site Development

SRQ Maintenance Hangar Project Sarasota Bradenton International Airport Sarasota Manatee Airport Authority Commission No. 190721

Dear Mr. Bontrager:

SCHENKELSHULTZ appreciates the opportunity to submit our Proposal for Additional Professional Architectural and Engineering Services for the above referenced project for your consideration. The scope of work for these additional services includes:

Task 8- Construction Phase Services

8.A PreConstruction Meeting on-site

Level of Service:

Schenkel Shultz Architecture will attend an on-site preconstruction meeting to coordinate on project approach, discuss contractor logistics, schedule and requirements for items noted below.

<u>Deliverables</u> Pre Construction meeting agenda, sign in sheet and notes will be prepared and distributed by electronic PDF.

8.B.1 Contractor Request for Information (RFI I)

Level of Service:

Review contractor request for information and provide clarification of design intent

Deliverables:

Returned RFI's with a response.

8.B.2 Contractor Submittals

Level of Service:

Review contractor submittals for general conformance with a design concept. Each submittal will be reviewed initially. One subsequent review of a corrected or alternate submittal or required by non-conformance by the contractor is included.

Deliverables:

Review and return submittals with action indicated stamp.

8.B.3 Evaluate Contractor Pay Requests

Level of Service:

Review contractor pay request based on test results and periodic on site observation and recommended payment including adjustments in accordance with the contract documents

Deliverables:

SCHENKELSHULTZ
SRQ Maintenance Hangar
Add Service Fee Proposal #4
Construction Administration Services
Hangar C, Airfield and Site Improvements
REV 1 January 13, 2021
Page 2 of 4

Copies of reviewed and signed pay request.

8.C Request for Change Orders (RCO's)

Level of Service:

Coordinate and prepare change orders as applicable to address changes in work and/or unforeseen field conditions.

Deliverables:

Copies of proposed change orders with review comments and/or recommendation for approval.

8.D Architects Supplemental Instructions (ASI's)

Level of Service:

Coordinate and prepare Architectural Supplemental Instructions as applicable to address changes in work and/or unforeseen field conditions. This task includes minor revisions to existing drawings and specifications along with written ASI documents to provide specific direction to the Contractor.

Deliverables:

ASI documentation form and supporting drawing and specification revisions.

8.E Bi-Weekly Construction Progress Meetings - Teleconference

Level of Service:

Architect and Civil Engineer will attend up to 12 bi-weekly construction progress meetings by teleconference to participate, discuss and coordinate project specifics. Meeting topics are anticipating include but are not limited to: introduction of key project points of contact personnel, establish lines of communications, submittals review, responding to contractor request for information, change orders review, administrative and reporting procedures, and coordinate on construction schedule. Other engineering team members will attend intermittently as required to address their discipline scope of work as required based on construction activity.

<u>Deliverables</u>

Support materials for the Contractor led meetings will be provided as requested. It is anticipated that these meetings will be run and managed by the Contractor, and the Contractor will be responsible for preparing and distributing meeting agenda and meeting notes.

8.F Site Meetings / Project Architect/Engineer site visits

Level of Service:

Make site visits at key points during construction and inform the Owner of any deviation from the contract documents or the contractor's construction schedule observed by or brought to the attention of A/E team. On the basis of its on-site observations, Architect will keep the Owner informed as to the progress and quality of the work and will endeavor to protect the Owner against defects and deficiencies in the work completed by the contractor. However, A/Eshall not have control or be in charge of and shall not be responsible for construction means, methods, techniques, sequences or procedures or for the safety precautions and programs in connection with the project construction, for the acts or omissions of the Architect of Record (AOR) or the Engineer of Record (EOR), Contractor, Subcontractors, any of their agents or the Subcontractor's employees, or any other person performing any of the work, or for the failure of such persons to carry out the work in

SCHENKELSHULTZ SRQ Maintenance Hangar Add Service Fee Proposal #4 Construction Administration Services Hangar C, Airfield and Site Improvements **REV 1** January 13, 2021 Page 3 of 4

> accordance with the contract documents. Further, Architect will notify the Owner of any such act, omission, or failure on the part of the Contractor observed by A/E team during on-site visits

- Architect will complete monthly site visits to check progress (total of 6 visits)
- Civil Engineer will complete two monthly visits during construction (total of 12 visits)
- Structural Engineer will complete one site visit to review foundation reinforcing prior to concrete pour
- Mechanical Engineer will complete 2 site visits
- Electrical Engineer will complete 2 site visits

Deliverables

Site visit reports will be prepared and distribute within 3 days of the site visit.

8.G Substantial Completion Punchlist

Level of Service:

Conduct one (1) site visit for substantial completion review by the A/E team. Prepare a punch list of items to be corrected prior to the final acceptance.

Deliverables:

Substantial Completion punchlist

8.H Final Completion Punch Walk

Level of Service:

Conduct one (1) site visit for final acceptance to review contractor's compliance and correction of the substantial completion punch list items.

Deliverables:

Final Completion confirmation documentation,

Project Close Out Record Documents 8.1

Level of Service:

Record drawings will be prepared incorporating construction changes and using information provided by the contractor via marked up field prints and field survey information. No field surveys are included in this task. Review of Contractor O&M manuals, warranty information and close out documents will be provided to ensure completeness and conformance to the specification documents.

Deliverables:

Electronic PDF and AutoCAD versions of the record drawings.

Specialty Services- Quality Assurance Testing and Quality Control Testing review

Level of Service:

1. Coordinate quality assurance testing for the sitework. AID and Terracon will prepare a civil and sitework scope of work for the QA testing in accordance with the project drawings and specifications.

SCHENKELSHULTZ
SRQ Maintenance Hangar
Add Service Fee Proposal #4
Construction Administration Services
Hangar C, Airfield and Site Improvements
REV 1 January 13, 2021
Page 4 of 4

- 2. Test results and documentation will be reviewed by the Engineer of Record and compared to the project documents. A log of the testing and results will be maintained and summarized at the completion of the project. AID/Terracon has established a budget of \$20,000 for this testing according to Teracon's fee schedule (attached). This estimate includes quality assurance testing for the sitework, foundations and hangar slabs. No threshold inspections are included in this testing estimate.
- 3. Review sitework quality control test results provided by the Contractor and the Owner.

We propose to provide these services for a Lump Sum Fee of \$103,328.18 and Expenses of \$4,650.40. Lump Sum Fee and Expenses breakdown by discipline and task per attached Fee Tables.

We hope this proposal meets with your approval and I am available to discuss with you or your staff any aspect of the information contained herein. **SCHENKEL**SHULTZ is prepared to initiate start-up immediately on this project at the direction of Sarasota Manatee Airport Authority, and we are committed to servicing your Airport with our fullest capabilities. I look forward to hearing from you soon.

Sincerely,

SCHENKELSHULTZ, Inc.

Craig W. Hanson, AIA, LEED AP

Principal

Attachments: Hourly fee charts by discipline and task, dated 01-13-2021

SCHENKELSHULTZ FEE SUMMARY

ADD SERVICE #4- CONSTRUCTION ADMINISTRATION SERVICES NEW MAINTENANCE HANGAR C AT THE SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ) REV 1 01-13-2020

TASK	Total Fees	Arch	Civil	Structural	M_P_FP	E_LV
Basic Services Task 8- Construction Administration Services	\$78,540.18	\$32,936.92	\$28,608.00	\$7,018.00	\$4,253.84	\$5,723.42
Special Services 1 Landscape Architecture- CA 2 Quality Assurance- Civil/Sitework (not to exceed)			\$4,788.00 \$20,000.00			
Total Fees (Lump Sum):	\$103,328.18	\$32,936.92	\$53,396.00	\$7,018.00	\$4,253.84	\$5,723.42
NTE Expenses	\$4,650.40	\$2,200.00	\$2,150.40	\$300.00		
GRAND TOTAL: Fees plus Expenses	\$107,978.58	\$35,136.92	\$55,546.40	\$7,318.00	\$4,253.84	\$5,723.42

SCHENKEL SHULTZ HOURLY FEE ESTIMATE ADD SERVICE #4- CONSTRUCTION ADMINISTRATION SERVICES NEW MAINTENANCE HANGAR C AT THE SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ) REV 1 01-13-2020

		RI	EV 1 01-13-20										
				,	ARCHITECTUR <i>A</i>	\L							
	Task Description	Senior Project Manager	Sr. Project Manager QC/Permit	Senior Project Arch	Architect	Cad Intermediate	Sr. Interior Designer	Construction Administrato r	Total Man- Hours	Tota	al Task Cost	Rate/Task	Phase Total
F	Fask 8: Construction Administration Services		100 100 100 200					1.5	1,74 Pe 5 Sept.	t			\$ 32,936.92
- 1	Pre-construction Meeting w Airport- on-site				2				2	\$	238.48	119.24	
Ī	Review RFI's/Submittals			8	24			72	104	\$	13,324.16	128.12	1
Ī	Review RCO's				4			16	20	\$	2,556.00	127.80	
ſ	Preparation of ASI's					12		16	28	\$	3,381.28	120.76	
ſ	Bi-Weekly Coordination Meetings- teleconference (12 total)			12				12	24	\$	3,219.36	134.14	
Ī	Site Meetings (6)				6			18	24	\$	3,054.36	127.27	
F	Substantial punchlist			8				16	24	\$	3,185.76	132.74	
	Final punchlist			4				8	12	\$	1,592.88	132.74	
	Prepare close-out documents				4	8		8	20	\$	2,384.64	119.23	
	TOTAL MAN-HOURS LABOR RATES - HOURLY SUB-TOTAL LABOR COSTS	0 \$ 163.26 \$ -	0 \$ 163.26 \$ -	32 \$ 138.34 \$ 4,426.88				166 \$ 129.94 \$ 21,570.04	256 \$ -	\$	32,936.92		\$ 32,936.92
	REIMBURSABLE COSTS Printing, Reproduction, Binding, Shipping, Etc. Travel Reimbursement - 6 Site Visits mileage									\$	1,000.00 1,200.00		
	SPECIAL SERVICES												
	TOTAL									\$	35,136.92		

American Infrastructure Development, Inc. HOURLY FEE ESTIMATE ADD SERVICE #4- CONSTRUCTION ADMINISTRATION SERVICES NEW MAINTENANCE HANGAR C AT THE SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)

	R	EV 1 01-13-20	20							
			CIVIL							
Task Description	Principal	Project Manager	Senior Engineer	Engineer	Senior Designer	Clerical	Total Man- Hours	Total Task Cost	Rate/Task	Phase Tota
Task 8: Construction Administration Services	-	asset territor	2001 100 200	1	45.5	10 March 10		<u> </u>		\$ 28,608.00
A Coordinate with Owner and SSA		12					12	\$ 2,208.00	184.00	1
B Pre-construction Meeting w Airport- on-site		2	6				8	\$ 1,340.00	167.50	7
C Review RFI's/Submittals	-		8	16			24	\$ 3,424.00	142.67	7
D Review RCO's			4	4			8	\$ 1,180.00	147.50	1
E Preparation of ASI's	1		16	16	16		48	\$ 6,256.00	130.33	1
F Bi-weekly Coordination Meetings- teleconference	<u> </u>		12	1			12	\$ 1,944.00	162.00	7
G Site Meetings	-		4	4			8	\$ 1,180.00	147.50	1
H Site Visits (2x/month for 6 months)				48			48	\$ 6,384.00	133.00	1
I Substantial punchlist			4				4	\$ 648.00	162.00	1
J Final punchlist			4	4			8	\$ 1,180.00	147.50	1
K Prepare close-out documents		2	4		16	4	26	\$ 2,864.00	110.15	1
The state of the s										
TOTAL MAN-HOURS LABOR RATES - HOURLY SUB-TOTAL LABOR COSTS	0 \$ 214.00 \$ -		1 '	92 \$ 133.00 \$ 12,236.00	1 '	1 '	206	\$ 28,608.00		\$ 28,608.00
REIMBURSABLE COSTS Printing, Reproduction, Binding, Shipping, Etc. Travel Reimbursement								\$0 \$2,150		
SPECIAL SERVICES	1									
Landscape Architecture - CA				36			36	\$ 4,788.00	133.00	
Quality Assurance- Civil/Sitework (not to exceed)								\$ 20,000.00		╛
TOTAL FEES - PROFESSIONAL SERVICES						78 8 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		\$ 55,546.40		

BBM STRUCTURAL ENGINEERS, INC. HOURLY FEE ESTIMATE ADD SERVICE #4- CONSTRUCTION ADMINISTRATION SERVICES NEW MAINTENANCE HANGAR C AT THE SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ)

	R	EV 1 01	-13-202	20															
						STRUC	TUR	AL											
	Task Description	Princi	ipal		oject nager	roject gineer	CA	DD Tech	Cor	ıst. Admin	,	Admin	Tota	l Man-Hours	Tota	al Task Cost	Rate/Task		
Ta	sk 8: Construction Administration Services			100	Sir ne Sign	 especial de	- 57	Service Section	3.0	di jayana	3.0		1.5,53	A comment				\$	7,018.00
A	Pre-construction Meeting w Airport- on-site													0	\$	-	#DIV/0!	1	
В	Review RFI's/Submittals					8				32				40	\$	4,344.00	108.60	1	
С	Review RCO's									4				4	\$	420.00	105.00	1	
D	Preparation of ASI's							4		4				8	\$	812.00	101.50	1	
E	Bi-Weekly Coordination Meetings- teleconference													0	\$	-	#DIV/0!	1	
F	Site Meetings (1)									8				8	\$	840.00	105.00	1	
G	Substantial punchlist													0	\$	-	#DIV/0!	1	
Н	Final punchlist													0	\$	-	#DIV/0!	1	
1	Prepare close-out documents							4		2				6	\$	602.00	100.33	1	
F																		1	
																		1	
	TOTAL MAN-HOURS LABOR RATES - HOURLY SUB-TOTAL LABOR COSTS	0 \$ 1! \$	- 1		0 150.00 -	\$ 8 123.00 984.00	\$	8 98.00 784.00		50 105.00 5,250.00	١.	0 54.00 -	\$	-	\$	7,018.00		\$	7,018.00
	REIMBURSABLE COSTS Printing, Reproduction, Binding, Shipping, Etc. Travel Reimbursement										-				\$ \$	300.00			
	TOTAL									To Has in the control of the control					\$	7,318.00			

TLC HOURLY FEE ESTIMATE ADD SERVICE #4- CONSTRUCTION ADMINISTRATION SERVICES NEW MAINTENANCE HANGAR C

AT THE SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ) REV 1 01-13-2020

		RI	EV 1 01-13-20	20						
		MECH		PLUMB	FIRE PROT	ADMIN				
Task Description	Principal	Engineer II	Engineer I	Engineer I	Engineer I	Office Admin	Total Man- Hours	Total Task Cost	Rate/Task	Phase Total
Task 8: Construction Administration Services	1.058.000	ready Calibration to	1140-1-02	A STATE OF STREET	44444	Lagrange of	Thijakin, sarsar			\$ 4,253.84
A Pre-construction Meeting w Airport- on-site (N/A)							0	\$ -	#DIV/0!	1
B Review RFI's/Submittals		4		4	2		10	\$ 1,115.40	111.54	i
C Review RCO's		4					4	\$ 446.16	111.54	1
D Preparation of ASI's		2				2	4	\$ 349.94	87.49	1
E Bi-Weekly Coordination Meetings- teleconference		8					8	\$ 892.32	111.54	1
F Site Meetings (2 Visits)		8					8	\$ 892.32	111.54	1
G Substantial punchlist		1					1	\$ 111.54	111.54	1
H Final punchlist		1					1	\$ 111.54	111.54	1
I Prepare close-out documents		1		1	1		3	\$ 334.62	111.54	1
										1
TOTAL MAN-HOURS LABOR RATES - HOURLY SUB-TOTAL LABOR COSTS	0 \$ 188.22 \$ -	29 \$ 111.54 \$ 3,234.66	1 '	5 \$ 111.54 \$ 557.70	1 '	1 '	39 \$ -	\$ 4,253.84		\$ 4,253.84
REIMBURSABLE COSTS Printing, Reproduction, Binding, Shipping, Etc. Travel Reimbursement								\$ - \$ -		
SPECIAL SERVICES										
TOTAL			magan sa sa	1 11241				\$ 4,253.84		

TLC HOURLY FEE ESTIMATE ADD SERVICE #4- CONSTRUCTION ADMINISTRATION SERVICES NEW MAINTENANCE HANGAR C

AT THE SARASOTA-BRADENTON INTERNATIONAL AIRPORT (SRQ) REV 1 01-13-2020

			R	EV 1 01-13-20							
		ELECT	RICAL / FIRE A	LARM	TECHN	OLOGY				_	
Task Description		oject nager	Sr. Eng	Designer II	Sr. Designer	Designer II	Total Man- Hours	Total Task Cost	Rate/Task		
Task 8: Construction Administration Services				V 150 S 150 May 1	1995 A. V. STANIS	0.000	DA Parkey N. C. Na.			\$	5,723.4
A Pre-construction Meeting w Airport- on-site (N/A)							0	\$ -	#DIV/0!]	
B Review RFI's/Submittals			4		4		8	\$ 1,377.52	172.19]	
C Review RCO's			4				4	\$ 602.32	150.58		
D Preparation of ASI's			2				2	\$ 301.16	150.58]	
Bi-Weekly Coordination Meetings- teleconference			8				8	\$ 1,204.64	150.58]	
F Site Meetings (2 Visits)			8				8	\$ 1,204.64	150.58	1	
G Substantial punchlist			1		1		2	\$ 344.38	172.19		
H Final punchlist			1		1		2	\$ 344.38	172.19]	
Prepare close-out documents			1		1		2	\$ 344.38	172.19]	
TOTAL MAN-HOURS LABOR RATES - HOURLY	- 1	0 161.05	29 \$ 150.58	0 \$ 83.33	7 \$ 193.80	0 \$ 89.93	36				
SUB-TOTAL LABOR COSTS	\$	-	\$ 4,366.82	\$ -	\$ 1,356.60	\$ -	\$ -	\$ 5,723.42		\$	5,723.4

REIMBURSABLE COSTS		
Printing, Reproduction, Binding, Shipping, Etc.		
Travel Reimbursement		

SPECIAL SERVICES

TOTAL \$ 5,723.42

TERRACON CONSULTANTS, INC. 2020 FEE SCHEDULE -SARASOTA MATERIALS TESTING

DE	SCRIPTION OF WORK	UNIT	RATE
	TECHNICAL AND PROFESSIONAL STAFF		
A	A. Chief Engineer/Chief Scientist/Chief Geologist	Per Hour \$	240.00
F	B. Principal Engineer/Principal Scientist/Principal Geologist	Per Hour \$	185.00
(C. Senior Engineer/Senior Project Manager/Senior Geologist/Senior Scientist	Per Hour \$	155.00
I	D. Project Manager/Project Engineer/Project Geologist/Project Scientist	Per Hour \$	130.00
F	Assistant Project Manager/Staff Engineer/Assistant Project Geologist/Assistant Project Scientist	Per Hour \$	110.00
F		Per Hour \$	85.00
	Senior Field Technician/Senior Engineering Technician/Senior Environmental Technician	Per Hour \$	75.00
	H. Field Technician/Engineering Technician/Environmental Technician	Per Hour \$	65.00
I		Per Hour \$	55.00
J	1	Per Hour \$	75.00
ŀ	C. Administrative Assistant	Per Hour \$	65.00
NOT	ES .		
	. Hourly rates are portal to portal.		
2		00 a.m.	
_	weekends, holidays and over 8 hours per day.		
3			
۷	Stand-by time and cancellation without prior notice will be invoiced at the appropriate hourly rate.		
	TRAVEL EXPENSES		
,	A. Automobile Travel (non-rental)	Per Mile \$	0.65
	3. Field Support Vehicle	Per Day \$	85.00
	C. Lodging, per person (subject to change dependent on geographical area)	Per Day \$	120.00
I		Per Day \$	50.00
I. 5	MATERIALS TESTING SERVICES		
	A. Field Services		
•	In-Place Density Test	Hourly	Tech Rate
	2. Sampling	Per Hour	Tech Rate
F	B. <u>Laboratory Services</u>		
	Modified or Standard Proctor Test	Each \$	130.00
	2. Florida Bearing Value (FBV) Test	Each \$	85.00
	3. LBR or CBR Test (including Modified Proctor)	Each \$	335.00
	4. Full Grain Size (excluding #200 Sieve)	Each \$	90.00
	5. Wash Through #200 Sieve	Each \$	50.00
	6. Natural Moisture Content	Each \$	15.00
	7. Organic Content	Each \$	45.00
	8. Liquid and Plastic Limits	Each \$	100.00
	9. pH Test	Each \$	50.00
	CONCRETE		
A	A. <u>Field Services</u>	II	T1 D :
	1. Sampling, Slump Testing, Molding Cylinders for Compressive Strength Tests,	Hourly	Tech Rate
	Temperature Testing, Air Content Tests, and Cylinder Pick- (up to 4 cylinders per set) Flexural Strength Beams (up to 3 per set)	Per Hour Hourly	Tech Rate Tech Rate
	2. Coring (Vertical Coring) - Equipment Mobilization	Per Trip \$	250.00
	Coring Fee (per person)	Per Hour	Tech Rate
	connig 1 co (por porson)	1 01 110th	1 con Rate

TERRACON CONSULTANTS, INC. 2020 FEE SCHEDULE -SARASOTA MATERIALS TESTING

D	ESCF	UPTION OF WORK	UNIT	J	RATE
-		3. Floor Flatness and Levelness Tests	·		
		Equipment Mobilization	Per Trip	\$	300.00
		Senior Engineering Technician	Per Hour	Sr.	. Tech Rate
		Formal Report	Per Test Area	\$	250.00
	B.	<u>Laboratory Services</u>			
		Cylinder Compressive Strength Tests	Each	\$	20.00
		2. Beam Flexural Strength Tests	Each	\$	50.00
		3. Curing, Capping and Compressive Strength Testing of Concrete Cores	Each	\$	75.00
III.	SOII	L-CEMENT			
	A.	Field Services			
		1. In-Place Density, Field Proctor, Molding Strength Specimens and Walk-through			
		Soundings/Inspections (minimum 4 hours per day)	Per Hour	Sr.	. Tech Rate
		2. Coring Equipment Mobilization	Per Trip	\$	250.00
		3. Coring Fee (per person)	Per Hour		Tech Rate
	B.	<u>Laboratory Services</u>			
		1. Tests to assess cement content using wet/dry and freeze/thaw test methods as			
		prescribed by P.C.A.	Each	\$	2,050.00
		2. Curing, Capping and Compressive Strength Testing of Field Molded Specimens (set of 3)	Per Set	\$	60.00
IV.	ASP	HALTIC CONCRETE			
	A.	Field Services			
		Sampling Materials for Laboratory Tests	Per Hour		Tech Rate
		2. Asphalt Placement and/or Plant Monitoring	Per Hour	Sr.	. Tech Rate
		3. Coring Equipment Mobilization	Per Trip	\$	250.00
	B.	<u>Laboratory Services</u>			
		Bitumen Extraction and Aggregate Gradation Test	Each	\$	135.00
		2. Marshall Stability Test	Each	\$	125.00
		Core Density and Thickness Test	Each	\$	65.00
		4. Superpave Structural Panel (including FC-12.5 & FC-9.5 Mixes) (Includes Extraction, Gradation,			
		Bitumen Content, Maximum Specific Gravity, Bulk Specific Gravity of 5 Cores, and % Air Voids)	Each	\$	700.00
		5. Superpave Friction Panel (FC-5) (Includes Extraction, Gradation, and Bitumen Content)	Each	\$	260.00
v.	STR	UCTURAL STEEL AND METAL DECKING			
	A.	Field Services			
		1. Visual Observations of Steel Weldments and/or Tension Tests of High Strength Bolted			
		Connections (minimum 4 hours per trip)	Per Hour	Chie	f Tech Rate
		2. Sprayed Fire Resistive Material Tests - Senior Engineering Technician - Thickness			
		Measurements, Adhesion/Cohesion Tests, Sampling for Density Tests	Per Hour	Sr.	. Tech Rate
	B.	<u>Laboratory Services</u>			
		1. Sprayed Fire Resistive Material Tests - Oven Dry Density Tests	Each	\$	40.00



SRQ CONSTRUCTION ADMINISTRATION LANDSCAPE ARCHITECTURE SCOPE OF SERVICE AND FEE PROPOSAL

I. POST DESIGN SERVICES / CONSTRUCTION OBSERVATION

A. PLANT PROCUREMENT - \$266.00 (Senior Landscape Architect \$133.00 @ 2 hrs.)

Consultant will locate and reserve plant material quantities. In some cases, Consultant
will recommend that the Client contract grow high quality plant material in advance,
ensuring availability of the desired species, size, and quantities. Consultant will include
inspections of landscape nurseries and pre-tag plant material for the Project at the
Client's request. Consultant advises the Client to procure plant materials in advance
considering plant availability and the project schedule.

B. LANDSCAPE INSTALLATION BIDDING SERVICES - \$1,330.00 (Senior Landscape Architect @ 10 hrs.)

- 1. Provide a recommended list of landscape contractors for use by the Client. Provide a bid analysis and comparisons spreadsheet and recommend a best bid contractor for the landscape and irrigation portions of the project.
- 2. Provide comments relative to any proposed plant substitutions prior to receipt of bids. Any proposed plant substitutions must be accompanied by proof of non-availability.
- 3. Provide responses to any questions and prepare addenda as needed during the bidding process.

C. CONSTRUCTION OBSERVATION AND REPORTING - \$3,192.00 (Senior Landscape Architect @ 24 hrs.)

- 1. Attend pre-construction meeting (1 meeting maximum).
- 2. NFC shall provide <u>construction observation</u> services to assure conformance of the construction with the construction documents for the project.
 - i. Conduct inspections (2 maximum) during construction to determine if the work is being completed in accordance with the contract documents.
 - ii. Write and distribute field reports for each inspection outlining any deviations from plans and/or specifications.
- 3. Respond to <u>Requests For Information</u> (RFI's) and participate in construction phase communication.

- 4. <u>Process submittals</u> including receipt, review of and appropriate action on landscape, hardscape, site furnishings and irrigation related shop drawings, product data, samples, and other submittals required by the contract documents.
- 5. <u>Project Close-Out</u>: Process and review closeout documents prepared by the contractor relative to the completed work. Provide a punch list for final completion, if applicable. Upon notice from contractor that the punch list work is complete, provide a final walkthrough and re-inspection to observe and record corrections.
- 6. Prepare <u>Record drawings</u> from As-Built Drawing notes from the contractor. Provide one year Plant Warranty document review. Consultant will prepare and provide one (1) signed and sealed hardcopy and one (1) electronic copy of the Record documents.
- 7. After 365 days from project acceptance, Consultant will provide a one-year warranty review of planting, observing conditions of plants failing to thrive and request contractor to make timely replacement of plants identified.

II. GENERAL

A. UNDERSTANDINGS AND CLARIFICATIONS

- 1. <u>No Plant Substitutions</u>. There are to be no substitutions of plants, specified products or detail specifications by anyone without Consultant's written approval.
- 2. Additional Scope Items and Meetings. Consultant has included meetings and site visits in the proposed scope of work. It is understood that attendance at any additional meetings, site visits or scope tasks not identified herein will be completed as an additional service on an hourly fee basis.
- 3. <u>Location of Utilities.</u> Client or their representatives are responsible for determining and making known the location of any and all underground and overhead pipes, wires, conduits, cables, gas lines, fiber optic/ethernet lines, easements, irrigation piping, septic systems, etc. or any other structures or utilities which may exist below the surface of the ground or overhead.
- 4. <u>Information Provided By Others.</u> The Client shall furnish, at the Client's expense, all information requirements, reports, data, surveys and instructions required by this Agreement. The Consultant may use such information, requirements, reports, data, surveys and instructions in performing its services and is entitled to rely upon the accuracy and completeness thereof.
- 5. <u>Unauthorized Changes.</u> The Consultant, upon delivery of documents, is completely absolved and indemnified from any liability that may result from the interpretation or revision of documents for which the Consultant was not responsible.
- 6. <u>Indemnification.</u> To the fullest extent permitted by law, neither the Client (or any other person or entity, including any of the Client's customers, contractors, landscape contractor, subsidiaries or affiliates) nor the Consultant will be liable to the other or will make any claim for any incidental, indirect, or consequential damages arising out of or connected in any way to the Project or to this Agreement. This mutual waiver of consequential damages and indemnification and hold harmless agreement will include, but is not limited to, loss of use,

loss of profit, any claims, damages, litigation, expenses, counsel fees and compensation arising out of any claims, damages, personal injuries, loss of business or economic damages, loss of income, or any other consequential damage that either party may have incurred from any cause of action including negligence, strict liability, breach of contract and breach of strict or implied warranty.

- 7. Florida Statutes. PURSUANT TO SECTION 558.0035 FLORIDA STATUTES, THE CONSULTANT'S CORPORATION IS THE RESPONSIBLE PARTY FOR THE PROFESSIONAL SERVICES IT AGREES TO PROVIDE UNDER THIS AGREEMENT. NO INDIVIDUAL PROFESSIONAL EMPLOYEE, AGENT, DIRECTOR, OFFICER OR PRINCIPAL SHALL BE INDIVIDUALLY LIABLE FOR NEGLIGENCE ARISING OUT OF THIS CONTRACT.
- 8. <u>Construction Responsibility.</u> Consultant will not have control over or charge of and will not be responsible for construction means, methods, techniques, sequences of procedures of construction fabrication, procurement, shipment or delivery, or installation, or for the safety precautions in connection with the work, job site, sub-contractors, suppliers or any other persons since these are solely the Contractor's responsibility under the Contract for Construction. The Consultant will not be responsible for the Contractor's schedules or failure to carry out the work in accordance with the Contract Documents. The Consultant will not have control over or charge of acts or omissions of the Contractor, Subcontractors, or their agents or employees, or of any other persons performing portions of the work.
- 9. <u>Construction Observation Services.</u> The Client understands that by not retaining the Consultant for construction observation services, there may be misinterpretations of the Consultant's plans and specifications during construction, which may lead to errors and subsequent damage. Inasmuch as the Client has elected to proceed with the Project without the Consultant providing construction observation services, the Client agrees to indemnify and hold-harmless the Consultant against any and all claims, damages, awards and cost of defense, which may arise out of the acts of the Contractor and Subcontractor performing work not in compliance with the intent of the design documents.
- 10. Limit of Liability. In recognition of the relative risks and benefits of the project to both the Client and the Consultant, the risks have been allocated such that the Client agrees, to the fullest extent permitted by law, to limit the liability of the Consultant and its sub-consultants to the Client for any and all claims, losses, costs, damages of any nature whatsoever or claims expenses from any cause or causes, so that the total aggregate liability of the Design Professional and its subconsultants to all those named shall not exceed \$50,000 or the Consultant's total fee for services rendered on this project, whichever is greater. Such claims and causes include, but are not limited to negligence, professional errors or omissions, strict liability, breach of contract or warranty. In addition, the Client agrees to indemnify and hold the Consultant harmless for any damage, liability or cost, including reasonable attorney's fees and defense costs, arising from any errors or omissions contained in the plans, specifications or other contract documents prepared by others. The Client agrees to extend any and all liability limitations and indemnifications provided by the Client to the Consultant to those individuals and entities the Consultant retains for performance of the services under this Agreement, including but not limited to the Consultant's sub-consultants and their officers, employees, heirs and assigns. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law.

III. COMPENSATION

- 1. LUMP SUM for Scope of Work as outlined above \$4,788.00
- 2. Payment for fees shall be due 30 days from receipt of NFC invoice which will be rendered after completion of each of the scope section broken down as follows:
- 3. If any services are requested other than the scope of services listed herein, prior written authorization with a description of the work and a 'not to exceed' hourly fee proposal will be required.

NFC Landscape Architects, Inc. Hourly Rates

<u>Billable Rate</u>
\$150.00/hr.
\$133.00/hr.
\$95.00/hr.
\$75.00/hr.
\$45.00/hr.

4. Fees in this scope of service include all reimbursable expenses.

AGENDA ITEM NO. 5K

SARASOTA MANATEE AIRPORT AUTHORITY

January 25, 2021 MEETING STAFF NARRATIVE

APPROVAL:

RESOLUTIONS 2021-01 AND 2021-02, AMENDMENTS DELEGATING CERTAIN APPROVAL AUTHORITIES TO MANAGEMENT TO CLARIFY, SYNCHRONIZE, AND CORRECT SCRIVENER'S ERRORS

EXECUTIVE SUMMARY: A review of two existing governing board resolutions granting certain procurement and contracting authorities to management suggests a need for amendment to correct inconsistencies, ambiguities, and scrivener's errors.

NARRATIVE: Proposed Resolution 2021-01 amends Resolution 2020-01 Resolution Authorizing President, Chief Executive Officer to Execute Certain Leases, Contracts, and Grant Agreements, originally approved by the governing board in 2004 and subsequently updated in 2015, 2017, 2019 and 2020 to yield the resolution that is currently in effect. The following corrections are suggested to this resolution:

- Correction of a scrivener's error introduced in the 2015 version of the resolution
- Reinstatement of authority to approve certain utility easements. This authority was granted in the 2017 version of the resolution but omitted due to scrivener's error when the resolution was next updated in 2019
- To clarify that the procurement authority granted by the resolution includes procurement
 of "construction services" in addition to "commodities" and "contractual services". These
 three terms are separately defined and distinguished from one another within Florida
 Statutes Chapters 255 Public Property and Publicly Owned Buildings and 287 Procurement
 of Personal Property and Services.

Proposed Resolution 2021-02 amends Resolution 2015-15 Establishing Policy for Change Orders to Construction and Professional Services Agreement originally approved in 2000 and subsequently updated in 2015 to yield the resolution that is currently in effect. The following corrections are suggested to this resolution:

- Correction of scrivener's errors relative to the use of > and < symbols
- Remove governing board's delegation of authority to itself
- Clarify designation of management to whom authority has been granted as necessitated by changes in organizational structure of the Authority
- Synchronize change order approval authority with procurement approval authority granted by Resolution 2021-01 as to amount
- Clarify management's change order approval authority relative to multiple change orders on a single construction or professional services agreement

Redlined versions of the resolutions currently in effect that reflect the suggested changes discussed above are attached.

RECOMMENDATION: Staff recommends approval of Resolutions 2021-01 and 2021-02, suggested amendments to existing Resolution 2020-01 Resolution Authorizing President, Chief Executive Officer to Execute Certain Leases, Contracts, and Grant Agreements and existing Resolution 2015-15 Resolution Establishing Policy for Change Orders to Construction and Professional Services Agreement

ATTACHMENTS:

SARASOTA MANATEE AIRPORT AUTHORITY

Resolution No. 2021-01

RE: RESOLUTION AUTHORIZING PRESIDENT, CHIEF EXECUTIVE OFFICER TO EXECUTE CERTAIN LEASES, CONTRACTS, EASEMENTS, AND GRANT AGREEMENTS

WHEREAS, the Sarasota Manatee Airport Authority (the "Authority") is a body politic and corporate created by Chapter 2003-309, Laws of Florida, as amended (the Enabling Act"); and

WHEREAS, the Authority owns and operates the Sarasota Bradenton International Airport (the "Airport"); and

WHEREAS, pursuant to subsections 5. (5) and (6) of the Enabling Act, the Authority is authorized and empowered to enter into certain leases ("Leases") as lessor of any airport facilities; and

WHEREAS, pursuant to subsection 5. (13) of the Enabling Act, the Authority is authorized and empowered to make and enter into all contracts and agreements ("Contracts") necessary to incidental to the performance of its duties and the execution of its powers under the Enabling Act; and

WHEREAS, pursuant to subsection 5.(14) of the Enabling Act, the Authority is authorized and empowered to accept grants ("Grant Agreements") for materials or property of any kind for any airport facilities from any federal or state agency, political subdivision, or other public body or from any private agency or individual, upon such terms and conditions as may be imposed, and to enter into contracts and grant agreements with the Federal Aviation Administration, or any successor or successors thereof, and with the State of Florida or any of its agencies, in the capacity of sponsor or cosponsor of any airport development project involving the acquisition, construction, reconstruction, improvement, extension, enlargement, or equipment or any airport facilities owned or operated by the Authority, pursuant to any federal or state law providing for aid to airports; and

WHEREAS, the Authority desires to delegate to its executive director, who is designated as "President, Chief Executive Officer," or, in his absence, the Executive Vice President/Chief of Staff, of the Airport, the authority and power to execute on behalf of the Authority, certain Leases, Contracts, and Grant Agreements, provided that the Lease, Contract or Grant Agreement is one to which the Authority may otherwise legally bind itself;

NOW, THEREFORE, BE IT RESOLVED that the Sarasota Manatee Airport Authority hereby authorizes and empowers the President/CEO, or, in his absence, the Executive Vice President/Chief of Staff, of the Sarasota Bradenton International Airport to execute, on behalf of the Authority:

- (1) any Lease in which the Authority will be the landlord, and which has a term that does not exceed one year;
- (2) any Contract whose primary purpose is to generate income to the Authority and which has a term of one year or less;
- (3) any Lease or Contract intended to generate less than \$50,000 in income to the Authority, and which has a term that does not exceed five years;
- (4) any Contract for the procurement by the Authority of commodities, contractual services, or construction services having a value of less than \$150,000;
- (5) any Contract for interagency coordination among law enforcement agencies or emergency responders; or

- (6) any Grant Agreement whereby the Federal Aviation Administration (FAA); the
 Transportation Security Administration (TSA); the State of Florida Department of
 Transportation (FDOT); or the Southwest Florida Water Management District (SWFWMD)
 offer to pay the allowable costs of any airport improvement project ("Project") including,
 without limitation, such agreement that imposes a monetary obligation on the Authority
 to participate in the costs of the Project, under the following conditions:
 - a. The Project is listed in the Authority's current capital projects budget or joint automated capital improvements plan, or the Project has otherwise been authorized by prior Board action; and the official executing the agreement provides the granting agency with a separate certificate attesting to the same; and
 - b. The form and standard terms and conditions of the grant offer do not differ materially from those previously accepted by the Board.
- (7) any Utility Easement located on Airport property, where the easement is intended to accommodate utilities that will serve facilities of the Airport or its tenants.

Provided, however, that nothing herein shall authorize the execution of a Lease, Contract or Grant Agreement to which the Authority may not otherwise legally bind itself.

This Resolution No. 2021-01 shall supersede Resolution No, 2020-01, which shall be deemed rescinded.

PASSED AND ADOPTED this 25th day January 2021.

	By Doug Holder, Chairman
TEST:	

SARASOTA MANATEE AIRPORT AUTHORITY

Resolution No. 2021-02

RE: RESOLUTION ESTABLISHING POLICY FOR CHANGE ORDERS TO CONSTRUCTION AND PROFESSIONAL AGREEMENTS

WHEREAS, the Sarasota-Manatee Airport Authority (the "Authority") is a body politic and corporate created by Chapter 2003-309, Laws of Florida, as amended (the Enabling Act"); and

WHEREAS, the Authority owns and operates the Sarasota Bradenton International Airport (the "Airport"); and

WHEREAS, the Authority desires to establish procedures for the approval and administration of change orders (and supplemental agreements) to construction and professional service agreements; and

WHEREAS, changed or unexpected working circumstances and field conditions make it necessary to modify the approved scope of work, costs, and/or time allowed for completion of the work.

NOW, THEREFORE, BE IT RESOLVED that the following Policy shall be implemented when authorizing and processing change orders and/or supplemental agreements for the Authority construction and professional service agreements:

I. DEFINITION

A "change order" is defined as an amendment to a construction or professional service agreement, which authorizes changes in the terms of the agreement due to conditions or developments that were not anticipated, identified or definable at the time the agreement was entered into. A change order may materially change the scope of work and will generally include additions and/or deletions that affect the contract cost and/or the time stipulated for performance of the work or services. In the context of a professional service agreement, a change order is referred to as a "supplemental agreement."

II. PURPOSE

A change order is a means by which the Authority and the contractor or professional may agree in writing to make changes in the required construction work or professional services as originally set forth in the agreement, including (1) changes(s) in scope of work, (2) increases(s) or decrease(s) in the amount of compensation to be paid the contractor or professional, or (3) increases(s) or decreases(s) in the time for execution or completion of the construction work or professional services.

III. APPROVAL AND AUTHORIZATION

1. In order to expedite change orders, authority to authorize and execute change orders is hereby delegated to the following Authority officials within the limits indicated:

Senior Vice President

Engineering ≤\$75,000 and/or ≤ 60 calendar days,

President, CEO \leq \$150,000 and/or $> 60 \leq$ 90 calendar days,

- 2. Any change order that individually or, cumulatively when considering all change orders to a construction or professional service agreement, causes total compensation to the contractor or professional to exceed 115% of the amount specified in the original agreement, regardless of dollar amount, shall be subject to approval by the governing board of the Authority.
- 3. No work shall be performed without written authorization in the form of a field directive or change order unless an emergency exists. No payment requests for work done as the result of any such change order will be processed until the change order has been approved.

IV. FIELD DIRECTIVE/SUPPLEMENTAL DIRECTIVE

- 1. A "field directive" (or in the case of a professional service agreement, a "supplemental directive") shall be used as a means for the Authority to issue a written directive to a contractor or professional, specifying an addition, deletion or change in the required work, cost or time for performance as set forth in the construction or professional service agreement. Field directives shall generally be used in situations in the field where an emergency exists; or where the normal flow of project work would otherwise be interrupted to the extent that it would cause delay and/or additional cost; or where the final cost of the proposed change is not then ascertainable.
- 2. A field directive shall set forth to the extent practicable, the scope, extent, and nature of the intended change(s) in the work such that a clear statement of understanding shall exist between the Authority and contractor or professional as to: (1) the practical effect of the field directive, and (2) the basis that will be used in determining the resulting changes that will be made to the (a) scope of work, (b) cost, or (c) time for performance. While a field directive shall not establish, approve, or authorize a final resultant change in (1) scope of work, (2) cost, or (3) time of performance, it shall, in a manner agreeable to both the Authority and the contractor or professional, establish the basis for subsequently incorporating such change(s) into a formal change order within 60 days after the additional, deleted, or revised work has been completed.
- 3. A field directive shall be a binding commitment and statement of intent by the Authority upon which a mutual agreement may be reached to authorize the contractor or professional to proceed with changes in the work while deferring the execution of a formal change order until after the change(s) in the work have been completed. At such time as a final determination can be made as to the actual changes in the (1) scope of work, (2) cost, or (3) time of performance under the agreement, which resulted from the change(s) in the work performed pursuant to a field directive, a change order covering such changed work shall be prepared, executed, and transmitted in accordance with authorization requirements set forth in Section II of this policy.

V. CONSTRUCTION/CONSULTANT CONTINGENCY BUDGET

Within the project budget approved by the Authority governing board, any funds not previously encumbered by the award of contracts shall be available for payment of approved change orders and any project related costs.

This Resolution No. 2020-02 shall supersede Resolution No. 2015-15, which shall be deemed rescinded.

PASSED AND ADOPTED this 25th day of January 2021.

SARASOTA MANATEE AIRPORT AUTHORITY

	Ву	
	- /	Doug Holder, Chairman
ATTEST:		
Carlos M. Beruff, Secretary		

SARASOTA MANATEE AIRPORT AUTHORITY

Resolution No. 20202021-01

RE: RESOLUTION AUTHORIZING PRESIDENT, CHIEF EXECUTIVE OFFICER TO EXECUTE CERTAIN LEASES, CONTRACTS, EASEMENTS, AND GRANT AGREEMENTS

WHEREAS, the Sarasota Manatee Airport Authority (the "Authority") is a body politic and corporate created by Chapter 2003-309, Laws of Florida, as amended (the Enabling Act"); and

WHEREAS, the Authority owns and operates the Sarasota Bradenton International Airport (the "Airport"); and

WHEREAS, pursuant to subsections 5. (5) and (6) of the Enabling Act, the Authority is authorized and empowered to enter into certain leases ("Leases") as lessor of any airport facilities; and

WHEREAS, pursuant to subsection 5. (13) of the Enabling Act, the Authority is authorized and empowered to make and enter into all contracts and agreements ("Contracts") necessary to incidental to the performance of its duties and the execution of its powers under the Enabling Act; and

WHEREAS, pursuant to subsection 5.(14) of the Enabling Act, the Authority is authorized and empowered to accept grants ("Grant Agreements") for materials or property of any kind for any airport facilities from any federal or state agency, political subdivision, or other public body or from any private agency or individual, upon such terms and conditions as may be imposed, and to enter into contracts and grant agreements with the Federal Aviation Administration, or any successor or successors thereof, and with the State of Florida or any of its agencies, in the capacity of sponsor or cosponsor of any airport development project involving the acquisition, construction, reconstruction, improvement, extension, enlargement, or equipment or any airport facilities owned or operated by the Authority, pursuant to any federal or state law providing for aid to airports; and

WHEREAS, the Authority desires to delegate to its executive director, who is designated as "President, Chief Executive Officer," or, in his absence, the Executive Vice President/Chief of Staff, of the Airport, the authority and power to execute on behalf of the Authority, certain Leases, Contracts, and Grant Agreements, provided that the Lease, Contract or Grant Agreement is one to which the Authority may otherwise legally bind itself;

NOW, THEREFORE, BE IT RESOLVED that the Sarasota Manatee Airport Authority hereby authorizes and empowers the President/CEO, or, in his absence, the Executive Vice President/Chief of Staff, of the Sarasota Bradenton International Airport to execute, on behalf of the Authority:

- (1) any Lease in which the Authority will be the landlord, and which has a term that does not exceed one year;
- (2) any Contract whose primary purpose is to generate income to the Authority and which has a term of one year or less;
- (3) any Lease or Contract intended to generate less than \$50,000 in income to the Authority, and which has a term that does not exceed five years;
- (4) any Contract for the procurement by the Authority of commodities, of contractual services, or construction services having a value of less than \$150,000;
- (5) any Contract for interagency coordination among law enforcement agencies or emergency responders; or

- (6) any Grant Agreement whereby the Federal Aviation Administration (FAA); the
 Transportation Security Administration (TSA); the State of Florida Department of
 Transportation (FDOT); or the Southwest Florida Water Management District (SWFWMD)
 offer to pay the allowable costs of any airport improvement project ("Project") including,
 without limitation, such agreement that imposes a monetary obligation on the Authority
 to participate in the costs of the Project, under the following conditions:
 - a. The Project is listed in the Authority's current capital projects budget or joint automated capital improvements plan, or the Project has otherwise been authorized by prior Board action; and the official executing the agreement provides the granting agency with a separate certificate attesting to the same; and
 - b. The form and standard terms and conditions of the grant offer do not differ materially from those previously accepted by the Board.
- (7) any Utility Easement located on Airport property, where the easement is intended to accommodate utilities that will serve facilities of the Airport or its tenants.

Provided, however, that nothing herein shall authorize the execution of a Lease, Contract or Grant Agreement to which the Authority may not otherwise legally bind itself.

This Resolution No. 20202021-01 shall supersede Resolution No. 20192020-01, which shall be deemed rescinded.

PASSED AND ADOPTED this 27th-25th day January 20202021.

SARASOTA MANATEE AIRPORT AUTHORITY

	Doug Holder, Chairmo
EST:	

SARASOTA MANATEE AIRPORT AUTHORITY

Resolution No. 2015-152021-02

RE: RESOLUTION ESTABLISHING POLICY FOR CHANGE ORDERS TO CONSTRUCTION AND PROFESSIONAL AGREEMENTS

WHEREAS, the Sarasota-Manatee Airport Authority (the "Authority") is a body politic and corporate created by Chapter 2003-309, Laws of Florida, as amended (the Enabling Act"); and

WHEREAS, the Authority owns and operates the Sarasota Bradenton International Airport (the "Airport"); and

WHEREAS, the Authority desires to establish procedures for the approval and administration of change orders (and supplemental agreements) to construction and professional service agreements; and

WHEREAS, changed or unexpected working circumstances and field conditions make it necessary to modify the approved scope of work, costs, and/or time allowed for completion of the work.

NOW, THEREFORE, BE IT RESOLVED that the following Policy shall be implemented when authorizing and processing change orders and/or supplemental agreements for the Authority construction and professional service agreements:

I. DEFINITION

A "change order" is defined as an amendment to a construction or professional service agreement, which authorizes changes in the terms of the agreement due to conditions or developments that were not anticipated, identified or definable at the time the agreement was entered into. A change order may materially change the scope of work and will generally include additions and/or deletions that affect the contract cost and/or the time stipulated for performance of the work or services. In the context of a professional service agreement, a change order is referred to as a "supplemental agreement."

II. PURPOSE

A change order is a means by which the Authority and the contractor or professional may agree in writing to make changes in the required construction work or professional services as originally set forth in the agreement, including (1) changes(s) in scope of work, (2) increases(s) or decrease(s) in the amount of compensation to be paid the contractor or professional, or (3) increases(s) or decreases(s) in the time for execution or completion of the construction work or professional services.

III. APPROVAL AND AUTHORIZATION

1.	In order to expedite change orders, authority to authorize and execute change orders is
	hereby delegated to the following Authority officials or governing board within the limit
	indicated:

Senior Vice President Engineering	≥≤\$75,000 and/or	_>-30-≤ 60 calendar days,
President, CEO	≥≤\$ 125,000 <u>150,000</u> and/or	> 60 ≤ 90 calenda

- 2. Any change order that <u>individually or, cumulatively when considering all change orders</u> to a <u>construction of professional service agreement, causes exceeds 15% of the total</u> compensation to the <u>contractor or professional to exceed 115% of the amount</u> specified in the original agreement, regardless of dollar amount, shall be subject to approval by the governing board of the Authority.
- 3. No work shall be performed without written authorization in the form of a field directive or change order unless an emergency exists. No payment requests for work done as the result of any such change order will be processed until the change order has been approved.

IV. FIELD DIRECTIVE/SUPPLEMENTAL DIRECTIVE

- 1. A "field directive" (or in the case of a professional service agreement, a "supplemental directive") shall be used a-as a means for the Authority to issue a written directive to a contractor or professional, specifying an addition, deletion or change in the required work, cost or time for performance as set forth in the construction or professional service agreement. Field directives shall generally be used in situations in the field where an emergency exists; or where the normal flow of project work would otherwise be interrupted to the extent that it would cause delay and/or additional cost; or where the final cost of the proposed change is not then ascertainable.
- 2. A field directive shall set forth to the extent practicable, the scope, extent, and nature of the intended change(s) in the work such that a clear statement of understanding shall exist between the Authority and contractor or professional as to: (1) the practical effect of the field directive, and (2) the basis that will be used in determining the resulting changes that will be made to the (a) scope of work, (b) cost, or (c) time for performance. While a field directive shall not establish, approve, or authorize a final resultant change in (1) scope of work, (2) cost, or (3) time of performance, it shall, in a manner agreeable to both the Authority and the contractor or professional, establish the basis for subsequently incorporating such change(s) into a formal change order within 60 days after the additional, deleted, or revised work has been completed.
- 3. A field directive shall be a binding commitment and statement of intent by the Authority upon which a mutual agreement may be reached to authorize the contractor or professional to proceed with changes in the work while deferring the execution of a formal change order until after the change(s) in the work have been completed. At such time as a final determination can be made as to the actual changes in the (1) scope of work, (2) cost, or (3) time of performance under the agreement, which resulted from the change(s) in the work performed pursuant to a field directive, a change order covering such changed work shall be prepared, executed, and transmitted in accordance with authorization requirements set forth in Section II of this policy.

V. CONSTRUCTION/CONSULTANT CONTINGENCY BUDGET

Within the project budget approved by the Authority governing board, any funds not previously encumbered by the award of contracts shall be available for payment of approved change orders and any project related costs.

This Resolution No. $\frac{2015-152020-02}{2015-15}$ shall supersede Resolution No. $\frac{90-042015-15}{2015-15}$, which shall be deemed rescinded.

PASSED AND ADOPTED this 28th 25th day of September, 2015 January 2021.

SARASOTA MANATEE AIRPORT AUTHORITY

	Ву	
	,,	Doug Holder, Chairman
ATTEST:		
Carlos M. Reruff Secretary		

AGENDA ITEM NO. 8

SARASOTA MANATEE AIRPORT AUTHORITY JANUARY 25, 2021 MEETING STAFF NARRATIVE

REQUEST FOR APPROVAL: RFQ-01-2020-GTC, PROFESSIONAL ENGINEERING SERVICES TO DESIGN THE GROUND TRANSPORTATION CENTER

EXECUTIVE SUMMARY: Staff publicly noticed a Request for Qualifications ("RFQ") for Professional Services of a qualified firm capable of providing engineering design, permitting, bidding, and construction phase services to reconfigure and expand the Ground Transportation Center. Three (3) firms were deemed by staff to be the most qualified firms and will present to the Authority's Board.

NARRATIVE: The Sarasota Manatee Airport Authority (SMAA), henceforth referred to as "Authority", is seeking professional consulting services to provide design services for the reconfiguration and expansion of the existing ground transportation center at the west end of the Terminal Baggage Wing. The existing ground transportation center was developed to accommodate taxi pickup, and needs to be modified to accommodate taxis, transportation network companies (TNCs), hotel shuttles, and limos. The old DMA will be razed, and the ground transportation center will expand into the former DMA area. The ground transportation center will include covered pickup lanes, protected pedestrian walkways, lighting, driver's lounge with restrooms, security, and technology for access and control.

The selection of the professional firm shall be based upon qualifications; specifically the firm's experience on similar type projects, team experience and organization, clear articulation of the project scope, and other factors unique to each firm. The top three (3) proposing firms were short-listed by staff, and are required to make a public presentation to the Authority's Board on January 25, 2021, at which time the Board will rank the firms. Authority staff will then be responsible to negotiate a contract for said services within the project budget.

The Authority shall have the right to review, comment upon and approve respective project components, decisions and documentation with respect to the contract including, without limitation, all schematic designs, plans and specifications and any other material amendments to the project.

Staff has submitted a grant application to FDOT to fund 50-percent of the construction costs.

In response to the publicly noticed Request for Qualifications RFQ-01-2020-GTC issued in October 2020, six (6) firms submitted responses. The following three (3) firms have been shortlisted for presentation:

AVCON, Inc 8270 Woodland Center Boulevard, Suite 162 Tampa, Florida 33614

AECOM 7650 W. Courtney Campbell Causeway Tampa, Florida 33607-1462

Mead & Hunt 2203 North Lois Avenue, Suite 225 Tampa, Florida 33607 Each firm has 10 minutes to complete their presentation.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority rank the three qualified firms. Staff also requests authorization to prepare all documents necessary to implement this action. Staff will negotiate scope and fees and will present to the Board for approval at the next Board Meeting.

ATTACHMENTS: Short-list Firm Submittals

Kent D. Bontrager, P.E. Senior Vice President, Engineering, Planning & Facilities Sarasota Manatee Airport Authority 6000 Airport Circle Sarasota, FL 34243



Subject: Request for Qualifications for Professional Architecture/Engineering Services for Ground Transportation Center Project

Dear Mr. Bontrager,

Convenience – one of the primary factors a traveler uses to judge their experience at an airport. The convenience of arrival and departure, whether landside or airside, is a critical element of that experience. The Sarasota Manatee Airport Authority (SMAA) has taken pride in making sure this experience is exceptional for their customers. A crucial step in further improving the customer's experience will be accomplished by developing the Ground Transportation Center (GTC). The GTC will provide customers convenient and timely access to surface transportation. This is important to customers who may have already had a long journey or are limited on time until boarding. This will be a memorable component of the convenience of flying through Sarasota Bradenton International Airport (SRQ). Utilizing the Mead & Hunt team that prides itself on these same values of providing exceptional customer service is key to this project's success.

Mead & Hunt has structured a team that has the national experience as well as the local knowledge and work history to guide you through this project. Team members have provided services for successful projects for SRQ as well as across Florida. An additional benefit of our team structure is the opportunity for Mead & Hunt to continue its legacy of providing meaningful roles and participation to disadvantaged business enterprise (DBE) firms as reflected in our proposal. With hundreds of professionals who specialize in the various aspects of aviation and transportation, including planning, engineering, architecture, environmental planning, and transit, you can count on Mead & Hunt to provide you with a team that will work closely with you to get the job done right.

Mead & Hunt is confident our team will deliver. This confidence is reflected in our proposal and summarized below:

- Experienced and Dedicated Project Manager Dave Schmidgall looks forward to delivering a project that exceeds expectations through his dedication to serving the needs of the Authority from project kickoff to project completion.
- Relevant Experience the Mead & Hunt team has completed projects similar in magnitude and scope to that of the advertised project.
- Best Practices the Mead & Hunt team brings innovative solutions through lessons learned and our approach to
 delivering projects on schedule and within budget with technological advances will deliver a project that meets SMAA's
 criteria for success.

The Mead & Hunt team looks forward to delivering this critical airport project.

Sincerely,

Mead & Hunt, Inc.

Dave Schmidgall, PE, Project Manager

813-210-8742

dave.schmidgall@meadhunt.com

Todd Knuckey, PE, Principal-In-Charge

813-210-8741

todd.knuckey@meadhunt.com





SIMILAR EXPERIENCE

About Mead & Hunt

Throughout more than 80 years of aviation consulting experience, regular and effective communication with our clients and state agency staff remain the key to successful project design and construction engineering. The details count. We gather field data and apply current design standards while maintaining quality control. The design experience of our engineers expedites modifications in the field to fit changing site conditions as they happen, while minimizing schedule impacts. Applying these principles has been the key to Mead & Hunt completing our referenced projects successfully.

Mead & Hunt brings a variety of experience to this project that will prove valuable in its successful execution. From helping airports in the early stages of roadway, parking lot, and curbside planning and development, to completing the full design of landside infrastructure our team fully understands the challenges that this project presents. Through our complex transit center projects for clients across the country we possess the skill sets and requisite experience to perform. Our team will bring new ideas for the GTC that have worked well at other transit centers and could greatly improve the efficiency of the curbside operations at SRQ.

We recognize the need to minimize the impact of construction activities on curbside operations. Mead & Hunt develops fast-track comprehensive phasing plans and construction schedules to decrease construction time at critical locations. The curbside experience is a critical part of the customers journey and assuring that it is a positive experience even during construction will be a major focus.

The Mead & Hunt team has been completing similar projects across the US for decades. We understand the challenges that come with this type of project and that maintaining infrastructure at SRQ is of utmost importance. Our team's unmatched experience applying these principles at other airports, in combination with team members experience at SRQ, will provide a tremendous advantage and make this the ideal team to provide your design services.

Section A highlights the experience of our team members, key personnel, Mead & Hunt projects and why they are important to our team completing a successful project for SMAA. This combination of previous experience and our understanding of SRQ establishes project delivery that achieves your goals on schedule and within budget. Detailed resumes of all key and support personnel are located in the Appendix.

Mead&Hunt

EMPLOYEE-OWNED ENGINEERING & ARCHITECTURAL FIRM

~900 EMPLOYEES

#13 */
IN AVIATION

TOP 500 DESIGN FIRM BY ENGINEERING NEWS RECORD

ONE THE BEST & PLACES TO WORK BY CE NEWS

\$159M REVENUES IN FY 2019



SWEETSPARKMAN ARCHITECTURE & INTERIORS

SIMILAR EXPERIENCE

Subconsultants

Sweet Sparkman Architecture and Interiors (SSA) is a firm specializing in community-oriented projects. SSA believes design excellence is achieved by carefully analyzing every parameter affecting the project, including financial, physical, social, and environmental factors. SSA is interested in projects, not measured by size, but by their relevance to the owner, community, and environment. Planning and design are collaborative, action-oriented processes that identify problems and create solutions to meet the client's goals. Each project is approached with this philosophy.

SSA's expertise in design along with total team commitment and a high level of client communication is the combination that provides exceptional results. SSA was awarded the Florida / Caribbean AIA 2018 Firm of the Year and has received international, national, state, and local awards for their public work.

Role: Architecture / County Permitting

SSA will lead the architectural design of both the new drivers lounge and canopies for the GTC. They will work closely with Mead & Hunt building engineers in development and design of these structures. SSA will also lead the challenging building permitting effort with Sarasota County. SSA's previous experience working at SRQ as well as permitting with the County will prove to be a valuable asset to the team.

EG Solutions, Inc. (EGS) is an aviation consulting firm based in Lakewood Ranch, Florida. Each member of senior management has over 40 years of engineering and aviation experience. The majority of this experience has been on Florida aviation projects.

EGS is recognized as being an industry leader on stormwater management consulting, design, constructing, and permitting for the transportation industry. EGS co-authored the current state rules for permitting of stormwater ponds on the airside of airports. EGS was also the technical manager and author of the FDOT Statewide Airport Stormwater Best Management Practices Manual and Technical Report for the Statewide Airport Stormwater Study. This program received the 2016 FAC J. Bryan Cooper Vision Award.

Role: Drainage / Stormwater Permitting



EGS has tremendous knowledge of the stormwater system at SRQ as they have completed the master drainage plan update for the entire airport. They will use this knowledge to guide Mead & Hunt engineers through their drainage design and directing water flow on the site. While no drainage permitting is anticipated, EGS will coordinate with the Southwest Florida Water Management District (SWFWMD) as necessary.



Tierra, Inc. is a full-service consulting geotechnical, environmental and

construction materials testing engineering firm. Tierra was established in 1992 as a geotechnical and materials testing firm with the intent of building upon the many years of combined experience of their founding principals. The organization is committed to providing quality, responsive service establishing a reputation for sound approaches and professional competence in a wide range of technically demanding areas. Tierra is certified as a Minority Business Enterprise (MBE) by the Florida Department of Management Services, Office of Supplier Diversity.

Tierra operates its own laboratory facilities in order to better meet the needs of clients. Their laboratories are certified by CMEC and qualified by the Florida Department of Transportation (FDOT) and have the latest laboratory testing equipment. Tierra's capabilities with respect to soils, concrete and asphalt have been approved by FDOT.

Role: Geotechnical Testing

Tierra will provide geotechnical testing to be utilized for the design of both the pavement sections and the structural design of the new drivers' lounge and canopies. They will also complete hazardous material testing on the existing building being removed so that appropriate provisions can be made in the demolition plans. Tierra's previous experience working at SRQ including the adjacent project area adds value.



Hyatt Survey Services, Inc. is a full-service certified DBE with the State of Florida Department of Transportation surveying and

mapping company with a professional staff combining over 60 years of extensive experience in a variety of project areas. From boundary, topographic and right-of-way surveying to intricate geodetic, construction and hydrographic/bathymetric surveying, Hyatt can fulfill all of your surveying requirements. In addition, Hyatt Survey Services is a certified W/MBE with the State of Florida.

Hyatt's Florida headquarters located in Manatee County, offers convenient access to a broad geographic area. They have provided professional surveying services throughout the State of Florida for more than 18 years for municipal, commercial, and private sector clientele.

Hyatt is one of the best-equipped and most experienced surveying and mapping groups within Florida. Their expertise, together with their ability to perform your required surveying and mapping services from one source, offers you a very positive selection alternative.

Role: Topographic Survey and Utility Locating

Hyatt is very familiar with SRQ having completed surveys all across the airport including the new Jet Blast Deflector project, which recently completed design. This gives them a strong familiarity with the project site and will save time and potentially costs when completing the survey for the GTC. Locating underground utilities for this project will be critical and Hyatt has the experience and site familiarity to complete this effectively.

A SIMILAR EXPERIENCE

Key Personnel

Dave Schmidgall, PE Project Manager & Lead Engineer

With over 17 years of experience in aviation, Dave Schmidgall has worked on a variety of landside projects at airports across the Southeast. He understands what it takes to complete a successful landside project especially ones where improving the customer experience is a major focus. Dave also understands the importance of meeting project schedules and budgets and listening to the needs and wants of the owner.

- Orlando Int'l. Airport Commercial Lane Rehabilitation
- Orlando Int'l. Airport Long-Term Parking Lot Rehabilitation
- Atlanta Hartsfield Int'l. Airport Delta Airlines Employee Parking Lot Expansion
- Tampa Int'l. Airport Long-Term Parking Garage and Surface Lot Phases 1 and 2

Todd Knuckey, PE Principal-In-Charge & Quality Control

Todd Knuckey has 36 years of experience in planning, design,

construction management, and program management for multidiscipline aviation and transportation projects. Todd adds tremendous knowledge to the team and his extensive experience on landside projects will be invaluable in the overall management and quality of our team's design.

- Nashville Int'l. Airport, Long-Term Parking Garage Final Design and Construction Phase Services
- New Orleans Int'l Airport Terminal Development Program
- DFW Int'l Airport Parking Facilities
- Midway Int'l. Airport Employee Parking Lot Expansion

Todd Sweet, AIA, LEED AP Architecture & County Permitting

Todd Sweet has been SSA's point of contact with SMAA since 2017. Todd will lead the design of the new drivers lounge and canopies.



- Sarasota Bradenton Int'l. Airport Boardroom, Police Department, & Valet
- Sarasota Bradenton Int'l. Airport, Airport Rescue & Fire Fighting Building (ARFF)
- Sarasota Bradenton Int'l. Airport Third Floor Administration Renovation, Observation Deck, & Glass Block Curbside Ceiling

Paul Silberman, PE, PTOE Transit / Traffic Operations

Paul Silberman has 22 years of experience in multimodal transportation planning and engineering, delivering innovative solutions for aviation and



transportation clients around the country. Paul will work with the design team as they refine the layout of the new GTC.

- Metro Washington Airport Authority Airport Access & Toll Road On-Call Programming & Planning
- Baltimore-Washington Int'l. Airport Landside Planning
- Maryland DOT Langley Transit Center Station Planning & Design

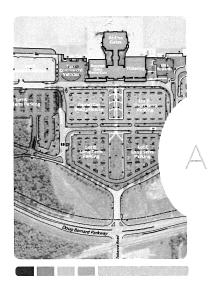
Mark Sorenson, NCARB Terminal Area Planning

Mark Sorenson is an aviation terminal planner with 20 years experience in facility programming and planning. Mark works with clients to understand their



operations while incorporating their short and long term goals into the plan. Mark will work with Paul and the design team to assure the new GTC layout incorporates current needs and short and long term goals of the SRQ master plan.

- Charleston Int. Airport Parking Master Plan
- Augusta Regional Airport Landside Access & Vehicle Parking Study
- Roanoke-Blacksburg Reg'l. Airport Parking Master Plan



FEATURES

- START: 2016
- COMPLETION: 2017

RELEVANT KEY CONCEPTS

- Landside configurations and alternative access routes
- Studied future traffic of taxis, shuttles, and TNCs
- Incorporated public bus system into evaluation and planning

SIMILAR EXPERIENCE

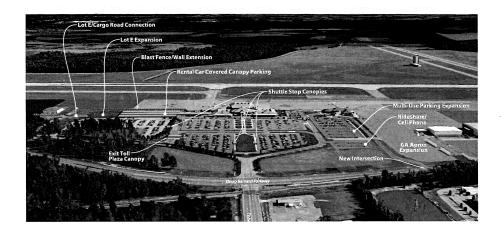
Relevant Projects

Landside Access & Vehicle Parking Study

Mead & Hunt was hired by the Augusta Regional Airport with a follow-up study to the Master Plan Update focusing on landside access and vehicle parking. The Airport collected a Customer Facility Charge (CFC) for a number of years and planned to construct a consolidated maintenance, wash and fueling facility for its rental car



operators. A siting analysis for the facility was conducted as part of the study as well as consideration of future parking demand and associated parking space requirements. Ultimately, the study recommended a preferred landside configuration and access plan that accommodates rental car and public parking, but is also flexible to allow for future development to accommodate taxis, shuttles and transportation network companies.



Tim Weegar, Operations Manager 706-798-3236 tweegar@augustaga.gov

Terminal Renovation & Improvement Program (TRIP)

Mead & Hunt served as the Program Manager for this \$200 million

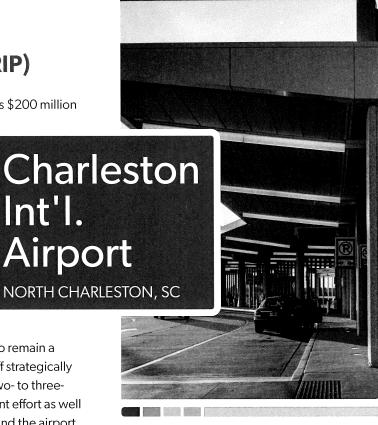
TRIP to update and improve the outdated 1985 airport facilities. CHS' unexpected growth as a business and tourist destination fueled the project's development. Between 2000 and 2016, passenger growth skyrocketed 121 percent – from 1.6 million to 3.7 million.

Mead & Hunt acted as a representative of both CHS and the Charleston County Airport Authority (CCAA) to manage and coordinate with the design team, contractors,

tenants, airlines and stakeholders. As CHS needed to remain a fully-functioning airport during construction, our staff strategically scheduled power/operational outage windows in two- to three-hour blocks. This required both a strong management effort as well as the cooperation of CCAA, the construction staff, and the airport personnel.

Our team maintained continuous communication with the public using the TRIP website, news media, and various social media accounts. The website includes photo and video galleries, progress reports, and milestone announcements. The CCAA created new YouTube and Instagram accounts for the program, and the CCAA's and CHS' existing Facebook and Twitter accounts were refocused to include news and updates to reach a larger public audience. Press and media events are held to highlight major milestones, to tap into the power of positive publicity. Tours of the Central Energy Plant are held for STEM students to further the community's involvement.

The total value of economic activity from CHS, including Joint Base Charleston, the Boeing Aircraft assembly plant, the Mercedes-Benz plant, and the future Volvo plant, are directly affected by TRIP. Because of this project, the number of employees at CHS has increased to 1,200. This includes employees of CCAA and FAA, airport food and retail vendors, airline, air cargo and auto rental companies, and various other stakeholders. The project's overall investment also generated about \$200 million for the local economy between 2013 and 2015.



FEATURES

- **START:** 2017
- COMPLETION: 2018

RELEVANT KEY CONCEPTS

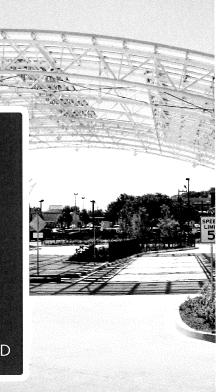
- Complex phasing to keep curbside activities operational
- Regular involvement with stakeholders during design and construction
- Full evaluation of curbside operations and consideration for future growth

Hernan E Peña Jr., Deputy Director 843-767-7000 hpena@chs-airport.com CONTACT

Langley Transit Center Station Planning & Design

The Takoma Langley Crossroads is located at the intersection of MD 193 and MD 650 on the Montgomery and Prince George's County lines. There are over a dozen bus routes that converge through this transit-dependent area with the highest transit ridership outside of a Metro station in the region. The proposed transit center would create an off-street bus depot improving connections between transit lines and pedestrian safety, as well as the future Purple Line. Mead & Hunt performed a detailed traffic and transit operations analysis of the proposed transit center situated in the northwest quadrant within an existing shopping center.





Analysis included:

- Collection of traffic, pedestrian and transit user data including boardings and alighting
- Alternatives development, preliminary and final design including platform location and sizing, station identification signs, bus bay layout, ingress and egress
- Traffic and transit impact analysis for modifications of intersection configuration, roadway access points, and bus circulation including bus operations and bus bay utilization, roadway capacity and level of service, signal timing, and queuing and upgraded traffic controls
- Pedestrian access improvements including crosswalks, signals and wider sidewalks
- Need for ancillary station access facilities such as Park and Ride,
 Kiss and Ride including parking impact analysis
- Mode to transit survey questionnaire for weekday and weekend periods
- Preparation of static and dynamic station area, wayfinding and real-time traveler information signing design
- Coordination with stakeholders including State Highway Administration (SHA), transit properties (Prince George's County The Bus, Washington Metropolitan Area Transit Authority Metrobus, Montgomery County Ride-On and University of Maryland)

FEATURES

- **START:** 2014
- COMPLETION: 2015

RELEVANT KEY CONCEPTS

- Extensive involvement with transit center operations and multiple transit modes at a single location
- Evaluation of alternatives based on collected data
- Forecasting for future trends in customer modes of travel

Pamela Burdell, PE Chief, Civil Engineering 410-767-3811 pburdell@mta.maryland.gov CONTACT

Airport Parking Master Plan

The Roanoke-Blacksburg Regional Airport (ROA) is a non-hub primary, commercial service airport serving the west central Virginia area

including the cities of Roanoke,
Salem, and Blacksburg. ROA has
identified vehicle circulation, vehicle
parking and rental car facilities
location and configuration, potential
value-added parking services to serve
airport customers, pedestrian safety
and convenience improvements,
airport wayfinding and directional
signage, as well as general overall
landside development as issues
that warrant further study. While
typical rule-of-thumb requirements
for vehicle parking are currently

met, the Airport has experienced parking challenges that impact usability, convenience, and revenue generation. ROA requested Mead & Hunt to assist with an assessment of the existing parking lot system at the airport and provided recommendations on any deficiencies identified during the course of the study.

The existing configuration of the long-term, short-term, overflow, rental car ready-return lot, and employee parking lots were evaluated for current and future operational efficiency and customer convenience. The lot configurations, access, capacity, lighting, and wayfinding signage were analyzed. Additionally, pedestrian facilities and mobility were assessed. This included an evaluation of revenue controls technology. Potential value-added, revenue-generating parking services were appraised for incorporating into airport facilities and operations. Peer airports were identified and surveyed to compare parking facilities and service offerings to determine if / where enhancements could be made at ROA.

The study ended up identifying multiple projects including:

- Main parking lot pavement rehabilitation
- Temporary cell phone lot construction
- New rental car facility and corresponding canopy extension
- Reconfiguration of employee lot to ready-return lot / relocate employee parking
- Reconfiguration of vehicle parking and staging areas
- Install secondary pavement walkways
- New signage and wayfinding



653

• START: 2016

completion: 2017

RELEVANT KEY CONCEPTS

- Evaluation of airport landside operations
- Full design of the noted identified projects
- New revenue control methods included in evaluation

Diana Lewis, Director of Planning and Engineering 540-362-1999

dianalewis@flyroa.com

CONTACT

Reconstruct **Passenger Terminal Building Parking Lot & Entrance Road**

Mead & Hunt provided the engineering design and construction administration services for this project. It involved



the design and phased reconstruction of the existing bituminous parking lot and entrance road for the newly expanded passenger terminal building. The passenger terminal building parking lot was in need of reconstruction and no longer adequately met the airport's capacity needs. As part of the project, the parking lot and entrance road were demolished and reconstructed using a phased approach to minimize impacts to the airport users. In addition to the parking improvements, a parking access and revenue control system (PARCS) was installed to help the airport capture more parking revenue as compared to the previous honor system that was in place. This project also incorporated wayfinding and traffic control signage, as well as new, high-efficient overhead LED parking lot lighting.

RELEVANT KEY CONCEPTS

- Pavement design
- Phasing & maintenance of wayfinding traffic road
- Revenue control options part of preliminary design

FEATURES

• **START:** 2010

• COMPLETION: 2011

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CONTACT

Charity Zich, CM, Airport Manager

PHONE: 715-839-6241 (O)

EMAIL: charity.zich@chippewavalleyairport.com

Expand Parking Lot & Relocate **Entrance Road**

Mead & Hunt provided the design, engineering

services and construction engineering services for the expansion of the parking lot and relocation of the entrance road at



Dane County Regional Airport. The new entrance road relocated inbound traffic to provide better circulation. Previously, the entrance to the Airport and its parking lots was confusing to Airport users. Mead & Hunt worked closely with many companies and agencies during the project. We coordinated with utility companies to relocate and mark telephone, water and power lines. We worked with the FAA to make sure the new road and parking lot were safe and complied with new security regulations as the Airport was also conducting its own construction work on the terminal at the same time. As a part of this project, Mead & Hunt also tore down obsolete buildings to make way for the new entrance road. The new entrance road and parking lot resulted in a more user-friendly entrance to the Airport with an additional 250 spaces.

RELEVANT KEY CONCEPTS

- Road reconfiguration
- Agency coordination
- Stormwater design

FEATURES

• START: 2011

• COMPLETION: 2012

CONTACT

Mike Kirchner, Director of Engineering

PHONE: 608-246-3393 (O) **EMAIL:** kirchner@msnairport.com

TEAM ORGANIZATION



Organizational Chart

Mead & Hunt has assembled a highly-qualified team led by Tampa-based Project Manager, Dave Schmidgall. All personnel will report to Dave, and he will be the single point-of-contact with SMAA. All staff are committed to providing a high level of service and will make all necessary time commitments to this project. Detailed resumes of each staff member are provided in the appendix.

PROJECT TEAM

Mead & Hunt MH

SS **Sweet Sparkman** HY Hyatt

EG **EG Solutions**

Tierra





PROJECT MANAGER Dave Schmidgall, PE MH



PRINCIPAL-IN-CHARGE/ **QUALITY CONTROL** Todd Knuckey, PE MH



Site Engineering



Concept Refinement



Building/Canopies

SITE & UTILITY DESIGN

- Edwin Scott, PE MIH

SITE ELECTRICAL

ROADWAY / TRAFFIC / SIGNAGE

Matt Johnson, PE MH

ACCESS CONTROL / TECHNOLOGY

TERMINAL AREA PLANNING

Mark Sorenson, NCARB MH Dustin Wolff, AICP MH

> TRANSIT / TRAFFIC **OPERATIONS**

Paul Silberman, PE, PTOE MI

ARCHITECTURE

Todd Sweet, AIA, LEED AP SS — Jenna Kiser, AIA, NCARB SS

BUILDING ELECTRICAL

— Keff Kurella, PE MH

STRUCTURAL

- Donny Matthews, PE, SE MH

MECHNICAL / PLUMBING

Scot Whitney, PE, LEED AP MH



SUPPORT SERVICES

TOPOGRAPHIC SURVEY & SUE Russell Hyatt, PSM HY

GEOTECH / HAZARDOUS MATERIALS TESTING

ESTIMATING / SCHEDULING / PHASING

LANDSCAPE ARCHITECTURE

STORMWATER / DRAINAGE

PERMITTING





APPROACH

The Mead & Hunt team will be managed by a highly experienced, qualified, and committed individual who will serve as the SMAA's single point of contact project manager: Dave Schmidgall, PE. Dave has more than 17 years in the consulting business and will coordinate all design and construction administration tasks, Dave has extensive experience in completing aviation projects with similar key components at commercial service airports including Orlando International Airport, Vero Beach Regional Airport, Gainesville Regional Airport, Augusta Regional Airport, and many other airports across Florida and the southeast. These projects included key design elements of roadways, parking lots, and critical landside transportation components. Our understanding of the project goals and project approach as defined below will consider all aspects from project kickoff to bid recommendation. We are confident our approach will facilitate a well-designed package ready for construction.

and supporting our Florida airport clients in maintaining their landside facilities to allow them to provide a high level of customer service is rewarding. Having a well thought out project plan, staying on schedule and within budget, and developing a design solution that meets

a new challenge

UNDERSTANDING OF PROJECT OBJECTIVES AND KEY ISSUES

To successfully execute the design of the New Ground Transportation Center (GTC) project at SRQ a complete understanding of the project objectives is crucial. The chosen consultant must understand not only the technical components of the design but also how to minimize impacts to terminal and curbside operations.

SMAA in coordination with the Florida Department of Transportation has prioritized the improvements of its GTC to provide an enhanced traveler experience for airport patrons connecting to various ground transportation options including taxis, limousines, shuttle buses, and transportation network companies (TNCs). The new design will allow for additional curbside space, vehicle queuing, separation of vehicle pickup areas, a covered customer waiting area and drivers' lounge, relocation of the Sarasota County Area Transit (SCAT) bus station away from the curbside operations, and other miscellaneous improvements.

A concept design has been completed for these improvements, and the design team will use these project objectives as the basis for developing an implementable design that meets the goals of SRQ. These project objectives will be addressed as follows:

Preliminary Design and Concept Refinement. Mead & Hunt will review
the initial concept for the GTC improvements, specifically evaluating
the ground transportation mode of access based on existing and future
passenger volumes, commercial vehicle volumes by type, average
dwell time, vehicle occupancy, existing and future passenger demand

Project Manager,Dave Schmidgall

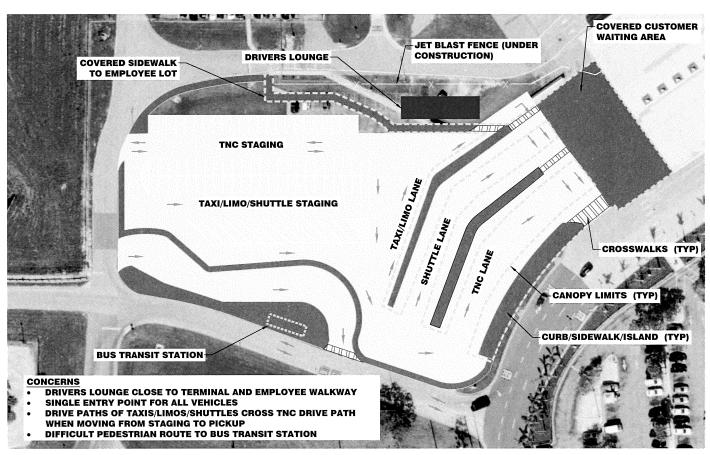
the needs of SMAA

and users is key to

project success."

shuttle/ public bus transportation schedules and available / required curb space/ bus bays. We will meet with SMAA to confirm the mode of access hierarchy for commercial vehicles and contact ground transportation operators to discuss operational or safety issues with the current configuration and proposed alternatives. We will review for each type of commercial vehicle the location of proposed ingress and

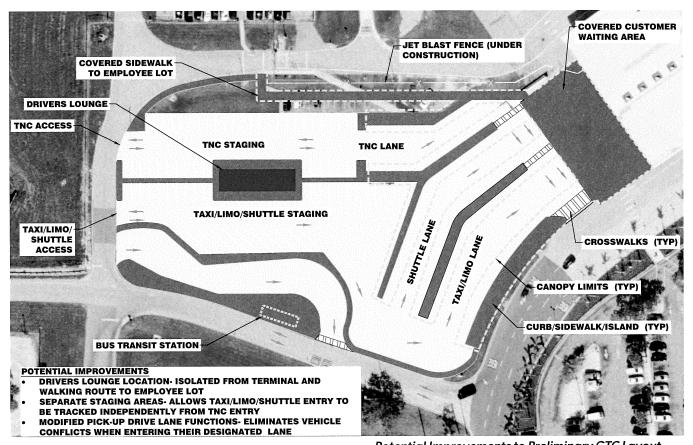
egress, curb/ bus bays, queuing and staging areas and pedestrian crosswalks to achieve minimum vehicle/ pedestrian and vehicle/ vehicle conflicts. Our team will develop an advanced 3D traffic simulation model of the future conditions to visualize curbside, pedestrian, and internal roadway circulation and queuing as we have done for clients across the country. The below layout shows the preliminary GTC layout defined in the RFQ with some of the potential concerns noted.



Preliminary GTC Layout

While this above layout does create an improved area for all modes of ground transportation to function, we do believe there are improvements that can be made to this layout. Based on the results of the aforementioned ground transportation analysis, we will revise this initial concept to accommodate revisions to curbside lengths, regulations, ingress/ egress, parking lot/ drive aisle configuration and pedestrian sidewalks/ crosswalks and related traffic controls. We have also developed initial potential modifications to the layout of GTC as noted in the exhibit on the

following page. These include access points to the staging lots, location of the driver's lounge, and traffic flow within the staging and pickup areas. We also believe there may be potential improvements to the location of the bus transit station that will provide safer pedestrian access to and from the terminal. These potential improvements are further elaborated on in their respective sections of the approach. These are simply potential improvements to the concept and can be further refined and developed during design.



pavement, trees, drainage structures and pipe, light poles, fencing, and most significantly an existing building. The Dan P. McClure Auditorium and adjacent office space will be demolished to accommodate vehicle staging. This building was constructed in the 1950s and may contain asbestos. Team member Tierra Inc. will test the building materials as required so that proper disposal methods can be specified for the contractor. It is critical to locate all existing above and below grade utilities in and around the project area to maintain utility services to the terminal. Hyatt Survey, who recently completed the survey and underground utility locates for

the let Blast Deflector project directly adjacent

site and will be able to reuse some of the data

obtained in the previous project providing a cost

to the project site will perform these services for this project. They already have familiarity of the

Building and Site Demolition. The new GTC

will require significant site construction. This

will include the removal of asphalt and concrete

 Paving, Grading, and Drainage. To accommodate the new site layout a significant amount of new pavement will be constructed

savings to SMAA.

Potential Improvements to Preliminary GTC Layout

although the net change in impervious area will be minimal due to the aforementioned pavement removal. We will closely evaluate the condition and grades of existing pavement, and look to salvage as much of the existing pavement as possible. New staging areas and drive lanes will be asphalt pavement and concrete will be incorporated as necessary in critical areas based on cost and functionality.

Team member EG Solutions who has been leading the drainage master plan at SRQ will provide guidance on drainage improvements to be included in the project. Due to the low net change in impervious material and provisions already included in the master drainage plan no stormwater treatment or permitting is anticipated. Existing drainage structures and pipes will be salvaged when possible, and new drainage inlets and pipes will be placed so that positive drainage can be maintained across the project site.

 Drivers' Lounge and Canopies. A major component of the site layout and design is the construction of a new drivers' lounge and canopies for customers waiting for and entering cabs, limos, shuttles, and TNCs. The drivers' lounge will serve as a location for drivers to have restrooms and a place to congregate independent from the pickup area. The concept design has the building located just west of the pedestrian waiting area. While this location is separated from vehicle traffic, it locates the lounge very close to where customers will be loading as well as in the path of employees who are walking to the employee parking lot. As part of our concept refinement, we will evaluate options for locating the drivers' lounge in the staging area and have vehicles park around the lounge. This will further isolate the main driver congregation point from customers and SMAA employees while opening up that area for the sidewalk and additional queue lanes. This also may present a cost savings opportunity as the existing utilities serving the demolished building could be reused near their current location. Local team member Sweet-Sparkman Architects (SSA) will lead the architectural design of the drivers lounge building as well as the covered pedestrian waiting area and canopies. SSA is very familiar with architectural themes at SRQ having worked on several previous airport projects. Canopy style will blend with existing airport styles, incorporating styles from the terminal building as well as the canopies located in the adjacent rental car parking area. Mead & Hunt building engineers will work closely with SSA to assure all structural and MEP components are properly and efficiently designed. Cost saving measures will be evaluated for the structural design of the canopies as our team has found that specifying pre-engineered canopy structures can save costs on both the design and construction side of the project. Canopies will be strategically placed so that there is adequate cover for customers waiting for and entering

- Bus Transit Operations. The location and functionality of the SCAT bus transit stop is also a key component of the project design. The goal of SMAA is to separate this transit stop from curbside operations while still providing safe pedestrian access from the terminal. Safe access from the transit stop to New College located across the street from SRQ will also be considered. While the concept design does accomplish these goals there may be alternatives that improve access and limit pedestrian/vehicle interface.
- Roadway Improvements and Wayfinding. The project will require new roadway and access drive design as part of the project scope.

- Cabs/shuttle bus/limo/TNCs entering the GTC for staging will now enter the queue area from Airport Auditorium Lane as opposed to directly from the Bradenton Connector. An issue identified with concept design is the single entrance point for all the transportation modes. Ideally a separate entrance for TNCs would be provided to allow independent monitoring of taxi/shuttle bus/limo vehicles as described further in the Vehicle Control and Technology section of this response. SCAT buses will also have a new entry and exit point for the GTC. Signage for the GTC will be critical for proper operation. Signage will be strategically placed so that all drive lanes are clearly labeled as well as all pickup, dropoff, and no parking/stopping areas. Signage will also be critical for the airport customers so that their journey from the terminal to their pickup vehicle follows a clear and defined path.
- Site Lighting and Security. Adequate site lighting and security for users will be a key component of design. Our team's electrical engineer will perform a photometric study of the area incorporating the proposed layout. New LED lights will be installed to see that all areas are adequately lit. Critical areas such as walkways and pedestrian waiting areas may require supplemental lighting for appropriate coverage. CCTV will also be designed to provide appropriate coverage of vehicle staging areas, walkways and the drivers' lounge.
- Vehicle Control and Technology. As with many airports, monitoring vehicle operations to capture revenue is a challenge at SRQ. The TNCs are now effectively monitored using a geofence system to capture their fees. This geofenced area will need to be modified to accommodate the new GTC layout. While this has been effective for TNCs, there is currently no effective system in place to monitor cab/shuttle bus/limo activity as they are able to enter the pickup area without any type of control or monitoring mechanism. To solve this challenge several options will be evaluated and presented to SMAA for use at the new GTC. This may include a radio-frequency identification (RFID) Vehicle Tag system that would allow a vehicle to be recorded when it enters the queuing area or pickup lane. There is also an option that would require drivers to swipe an access card to access the airport pickup area. Both options would likely have an access gate arm to control the vehicles entering the cab/shuttle bus/limo pickup area or pickup

lanes. The system could be further enhanced with the addition of a License Plate Recognition (LPR) system that would monitor the activity of all vehicles entering the queue lot or pick up drive lanes. The ultimate goal of these solutions is to record the vehicles, information when they enter the pickup area so appropriate pickup fees can be charged. There are advantages, disadvantages, and cost implications associated with these various options, which will be evaluated during design while always keeping cost versus performance as a critical metric. Our design will also provide CCTV coverage so the area can be monitored by SMAA security. Mead & Hunt's technology experts are well versed in implementing these design solutions at airports and transit centers around the country and will guide SMAA through the evaluation process.

- Phasing and Maintenance of Operations. Maintaining functionality of the existing cab, shuttle bus, limo, TNC, and transit bus operations during construction will be a critical part of the project. This will be especially critical when constructing the covered pedestrian waiting areas. This canopy will need to be constructed in at least two phases so that there is adequate room for customers to exit the building and still access their ride pickup. Depending on the time of year and traffic volumes there could also be the opportunity to temporarily move pickup operations to the southern portion of the main passenger curbside. While this would create a more significant disruption to traffic patterns, it would isolate the construction area and create a safer working area that would have less interface with customers. Regardless of the phasing scheme, it is anticipated that the demolition of the existing building and construction of the new bus transit center will be completed first, which will allow the existing transit bus curbside area to be available for the construction of the new GTC drive and pickup lanes.
- Permitting and Agency Coordination. Permitting with Sarasota County will be a critical component of this project as SMAA has had challenges with permits being obtained in a timely manner on recent projects. To assist with this, team member SSA will lead the building permitting effort. They have extensive experience permitting with the County, and with a downtown Sarasota office, they will be able to quickly respond and address comments as necessary. They are familiar with all County building and permitting requirements and will work closely with Mead & Hunt building and site

engineers so that all documents are designed and have the necessary information to obtain a permit in a timely manner.

PROJECT PLANNING, PHASING, AND COORDINATION / MANAGEMENT OF PROJECT

Mead & Hunt starts every project with a well thought out plan and understands that implementation of this plan is critical to project success. Understanding the importance of meeting deadlines, maintaining project budget, and understanding the needs of SMAA and project stakeholders will all be a focus of design from start to finish. Dave will develop a tailored project management plan for this project that will include the schematic design phase (field investigation and 30 percent submittal), design development phase (60 percent design package), and construction document phase (95 percent and 100 percent / bid document submittals). These submittals will all include updated schedules and opinions of probable cost. We will also assist the Airport in obtaining bids and in awarding and preparing contracts for construction.

- Construction Administration Phase and Closeout. The Mead & Hunt design team is prepared to assist SMAA through construction and project closeout. Construction administration services including conducting and attending a preconstruction meeting, periodic site visits and inspections, shop drawing review, requests for information (RFI) review and response and review of contractor invoices will be provided. All closeout services for SMAA including a final inspection and review of the contractor's final pay application shall be included as well.
- Project Schedule / Timeline for Deliverables. The above described submittals will be coordinated with a schedule that meets the goals of SMAA. With the understanding that design will proceed upon a notice to proceed in the Spring of 2021 (exact date depending on board meeting award) a detailed design schedule will be developed prior to starting work. While construction funding is not anticipated to be available until 2023 based on recent direction from FDOT, a schedule will still be established and followed so that design is completed in 2021. This will allow SMAA to have a bid ready and a permitted project available to be advertised should funding become available in 2022.





PHONE INTERVIEW

The Mead & Hunt members that will participate in the interview are:

- Dave Schmidgall Project Manager 813-210-8742
- Todd Knuckey Principal-In-Charge / Quality Control 813-210-8741

Our design and construction services include:

- Pavement design
- Pavement construction
- Pavement maintenance plans
- Pavement alternative studies
- Terminal area planning
- Traffic studies
- Structural design
- Electrical design
- Utility design and relocation
- Curbside operations
- Site development
- Roadway design
- Life-cycle costing
- Cost-benefit studies
- Pavement condition index (PCI) studies
- Value engineering
- Resident engineering services
- Pavement mix design and material approval
- Pavement section material testing

- Bid administration
- DBE programming

Dave Schmidgall will be your project manager, lead designer and main point-of-contact. Dave is an expert in aviation design and construction management, and he will use his 17 years of experience to lead his team to successful project completion and a satisfied client. He utilizes a variety of project management techniques to stay organized and communicate with the Airport and stakeholders. He tailors these techniques to the needs of the specific program, which can vary in size, complexity and airport staff involvement. Employing the latest technologies and software, Dave uses web-based communication tools to provide easy yet secure access, keeping everyone informed and to keep information current and well-documented. Communication is key to successful project management, and Dave keeps his clients in the loop from start to finish.

At the onset of the project, Dave will meet with the SMAA and key stakeholders to define your criteria and goals for project success. The early consensus building effort of defining these goals and the regular review of them during the project promotes positive project delivery.

In addition, our designated project team members have meaningful experience in similar projects. This experience is critical to project delivery.







DEMONSTRATED ABILITY TO MEET THE DBE GOAL

Mead & Hunt is highly involved in working with DBE and Small Business Administrations (SBA), and we have taken steps to bring very qualified firms to our team. We value our relationships with DBE firms and work diligently to foster these collaborations. We were recently recognized for this effort in Oregon by the Port of Portland for completing their Small Business Development Mentor-Protégé Program, which paired a small business with an established firm. For over three years, our staff served as a mentor to a small business protégé, meeting monthly to review financials, projects and practices.

We also take the opportunity to team with DBE firms for projects of all sizes and types that allows us to mentor throughout the project process, and at the same time, be supported by the work efforts of the DBE firm. For example, we recently completed a large and challenging Environmental Assessment for an RSA project for the Cuyahoga County Airport in Ohio. We teamed with a local DBE firm that specializes in environmental and engineering services to provide on-site environmental analysis. We successfully completed the project in 2017 and continue to mentor the DBE firm inside and outside of specific projects.

We have two certified DBE firms on our team, EG Solutions and Hyatt Survey, and are committed to meeting the 5 percent goal for this project. In addition to these two firms, we also have Tierra, Inc. on our team. Should the projects DBE goal include M/WBE firms as anticipated, Tierra is certified as a Minority Business Enterprise (MBE) by the Florida Department of Management Services, Office of Supplier Diversity, and their portion of work will go towards the goal. Tierra's portion of the work will consist of approximately 4 percent of the contract value.

- EG Solutions is responsible for the drainage and stormwater design/ coordination necessary for project design.
- Hyatt Survey is to be responsible for the topographic survey and underground utility locating services necessary for project design.







DBE Utilization

Team Member	DBE Percentage
EG Solutions	5%
Hyatt Survey	3%
TOTAL	8%

OTHER FACTORS

Quality Assurance / Quality Control

The Mead & Hunt team will establish a project specific quality control plan prior to start of the project. This project will be administered by Principal-in-Charge Todd Knuckey. Todd will make sure that this plan is implemented and built into the project schedule. This page highlights features of our typical QA / QC Plan.

Compliance

A project's QA/QC Program defines processes, resources and quality specifications to verify that project deliverables comply with professional standards – as well as SMAA and FAA requirements, including meeting desired project needs and expectations. We have developed and continue to upgrade and implement systems and procedures that provide both our new and repeat clients with a quality project and outcome.

Process

- Roles and Responsibilities. Establish roles and responsibilities for QA / QC activities, tasks, schedules, procedures, coordination between disciplines, control of processes, successfully resolving questions and issues, and other relevant items.
- Design Log. Designers are required to populate and complete a "design log" that describes what calculations were conducted as the basis of design, what decisions were made and what regulations/procedures were followed. These logs assist the PM and QC lead in their review of the design, as well as inform the entire design team of progress.
- Team Members. Design calculations, measurements, estimates and review of the basis of the design are conducted by at least two team members to verify accuracy of design.
- Third Party Review. A team member independent of the design team conducts a complete quality control review, identifies and documents project conformance to the technical specifications and client requirements or needs. A meeting is conducted to discuss the review comments and provide recommendations for improvement of project deliverables.
- Quality Assurance Review. The quality manager evaluates completed work against project quality parameters and project objectives, offering recommendations for improvement.

Documentation

Design logs, design review checklists, redlines and project meeting notes all become part of the design package resources providing evidence that the process was followed in accordance with the QA/QC plan. The Project Manager and Quality Manager are responsible for reviewing that these items are completed and documented properly.

The QA/QC plan for your project will implement two levels of quality review. They are:

- Level I Review involves the most fundamental QA/QC process (checks done within the project team – often referred to as the "buddy system").
- Level II Review consists of independent reviewers not directly involved in the project design and is additional to Level I.

Budget

Mead & Hunt has historically kept projects within 5 percent of the initial budget, with most projects completed below the initial budget. Our team will provide an accurate and up-to-date financial accounting for your project's duration. Our interests are your interests. Our integrity, reputation, and the trust of our clients is paramount to our firm's long-term success. We have been in business for more than 100 years and attribute this longevity to our ethical and straightforward business practices.

Throughout any project, many decisions are made with regard to the project's scope, quality, and outcome. Our management team will provide you with sound consulting advice, allowing you to make informed decisions and realize a successful project completion

Implementation of our quality control plan is key to success on any project. This process will be implemented from the kickoff until construction is complete. Our number one goal is to provide an unmatched level of customer satisfaction and that starts with providing a quality product. Following the Mead & Hunt quality control plan sees that this happens, and the project is delivered on time and within budget.

APPENDIX

Key Resumes



EDUCATION

- MBA, Florida International University
- BS, Civil Engineering, Georgia Institute of Technology

REGISTRATIONS

 Professional Engineer – Florida and Georgia

MEMBERSHIPS

- American Association of Airport Executives (AAAE) Southeast Chapter
- Florida Airports Council Information

PROJECT RESPONSIBILITIES

- Primary Point of Contact with SMAA
- Management of budget, schedule, and all teams members including team member firms
- Work closely with design team on technical components of project design including site layout, demolition, paving, construction safety, and phasing

David Schmidgall, PE

Project Manager / Lead Engineer

Dave Schmidgall has over 17 years of experience working in the aviation industry and has been in Florida throughout his entire career. He has worked extensively at airports across the state and the southeastern US and managed landside improvement projects for both commercial service and general aviation airports. These projects have included project planning and cost estimating, scheduling, pavement analysis and design, grant application assistance, agency coordination, and other miscellaneous tasks to assist the airport from project start to completion. Since Dave has been in Florida his entire career, he has a strong understanding of the Florida market, working conditions, and the expectations of Florida airports. He will bring his depth of experience and design expertise to the project team in the project manager role. He can manage the project and coordinate all aspects of the project with SMAA, while also leading project design tasks. His experience as a project manager on similar projects and his understanding of the detailed elements that are critical to the success of this project make Dave the ideal candidate to be your project manager.

RELATED PROJECTS

South Park Place Sealcoating, Orlando International Airport – Orlando, Florida

Project consisted of the sealcoating of the long term remote parking lot to prolong the life of the existing pavement. Work included pavement inspection, striping plans, and detailed phasing plans to minimize the parking lot closures. Dave was the project manager for this project; construction cost was estimated to be \$300,000.

Commercial Lane Rehabilitation, Orlando International Airport – Orlando, Florida

Project included the replacement of concrete slabs at the commercial vehicle lane entrance and exit lanes. The detailed pavement inspection

was completed and plans for the replacement of slabs and the routing and sealing of cracks. Dave was the project manager for this project; construction cost was estimated to be \$250,000.

Delta Airlines Employee Parking Expansion, Hartsfield Jackson Atlanta International Airport – Atlanta, Georgia

Project included the expansion of the Delta Airlines employee parking lot. To do this, newly-purchased property was converted into employee non-Secure Identification Display Area (SIDA) parking and connected to the existing Delta parking lot. The scope of work included survey, clearing and demolition plans, design/modification of the parking lot and connector drives, bus shelters, security checkpoints, fencing, gate, restriping, phasing plans, permitting, bidding, and construction administration. Dave was the project manager for this project; construction cost was estimated to be \$2.5 million.

Economy Parking Garage and Roadway Improvements Tampa International Airport – Tampa, Florida

Project consisted of a new parking garage (connected to existing parking garage), surface lot parking modifications, roadway improvements, modifications to existing revenue control systems, and all associated site work. Included parking and roadway layout, pavement design, grading, drainage, and utility design as well as cost estimating and overall project document preparation. Dave was the lead civil engineer for this project whose construction cost was estimated to be \$30 million.

Remote Parking Garage, Tampa International Airport – Tampa, Florida

Project consisted of a new long term parking garage, overflow parking lot, cell phone lot, revenue control systems and all associated site work. Included parking and roadway layout, pavement design, grading, drainage, and utility design as well as cost estimating and overall project document preparation. Dave was the lead civil engineer for this project whose construction cost was estimated to be \$25 million.

New Terminal Building, Bartow Municipal Airport – Polk County, Florida

This project consisted of a new terminal building, aircraft parking apron, vehicle parking lot, roadway system, and all associated site work for which Dave was the lead civil engineer. Project responsibilities included layout and design of new terminal ramp, parking lot, and access road system including drainage design and permitting, utility service, pavement design, cost estimating, and construction coordination. Dave was involved on this project whose construction cost was estimated to be \$6 million.

New Airport Maintenance Facility, St. Pete, Clearwater Airport – Clearwater, Florida

Dave was the project manager for this project which included building a 6,000 square foot maintenance facility for the airport maintenance staff and their equipment. The facility added a shop along with an office space. The project also included site work, storm water design, new access roads and security gates, paving, lighting, and permitting. Dave was responsible for this project whose construction cost was estimated to be \$1.5 million.



EDUCATION

- MS, Civil Engineering, University of Tennessee
- BS, Civil Engineering, University of Tennessee

REGISTRATIONS/ CERTIFICATIONS

 Professional Engineer – Florida, Georgia, Illinois, Tennessee, Kentucky, Michigan, Iowa, Ohio and Texas

MEMBERSHIPS

- American Association of Airport Executives
- Airport Consultants Council (ACC)
- National Society of Professional Engineers
- Florida Airports Council

PROJECT RESPONSIBILITIES

- Assist with construction safety and phasing as well as construction schedule and cost estimate
- Perform technical review of all deliverables
- Monitor the projects progress and that SMAA is satisfied with the level of service and quality of work being provided
- Assure resources are available to successfully deliver the project

Todd Knuckey, PE

Principal-In-Charge / Quality Control

Todd Knuckey has more than 35 years of experience providing planning, design, construction management, and program management services for multi discipline aviation projects. He has served as principal-in-charge and project manager for projects at airports throughout the United States, including Nashville, New Orleans, Knoxville, Atlanta, Tampa and Orlando. Projects have included terminal facilities, surface parking and structures, roadways, runways, taxiways and aprons. This depth and breadth of experience provides him the insight needed to perform as principal-in-charge for this contract. Todd will work closely with Dave on project planning and design as well as project schedule and budget. He will also provide quality control reviews on all submittals to assure they are to a level that exceeds SMAA expectations.

RELATED PROJECTS

Landside Planning and Design, Nashville International Airport – Nashville, Tennessee

Todd served as project principal and quality control manager for planning and design services related to landside improvements as part of BNA's Vision Program. Landside improvements total to \$195 Million. Projects include:

- Long Term Parking Garage planning and design services for a 2,200 space six level parking structure with a Ground Transportation Center (GTC) on lowest level. The GTC accommodates Public Transit/TNC/Taxis/ Shuttles/Limos.
- Terminal Area Roadway Improvements (TARI) planning and preliminary design services for surface parking and relocated terminal circulation roadway.

Long Term Development Program, New Orleans Louis Armstrong International Airport (MSY) – New Orleans, Louisiana

Todd served as managing principal for the joint venture delivering the design for the new terminal program. His position provided general oversight to the design team, inclusive of budget and schedule management, quality control practices and client interaction. The \$993 Million program was delivered within a constrained budget and schedule. The program delivered a new terminal facility with 35 initial gates, apron to support the terminal, roadway improvements for access and circulation including dedicated locations for Public Transit/TNC/Taxis/Shuttles/Limos, and on-site parking facilities including two structures and surface parking.



EDUCATION

- MS, Civil Engineering, University of Maryland
- BS, Civil Engineering, University of Maryland

REGISTRATIONS

- Licensed Professional Engineer – Maryland, Colorado, Virginia, and North Carolina
- Licensed Professional Traffic Operations Engineer (PTOE)

MEMBERSHIPS

• Institute of Transportation (ITE)

PROJECT RESPONSIBILITIES

- Meet with SMAA and stakeholders in early stages of project to establish goals of GTC
- Perform additional preliminary analysis to determine if staging and access lanes meet current and future demand
- Assist with planning portion of the project and concept refinement

Paul Silberman, PE, PTOE

Transit / Traffic Operations

Paul Silberman has 22 years of experience in multi-modal transportation planning and engineering, delivering innovative solutions for growth management, adequate public facilities, transportation investment and strategic transportation plans. Paul has managed over a dozen strategic transportation plans of varying inscale from statewide, regional, and corridors to business districts, and airports and presented findings to elected officials, planning commissions and business groups. Paul's expertise includes multi-modal systems planning, intermodal connectivity, transit system and station planning, commuter parking, curbside management, transportation system management, travel forecasting and modeling, and stakeholder coordination and public outreach.

RELATED PROJECTS

Metropolitan Washington Airport Authority, Airport Access and Toll Road On-Call Programming and Planning / Silver Line Phase II Extension, Washington Dulles International Airport – Dulles, Virginia

Paul's tasks include traffic forecasting, traffic data collection, traffic modeling and simulation, traffic safety analysis and ITS / traveler information. Tasks included:

- Traffic Safety Program support: Reviewed and developed a crash database and collision diagrams for 14 miles of highway and 10 interchanges.
- Spot Safety and Congestion Management: Evaluated existing and proposed traffic operations at selected safety hot spots and developed geometric and traffic control improvement alternatives, concept plan designs including plan, profile and typical sections, as well as construction cost estimates. Concepts included auxiliary lane extensions, slip ramp improvements, signing and marking enhancements, and spot mainline widening.
- Silver Line Station Planning and Engineering: Paul was responsible for traffic data collection, development of traffic forecasts for station peak hour traffic, signal warrants studies for new traffic signals at the site access point, pedestrian access needs evaluation, parking

operations analysis, and roadway / intersection improvement needs. Inventoried traveler information signage and developed conceptual signing design for signage upgrades.

Baltimore-Washington International (BWI) Airport Landside Planning, Maryland Aviation Administration – Linthicum, Maryland

Paul was responsible for multi-modal curbside usage / traffic data collection, traffic analysis of access roadway improvements, and traffic engineering design for new traffic signals and highway signage.

Silver Line Metrorail Phase II Extension to Washington Dulles International Airport Station Planning and Design, Metropolitan Washington Airport Authority / Washington Metropolitan Area Transit Authority – Annapolis, Maryland

Paul was responsible for traffic data collection, development of traffic forecasts for station peak hour traffic, signal warrants studies for new traffic signals at the site access point, pedestrian access needs evaluation, parking operations analysis, and roadway / intersection improvement needs.

Baltimore-Washington International (BWI) Airport / Arundel Mills Activity Center Analysis, Baltimore Metropolitan Council – Anne Arundel County, Maryland

Paul was responsible for research of existing transportation usage data for the airport and shopping mall to support improved regional modeling and TSM / TDM programming. He compiled existing transportation, demographic and employment data for BWI Airport and Arundel Mills Mall including traffic counts, transit ridership, parking supply and utilization, hotel rooms / utilization / stay lengths, rental car trips,

enplanements, mode of access, employee travel shed, and conducted a detailed weekend and weekday parking survey for Arundel Mills Mall to document existing customer origins and retail shed. He refined the travel demand model based on updated distribution data, updated forecasts and developed a tutorial for activity center modeling techniques.

Langley Transit Center, Maryland DOT Maryland Transit Authority – Montgomery County, Maryland

Paul was involved in the planning and design for this bus depot and rail station including the platform location and sizing, station identification signs, bus bay locations and design, ingress and egress. He was responsible for development, administration and reduction of 500 postcard surveys to evaluate mode of access to transit for weekday and weekend periods, as well as boarding and alighting counts, parking impact analysis, bus operations and bus bay utilization analysis and coordination with transit operators including Ride On, Metrobus, University of Maryland and The Bus.

Curbside Management Plan, District Department of Transportation (DDOT) – Washington, DC

Paul was responsible for data compilation and spatial analysis of DC parking policies including location and utilization of residential parking permit zones, commercial loading zones, metered parking, mobility services, and demographics such as household auto ownership, licensed drivers and zoning (commercial, employment densities, major venues).



EDUCATION

- M Arch, University of Wisconsin – Milwaukee
- BA, Art Education, Carroll College

REGISTRATIONS

- Professional Architect Illinois
- Certified NCARB

PROJECT RESPONSIBILITIES

- Review Airport Master Plan and verify short and long term needs of SRQ
- Study curbside operations particularly as they relate to existing and future terminal plans
- Assist in the planning portion of the project and work with team to refine concept

Mark Sorenson, NCARB

Terminal Area Planning

Mark Sorenson is an aviation terminal planner with 22 years of experience in facility programming and planning, specific site and master planning. Mark has worked as a principal, project manager and consultant on a range of projects from small to large transportation hub passenger terminals and airports. His capabilities include airport landside facility programming, analysis, master planning, operations analysis and development strategy. As a professional, his work process is a collaborative one. Working with the client's staff, he strives to understand their operations, developing an operations-based facility program and master plan in response to well-defined parameters, with the end users as first priority and with the client's input and concurrence throughout the process.

RELATED PROJECTS

Airport Parking Master Plan, Charleston International Airport – North Charleston, South Carolina

Mark served as senior planner for development of an airport parking master plan. Mead & Hunt developed an operations and passenger forecast to further define growth within a range of potential scenarios, which was used to project future parking requirements. The final report was a comprehensive master plan study encompassing four major planned parking structures and one car rental structure, written in three volumes.

Airport Gate Utilization Study, Charleston International Airport – North Charleston, South Carolina

Mark was the senior planner and project manager for assessment of gate operations. Analysis included departures lounge demand-to-capacity over peak operating days to show congestion on the concourse and in departures lounges resulting from various airline gate assignments. The results of this study included recommendations for airline gate assignments.

Ticket Hall Advanced Planning Study, Charleston International Airport – North Charleston, South Carolina

Mark served as the project manager and senior planner for advanced planning of the ticket hall. Data from observations was used in high-level queuing analyses of ticketing operations, the results of which were used to develop ticket hall expansion plans within a terminal area master plan for future enplanements growth and in follow-on planning.

On-Call Airport Planning, Dallas/Fort Worth International Airport – Dallas, Texas

Mark served as senior airport planner and project manager. His work included short- and long-term gate capacity management; baggage check-in operations feasibility; general service accommodations for Dallas Area Rapid Transit at the airport; a combined employee and passenger remote parking feasibility analysis; and, facility planning support for the airport's new cargo master plan development strategy.

South Terminal Redevelopment Program Management Program, Denver International Airport – Denver, Colorado

Mark served as senior project manager and planner. His worked on schedule analysis to derive passenger populations, functional component analyses; managing the team's simulation consultant on work for a comprehensive passenger and baggage handling simulation analysis; terminal programming and planning for the existing Jeppesen Terminal reconfiguration.

Airport Parking Lot Assessment, Roanoke Regional Airport – Roanoke, Virginia

Mark led the planning effort on this project which evaluated parking lot configurations, access, capacity, lighting, and wayfinding signage.

Additionally, pedestrian facilities and mobility were assessed, including an evaluation of revenue controls technology. The future location of a new Quick-Turn-Around (QTA) facility was evaluated, and recommendations made for a final location of such a facility.



EDUCATION

- MUP, Urban Planning, University of Wisconsin – Milwaukee
- BA, History, University of Wisconsin – Milwaukee

REGISTRATIONS

 American Institute of Certified Planners (AICP)

MEMBERSHIPS

 American Planning Association (APA)

PROJECT RESPONSIBILITIES

- Assist in evaluation of curbside operations
- Develop detailed alternatives for new GTC
- Work with design team through duration of project implementing proposed GTC layout

Dustin Wolff, AICP

Terminal Area Planning

Dustin Wolff has more than 18 years of experience in urban and regional planning for municipalities, counties, state agencies, and airports. He is a results-oriented, hands-on professional with extensive experience in the aspects of community planning including comprehensive planning, terminal planning, park and open space planning; zoning; current planning development review; and project management.

RELATED PROJECTS

Landside Access and Vehicle Parking Study Augusta Regional Airport – Augusta, Georgia

Dustin served as senior planner. This study will recommend a preferred landside configuration and access plan that accommodates rental car and public parking, but is also flexible to allow for future development to accommodate taxis, shuttles and transportation network companies.

Airport Parking Lot Assessment Roanoke Regional Airport – Roanoke, Virginia

Dustin served as senior planner. The parking lot configurations, access, capacity, lighting, and wayfinding signage were analyzed. Additionally, pedestrian facilities and mobility were assessed, including an evaluation of revenue controls technology. The future location of a new Quick-Turn-Around (QTA) facility was evaluated, and recommendations made for a final location of such a facility.

Access Road SDEIS Northwest Arkansas Regional Airport – Bentonville, Arkansas

Dustin served as senior planner. Alternative corridor alignments were developed that avoided the fast growing residential and business development in Benton and Washington Counties, and to avoid the critical habitat of two federally listed endangered species. The access road is being planned as a toll facility, which would be the first toll facility in the State of Arkansas.



 Engineering Technology, Louisiana State University

REGISTRATIONS

 Construction Document Technologist (CDT)

MEMBERSHIPS

 Florida Engineering Society (FES)

PROJECT RESPONSIBILITIES

- Water and sewer demoliton, relocation, and installation design
- Assist with development of geometry and grading plans
- Implement recommended drainage/stormwater improvements in conjunction with SRQ Master Drainage Plan

Steven Jones

Site and Utility Design

Steven Jones has extensive experience in the civil/environmental engineering field serving as project manager, assistant project manager and/or project designer on municipal wastewater, water distribution, reclaimed water, stormwater, street and drainage, streetscape, site/civil and land development projects. His experience includes the design of over 250,000 linear feet of pressure pipelines as well as over 60,000 linear feet of gravity storm sewer improvements. His project experience also includes construction administration (CA) services and management of resident project representative (RPR) services throughout construction.

As an extension of Steven's design capabilities, his work experience includes extensive permitting through numerous state water management districts including the Southwest Florida Water Management District (SWFWMD), South Florida Water Management District (SFWMD), Suwannee River Water Management District (SRWMD), Florida Department of Environmental Protection (FDEP), United States Army Corps of Engineers (USACE), Florida Department of Transportation (FDOT) and many local municipalities.

RELATED PROJECTS

Downtown CRA Area "A" Stormwater Improvements – Tavares, Florida

Assistant project manager and designer for streetscape and stormwater improvements in the downtown area of Tavares, proposed to spur redevelopment. The project included reconstructing the existing asphalt streets with clay brick, installation of curbing, on-street parking and a stormwater collection system consisting of over 60 inlets and 4,000 linear feet of reinforced concrete pipe. The collection system was designed to intercept runoff from 108 acres within the city and divert the first flush (1-inch) to a new 8-acre wet-detention stormwater treatment pond. Role included paving, grading and drainage design and management of the construction administration phase services. The overall project cost was approximately \$8 million.



 BS, Civil Engineering, Clemson University

REGISTRATIONS/ CERTIFICATIONS

 Professional Engineer – Georgia and South Carolina

MEMBERSHIPS

- Georgia Airports Association
- AAAE Southeast

PROJECT RESPONSIBILITIES

- Design of new roadway pavement sections
- Lead civil document and technical specification production effort
- Assist with development of phasing plans, cost estimates, and reports

Edwin Scott, PE

Site and Utility Design

Edwin Scott is a civil engineer with seven years of experience focused almost exclusively in aviation. He has airport design experience in the southeastern region of the US as well as the West Coast and Midwest. Most of his career he has served the Augusta Regional Airport in Georgia where he assisted and led the design and construction administration for multiple airport improvement projects. Edwin has worked on a variety of landside projects including parking lot and roadway rehabilitations, curbside improvements, pavement design, and coordination with airport planning efforts. Edwin is skilled in AutoCAD Civil 3D, Autoturn software, is familiar with FAA standards, and has excellent social and problem-solving skills. Edwin's variety and depth of experience in combination of previous work with team members make him a valuable asset to the project team as a design engineer.

RELATED PROJECTS

Landside Access and Vehicle Parking Study, Augusta Regional Airport – Augusta, Georgia

Edwin completed engineering tasks required to complete this landside planning study. This study recommended a preferred landside configuration and access plan that accommodates rental car and public parking, but is also flexible to allow for future development to accommodate taxis, shuttles and transportation network companies. His tasks on this project included roadway and parking lot layout, cost estimating, and various other tasks to support the planning effort.



 BS, Chemical Engineering, University of Florida – Gainesville

REGISTRATION/ CERTIFICATION

- Professional Engineer Alabama, Florida, Georgia, Louisiana, Mississippi and Virginia
- Construction Documents Technologist – Florida

MEMBERSHIPS

 National Council of Examiners for Engineering and Surveying (NCEES)

PROJECT RESPONSIBILITIES

- Perform lighting analysis of site to ensure adequate, safe lighting is provided
- Electrical design associated with driver's lounge and canopy lighting
- Electrical design required for security and access/ revenue control systems

Keff Kurella, PE

Site & Building Electrical

Keff Kurella is a registered professional electrical engineer experienced in the design, specification and construction of electrical, instrumentation and controls systems. His project experience includes municipal, industrial, retail and commercial clients. Keff's responsibilities include project management, front-end engineering, detailed design, cost estimation, preparation of construction documents and construction administration. His design experience includes power distribution (low and medium voltage), power generation, lighting, control systems (supervisory control and data acquisition (SCADA), programmable logic controllers (PLC), and distributed control systems (DCS)), hazardous area classification, fire alarm, lightning protection, grounding, voice/data communications and instrumentation. Other capabilities include performing power system analyses such as short circuit, coordination and arc flash hazard.

RELATED PROJECTS

Supervisory Control and Data Acquisition (SCADA) Phase 3 Pump Station Short Circuit Study, Hillsborough County – Tampa, Florida

Keff was the Engineer-of-Record for the performance of short circuit studies at various lift and pump stations for the replacement of the supervisory control and data acquisition control panels. His studies included coordination with the local utility, field data collection and recommendations for selection of pre-engineered station designs.

Arc Flash Analysis Harney Road Pump Station, Tampa Bay Water (TBW) – Tampa, Florida

Keff was the Engineer-of-Record for the performance of an arc flash hazard analysis at a TBW pump station. The study included field data collection, modeling of the system in sketchup material texture files (SKM), report production, analysis of study results and recommendations for mitigation.



 BS, Civil Engineering, University of Florida

REGISTRATIONS

 Professional Engineer – Florida

MEMBERSHIPS

 Florida Engineering Society (FES)

PROJECT RESPONSIBILITIES

- Roadway geometry design
- Assure all road, parking lot, and access drives meet FDOT and county standards
- Roadway signage, wayfinding, and markings

Matthew (Matt) Johnson, PE

Parking/Roadway/Signage Design

Matt Johnson has 15 years of experience managing, designing and providing construction administration for transportation projects throughout Florida. He has also been involved in many projects in a variety of capacities, including project management, plan preparation, specification package preparation and construction cost estimates. Matthew is very familiar with FDOT standards, specifications and procedures. He is well-versed in MicroStation, GEOPAK, FDOT workspace and Digital Delivery.

RELATED PROJECTS

Roadway Widening, SR 10 – Nine Mile Road from CR 99 to SR 8, Roads, Inc. of Northwest Florida – Escambia County, Florida

Matt was the project manager and roadway Engineer-of-Record for this project that involved widening a two-lane highway to a four-lane divided suburban facility. The project includes new stormwater facilities, a new bridge parallel to existing, two box culvert extensions and lowering of the profile beneath I-10 to increase vertical clearance of the existing overpass. The project was on a very aggressive design-build schedule in order to meet the demand of new employee traffic related to the expansion of Navy Federal Credit Union facilities along the corridor.

SR 30 Capacity Improvement Project Design and Construction Plans, Florida Department of Transportation, District 3 – Okaloosa County, Florida

Matt was a design engineer for this project that included designing and preparing roadway and structure construction plans to improve capacity on SR 30 from CR 30F (Airport Road) to the Walton County Line. Improvements include roadway, structures, stormwater drainage and intersections design; conducting geotechnical activities and surveys; and preparing roadway and drainage, signing and pavement marking, signalization, lighting, utility relocation, landscaping and irrigation, and maintenance of traffic plans. The team also provided cost estimates, environmental permits, quantity computation books and all necessary incidental items.



REGISTRATIONS

- BICSI Registered Communications Distribution Designer (RCDD)
- ITC Level 1 Thermography Certified
- Fluke Networks CCTT Certified in Copper and Fiber
- OSHA 10

MEMBERSHIPS

 Building Industries Consulting Services International (BICSI)

PROJECT RESPONSIBILITIES

- Work with SMAA on alternatives for implementing revenue control methods for cabs/ limos/shuttle buses
- Lead design of site revenue control, access control and security systems
- Provide any technology/ comm design required for new drivers lounge

Jason McCann, RCDD

Access Control/Technology

Jason McCann has been working in the Technology Industry for over 18 years, utilizing extensive continuing education, field experience and a strong support staff of manufacturers to lead clients through the constant changes to industry standards. Jason's primary goal has always been to keep his client's telecommunication infrastructure ahead of the curve.

Jason's diverse background on both the contracting and distribution side of this industry gives him a unique perspective into his design work. Jason's time spent on jobsites has given him the ability to understand the intricacies of an installation, importance of jobsite coordination and allows him to put a real-world insight into his design work.

Jason's design experiences include many aspects of the technology space, with a focus on cabling infrastructure and pathways. He believes in having an open mind when it comes to his clients' needs, as there may often be times that there are several solutions to what a client is looking to accomplish. Jason takes the time to research each solution and work with his client to review their options, ensuring the design fits their requirements of today and into the future.

COMMUNICATIONS/TECHNOLOGY.

- 19 years of experience in technology and communications
- Over eight federal projects, including at Kingsley Field ANGB: Construct Corrosion Control Hangar, Repair Aircraft Shelter B325, and Repair Multi-Use B127; as well as Buckley ANGB ADAL B814 for EMEDS/Fire and Springfield ANGB ADAL CE Buildings 151 and 119
- Experienced in many aspects of the technology space, with a focus on cabling infrastructure and pathways
- Expertise includes technology space planning and design, technology pathway planning and design, structured cabling systems design, video surveillance systems, intercom systems, security systems design, public address (PA) systems design and broadcast television infrastructure design through Orange County and the Florida Department of Environmental Protection. The overall project cost was approximately \$95 million



SWEETSPARKMAN ARCHITECTURE & INTERIORS

EDUCATION

- B. Arch, Roger Williams University
- Rensselaer Polytechnic Institute

REGISTRATIONS

- Registered Architect FL AR-0015832
- U.S. Green Building Council LEED Professional Accreditation
- American Institute of Architects Member
- Gulf Coast Chapter Past President

PROJECT RESPONSIBILITIES

- Lead architect for design of driver's lounge and canopies
- Coordinate building permitting effort with Sarasota County
- Coordinate with Mead & Hunt building engineers on building and canopy design

Todd Sweet, AIA, LEED AP

Architecture & County Permitting

Todd has been the SSA's point of contact with Sarasota Manatee Airport Authority since 2017. Todd will lead the design of the new drivers lounge and canopies and will remain active in the project from commencement through construction close-out. Todd has served as the Architect of Record for all the Sweet Sparkman projects at the Sarasota Bradenton International Airport.

RELATED PROJECTS

Sarasota Bradenton International Airport Boardroom, Police Department, and Valet – Bradenton, Florida

Sweet Sparkman is currently working with the Sarasota Bradenton International Airport providing professional services for the planning, design, and construction administration for various upgrades and renovations to the Terminals, Boardroom, Police Department, and Badging office. This project included renovating the former TSA area to become the new boardroom. The police department expanded into the existing break room. The Valet is currently under construction relocated to the southeast corner of the airport. Todd serves the project as Architect of Record.

Sarasota Bradenton International Airport ARFF – Bradenton, Florida

SSA is providing professional services for the planning and design of the ARFF Building renovation at the Sarasota Bradenton International Airport. The firm is responsible for the preparation of reports, schedules, surveys, phasing, and safety diagrams for the rehabilitation of the existing structure. The project consists of hardening the structure of the building, replacing the current roof, replacing all the existing windows, replacing the existing HVAC, enclosing existing bunk rooms, an addition for a new fitness room, and updating the interior finishes. This project is currently in Construction. Todd served the project as Architect of Record.

Sarasota Bradenton International Airport Third Floor Administration Renovation, Observation Deck, Glass Block Curbside Ceiling – Bradenton, Florida

SSA design services for the renovation and construction administration for Third Floor Administration Renovation, Observation Deck, Glass Block Replacement, and Curbside Ceiling of the Sarasota Bradenton International Airport. The scope consists of renovating the 3rd-floor administration offices. The project also includes the replacement of the terminal's glass block with a laminated, insulated curtain wall. The firm will also provide remediation to make the waterfall at the terminal core quieter and refinishing areas subject to corrosion due to the water's chemicals. SSA is providing the owner with exterior renderings of the new curtain wall and exterior ceiling system. This project is currently in Construction Documents. Todd served the project as Architect of Record.

Sarasota Bradenton International Airport Checkpoint Renovations And Upgrades – Bradenton, Florida

A renovation of the existing Checkpoint Area, SSA is coordinating with the SRQ Airport team and the TSA to set project goals and create construction documents. Demolition of the existing office space will allow for the expansion of checkpoint lanes. SSA is providing a new layout of proposed paths with new exit lanes, including re-spacing of lanes. The project also calls for replacing the demolished TSA offices with new TSA office space. All affected HVAC and Electrical systems will require an update. This project is currently in Design Development. Todd served the project as Architect of Record.

Sarasota Bradenton International Airport Rental Car Office Renovation – Bradenton, Florida

Sweet Sparkman is providing design, permitting, and bidding to renovate the existing rental car office area and counters. The anticipated improvements include

an ADA evaluation/design and the renovation of the ceilings, flooring and walls as deemed necessary. HVAC, fire protection communications and electrical will be evaluated and upgraded. The scope of work also includes additional security access control to the office, a duress button at the counters and security cameras. Signage will be upgraded and in-slab power and telecommunications will be developed for a future kiosk station. An additional curbside crosswalk to match the design of the existing raised crosswalks with in-ground flashing lighting will be provided. Curbside improvements directly south of the rental car offices will include the exterior rainscreen system, ceiling replacement and fixture replacement of lights, fans, and speakers. All permitting will be done through Sarasota County Government.

Sarasota Bradenton International Airport Restroom Renovation – Bradenton, Florida

SSA is currently providing design and construction administration services for the renovation of nineteen (19) group restrooms with newly installed touch -free fixtures. This work includes the replacement of the vanities and providing garbage disposal ports in the countertop with waste receptacles underneath. Power-operated paper towel dispensers will be installed on the wall as well as counter mounted power-operated soap dispensers at each sink. The current nook with rod and shelf is to be converted to storage closet for supplies. All permitting for the project will be through Sarasota County.



SWEETSPARKMAN ARCHITECTURE & INTERIORS

 B. Arch, Roger Williams University, Bristol RI

REGISTRATIONS

- Registered Architect FL AR-0015832
- U.S. Green Building Council LEED Professional Accreditation
- American Institute of Architects Member
- Gulf Coast Chapter Past President

PROJECT RESPONSIBILITIES

- Support design of driver's lounge and canopies
- Coordinate plan production with Mead & Hunt
- Coordinate with Mead & Hunt building engineers on building and canopy design

Jenna Kiser, AIA, NCARB

Architecture & County Permitting

Jenna will be responsible, in conjunction with Todd and Mead & Hunt, for formulating the design direction for the project. Jenna will manage the day-to-day operations of the architectural design effort and coordinate with Mead & Hunt building engineers. Jenna will stay involved in the project from conception through completion. Jenna has served as the Project Manager for all previously completed projects at SRQ.

RELATED PROJECTS

Sarasota Bradenton International Airport Boardroom, Police Department, and Valet – Bradenton, Florida

SSA is currently working with the Sarasota Bradenton International Airport providing professional services for the planning, design, and construction administration for various upgrades and renovations to the Terminals, Boardroom, Police Department, and Badging office. This project included renovating the former TSA area to become the new boardroom. The police department expanded into the existing break room. The Valet is currently under construction relocated to the southeast corner of the airport. Jenna serves as Project Manager.

Sarasota Bradenton International Airport ARFF – Bradenton, Florida

SSA is providing professional services for the planning and design of the Airport Rescue and Fire Fighting (ARFF) Building renovation at the Sarasota Bradenton International Airport. The firm is responsible for the preparation of reports, schedules, surveys, phasing, and safety diagrams for the rehabilitation of the existing structure. The project consists of hardening the structure of the building, replacing the current roof, replacing all the existing windows, replacing the existing HVAC, enclosing existing bunk rooms, an addition for a new fitness room, and updating the interior finishes. This project is currently in Construction. Jenna serves as Project Manager.



- BS, Civil (Structural)
 Engineering, University of South Carolina
- AS, Architectural Engineering Technology, Midlands Technical College

REGISTRATIONS

- Licensed Professional Engineer – Florida, South Carolina, West Virginia, Pennsylvania, Ohio, Illinois, Georgia, North Carolina, New Jersey, Tennessee, and Commonwealth of Northern Mariana Islands
- Licensed Structural Engineer

 Illinois
- Licensed Structural Engineer

 Commonwealth of
 Northern Mariana Islands
- Safety Assessment Program Evaluator

MEMBERSHIPS

- SAME Midlands and Charleston Post
- AISC American Institute of Steel Construction

PROJECT RESPONSIBILITIES

- Perform structural design of new drivers lounge
- Perform structural design of canopies including recommendations for preengineered canopy systems
- Provide necessary building inspection for building being removed

Donny Matthews, PE, SE

Structural

With 22 years in the industry, Donny Matthews has extensive experience in structural design of both vertical and horizontal structures and project management. Types of structures include aviation and military facilities. His building experience has encompassed several types of masonry, timber, concrete, steel and lightgage vertical structures. His bridge design experience includes end bent design, preparation and review of design calculations, plan preparation and coordination, quality assessment and quality control. Donny also has bridge hydraulic design experience.

RELATED PROJECTS

Walkway Canopy System, Roanoke-Blacksburg Regional Airport – Roanoke, Virginia

The scope of this project was to construct a new wider sidewalk with a partially enclosed steel canopy structure. The structure was a combination of standing seam metal roof and monolithic polycarbonate roof system with a transparent / translucent wall panel system with openings to the parking area every 45 feet. Donny was the lead design engineer and was responsible for the steel moment / braced frame superstructure and the concrete foundations. This unique canopy system offered a custom-shaped steel moment frame.

Roof Repair / Replacement, Columbia Metropolitan Airport – Columbia, South Carolina

Donny provided structural engineering services for this project located at Columbia Metropolitan Airport (CAE). The current roof on the terminal and concourses was installed during the time frame of 1995-1997 and had many deficient areas that required either a complete roof replacement or overlay. Donny reviewed the existing structural systems to determine if they could adequately handle the installation of the new roof overlay and any anticipated construction loading. Due to the age and the number of renovations/expansions at CAE, Donny had to evaluate several different types of structural systems that were constructed from the 1960's to 1990's.



 BS, Mechanical Engineering, University of Wisconsin – Platteville

REGISTRATIONS

 Licensed Professional Engineer – Arizona, Georgia, Idaho, Michigan, North Carolina, Oregon, South Carolina, Utah, Washington, Wisconsin, Wyoming

MEMBERSHIPS

- ASHRAE- Chapter President, Chapter Vice-President, Chapter Secretary, Chapter Treasurer, Chapter Membership Committee, Chapter Scholarship Committee
- ACEC Wisconsin- Division of State Facilities Liaison Committee

PROJECT RESPONSIBILITIES

- Perform mechanical and plumbing calculations for new drivers lounge
- Coordinate water and sewer service to building with civil engineers
- Coordinate mechanical/ plumbing design with architect

Scot Whitney, PE, LEED AP

Mechanical/Plumbing

Scot Whitney is a mechanical engineer with more than 30 years of experience in consulting engineering including mechanical engineering design, project management and principal-in-charge responsibilities. He has worked on a variety of project assignments including a rebuild of central utility plants, design of new sustainable buildings, terminal designs, mission critical designs and preparation of master plans.

RELATED PROJECTS

Project Elevate, Gerald R. Ford International Airport – Grand Rapids, Michigan

Scot is leading the mechanical engineering for the concourse expansion project. Mead & Hunt was selected to design a 400 passenger FIS facility with connection to two existing gates and an eight-gate concourse expansion. The work is estimated to cost \$70 million and is scheduled to be completed by 2022.

Terminal Improvements, Tri Cities Airport – Pasco, Washington

Scot was the project engineer for the Tri-Cities terminal expansion, leading the mechanical design for this 105,000-square-foot renovation and expansion project which will approximately double the size of the airport. The design includes a complete phased replacement of all mechanical systems and the construction of a new hot water and chilled water cooling plant. This project is being executed without any downtime to the airport at an approximate construction cost of \$36M.

Terminal Area Master Plan & Replacement, Central Nebraska Regional Airport – Grand Island, Nebraska

Scot is the lead mechanical engineer for this \$15 million terminal expansion. After completing the terminal area master plan, Mead & Hunt designed a new terminal adjacent to the existing building thus allowing for a seamless transition. The terminal was sited for optimal solar orientation and geothermal field locations. Other sustainable features include passive day-lighting, a high-performance building envelope with automated controls, and future roof-mounted solar photovoltaics. Construction began in September 2014 and was completed in 2016.





- BS, 1977/Civil Engineering, Georgia Institute of Technology
- MS, Civil Engineering, Georgia Institute of Technology

REGISTRATIONS

 Licensed Professional Engineer – Florida, Georgia and Tennessee

MEMBERSHIPS

- American Society of Civil Engineers
- Aircraft Owners and Pilot Association
- Florida Airports Council

PROJECT RESPONSIBILITIES

- Provide Mead & Hunt engineers recommended drainage design based on master drainage plan
- Assist with any drainage pipe and structure sizing
- Coordinate any modifications to existing SWFWMD/county drainage permits

Scott Brady, PE

Stormwater / Drainage

Scott Brady has over 41 years of experience in civil engineering, emphasizing public sector projects. More than 33 years of his total experience is focused on airport projects, which includes assignments as program manager, project engineer, and consultant. His varied engineering functions have included engineering analysis, design documents preparation, permitting, cost estimating, CPM scheduling, bid analysis, grant assistance, field observation, construction claims evaluation and resolution, forensic engineering, expert testimony, research and instruction. He has worked on over 175 airport projects at over 50 airports. These have been located in 11 states in four FAA regions, with a concentration in the FAA Southern Region. Scott has extensive experience focused on geotechnical and water resources engineering. In these practice areas he has completed over 300 projects in the Southeast and Mid-Atlantic states ranging from small structures and drainage systems to nuclear plants and major rivers. Specific projects have included soil construction and stabilization, pavements, slope stability, retaining structures, seismic soil-structure interaction, sinkhole studies, shallow and deep foundations, hazardous materials remediation, well fields, dams, bridge hydraulics, floodplains and water quality studies.

RELATED PROJECTS

Florida Department of Transportation

- 2021 FDOT Statewide Airport Stormwater Study Update
- Statewide Airport Stomwater Study
- District V General Consulting Services

Sarasota Bradenton International Airport

- Stormwater Management System Planning, Design, Permitting, and Construction
- Master Drainage Plan Update
- Runway 14 End Rehabilitation
- Runway 14/32 Rehabilitation





 BS, Survey and Mapping, University of Florida

REGISTRATIONS/ CERTIFICATIONS

 Professional Surveyor and Mapper – Florida

MEMBERSHIPS

- Florida Surveying and Mapping Society (Past President)
- Manasota Chapter of the Florida Surveying and Mapping Society
- Tampa Bay Chapter of the Florida Surveying and Mapping Society (Past President)
- University of Florida Surveying and Mapping Advisory Committee
- The Hydrographic Society of America
- National Society of Professional Surveyors
- American Society of Civil Engineers

PROJECT RESPONSIBILITIES

- Work with Dave and design team to establish survey limits
- Coordinate field crew for survey work including scheduling of night/runway closure survey work
- Provide survey files and topographic model of existing conditions and above and below ground utility locations.

Russell Hyatt, PSM

Topographic Survey & SUE

As Vice President of Hyatt Survey Services, Inc., Russell's duties include local, state and federal contract administration and overall quality control. In addition to his administrative duties, Russell is also responsible for the production of boundary, hydrographic and topographic surveys. He couples over 28 years of surveying experience with a four-year degree in Surveying and Mapping. His project experience has included commercial / municipal development surveys and geodetic surveys and beach/channel/port hydrographic surveys. Russell has extensive experience providing survey services to local, state and federal agencies such as the Pinellas, Hillsborough, Manatee, Sarasota, and Charlotte Counties, Florida Department of Transportation, Florida Department of Environmental Protection and the U.S. Army Corps of Engineers-Jacksonville District.

RELATED PROJECTS

SRQ Runway 14 Rehabilitation, Michael Baker, Inc. – Tampa, Florida Topographic Survey of a portion of Runway 14 for future rehab.

SRQ Commercial Park Connector, American Infrastructure Development – Tampa, Florida

Topographic survey for the proposed offsite commercial park and connecting roadway.

SRQ FEMA Elevation Certifications, SRQ Manatee Airport Authority - Tampa, Florida

Provided FEMA Elevation certifications for several buildings located on airport property.

SRQ National Car Rental Site JDK Construction, Hyatt Survey – Tampa, Florida

Provided a Boundary and topographic survey for proposed fuel tank.





• BS, Civil Engineering, University of South Florida

REGISTRATIONS/ CERTIFICATIONS

 Professional Engineer – Florida

PROJECT RESPONSIBILITIES

- Provide recommendations for geotechnical testing program
- Coordinate testing crew field work for soil borings, lab work, and report of findings with recommendations
- Coordinate testing program for building to be demolished for detection of hazardous materials

Daniel Ruel, PE

Geotechnical

Daniel has worked in the field of Geotechnical and Structural Engineering for more than seven years, starting as an Intern, gaining experience in soils testing, classification, materials testing, and project management. Daniel's experience includes working on FDOT, County, and City projects, as well as private roadway and bridge projects. Through these projects Daniel has analyzed slope stability, settlement, deep foundation design (drilled shafts and driven piles), shallow foundation design, laboratory testing and research, and forensic geotechnical investigations.

RELATED PROJECTS

Sarasota Bradenton International Airport:

- Exterior Signage and Wayfinding
- Jet Blast Deflector
- Fuel Farm Upgrades
- Fuel Tank Improvements
- Taxiway Bravo Rehabilitation
- Parking Lot Expansion
- Construct North Quad Access Roadway

Runway 7-25 Improvements, Albert Whitted Airport – Pinellas County, Florida

St. Petersburg-Clearwater International Airport General Engineering Contract

Punta Gorda Airport T-Hangar and Taxilane

St. Petersburg-Clearwater International Airport Existing Underground Fuel Tank GPR

Tampa International Airport Evaluation of Spalling Concrete
Tampa International Airport United Airlines MRO Hangar



MHORSFALL

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 11/9/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT Melissa Horsfall				
Hausmann-Johnson Insurance, Inc. 740 Regent Street 4th Floor	PHONE (A/C, No, Ext): (608) 252-9617 FAX (A/C, No):				
PO Box 259408	E-MAIL ADDRESS: melissa.horsfall@hausmann-johnson.com				
Madison, WI 53725-9408	INSURER(S) AFFORDING COVERAGE	NAIC#			
	INSURER A: The Travelers Indemnity Company of Connecticut				
INSURED	INSURER B: Charter Oak Fire Insurance Co	25615			
Mead & Hunt, Inc.	INSURER C: Travelers Property Casualty Company of America	25674			
2440 Deming Way	INSURER D:				
Middleton, WI 53562-1562					
	INSURER F:				

COVERAGES

CERTIFICATE NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

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CANCELLATION
SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

ACORD 25 (2016/03)

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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY 10/23/2020

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IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

Linda Bomarito

1-800-527-9049

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813.286-1711 813.287-8591

tel fax

January 4, 2021

Mr. Kent D. Bontrager, C.M., P.E. Senior Vice President, Engineering, Planning & Facilities Sarasota Manatee Airport Authority 6000 Airport Circle Sarasota, FL 34243

RE: Professional Architecture/Engineering Services for Ground Transportation Center Project – RFQ-01-2020-GTC

AECOM welcomes your review of our qualifications to provide all professional services for this project. We offer you excellent credentials in projects of a similar nature coupled with a thorough knowledge of Sarasota Bradenton International Airport (SRQ) and its facilities from our previous and current work at your airport. We also have a track record of working cooperatively and productively with all parties involved in our projects at SRQ.

As the #1 ranked design firm for transportation by *Engineering News Record*, we have a distinguished record in providing A/E services to state and local municipalities, the aviation community and private developers. A large majority of our projects are airport and transit related, consisting of new construction or expansion/modifications of existing facilities.

AECOM has in-house all disciplines needed to plan and design this facility as detailed in the request for qualifications and Addendum No. 1. This project requires our team of architects, engineers, and transportation planners who specialize in site development and transportation projects. All of our staff needed for any aspect of the project are only an hour away in our Tampa office. Most of these individuals have worked at SRQ in the recent past, and they need no start-up time to familiarize themselves with your airport.

We have augmented our team with **Walker Consultants** of Tampa, who developed the proposed Ground Transportation Center concept during the Master Plan Update. Other team members include **VoltAir Consulting Engineers** of Tampa for MEP and communication design. VoltAir is a certified DBE and MBE. Also, our team includes an excellent local DBE and WBE surveyor with whom we have worked well in the past - **Hyatt Survey Services**, **Inc.** of Bradenton. Hyatt performed the full range of surveying and mapping services and has a strong track record of successful projects at SRQ. Another member of our proposed team is **Tierra**, **Inc.** of Tampa who will perform all design related field and laboratory testing. Tierra is a state-certified MBE. We are committed to meeting your established DBE goal, and will retain other firms as necessary. These firms would be chosen in collaboration with the Authority after the scope of work is fully defined.

We trust that the attached submittal sufficiently demonstrates both our capabilities to conduct this project and our strong enthusiasm for being selected. This assignment is entirely compatible with our existing and projected workloads, and it will be a top priority to AECOM. Our current workload affords our team members adequate time to complete all work thoroughly and efficiently. They are ready to begin work immediately upon receipt of Notice-to-Proceed.

Should you desire additional information or a personal interview, we will be please to provide whatever is requested. Our team is committed to your success.

Sincerely,

AECOM Technical Services, Inc.

Steven G. Henriquez, PE

Vice President/Authorized Signatory

POINT OF CONTACT FOR PROPOSAL

Steven G. Henriquez, PE Vice President

vice Fresident

7650 W. Courtney Campbell Causeway

Tampa, FL 33607-1462

813.286.1711 (main)

813.636.2422 (direct)

813.765.5353 (cell)

steve.henriquez@aecom.com

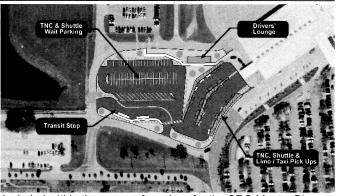
A. Experience with Similar Airport Projects

Airport Projects

AECOM's history includes working at virtually every public airport in Florida for specific assignments or under continuing services contracts. We are also general consultants to city and county governments for specific planning or design projects, and our historical clients have included the Sarasota Manatee Airport Authority and Sarasota and Manatee counties.

The following pages include a few specific similar projects and a partial listing of Florida airport clients serviced by our Tampa office over the past 10 years. Key team member responsibilities are noted. Many of these airports fall within the Southwest Florida Water Management District (SWFWMD) area, and at many of these airports we have designed and permitted through SWFWMD multiple roadway and airfield pavement projects. In total, within the SWFWMD area, these include nine General Aviation, four Commercial Service and one military airport.

Sarasota Bradenton International Airport Ground Transportation Center, Sarasota, FL



Included within the scope of services for the SRQ Master Plan Update, was a detailed analysis for relocation/reconfiguration of the existing intermodal center into a Ground Transportation Center (GTC). Work was completed by AECOM and subconsultant Walker Consultants.

The growth of Transportation Network Company's (TNCs) active pickups from the terminal curb adds congestion to the curb front. Additionally, part of the short-term parking has been designated for TNCs, and in the near future these spaces will be required for the traveling public. The new GTC location further consolidates Transit and TNCs and is projected to reduce vehicles traveling to/from the terminal area and open curb space near the ticketing curb. TNCs would access their new staging and active pickup area via US 41 (N. Tamiami Trail). The recommended concept expands the existing facility into the existing Dan P. McClure Auditorium area and provides sufficient queuing and parking for the TNCs. Additional improvements recommended include pick up and drop off shelters, driver's lounge area, pedestrian covered walkways to the terminal, vehicular and pedestrian wayfinding, and lighting and security. This concept also moves the public transportation stop off this curb to further reduce congestion.

Sarasota Bradenton International Airport Road Widening and Intermodal Transfer Complex Improvements – Phase 1 and Phase 2, *Sarasota*, *FL*

Prior to the completion of these two projects, all transit buses, limos and taxicabs entered the airport from University Blvd. and circulated in front of the terminal to reach their staging and pick-up areas. This added congestion to Airport Circle and the

terminal curb front.
Working with the users,
through the Airport
Authority, Airport
access for transit
vehicles was relocated
from University Blvd. to



US 41. The access route is to the transfer complex is now from US 41 via General Spaatz Blvd. and the Bradenton Connector. Design work included modifications to roadways, sidewalks, lighting, utilities, landscaping and irrigation, and wayfinding signage. Bus shelters were added in the project.

Miami International Airport Intermodal Center, *Miami, FL*

As part of a multi-phased process, AECOM developed architectural design concepts for the consolidated rental car facility at the Miami Intermodal Center, taking the design through Design Development. The 3.4 million square foot facility consists of a four-story parking structure accommodating 6,500 cars. A quick turn-around (QTA) stacking is provided for 1,242 spaces, and including a four-story multi-level fueling system housing 120 fuel stations and 42 wash bays. This facility is the first multi-level fueling system in the United States and the second largest next to Hartsfield-Jackson Atlanta International Airport.

Central Station. Along with a team of subconsultants, AECOM provided complete architectural services for the Central Station project at the Miami Intermodal Center. The 27-acre site

consolidates Tri-Rail, Amtrak, and Metro-Rail passengers under one roof (the Metro-Rail station was designed by another firm). The facility's design also accommodates a potential Florida high speed rail terminus. The two at grade



rail platforms measure 1,250 feet in length, each covered by an open web space frame canopy extending 800 feet long. Each platform is served by individual support buildings housing offices, storage and ticketing spaces. Individual sets of elevators and escalators connect each of the two rail platforms to the overhead pedestrian concourse, providing seamless access to the people mover station and rental car center. Other components include a 3,000-square-foot bus depot with space for 6 bus berths, serving intra-city bus service, and a 1,500-square-foot bicycle center with men's and women's changing facilities and bicycle lockers

catering to bicycle users. The elevated pedestrian concourse functions as a passenger bridge to the future joint use development. At grade vehicular parking is provided for 400 vehicles. The Central Station serves to interconnect all of the Miami Intermodal Center's facilities' life safety and security systems using a central control room designed to monitor the entire project.

Parking Garage. Each of the parking garage's floor plates measures 20 acres in size (approximately 8 square city blocks).

The ready/return area provides 3,918 stalls and is separated from the quick turnaround (QTA) .The upper story of the parking garage consists of a central lobby shared by 16 rental car companies which has



two vertical circulation cores, each connecting to the lower ready-return levels. The central lobby is directly connected to an elevated people mover station platform.

People Mover Station.

AECOM provided complete architectural and structural engineering design services for an automated people mover station at the Miami Intermodal Center. The



elevated people mover station platform consists of three individual passenger platforms, and two vehicle tracks. The platform measures 30,000 square feet and is designed for a future concessions space. The station's platform is supported by seven concrete straddle bents, each spanning 103 feet over multiple roads at grade, and one elevated vehicular bridge. The station's design was made to accommodate several automated people mover systems, considering the final station design was completed prior to a selection of a vehicle operating system. Functioning as a bridge connecting the rental car center and the Central Station, the station provides easy and seamless access for passengers connecting the two facilities.

LYNX Transit Facility Improvements, Orlando, FL



AECOM provided planning, engineering and environmental services for improvements to transit facilities in the Orlando area and supported real

estate transactions with right-of-way acquisition, lease negotiation, and site selection services.

Central Florida Regional Intermodal Center. AECOM prepared a preliminary site analysis for an intermodal terminal in downtown Orlando. This report identified potential configurations for the inclusion of LYNX bus, commuter rail, light rail, and high-speed rail. AECOM then performed the research, analysis and public involvement services, which resulted in the preparation and approval of the NEPA-required environmental assessment.

AECOM provided real estate acquisition services to acquire the needed property and developed a preferred conceptual design for the intermodal center. The conceptual design includes 26 bus bays, future joint development, and air rights considerations. Impacts on local traffic, LYMMO bus routing, and access to the intermodal site were also considered. With the cancellation of the proposed light rail system, AECOM revised the conceptual design and began preliminary engineering.

New Operating Base Site Selection and Conceptual Design. AECOM assisted LYNX with identifying and purchasing a site for a new operating base, a 200-bus facility to serve as lead facility for maintenance, parts storage and distribution, operator training, bus storage, fueling, cash handling, and dispatching. Phase I and II environmental audits were prepared for three sites. AECOM also provided assistance in achieving Florida DOT concurrence with the appraisals and eligibility for federal funding. Required NEPA documentation was prepared by AECOM, and FTA approval was obtained to environmentally clear the project. AECOM obtained local and state permitting and land use approvals for the project, including Corps of Engineers permitting for off-site mitigation of wetland impacts. Design and permitting for access roadways, and site drainage was performed by AECOM, and a task was issued to provide bid and award phase and construction management services for construction of site roadways and drainage structures.

Tampa International Airport Consolidated Rental Car Facility & Automated People Mover, *Tampa, FL*

As a subconsultant for this Fast Track Design/Build project Design-Build, AECOM provided civil design, traffic studies, environmental design, security and CCTV design, roadway design, and utility design services for the following facilities. Key project features/challenges included:

- More than 20 consultants along with early release design packages for enabling work.
- Specific design criteria for rental car carriers and rental car operators
- Traffic study to confirm traffic counts and projections for existing traffic and simulations for multiple future scenarios.
- Challenging maintenance of traffic for the APM foundations for 1.4 miles along and over existing parkway.
- Utility relocations for each foundation of the APM for the entire length including water, sewer, communications, and FAA
- New commercial curbside for public transportation and plan for all commercial transportation from the ConRAC APM station.
- Environmental remediation for existing high levels of arsenic.

Consolidated Rental Car (ConRAC). Opened in 2018, this facility consists of a 4-level garage and total square footage of 2.44 million square feet, including a multi-level Quick Turn Around (QTA).



The new facility can support 14 rental car agencies. The site is approximately 44 acres and contains surface parking and rental car service centers.

New Automated People Mover (APM). The APM provides

convenient access from the main terminal to the economy garages and the new ConRAC facility. The APM is 1.4 miles and consists of both at grade and elevated track with a station at each facility.



Indianapolis International Airport Parking Consulting Services, *Indianapolis*, *IN*



Indianapolis
International Airport's
1,200,000-square-foot
Midfield Passenger
Terminal opened in
2008 between the
Airport's two parallel
runways. When the

new terminal opened, a remote bus/limo/taxi lot was constructed as a holding area where these vehicles could queue without creating congestion along the curb.

At the time, transportation network companies (TNC's) like Uber and Lyft did not yet exist as a mobility option. However, as TNC usage has grown in popularity the Airport Authority has sought to allocate more spaces to accommodate the increasing number of TNC vehicles at the Airport. Walker was engaged to reconfigure the existing bus/limo/taxi lot.

Walker conducted a site visit to confirm the as-built configuration of the surface parking lot. They provided recommendations to address the condition of the asphalt paving prior to restriping the lot. The project also included the conversion of some of the existing bus parking to passenger vehicle parking for use by Uber and Lyft drivers and improved the functionality of the remaining bus parking. Walker provided the required ADA parking spaces to the lot providing convenient access to the service building with pedestrian walkways for safety. In addition, Walker provided on-site field verification during the restriping to ensure the new layout was followed.

Eppley Airport Parking Consulting and Design Services, *Omaha*, *NE*

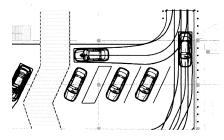
Like many airports around the world, Eppley Airport in Omaha had seen a rise in vehicle traffic accessing the terminal curbside adjacent to the Airport's arrival and departure areas.

The increase in vehicle traffic was attributed to the growing use of app-based ride services provided by transportation network companies (TNCs), however, the Omaha Airport Authority had only limited data on the use of these ride services.

The Airport Authority required a greater understanding of the current volume of these app-based ride services and their potential for continued growth to be able to plan for these services in the future. The Airport Authority engaged Walker Consultants to evaluate the current situation, project the growth in the use these app-based ride services and explore alternatives to better manage the traffic created by these services.

Building on the information provided by the Authority, Walker developed a model to estimate the average number of daily pickups and drop-offs, as well as the peak demand times. The model also applies various market conditions to forecast future demand app-based ride services.

Walker also studied moving pickup and drop-offs from the terminal curbside to reduce vehicle congestion while improving pedestrian safety and customer experience.



Walker developed a conceptual design of a new area where all pickup and drop-off activity could be relocated. The new space, dubbed the Ride App Pickup Area, is located on the ground level of the Airport's existing South Garage and can be easily access by arriving and departing passengers using the North Skywalk between the terminal and parking garage or the crosswalk outside Door 4. Ride App Pickup Area features a waiting area for passengers and vehicle stalls where ride services drivers can queue for their passengers. Walker then prepared construction documents and technical specifications and provided construction administration.

Eppley Airfield's Ride App Pickup Area is safe, efficient, sized to handle current car and pedestrian volumes, and accommodate growth. The new space reduces congestion along the terminal curbside, improves vehicle traffic flow throughout the airport and creates a safer and more orderly environment. Additionally, the Airport Authority now has a more robust data analytics system to help manage app-based ride services.

Airport / Owner and Contact

Partial Summary of AECOM Florida Airport Projects, Past 10 Years

Key Project Member Responsibilities

Airglades Airport
Hendry County
Shane Parker, PE
Public Works Director
863.675.5222 | sparker@hendryfla.net

EA for new perishable air cargo complex including new Runway 18-36. Fee \$650K fee.
 Completed 2018.

In addition, under an ongoing on-call services contract, AECOM has completed several other projects totaling approximately \$350K in fees and \$2M in construction costs. They are a master plan & ALP update, GA security plan, Runway 13-31 rehab, wetland mitigation, industrial park road/utility infrastructure, and several drainage/stormwater management improvements planning/permitting/design. Construction administration for a new water tank.

Steve Henriquez - Principal-in-Charge • Edgar Figueroa - Quality Control Reviews

Albert Whitted Municipal Airport City of St. Petersburg Rick Herrmann Sr. Professional Engineer 727.893.7852 | rick.herrmann@stpete.org

One task order under on-call services contract: design of new aircraft storage hangar.
 Construction cost \$700K, fee \$105K. Currently under construction.

Steve Henriquez - Principal-in-Charge • Dennis Combs - Design Project Manager • Edgar Figueroa - Construction Project Manager

Bartow Executive Airport Bartow Airport Development Authority Terry Beacham

Deputy Executive Director 863.533.1195 | terry@bartow-airport.com

- Perimeter fence. Construction cost: \$285K. Completed 2020.
- Airfield signage upgrades. Construction cost: \$212K. Completed 2019.
- New entrance roadway to GA terminal. Design fee: \$583K. Completed 2018.
- New airport beacon. Construction cost: \$104K. Completed 2017.
- Construct Mid-section of Taxiway D. Cost \$2.1M. Completed 2016.
- Master plan update, ALP update, Exhibit "A." Fee \$230,000. Completed 2015.

In addition, under an ongoing on-call services contract, AECOM has completed several other projects totaling approximately \$300K in fees and \$3.5M in construction costs. They are taxiway and apron rehab, fencing, clearing of Part 77 surfaces, roadway, rehab, and preliminary engineering for new entrance road.

Steve Henriquez - Principal-in-Charge • Edgar Figueroa - Quality Control Reviews

Crystal River Airport Citrus County Quincy Wylupek Engineering Project Manager 352.527.5488 quincy.wylupek@bocc.citrus.fl.us

Under on-call services, AECOM has had designs and studies totaling \$565K in fees and \$2.7M in construction. They are taxiway and RSA upgrades and 2 T-hangars with taxilanes and a master plan update (all completed).

Steve Henriquez - Principal-in-Charge • Dennis Combs - Quality Control Reviews • Edgar Figueroa - Project Manager/Senior Designer/Engineer of Record • Russell Pratt - Stormwater Design and Permitting

Gainesville Regional Airport

Gainesville-Alachua County Regional Airport Authority Allan J. Penksa Chief Executive Officer 352.373.0249 | allan.penksa@flygainesville.com

- Terminal expansion. Fee: \$1.6M; Construction cost: \$18M. Ongoing
- Commercial apron expansion. Fee \$369K; Construction cost: \$1.6M. Completed 2017.
- Rehab Runway 7-25. Construction cost: \$2.6M. Completed 2015.
- Taxiway E Rehabilitation and New Apron Connector. Construction cost: \$4.36M. Completed 2015.

Also under our ongoing on-call services contract, within the past 5 years, AECOM has performed other study and design projects under the \$2M/\$200K threshold. They include Runway 11-29 lighting (under way), rehab Taxiways A and C, service road rehab, entrance road Phases 1 & 2, south vault building renovation & ALCS upgrade, apron high-mast lighting, signing & pavement marking plan update, and an ALP drawing update.

Steve Henriquez - Principal-in-Charge • Dennis Combs - Civil Design • Edgar Figueroa - Quality Control Reviews • Miguel Sanchez - Architect • Russell Pratt - Stormwater Design and Permitting

Airport / Owner and Contact Partial Summary of AECOM Florida Airport Projects, Past 10 Years **Key Project Member Responsibilities Hilliard Airpark** Under an on-call services contract (ongoing), within the past 10 years, AECOM has performed Town of Hilliard several small study, design and construction-phase support assignments, including security **Jack Bailey** fence & gate improvements, new FBO building, new box hangar, new fuel storage tank, and a Hilliard Aviation master plan update. 904.502.7567 (cell) | lucianhb@comcast.net Steve Henriquez - Principal-in-Charge • Edgar Figueroa - Quality Control Reviews • Russell Pratt - Stormwater Design and Permitting New Air Cargo Complex. Construction cost: \$50M. Design complete. Project cancelled. Hillsborough County Aviation Authority • Crossfield Taxiway A. Construction cost: \$44M. Under Construction. (Tampa Int'l & 3 GA Airports) • Taxiway J and bridge replacement. Completed 2017. Tampa & Hillsborough County, FL Site rehabilitation assessment of arsenic contamination at former Hertz facility at TPA. Cost **Scott Nesbitt Project Director** \$394K. Completed 2013. 813.870.7832 I SPCC and SWPP Plan updates and inspections at all four airports. Fee \$254K. Completed SNesbitt@TampaAirport.com 2013. Steve Henriquez - Principal-in-Charge • Dennis Combs - Project Manager • Edgar Figueroa - Quality Control Reviews • Russell Pratt - Stormwater Design and Permitting **Inverness Airport** Citrus County **Quincy Wylupek** New 16-unit T-hangar building and taxilanes. Cost \$1.23M construction, \$124K fee. **Engineering Project Manager** Completed 2014. 352.527.5488 Quincy.Wylupek@bocc.citrus.fl.us Steve Henriquez - Principal-in-Charge • Edgar Figueroa - Project Manager/Senior Design/Engineer of Record • Dennis Combs - Quality Control Review • Russell Pratt - Stormwater Design and Permitting **Keystone Heights Airport** Rehabilitation of Taxiways A and B. Completed 2020. **Keystone Airpark Authority** Under an on-call services contract since 2011, AECOM has performed design and **David Kirkland** construction-phase support assignments, including apron rehabilitation, fire main extension, a Chairman rotating beacon, a CCTV camera system, a master plan & ALP update task, and runway 352.473.0031 pavement repairs. dkirkland@keystoneairport.com Steve Henriquez - Principal-in-Charge • Edgar Figueroa - Quality Control Reviews • Russell Pratt - Stormwater Design and Permitting New terminal building including parking lot and other site infrastructure. Fee \$264K. LaBelle Airport Completed 2019. **Hendry County** Also, under ongoing on-call services contract, smaller assignments in the past 5 years have Shane Parker, PE been apron expansion, a GA security plan, site development for new T-hangar complex, new Public Works Director airfield lighting & taxilanes, stormwater master plan & permitting, and a Stormwater Pollution 863.675.5222 | sparker@hendryfla.net Prevention Plan. Steve Henriquez - Principal-in-Charge • Edgar Figueroa - Quality Control Reviews • Russell Pratt - Stormwater Design and Permitting

Marianna Municipal Airport

City of Marianna Jim Dean

City Manager

850.482.4353 | 850.482.2217 (FAX) jim.dean@cityofmarianna.com

- Master Planning. Completed 2018.
- Runway and Taxiway Expansion Design. Completed 2017.

Under on-call services, AECOM has had a number of small designs and studies that totaled \$750K in fees and \$3.8M in construction. They were runway repair, EA & design for runway extension, connector taxiway design, new maintenance & storage hangar, fencing, airfield drainage improvements, ALP update, and SPCC plan.

Steve Henriquez - Principal-in-Charge and Project Manager, Engineer of Record • Edgar Figueroa - Quality Control Reviews • Russell Pratt - Stormwater Design and Permitting

Punta Gorda Airport Charlotte County Airport Authority James Parish Executive Director 941.639.1101, ext. 102 jparish@flypgd.com

Airport / Owner and Contact

Partial Summary of AECOM Florida Airport Projects, Past 10 Years

Key Project Member Responsibilities

- Auto Parking Lot Expansion. Under Construction.
- New T-Hangars and Corporate Hangars. Under Design.
- Master Plan and Environmental Assessment. Cost \$1.4M. Completed 2018.
- Terminal expansion. Cost \$9.1M. Completed March 2016.

In addition, under on-call services (ongoing), AECOM has completed studies and designs totaling \$425K in fees and \$2.4M in construction. They are a taxiway extension, an FBO relocation study, terminal parking lot expansion, TSA space modification/reconfiguration study, wildlife hazard assessment and management plan, and ILS site preparation.

Steve Henriquez - Principal-in-Charge • Edgar Figueroa - Project Manager/Senior Designer/Engineer of Record

St. Pete-Clearwater International Airport Pinellas County Scott Yarley Airport Engineer 727.453.7830 | syarley@ fly2pie.com

- New Airfield Electrical Vault. Under Design.
- Rehabilitation of Runway 18-36 Construction Management. Under Construction.
- Terminal improvements. Cost \$4.1M. Completed 2014.

Under on-call services (ongoing), AECOM also completed studies and designs totaling \$650K in fees and \$2.5M in construction. They were an ALP drawing update, a stormwater master plan update/implementation plan & design for Tier 1 & Tier 2 improvements, land use development alternatives, apron and taxiway rehabilitation, and airfield lighting upgrades. Also, two lighting projects as a subconsultant.

Steve Henriquez - Principal-in-Charge • Dennis Combs - Project Manager • Edgar Figueroa - Quality Control Reviews • Russell Pratt - Stormwater Design and Permitting

Sarasota Bradenton International Airport Sarasota Manatee Airport Authority Rick Piccolo, AAE Chief Executive Officer

941.359.5200
fredrick.piccolo@srq-airport.com

- · Master Plan Update; Ongoing.
- North Quad Development: Completed 2020.
- Parking Lot Modifications (subconsultant to USA SHADE)
- Phased renovation program totaling approximately \$15M in construction costs.
 Improvements, which were phased according to available funding, were the ticket wing renovation plus terminal finishes that included terminal roof replacement and renovations of the bag claim area, public restrooms, and concourse and airline gates/holdrooms (completed 2015). Currently working on renovation of Police Department facilities and the administrative areas occupied by airport management.

Steve Henriquez - Principal-in-Charge • Edgar Figueroa - Project Manager • Dennis Combs - Quality Control Reviewer • James Gilman – Landscape Architect • Russell Pratt - Stormwater Design and Permitting

Suwannee County Airport Suwannee County Greg Scott, CPRP Airport Manager

386.362.3004 | wgscott@windstream.net

Under on-call services (ongoing), AECOM has completed apron rehab & lighting, air ambulance site development, airport maintenance building site development, stormwater master plan & permitting, a master plan update, ALP drawing set update, airfield guidance signs, runway edge lights, security cameras & video recording system, SPCC plan, and SWPPP plan.

Steve Henriquez - Principal-in-Charge • Edgar Figueroa - Quality Control Reviews • Russell Pratt - Stormwater Design and Permitting

Vero Beach Regional Airport

City of Vero Beach

J. Todd Scher
Interim Airport Director

772.978.4930 ext. 104 | TScher@covb.org

- Runway 12R-30L Rehabilitation. Fee: \$423K. Under design.
- West GA apron expansion. Fee: \$431K; Construction cost: \$2.98M. Completed 2017.
- Rehabilitation of Runway 4-22. Fee: \$230K; Construction cost: \$2.1M. Completed 2015.

Steve Henriquez - Principal-in-Charge/Project Manager • Dennis Combs - Quality Control Reviews • Russell Pratt - Stormwater Design and Permitting

B. Team Organization

AECOM has assembled a streamlined and well-qualified team of professionals thoroughly familiar with the requirements in your work advertised program. This team is illustrated on the Project Organization Chart on the following page, the credentials of all key personnel identified on the organization chart are included in the Appendix: Resumes. This staff is available and will be dedicated to Sarasota Manatee Airport Authority on a priority basis – and will remain committed to you until their work is completed to your satisfaction.

Our team is composed as follows:

TEAM MEMBER AND ROLE/RESPONSIBILITY

AECOM Technical Services, Inc. - Tampa, FL

Project management; all engineering; design, bid, and construction-phase support

Walker Consultants, Inc. - Tampa, FL

Ground transportation center planning; preliminary concepts; development of design standards; and engineering support.

VoltAir Consulting Engineers, Inc. - Tampa, FL

MBE with the State of Florida Office of Supplier Diversity
Certified DBE with the FDOT Florida UCP DBE Directory

Mechanical, electrical, and plumbing design; communications; and construction-phase support

Hyatt Survey Services, Inc. - Bradenton, FL MBE with the State of Florida Office of Supplier Diversity Certified DBE with the FDOT Florida UCP DBE Directory

All required field surveys

Tierra, Inc. - Tampa, FL

MBE with the State of Florida Office of Supplier Diversity

Geotechnical; field and laboratory testing

AECOM will serve you as prime consultant, and Hyatt Survey Services, Inc., Tierra, Inc., VoltAir Consulting Engineers, Inc., and Walker Consultants, Inc. will be subconsultants to AECOM. We have worked with each of these firms on other aviation and transportation projects including at SRQ, and we have developed a very effective, professional relationship.

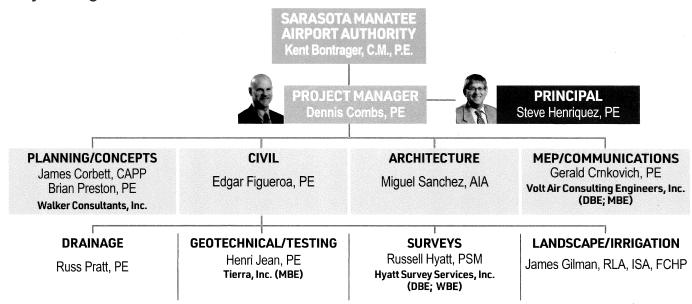
We have tailored both our management and technical approaches to assure close coordination as well as maximum efficiency in completing the project on time and within budget.

All our work will be tightly controlled by our **Project Manager Dennis Combs**, **PE**, who will be the single source of responsibility for the entire project and will direct and coordinate the work by all team members. Dennis is a seasoned engineer and project manager whose background includes both current and recent successful experience on other Florida airports. He will be our daily contact with you and will assure that each task is completed in a timely, budget-conscious, high-quality manner. With his many years of experience and his familiarity with your airport and your staff, he can provide hands-on management, attention to detail, and quick resolution of any potential problems. He will make sure that this project is running smoothly and that your project needs are fully addressed.

Regarding interface with our subconsultants, Walker Consultant's planner, VoltAir Consulting Engineers, Hyatt's chief of surveys, and Tierra's geotechnical engineer will work directly with the AECOM professional who is responsible for the portion of the project that requires surveys, engineering design or soils/geotechnical information for the proper design of the project. When desirable to do so, we will include team members in team meetings to assure total coordination of all work efforts to which they will contribute.

Throughout this project, we will maintain continuous coordination with you. Most routine day-to-day coordination will be conducted via e-mail and telephone. However, we will be on-site for project specific meetings and for period progress meetings that will be scheduled to discuss and update your staff on the project. Presentations can be made to the Authority, airport staff, and interested parties as necessary.

Project Organization Chart



Staff Availability

AECOM will assign top-notch professionals to this project. One of the advantages of being a large firm with great depth of manpower is that we can comfortably handle new projects without compromising our existing commitments. Of further relevance, our airport staff's present workload is moderate by our standards, so we can handle this project with unusual ease and efficiency.

The key personnel whose resumes appear in the last section of this Statement of Qualifications can be committed to this project when they are needed and remain committed until their respective tasks are completed. We have examined their current and projected workloads and we have determined that they have no obligations that would prevent them from performing with excellence on this project.

We are very proud of every member of this proposed team. As can be seen in the resumes, their credentials are exceptional are and ideally suited to this work. These people have earned our firm its reputation for consistently delivering high-quality projects on time and within budget.

Also, our depth of staff enables us to quickly assign additional highly qualified professionals in any discipline if more manpower is needed to meet accelerated schedules or in the unlikely event of staff loss.

C. Approach

Introduction

The Ground Transportation Center at the Sarasota Bradenton International Airport must be designed and permitted within the time period required to maximize/obtain State (FDOT) project funding. We fully realize that for this project to be successful, the design documents must be well coordinated with the users and prepared to allow the construction flexibility necessary to avoid interruption of the active Airport operations and ground transportation flow.

To accomplish this program successfully, multiple key components must be addressed. As highlighted below, the AECOM team has the right mix of local knowledge, technical expertise, widespread experience on similar projects, and proven management techniques to successfully complete this project. Our team includes local staff and high-quality subconsultant firms with extensive knowledge and insight into transit design, local permitting, environmental, construction, and public perception issues.

The AECOM team understands that it will take more than excellent engineering design services to successfully deliver this project to the Sarasota Manatee Airport Authority (Authority). This project also requires expertise in scheduling, phasing, construction alternatives, risk management, construction management, and a vigorous, meaningful DBE program. To accomplish this, we will draw upon our extensive experience and our proven track record to serve as your partner to help achieve your goals.

In the following paragraphs, we will present our understanding of the project as it is described in your Request for Qualifications (RFQ). We will also introduce and discuss some additional topics for your consideration which we have gleaned as a result of our aviation development experience and our extensive knowledge of your airport.

Management Approach

AECOM's approach is tailored to assure maximum efficiency in completing all project aspects in a timely fashion and to the highest quality standards. It is critical that all our work is tightly controlled and that a single source of responsibility is established at the very beginning of the project. Therefore, we have organized all disciplines and functions under the direction of our Project Manager. He will hold overall responsibility for assuring that our services are being completed in accordance with the scope of work.

Our Project Manager will be assisted in day-to-day supervision of the technical work by our discipline task leads, which have been chosen based upon their professional experience, in particular their experience on assignments similar in size and scope to this project. Several of the individuals indicated on the organization chart will have very specific and possibly short assignments related to our work. Most of these specialists will not need to travel to the project site unless specifically requested by the Authority.

In interfacing with our subconsultants, their staff members will work directly with the AECOM discipline leads responsible for coordination and review of their work products. Even though our subconsultants may be located in different offices, we have verified we have common use of equipment and software. Our integrated efforts are expected to be as seamless as being in the same room.

The same philosophy will apply to interfacing with government agencies such as FAA, FDOT, or jurisdictional permitting agencies. In conjunction with our Project Manager, experts in the respective disciplines, with Authority approval, will contact and coordinate the required project activities to most effectively reach an acceptable conclusion.

This project will also need to be coordinated carefully with public transportation to include Sarasota County Area Transit (SCAT) and Manatee County Area Transit (MCAT). The public transit stop will be relocated from its current location to a new dedicated transit curb area.

Project Understanding, Key Issues and Technical Approach

Project Initiation

Upon notice of selection, the AECOM team will prepare a detailed scope and fee and will submit that to the Authority. We will also assist the Authority in coordination of an independent cost estimate, if required. A list of users/stakeholders will be developed and vetted with the Authority staff. This could include the Transportation Network Companies (TNC's), taxi operators, limousines, hotel shuttle operators and both Manatee and Sarasota County Area Transit.

AECOM anticipates our work effort will progress as follows:

Site Planning

The AECOM team's approach towards assisting the Airport Authority with the development of a new Ground Transportation Center includes an initial planning and design documentation phase, followed by a preliminary design phase where our team will produce facility layout plans with technology specifications, fully coordinated with the Authority and users (at the Authority's discretion). The following has been provided to detail our initial approach:

Planning

 Meet with SRQ representatives and stakeholders to discuss the preferred options for the Ground Transportation Center and any new information that is pertinent to the function/ operation of the staging and passenger loading areas. Also discuss available technologies to monitor, document, and control vehicular access to the ground transportation center. Discuss security requirements and camera capture locations.

- Gather available information from other similar aviation facilities and present our findings on current best practices at airports.
- 3. Review the layout of the vehicle and pedestrian elements focusing on the following:
 - Vehicular and pedestrian separation, circulation and interaction.
 - b. The parking geometry, including sizes and angles of parking spaces, width of drive aisles and turning radii.
 - c. Pedestrian sidewalks and walkways and covered canopy locations.
 - d. ADA parking requirements and layout.
 - e. Lighting levels.
 - Location of curb cuts and site landscaping focusing on potential obstructed sightlines.
 - g. Location and function of vehicular access control equipment.
 - h. Location and size of the driver's lounge and restrooms.
 - i. Location and size of bus transit shelters.
 - Development of Wi-Fi infrastructure as required to transmit important information.
 - k. Development of RFI technology or plate reader technology to record TNC/Operations.
- Recommend any modifications intended to improve the function of the parking element or enhance the user experience. Only incremental improvements may be feasible.

Design Documentation

- 1. Document design standards and any assumptions related to parking geometrics and technology requirements.
- 2. Provide conceptual geometric layout of the Transportation Network Companies (TNC's) staging and passenger loading areas.
- Prepare a preliminary features matrix listing the features of selected vehicular access control technology solution. The matrix allows points to be assigned to each line item to provide the appropriate weighting for the airport's priorities and goals of the new system.

Preliminary Design

- Provide preliminary geometric layout of staging and passenger loading areas including striping plans.
- Provide recommendations for the location and text of new or modified wayfinding signage. All wayfinding signage in the area must be reviewed. Changes in wayfinding signage must be done "globally" as to not impact the overall messaging of the airport.

3. Develop an outline functional specification of vehicular access control hardware and software components that will be further developed in subsequent phases for use in the final design.

Data Collection

AECOM's team approach to project design will include reviewing existing data and conducting the following tasks:

- Geotechnical. Perform geotechnical exploration to determine the condition of existing pavement and subsurface soils. This will include pavement cores, borings and material testing. This evaluation will be performed consistent with all FDOT and industry standards.
- Survey. Perform a topographic survey in the defined project area along with the adjacent features including security fencing, parking lot lighting systems, drainage, roadways, utilities including potholing for utility depths if necessary, structures, and other items. The survey will conform to industry standards.
- Inspection. Conduct a thorough visual inspection of the roadway pavements, adjacent areas, drainage structures, and utilities to establish and/or verify conditions and specific issues that will need to be addressed.
- 4. Permit Research. Review the existing permits obtained by the Authority for SRQ. This will include applicable permits from City of Sarasota, Florida DEP, U.S. Army Corps of Engineers, and the Southwest Florida Water Management District. AECOM will note any permits that require modifications for this project and will list any additional permits that may be required.
- Construction Safety and Phasing Plan (CSPP). Define the
 potential operational impacts of project construction. This will
 be done in the preliminary phase of the project, and an outline
 of the proposed CSPP will be developed in accordance with
 Advisory Circular 150/5370-2G.

Design Analysis – Future Site Development and Roadway

The information gathered during data collection will be compiled and analyzed to form the basis of our design analysis. This analysis will focus on the following:

Roadway and Parking

The horizontal and vertical geometry for the roadway and parking must be established to support both the proposed future use of the facilities as well as that of the equipment required to construct these facilities. For example, a pavement section sufficient for auto parking will not properly support a heavy wide body truck that must make tight turning movements.

The site slopes east to west and has an almost four-foot grade differential. Vertical grades and vertical curves must fall within the design standards for large bus traffic.

Drainage and Grading

The master drainage plan for the airport was recently updated and an implementation construction project is nearing completion. The stormwater detention and treatment system is in place for this project. Stormwater can be conveyed to the west pond through the existing pipes under the access road to the employee parking lot.

As previously stated, there is an almost four-foot elevation difference on the site flowing from east to west. Off-site fill material will likely be required to raise the site and have reasonable roadway and parking lot grades for operation for vehicular traffic and buses.

Utilities

The Dan P. McClure Auditorium functioned previously as offices for the engineering and environmental staff as well as a meeting venue between the Authority and the public. The building has water, sanitary sewer, power, telephone and communication connections. These will need to be disconnected and/or relocated with the final development concept. An existing Florida Power & Light transformer between the building and auto parking lot will likely need relocation as well.

Previous experience with utility companies indicates contact early and often provides the best results in assuring responsiveness on their respective work effort.

Environmental Issues

The Dan P. McClure Auditorium is to be demolished within the project construction. No record drawings exist on this facility and airport staff believe hazardous material may exist. Therefore, an initial hazardous material building assessment is proposed at the project onset to determine if asbestos, lead paint, lighting fixtures with PCBs or mercury, or other known hazards exist. These will each need to be appropriately addressed within the construction documents.

Other possible environmental issues could be encountered during construction. AECOM will be required to obtain all regulatory permits, and additional regulatory agency coordination may be required. We realize that our design must address:

- Potential for the removal and disposal of contaminated material, if encountered.
- Development of a stormwater pollution prevention plan during construction.
- Development of waste reduction strategies during construction, including possible recycling or reuse of materials and relocation of landscaping trees and shrubs.

Construction Safety and Phasing Plan

AECOM is experienced in developing CSPPs. We anticipate completing the safety and phasing drawings at the 30% stage so that the review process can be started. Since all work will be outside the airport operations area (AOA), submittal of the formalized plan to FAA may not be required. However, the CSPP is paramount to consider and avoid construction conflict hazards such as:

- SRQ employee access to/from the employee parking lot both vehicular and pedestrian;
- General public pedestrian access from New College to the existing GTC and Terminal Building;
- Bus and limo traffic to the existing GTC; and
- Terminal traffic exiting to US 41.

Submittals and Review Coordination

At various milestones, AECOM will conduct workshops with Authority staff to review submittal comments and to assure that the Authority's goals are properly addressed in the documents.

All comments will be addressed with documented narrative of the final resolution.

AECOM will prepare and submit preliminary documentation to the Authority at specified intervals (i.e., conceptual, 60%, 90% and 100%) followed by a Working Group meeting to review the submittals. The projected project costs will be evaluated in comparison to the total project budget and the summary provided with each submittal. Comments and action items will be documented and addressed in the subsequent submittal. Once the construction documents are completed, they will be submitted to the Authority in hard copy and digital formats.

Throughout the design process, AECOM will perform quality control reviews to address continuity and accuracy of the construction documents, verify cost-effectiveness of the design approach, and minimize the risk of change orders during construction.

Technical Specifications

Technical specifications will be prepared based on FDOTs Standard Specifications for Road and Bridge Construction and the Construction Specifications. These specifications will be supplemented, if necessary, with specifications required for proper construction of the project, such as Manatee County water and sewer specifications, and CSI specifications for building structures.

Value Engineering and Constructability Review

The goal of value engineering (VE) and constructability review is to challenge the design early in the process to identify and eliminate (or modify) project elements or materials that add cost to the project without advancing the Authority's programmatic requirements. It is a rigorous process through which construction costs, quality, and schedule parameters for each project element are evaluated and compared with the guidelines pre-established in the project definition and study phase. Value engineering methodology is a systematic evaluation of first cost and life cycle cost for various design approaches to achieve the program requirements for the project. Cost considerations for the value engineering study include operational and maintenance costs as well as first costs.

Value engineering is most effective if it is conducted early in the design process so that design changes that might result from the review may be readily incorporated with minimal impact on the design process. We also recommend that a formal value engineering evaluation be conducted at approximately the midpoint of the Design Development Phase.

The constructability review also takes an independent look at the project through the eyes of the contractor and attempts to reduce or eliminate hidden costs buried in the unit bid items. For example, can phasing work areas be expanded to provide maximum efficiency of available manpower required for the work or can phasing be revised to eliminate potential double-handling of material? Constructability reviews are completed by in-house staff members who have construction experience similar to that required for the project.

Our multi-discipline plans review team will be composed of personnel selected on the basis of their individual expertise in particular aspects of the project scope. This team will review plans and bidding documents for compliance with industry standards of constructability; maintenance of landside operations; safety; observance of codes, ordinances and standards; direct, concise and complete treatment of specified works; and flexibility to adapt to change. In short, the team will provide complete analysis and application of those design factors that most directly contribute to economic facility development and operation. Overall, our value engineering approach will be geared toward:

- Evaluating the functionality of the project early in the preliminary engineering phases.
- Identifying the alternatives that most effectively meet project objectives and ensuring that design proceeds accordingly.
- Making VE an ongoing process not a single event and monitoring prices as each design decision is being made.
- Keeping the price estimate current and visible.

Bid Phase

In producing the final construction documents, AECOM will prepare a bid set submittal that focuses specifically on the needs of the SRQ Purchasing Department. The submittals will include the following:

- Public Notice
- Instruction to Bidders
- Construction Bid Bid schedule and certification forms to be completed by bidders
- General Provisions
- Supplementary General Provisions Federal requirements including prevailing wage rates (if required by SRQ)
- Technical specifications
- Plans
- Permits
- Geotechnical reports
- Construction Safety and Phasing Plan

AECOM will attend the pre-bid conference and will provide a description and site visit for bidders. We will direct all responses

to bidders' questions to the Authority for posting and will assist in preparing of any addenda.

AECOM will review the bids and prepare a summary of lowest bidders, work history, and recommendation for award of the construction contract.

Construction Phase

Once the grant is received and the construction contract is awarded, the Notice-to-Proceed for construction services can be issued. AECOM's approach to this phase is divided into two categories: Administrative/Management and Inspection.

Construction Administration/Management

- Coordination with Authority, FAA and FDOT and permitting agencies.
- Coordinate and attend the pre-construction meeting.
- Review the contractor's schedule and monitor progress throughout the project.
- Review the contractor's schedule and Safety Plan Compliance Document for compliance with FAA AC 150-5370-2G and verify compliance throughout the project.
- Attend bi-weekly project meetings, conduct site visits for conformance and review submittals.
- Observe testing of vehicular access control solution and prepare final punch list of the solution. Review and approve shop drawings and other submittals.
- Respond to contractor's questions (RFI) and issue notice of variations (NOV) that may be needed.
- Prepare and coordinate change directives and change orders as warranted.
- Assist, if requested, the review of the contractor's applications for payment including verification of pay quantities and that all documents, as required by the contract.
- Provide technical advice to the Authority as it applies to construction of the project.

If requested, the following can be added to normal administration services:

- Review the contractor's DBE program and verify compliance.
- Review the contractor's certification of wages and verify compliance with Davis Bacon Wage Rates.
- Coordinate and review quality assurance testing for compliance with specifications and determine pay deduction, if warranted.
- Review the contractor's phasing program and coordinate for taxilane and apron closure.
- Coordinate and attend weekly construction coordination meetings with the Authority and the contractor and observe the progress of construction for compliance with plans, specifications, and permit conditions.
- Conduct a substantial completion inspection and prepare a punch list of deficient items.
- Conduct the final inspection to verify completion of the punch list.

Inspection Services (If Requested)

If requested, AECOM will provide a full-time resident project representative (RPR) to observe construction activity and coordinate between the airport manager and contractor on a daily basis. The RPR will assist in determining if the provisions of the contract documents and permitting conditions are being fulfilled. He will also assist in determining compliance with the construction safety plan and will identify and report, in writing, any activity that could result in unsafe or hazardous conditions. The RPR will maintain records and written reports of construction activity and will verify that the contractor maintains proper records.

The RPR will review quality control activities by the contractor and will coordinate all quality assurance testing. He also will schedule bituminous testing both on-site and at the plant and will calculate Percent Within Limits (PWL) based on test results. He will inform the contractor of testing results and will have deficiencies corrected and retested. He will verify quantities of work and track progress to compare with the budget to identify any trends. The RPR will verify that the contractor maintains construction records and as-built plans.

Project Closeout

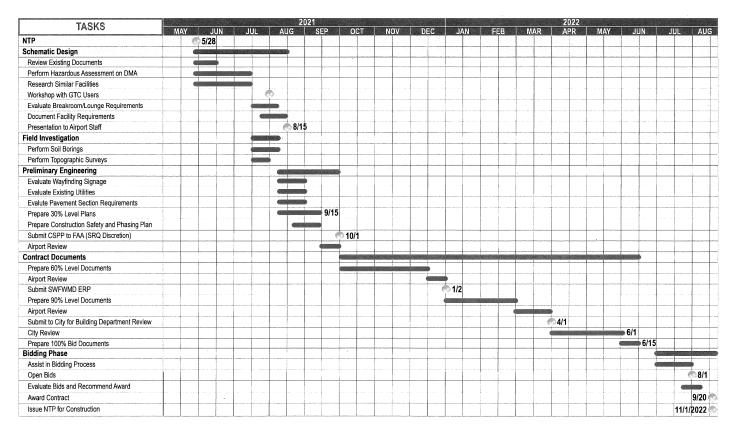
AECOM's approach to project closeout begins at the start of the project. All information needed for closeout is identified and coordinated with the Authority to meet the needs of the County, FAA, FDOT and permitting agencies. The documentation is collected throughout the project and is assembled into a divided binder and digitally filed.

AECOM will collect as-built documentation from the contractor and prepare record drawings in CADD/GIS of completed project. Certification of completion will be prepared and submitted to the permitting agencies.

The Authority will receive a binder and a CD containing all appropriate documentation developed during project construction. AECOM will also provide services for inspection of the project during the warranty period to identify items that may need to be corrected.

Timeline for Deliverables

AECOM has developed the proposed project schedule which proposes completion of design in mid-2022, and opening bids in August 2022. This is a comfortable design schedule and can be accelerated at the Authority's discretion.



D. Phone Interview

AECOM would be pleased to host a phone interview with SRQ, should one be required, and proposes Principal-in-Charge Steve Henriquez, PE and Project Manager Dennis Combs, PE as participants.

E. Demonstrated Ability to Meet the DBE Goal

AECOM is fully committed to the use of DBE and MBE/WBE subconsultants on our contracts. Although we are a large, full service consulting firm that can self-perform virtually all types of airport projects in-house, we are extremely sensitive to the need to satisfy all requirements for DBE or MBE/WBE involvement. AECOM expects to greatly exceed the projected 5.0% DBE participation goal for the project.

Woman Business Certification

Hyatt Survey Services, Inc.

Is certified under the provisions of 297 and 295 197 Phonds Statutows for a period from 09/03/2019

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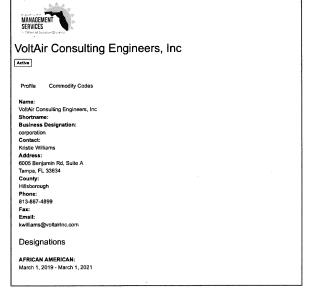
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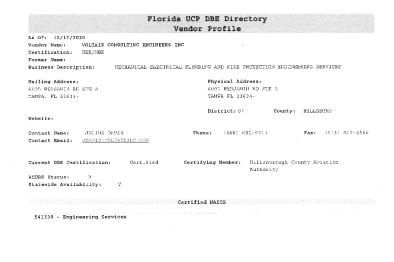
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Two of our proposed subconsultants, Hyatt Surveying Services, Inc. and VoltAir Consulting Engineers, Inc. are certified as Disadvantaged Business Enterprises under the Florida Unified Certification Program (UCP) Disadvantaged Business Enterprise (DBE) Directory. In addition, Hyatt, Tierra, Inc. and VoltAir are State of Florida Office of Supplier Diversity certified MBEs or WBEs. Copies of their respective certifications are below.

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	VICES INC					
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Website:						
Contact Name: PAMELA HYATT		Phone:	(941) 748-4693		Fax:	(941) 744-1643
Contact Email: PANNHYATT-SURVE	C.COM					
Current DBE Certification:	Certified	Certifying	Member: Flori	da Departm	ent of Tr	ansportation
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F. Other Factors

Key Members' Familiarity with Each Other on Past Projects

As can be seen in Section A, Similar Experience, various members of our team have worked together on the relevant projects described. In addition, AECOM key personnel Steve Henriquez and Edgar Figueroa, and proposed subconsultant personnel James Corbett, Gerald Crnkovich, Russell Hyatt, and Henri Jean have all worked on several recent projects at SRQ, and most have a long history of work there, including Steve Henriquez who had involvement on the original SRQ terminal program.

Several of these individuals have worked on commercial service airports – most notably, Tampa International, St. Pete-Clearwater International, Key West International, Punta Gorda, Cyril E. King (St. Thomas, USVI), Savannah/Hilton Head International and Cincinnati/Northern Kentucky International. They also have worked on a number of general aviation airports in Florida such as Bartow, Vero Beach, Calhoun County, LaBelle, and Hilliard Airpark.

Site Knowledge

AECOM has completed numerous project designs in and around the proposed Ground Transportation Center with several of the key staff members proposed for this assignment. Several are listed below. Additionally, AECOM has completed numerous terminal remodeling projects, all of which have been permitted through the City of Sarasota Building Department.

Projects completed within the proposed General Transportation Center area include:

- Intermodal Transfer Complex Improvements
 Phase 1 2006; Phase 2 2007
- Ready Return Parking Lot Improvement
- Employee Parking Lot Lighting Power and Communication System
- Relight SRQ Employee Parking Lot
- Master Plan Update
- Wayfinding Sign Project (subconsultant)

The Intermodal Transfer Complex Improvements Phase 1 and 2 include the very area being modified under this project and included many of the same elements as it relates to transit coordination, queuing, and overall functionality.

The Employee Parking Lot and Ready Return projects included similar elements such as canopy design, lighting, and communications that will also need to considered in this project. Our previous experience in these areas will make our team more efficient in the design process.

The Master Plan Update included a section on the Ground Transportation Center. AECOM and our subconsultant, Walker Parking, developed different alternatives during that process.

No other team has the expertise or familiarity with this area than the AECOM team.

Familiarity with FAA Requirements

In AECOM, you are getting a full-service airport consultant with over 70 years of airport planning, design and construction experience and complete, hands-on knowledge of FAA and FDOT policies, procedures and criteria. Our airport planners and engineers have hands-on knowledge of FAA standards including Advisory Circulars, Orders, Notices, Engineering Briefs, TERPS Instruction Letters, and Standard Operating Procedures (SOP), including SOP 2.00 regarding FAA's review of Airport Layout Plans. Our professionals apply the guidance in these documents on a daily basis as part of our airport planning and engineering services.

Our relationship with the FAA is well-established at all agency levels, and we enjoy an excellent relationship with the Southern Region in Atlanta and all of its Airports District Offices (ADOs). We have worked with many individuals in these offices as well as individuals at FAA headquarters in Washington, DC. Our expertise is such that, on several occasions, FAA has retained us to author some of its criteria and/or procedures. When things arise that need an answer from FAA, you can be assured that AECOM has the contacts to find the answer.

Our portfolio includes literally hundreds of projects at more than 45 general aviation and 16 commercial service airports that are under the jurisdiction of the Orlando Airports District Office (ADO) and its predecessor the Miami ADO. Major long-term airport clients include St. Pete-Clearwater International Airport and Cyril E. King Airport (St. Thomas) since the mid-1970s, Tampa International Airport since 1958, Savannah International Airport since the late 1960s, Orlando International Airport since 1977, and Bartow Executive Airport, Miami International Airport and Vero Beach Regional Airport for over three decades.

During our long associations with such clients, we've had heavy FAA coordination on such project types as environmental studies, master plans, and design for airfield, roadways, parking facilities, buildings, infrastructure, lighting, NAVAIDS, and all other airport components. Similarly, we have worked with Florida DOT throughout that time, with our contracts having included both surface and air transportation facilities.

Proximity to SRQ

AECOM's Tampa office is close to Sarasota Bradenton International Airport – only about an hour's drive door-to-door.

This is the same office that has served you since the mid 1970's on such projects as the North Quad Access Roadway, the six phases of terminal renovations, Intermodal Transfer Complex planning and design, new terminal building and access perimeter road, drainage planning and design, and various apron/taxiway/runway overlays and service roads.

Insurance Certificates

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Steve Henriquez, PE, *Principal-in-Charge*42 years of experience / 41 years with AECOM
BSCE, University of South Florida, 1977
PE in Florida (#31974), Georgia (#16069), Kentucky (#17743) & U.S. Virgin Islands (#0-11886-1B)

Steve Henriquez's expertise includes management/administration and technical performance of full-scope airport planning, design and construction projects involving airfield pavement, land/site development, infrastructure, buildings, and total support facilities. His work also extends to pre-applications and applications for funding, and liaison with all governmental agencies involved in the projects. In addition to airfield and site work, projects have involved a variety of building types including terminals, cargo complexes, ARFF facilities, and control towers at general aviation and air carrier airports. His work includes:

- Sarasota Bradenton International Airport, FL. Principal-in-Charge of our firm's recent/current work for the phased terminal renovation program and the North Quad Access Roadway, with approximately \$15 million of construction completed within the past 10 years. Specific elements have included ticket wing renovation with baggage handling system improvements, replacement of the entire terminal roof, renovations to the bag claim area, the public restrooms, and the concourse and airline gates/holdrooms.
- St. Pete-Clearwater International Airport, FL. Project Manager. Has worked at the airport for 30+ years under general services contracts and project-specific selections. Presently in charge of our general consulting services, with current and recent work including terminal improvements, airline operations facility expansion, Airport Layout Drawing update, noise evaluations, stormwater management, and pavement inspection/evaluation. Also in charge of the Runway 17L-35R extension project. Many previous projects involved runway/taxiway/apron overlay, extension, strengthening and/ or grooving; lighting systems; new taxiways; service and perimeter roads; security fencing; airfield electrical vault expansion; and parking lot expansion.
- Cyril E. King Airport, USVI. Project Principal and/or Project Manager for numerous projects under multiple consecutive on-call services contracts. Most recent projects have included rehabilitation and re-lighting of Runway 10-28 and overlay of connector taxiways, a pavement management program, terminal expansion (baggage make-up, emergency power generator), rehabilitation and lighting of Taxiway A East, rehabilitation of GA aprons, new security fencing, a terminal facility improvement study, design-build procurement documents for energy enhancement (photovoltaic), terminal re-roofing, and a runway safety area study.
- Savannah/Hilton Head International Airport, GA. Project Manager for on-call services contracts for over 20 years. Also, Project Manager for site preparation of the 600-acre Northwest Quadrant Development that included the 250-acre terminal area involving the full spectrum of earthwork, grading, stormwater management, and infrastructure. Also in charge of our firm's role as Prime Design Consultant for the terminal building and related airfield, roadways and parking facilities. Has been involved with many airfield upgrading/expansion projects for over 20 years including apron expansion, new taxiways, runway strengthening, glide slope and RVR relocation, parking lot expansion, and new GA aprons.
- Tampa International Airport Taxiway J Bridge Reconstruction over the Airport Access Parkway, FL. Project Principal for this taxiway bridge reconstruction project that includes total removal and replacement of the existing bridge with a longer/wider facility with higher structural capacity. Project will allow for future two-lane widening of the airport access road (George Bean Parkway) and a new span for the APM that will link the terminal with the proposed new ConRAC facility. Airfield work includes reconstructing Taxiway J adjacent to the bridge plus the western portion of Taxiway N, displacing the threshold for RW 10, and adding runway guardlights at the intersection of Taxiway J and Runway 1R-19L.
- Gainesville Regional Airport Taxiway Projects, Gainesville, FL. Project Principal for on-call services. Relevant work performed includes: Taxiway E Rehabilitation and New Commercial Apron Connector included asphalt pavement removal and replacement, reconstruction of pavement base, design of new edge lighting and new guidance signs, pavement markings, and construction of a new asphalt taxiway connector. Rehabilitation of Taxiways A, B and C: common project elements included asphalt removal/replacement, new LED taxiway edge lighting, pavement marking, and new guidance sign panels.



Dennis Combs, PE, *Project Manager and Project Point of Contact* 27 years of airport experience / 19 years with AECOM

BS, Civil Engineering, Clemson University, 1992 PE in Florida (#54609)

Dennis Combs has over 27 years of continuous experience in airfield and civil engineering for commercial service airports and DoD installations, including 18 years of airfield pavement design with AECOM. He offers a well-rounded perspective on all types of aviation-related projects, having been employed by an airport authority, by a contractor specializing in airport and civil construction, and by A/E consultants. He has served as a design engineer/manager and a resident construction engineer for major airfield projects. His work includes:

- Tampa International Airport Consolidated Rental Car (ConRAC) Facility and Automated People Mover (APM), FL. Project Manager for Civil Design. Managed AECOM's contract work on this large complex Design/Build project. AECOM performed the following design scopes of work for Gresham, Smith and Partners (lead designers): Civil Design, Traffic Studies, Environmental Design, Security and CCTV Design, Roadway Design, and Utility Design. Coordinated this design build effort with the lead designer (GSP), more than 20 other designers, and the Design/Builder, Austin Commercial. AECOM's scope of work was over \$3M in fees for this \$730 Million project. Civil Design included a new covered commercial curbside for public transportation and future other commercial vehicles such as hotel buses, cabs, and ridesharing companies.
- Tampa International Airport Economy Parking Garage, Phase 2, FL. Civil Design Project Manager. Project included reconfiguration and reconstruction of portions of the existing remote economy parking lot, paving the overflow lot, providing a new bathroom at the cell phone lot, and roadway improvements around the garage and Post Office areas. Work was accomplished within a compressed schedule. Total project costs were approximately \$60 million. Responsible for managing all civil design including utilities, roadway, earthwork, stormwater permitting, cost estimate verification, and project schedule as well as being the Engineer of Record for site/civil work.
- Tampa International Airport Taxiway J Bridge Reconstruction over the Airport Access Parkway, FL. Design Project Manager for this \$28.6 million taxiway bridge reconstruction project that included total removal and replacement of the existing bridge with a longer/wider facility with higher structural capacity. Project allows for future two-lane widening of the airport access road and a new span for the APM that links the terminal with the proposed new ConRAC facility. Airfield work included reconstructing Taxiway J adjacent to the bridge plus the western portion of Taxiway N, displacing the threshold for RW 10, and adding runway guardlights at the intersection of Taxiway J and Runway 1R-19L.
- Tampa International Airport New Taxiway A and Bridge, Tampa, FL. Project Manager for this \$43.7 million cross field taxiway and bridge project that includes removal of Taxilane A and new 3,000-foot-long cross field taxiway with Aircraft Design Group (ADG) IV bridge. Bridge is similar and parallel to the existing Taxiway B Bridge. The bridge currently spans the airport service road but will ultimately span over future North Terminal Parkway and an Automated People Mover (APM) as well as a divided airport service road. Project includes new airport service road, new SIDA access to Airsides C and D, and over 3,000 LF of new airport fencing.
- Tampa International Airport Runways 1L-19R and 10-28 and Associated Taxiways, Tampa, FL. Project Manager and Engineer. Provided design and construction-phase support for joint and slab rehabilitation. This TPA project included pavement evaluation of Runway 1L-19R, Runway 10-28, and connector taxiways; Runway 1L-19R South blast pad; and all other airfield concrete pavement. Design elements included replacement of failed concrete slabs, as well as repair of small spalls and damaged joints. The blast pad entailed reconstruction of existing asphalt pavement without requiring any adjustments to the NAVAIDs. Project requirements also included phasing strategies for closing all runways, most taxiways, and terminal apron pavement; Safety Management System (SMS) coordination; and multiple meetings with airport operations for closure constraints for runways, taxiways, and terminal aprons.
- Cincinnati/Northern Kentucky International Airport On-Call Airport/Airfield Design & Consulting Services, Hebron, KY. Project Manager and Design Manager/Engineer for miscellaneous projects on an as-needed basis. Assignments have included: Terminal 3 Consolidation, Phase 1 Terminal 1 Refurbishment: Study of the existing closed terminal and determination of requirements and costs associated with re-opening this terminal. Runway 18C-36C Rehabilitation: Design for a \$25-million rehabilitation of runway and taxiway pavement and associated lighting and signage. Runway 18L-36R Rehabilitation, Phase 1: Runway condition testing and assessment that included pavement condition survey, distress mapping, non-destructive testing, conventional geotechnical testing, rehabilitation options and analysis, and cost/benefit analysis); Elijah/Gunpowder Creek Stormwater Improvements: Study, design and construction-phase support for major drainage improvements. Project consisted of upgrades and modifications to two existing stormwater detention facilities on airport property located outside of the AOA.



James M. Corbett, CAPP, Planning/Concepts 25 years of experience / 5 years with Walker Consultants

BA, Business Psychology, Miami

Institute

Certified Administrator of Public Parking

Parksmart Advisor Certification from the International Parking and Mobility Institute
Accredited Parking Organization Site Reviewer Certification from the International Parking and Mobility

Affiliations: International Parking and Mobility Institute; Florida Parking and Transportation Association; Parking and Transportation Association of Georgia; Urban Land Institute, Florida Chapter

Jim Corbett is an innovative parking professional with 25 years of successful parking operation leadership and fiscal governance. Having joined Walker Consultants' Planning, Operations, and Technology Group in 2015, Jim has lead Walker's efforts on dozens of strategic planning studies and municipal operations projects in Florida as well as several cities throughout the U.S. Prior to joining Walker, Jim served a 10-year career as the City of Tampa's Parking Division Manager. Jim's specialized experience includes management of municipal and private parking assets within a variety of venues including hospitals, performing arts centers, convention centers, concert arenas and sports stadiums, hotels, mixed-use properties, community redevelopment districts, residential parking districts, and on-street parking. Specific work includes:

- Ground Transportation Center, Sarasota Bradenton International Airport, Sarasota, FL. Principal-in-Charge of the team that prepared the conceptual design for a consolidated Ground Transportation Center (GTC) with separate staging and loading areas to accommodate a variety of for-hire transportation vehicles.
- LMC Quay Parking Planning, Sarasota, FL. Project Manager led the team that developed a parking management plan for a
 mixed-use development. The team analyzed and designed designated valet parking areas with supporting wayfinding sign
 recommendations to assist with vehicle navigation for non-valet drivers.
- City of Fort Myers Downtown Study, Fort Myers, FL. Project Manager led the project team that conducted a parking supply/demand study, parking management study and parking policy review.
- City of Miami Beach, North Beach Regional Study, Miami Beach, FL. Project Manager led the project team that conducted a
 regional parking supply/demand study and parking alternative analysis.
- Broward County Convention Center Expansion Study, Fort Lauderdale, FL. Project Manager led the project team that conducted a parking supply/demand study.



Brian K. Preston, PE, Planning/Concepts

24 years with **Walker Consultants**

BS, Civil Engineering, Drexel University

BS, Architectural Engineering, Drexel University

PE in Florida (#PE75127); Registered Structural Engineer in MA (SE#41849)

Affiliations: American Institute of Steel Construction; Florida Parking & Transportation Association; International Parking & Mobility Institute; Urban Land Institute

Brian Preston is the Managing Principal of Walker's Tampa office. He is an experienced project manager and engineer with a wealth of knowledge in the planning, design, repair and restoration of parking structures and buildings. His entrepreneurial project management approach frequently influences his project performance far beyond the simple application of tools and techniques in order to achieve extraordinary results. Brian is also the Principal-in-Charge of the team of Walker consultants and engineers assisting the Hillsborough County Aviation Authority with a variety of parking planning and structural engineering projects at Tampa International Airport as their general structural engineering consultant. Specific work includes:

- Ground Transportation Center, Sarasota Bradenton International Airport, Sarasota, FL. Principal-in-Charge of the team that prepared the conceptual design for a consolidated Ground Transportation Center (GTC) with separate staging and loading areas to accommodate a variety of for-hire transportation vehicles.
- Tampa International Airport PARCS and APGS, Tampa, FL. Project Manager led the design team through the analysis, design, procurement, installation and testing of new PARC and APG systems at the airport. The new system allows travelers to make parking reservation in advance of their arrive and a ground transportation system tracks and bills TNCs entering and exiting the Airport using a geofence.
- Orlando International Airport South Terminal Parking Structure Phase 1, Orlando, FL. Principal-in-Charge of the team that
 provided parking consulting, functional design and structural engineering of a 2,400-space parking structure that was designed for a
 horizontal expansion.
- Memphis International Airport, Memphis, TN. Principal-in-Charge of the team that provided analysis, design, procurement, installation and testing of new PARC and APG systems for two parking structures and three surface lots.
- Ottawa International Airport Parking Expansion, Ottawa, Ontario, Canada. Project Manager led the project team that provide functional design and structural engineering of a 1,500-space parking structure expansion delivered in two phases. The team also provided analysis and design to expand the existing pay-on-foot and PARC system.



Edgar Figueroa, Civil Engineer
42 years of experience / 23 with AECOM
BS, Civil Engineering, University of Puerto Rico, 1979
Graduate Courses, Transportation Engineering, University of Washington, 1981
PE in Florida (#53463)

Edgar Figueroa has strong experience in airfield engineering including new and rehabilitated runways, taxiways, and aprons. His background also includes management of airport operations and engineering. Specific work includes:

- Intermodal Transfer Complex, Sarasota Manatee Airport Authority, Sarasota Bradenton International Airport, FL. Project Manager/Engineer for planning and design of the North Quadrant Site Development, the new Intermodal Transfer Complex, Phases I and II, to improve the capacity and intermodal capabilities (bus, taxi, and limo). Project involved a new canopied bus drop-off slot at the terminal bag claim area for international passengers, new canopied bus loading and drop-off slots for charter and tourist buses (including passenger waiting canopies, a new passenger canopy for transit buses), and improvements to the existing taxi, limo and transit bus lanes. Other project elements included reconstruction and widening of the existing access road to the transfer complex as well as landscaping and signage improvements.
- New General Aviation Center, Miami International Airport, Miami-Dade Aviation Department, FL. Project Manager. Provided coordination and hands-on supervision of design efforts and preparation of contract documents. Prepared specifications, schedules, and cost estimates for the project, QA/QC for the entire project, and coordination with MDAD Airside Operations, MDAD Maintenance, and permitting agencies for redesign of airside and landside improvements for the new GA Center. Project included the apron, entrance and exit roads, parking facilities, drainage, water and sewer improvements, and all lighting and security fencing of the facilities to be occupied by FIS and MIA Airside Operations. AECOM was retained to re-design and complete the project after the original designer and contractor were terminated due to multiple construction and design problems. AECOM began redesign of this project after site work had begun, and successfully completed the design and permitting processes so that construction could continue.
- Terminal Parking Lot Addition and Exit Lane Modifications, Punta Gorda Airport, Charlotte County Airport Authority, FL. Project Manager for design and construction-phase services for an additional long-term parking lot and a cell phone lot totaling 138 spaces (base bid) plus modification of exit lanes and revenue collection for the existing short- and long-term parking lots (alternate bid). Project included asphalt parking, lighting, toll collection equipment, drainage improvements, CCTV cameras, and access control for employee parking access.
- Calhoun County Runway 18-36 and New Access Road, Calhoun County Airport, Blountstown, FL. Project Manager. Provided investigation, design, contract documents, bid-and-award, and construction-phase services for a new 3,100-foot-long asphalt runway at the present location of the existing turf runway, and a new 3,966-foot-long airport access road. Runway portion of the project included wetland mitigation, drainage swales, pond improvements, drainage and mitigation permitting, pavement geometry and design, grading and drainage, new airfield electrical vault, and runway lighting, marking, and signage. Roadway also involved wetland mitigation, treatment and drainage swales, wetland and drainage permitting, pavement geometry and design, grading and drainage improvements, and roadway marking and signage.
- Crystal River Airport Taxiway Relocation and Widening, Citrus County Board of County Commissioners, FL. Served as
 Project Manager and Project Engineer for relocating Runway 9 27's parallel taxiway and widening it to 35 feet. Project elements
 included earthwork, wetland mitigation, drainage, permitting, new pavement, pavement demolition, and taxiway lighting, marking,
 and signage.
- Isla Grande Airport Runway 9-27 Rehabilitation and Associated Work, Puerto Rico Ports Authority, PR. Project Manager responsible for managing the investigation, design, contract documents, bid-and-award, and construction-phase services for rehabilitation of asphalt Runway 9-27, a new paved overrun area, extension of Taxiway A, and rehabilitation of the perimeter road. Project elements include pavement milling, crack preparation and sealing, drainage improvements, new pavement for the taxiway extension and overrun areas, pavement demolition, changes to the runway threshold lights, new taxiway edge lights, new runway/overrun/taxiway markings, relocation of runway hold markings and signage, and new security fencing. This project is being funded with ARRA stimulus funds and had to be accelerated through design, bid and award to qualify for the funds.



Miguel Sanchez, AIA, *Architecture*10 years of experience / 4 years with AECOM Master of Architecture, University of South Florida, 2012

Registered Architect in Florida (#AR99099)

Miguel Sanchez is well rounded with design and construction administration experience of multiple project types. His design experience includes project conceptual design, programming, verifying code compliance, and construction administration. He works closely with team members, clients, and other professionals to develop and design a project in budget and on time. In addition, Miguel has experience with various software programs for concept design visualization and also Building Information Modeling (BIM) technology. His work includes:

- Sarasota Bradenton International Airport, Sarasota County, Sarasota, FL. Designer/Production. The project consists of
 relocating four user groups into newly renovated spaces in the main terminal building and two adjacent buildings. Each of the
 spaces consisted of new partitions, interior finishes, and fenestrations along exterior walls, casework, and a new restroom.
 Responsible for coordinating with the Airport Authority and user groups to conduct site visits of proposed spaces and interviews to
 identify required elements of each user. Upon issuing documents for construction, involved in overseeing and reviewing architectural
 submittals, RFIs, field observations, and conducting weekly meetings during the construction phase.
- Gainesville-Alachua Regional Airport, Gainesville-Alachua County Regional Airport Authority, FL. Architect/Production.

 AECOM contracted with the Authority to provide Architectural and Engineering Services for the planned expansion and improvement of the Commercial Terminal Building and other miscellaneous work to be executed in two phases over a five-year period. Phase I of the terminal expansion and improvement project is anticipated to include a 16,000-square-foot expansion of the post security gate area with two new passenger boarding bridges and expanded restrooms as well as modifications to the TSA passenger screening area to accommodate a second screening lane. Additionally, replacement of existing terminal roof, HVAC upgrades, and public restroom improvements are included under the Phase I work. Phase II work planned during the 5-year contract period includes installation of a mini-inline baggage handling system and new outbound conveyor system with covered, common-use baggage makeup area, and relocation of the TSA baggage x-ray equipment. Coordinated with Airport Authority to conduct site visits of proposed spaces and existing conditions to provide design solutions. As the project progresses, will continue to design and work through the construction document phase along with keeping the cost estimate in line with the project budget.
- Keystone Heights Airport Fixed-Based Operator Facility, Clay County, Starke, FL. Architect/Production. The Keystone Airport Authority intends to construct a new 3,500-square-foot Fixed-Based Operator (FBO) facility. The building was developed with two options for the building envelope of concrete masonry units with fiber cement siding veneer or stud wall system with fiber cement siding veneer to provide options for an economic solution for the RFP. Each of the building entrances has covered porch areas. Responsible for developing performance specifications and building layouts/drawings to describe intent and program requirements for a Design-Build RFP package. Alternate concepts and refined design elements were implemented to align the construction cost estimate with the project budget of \$900,000.
- LaBelle Airport Master Plan, Hendry County, LaBelle, FL. Designer/Production. The project consists of a master plan that identified the need for a general aviation terminal building that more effectively supports the airport's service objectives. The Master Plan considered conceptual space needs and different sites for the proposed new terminal. A 5,000-square-foot building located on Cowboy Way was selected in the Master Plan and depicted on the Airport Layout Plan. The exterior walls are constructed from concrete masonry units with fiber cement siding veneer, insulated metal roofing, and a wraparound porch along the building perimeter. Responsible for production of the drawings, coordination between disciplines, construction administration, and revisions as necessary. Also assisted in providing alternative design solutions to align the project budget with the cost estimate.
- NOTU DASO Headquarters Building 90320 Repairs/Renovation, Cape Canaveral, FL. Architect/Production. The primary objective of this project is to convert the existing 14,800-square-foot administrative building from a dysfunctional, non-energy facility to a functional, energy efficient, renewed facility. The project includes the removal of all non-load bearing walls, roof, windows, doors, and fixtures; reusing the existing steel structure; and providing all new building components including utility systems. New programing for the building allows for an open concept workstation environment with energy efficient components. Responsibilities include programming, production of construction documents, field investigations, and client review meetings.



Gerald "Gerry" Crnkovich, PE, *MEP/Communications*40 years of airport experience / 3 years with **VoltAir Consulting Engineers, Inc.**BS, Electrical Engineering, University of South Florida, 1991
PE in Florida (#42527)

As Director, Gerry Crnkovich provides general oversight of electrical system design for the Tampa office. His primary responsibilities include management of the design team, coordination and scheduling of projects, project development and client maintenance. His expertise includes electrical, fire alarm, communications/data systems design for aviation, industrial, institutional, municipal and commercial buildings. In addition, Gerry is a member of the Institute of Electrical Electronic Engineers (IEEE). His work includes:

- Tampa International Airport ConRAC & Automated People Mover, Tampa, FL. New multi-level ConRAC facility and new APM to connect the new ConRAC to the Main Terminal. The 1.3-mile APM will have three stations, Terminal APM Station, Economy Garages APM Station, and ConRAC APM Station / \$736 million.
- Tampa International Airport ConRAC & APM DBOM (Design-Build-Operate-Maintain) Implementation, Tampa, FL. Quality control and field inspections on specific scopes, related to the overall ConRAC and APM (Automated People Mover) project at Tampa International Airport. Scopes include: Guideway systems, North & South substations, M & SF (Maintenance & Storage Facility) substation, public passenger stations / \$200 million.
- Tampa International Airport Transfer Level Expansion & Airsides Concession Redevelopment (MTAC), Tampa, FL. New expanded floor plates on the east and west sides of the existing Main Terminal including new adjoining outdoor spaces, relocation of the APM stations, new way-finding signage at ticket and baggage claim stations, seating improvements and Long Term Parking Garage walkway vestibules / \$153 million.
- **Brightline Terminals, South Florida.** Privately run inter-city rail route between Miami and West Palm Beach, Florida Brightline Ft. Lauderdale Terminal intercity station located in downtown Brightline West Palm Beach Terminal. [performed with another firm]
- Tampa International Airport Curbside Expansion, New Central Energy Plant & Related Work, Tampa, FL. Expansion of curbsides including elevated & at-grade lanes and vertical circulation buildings for Blue & Red sides. Vertical circulation buildings will include conditioned lobbies to provide a means for passengers to access the Main Terminal via elevators and escalators from the new lanes / \$303 million.
- Tampa International Airport Gateway Development Area, Site, Atrium & Walkway, Tampa, FL. Remote commercial curb, atrium, pedestrian walkway and all site infrastructure supporting completion of the Commercial Real Estate Development program (e.g. office garage, hotel, outparcels, etc.) within the Gateway Development Area / \$18 million.



Russell W. Pratt, Drainage

26 years of experience / 25 with AECOM
BS, Civil Engineering, University of South Florida, 1994
BBC, Building Construction, University of Florida, 1987
PE in Florida (#54580); Certified Building Contractor in Florida (#CBC52194)

Russell Pratt is active in stormwater analysis, design for stormwater drainage systems for a wide variety of project types in rural and urban locations and wetland mitigation design. His technical expertise encompasses all aspects of stormwater drainage and detention, hydraulic computer modeling, master planning, hydrology, and permitting. His engineering skills are greatly enhanced by his earlier experience in environmental laboratories and in construction management. His work includes:

- Gainesville Regional Airport Commercial Apron Expansion, City of Gainesville, FL. Project Engineer. The site development design of the second phase of the commercial apron and connecting taxiways constructed in the Taxiway E Rehabilitation project included the grading, paving and drainage system to accommodate the expansion of the new apron and taxiways. The drainage system utilizes the two new dry retention ponds designed in the Taxiway E Rehabilitation Project. The project also included the redesign an existing stormwater pond for the rental car parking lot at the Airport. The redesign included an underdrain system so water collected in the pond could draw down to prevent flooding of the adjacent rental car parking lot. Responsibilities included the design of the underdrain system, assisting in the preparation of construction plans and specifications and prepare an Environmental Resource Permit (ERP) submitted to the SJRWMD.
- Vero Beach Regional Airport Operations Facility and Hangars, City of Vero Beach, FL. Project Engineer. The site design to accommodate a new hangar building and new operations building. Design elements included the paving, grading, utilities and drainage systems to accommodate new apron, parking lots and two new buildings. The proposed drainage system included an underground piped storm sewer that conveys stormwater to a proposed dry retention pond designed to treat and attenuate the stormwater runoff per requirements mandated by the St. Johns River Water Management District (SJRWMD). The estimated construction costs were \$1,404,650. Responsibilities included the design of an underground closed storm sewer system conveying stormwater runoff from the developed site to a proposed dry retention pond. Developed stormwater models using the ICPR computer program of a 4.7-acre drainage area in the pre- and post- developed condition for the purposes of designing storm sewer conveyances systems and the dry retention pond. The designs meet the water quantity and water quality requirements mandated by the SJRWMD. Assisted in the preparation of construction plans and specifications and prepared an Environmental Resource Permit (ERP) submitted to the SJRWMD. Permit applications were also prepared for and submitted to the Indian River Farms Water Control District (IRFWCD).
- Savannah/Hilton Head International Airport Stormwater Pollution Prevention Plan, Savannah, GA. As Project Engineer prepared the Stormwater Pollution Prevention Plan for the airport. Previously, Master Drainage Plan and drainage report for the Northwest Quadrant Development (2,832 acres) and for runway rehabilitation, and for new and extended taxiways and aprons. Also, for Southwest Quadrant Development, assisted with the master drainage plan for entire site plus drainage design and permitting for two new taxiways and access roads. Involved stormwater conveyance and treatment facilities.
- Calhoun County Airport Runway 18-36 and Access Road, Calhoun County Board of County Commissioners, FL. Project Engineer. Design of a 3,800-foot long paved runway and parallel taxiway where the existing turf runway is located. The project also included the design of a two-lane access road extending approximately 3,900 feet at the west end of the airport. The drainage system consists of approximately 8,000-feet of ditches interconnected with culverts that convey stormwater to an existing wet detention pond. Responsibilities included the design of open channel and closed piped systems to convey stormwater, a wet detention pond, developing stormwater models using the ICPR computer program of a 240-acre drainage area in the pre- and post- developed condition for the purposes of designing the open channels, culverts and the wet detention pond. The design meets the water quality requirements mandated by the FDEP and water quantity requirement mandated by the FDOT. Assisted in the preparation of construction plans and specifications and submitted a Stormwater Discharge Facility Permit to the FDEP and a drainage connection permit to the FDOT.



Henri Jean, PE
Geotechnical / Testing (Tierra, Inc.)
29 years of experience / 20 with Tierra
BS, Civil Engineering, University of South Florida, 1990
PE in Florida (#55420)

Henri Jean has over 29 years of experience and is responsible for the overall operations and management of the Tierra's Central Florida Geotechnical Services. This includes the planning, coordination and management of a wide variety of geotechnical projects throughout Florida. Henri's project experience includes providing geotechnical consultant services for general site development, industrial facilities,

wastewater treatment plants, FDOT Districtwide Geotechnical services Project Manager, numerous roadway soil surveys and structures projects, sinkhole investigations, and stormwater management designs. He has performed FDOT projects for Districts One, Five, Seven and Florida's Turnpike Enterprise. His project experience includes designing new roadway alignments through sensitive environmental areas, high level embankments, MSE walls, alignments over compressible soils and single span to multi-level fly over structures. Specific work includes:

- Sarasota/Bradenton Airport Terminal Ramp Extension, Manatee County
- Tampa International Airport: Cargo Road Extension, from Ohio Avenue to Hillsborough Avenue, Hillsborough County
- Tampa International Airport: George Bean Parkway Rehabilitation and Widening, Hillsborough County
- Plant City and Peter O Knight Airports: Non-Directional Beacon, Hillsborough County
- Hernando County Airport: South Airport Master Development Plan: Phase 1 and 2, Hernando County
- Hernando County Airport: Corporate Boulevard Extension, Hernando County
- Crystal River Airport: Apron Expansion, Citrus County
- Crystal River Airport: Access Roadway, Citrus County
- St. Petersburg / Clearwater Airport Parking Expansion, Pinellas County
- Clearwater Executive Airpark: T-Hanger, Pinellas County
- Clearwater Executive Airpark: Stormwater Ponds, Pinellas County
- Key West Airport Terminal Expansion, Monroe County



Russell Hyatt, PSM
Surveys (Hyatt Survey Services, Inc.)
31 years of experience / 18 with Hyatt
BS, Survey and Mapping, University of Florida, 1990
Professional Surveyor and Mapper in Florida (#5303)

As Vice President of Hyatt Survey Services, Russell's duties include local, state and federal contract administration and overall quality control. Besides administrative duties, he is responsible for production of boundary, hydrographic and topographic surveys. His project experience has included commercial/municipal development surveys and geodetic surveys and beach/channel/port hydrographic surveys. Russell has

extensive experience providing survey services to local, state and federal agencies such as Sarasota, Manatee, Pinellas, Hillsborough, and Charlotte counties, Florida DOT, Florida Department of Environmental Protection, and the U.S. Army Corps of Engineers-Jacksonville District. Specific work includes:

- Sarasota Bradenton International Airport Intermodal Transfer Complex, Sarasota Manatee Airport Authority, FL. Project Manager/Engineer for planning and Projects at Sarasota Bradenton International Airport: Topographic survey of a portion of Runway 14 for future rehabilitation; topographic survey for proposed off-site commercial park and connecting roadway; FEMA elevation certifications for several buildings on SRQ property; SRQ National Car Rental site/boundary and topographic survey for a proposed fuel tank; topographic survey for new terminal entrance road sidewalks; determination of locations for 175 environmental monitoring wells on SRQ properties; topographic survey for LiDAR verification; and construction-phase surveys for Taxiway G construction, Taxiway J construction, and Buchanan hangar.
- Sarasota Bradenton International Airport Control Tower Fiber Optic Transmission System, Sarasota, FL. Professional
 Surveyor/Project Manager. As Project Manager, oversaw the construction stakeout and as-built survey services associated with the
 installation of the Air Traffic Control Tower Fiber Optic Transmission System at SRQ.
- St. Pete/Clearwater Airport Hardstand Replacement, St. Petersburg, Clearwater, FL. As Surveyor/Project Manager, oversaw the construction stakeout and as-built surveys provided for Ph. 2 South & West: Areas A & B, Alternate #1 (Phase 2 West), Alternate #2 (Phase 2 West), Alternate #3 (Phase 3 West). Overall, encompassing all phases, stakeout of phase limits of construction, base course & final paving, staking of storm & sanitary structures, bollards, last light poles as well as Pre & Post Construction Topographic Survey, Post demolition earthwork topo survey, and post base & final paving topographic surveys were provided for each phase.
- Tampa International Airport TIA ConRAC Ph. II & Taxiway "J" Force Main, Tampa, FL. As Survey Project Manager, oversaw the construction stakeout and as-built survey services consisting of recovering/establishing horizontal & vertical control, stakeout of 13,000 lf of silt fence, a dry stormwater pond, 39 storm structures, 43 roof drains/cleanouts, 2,125 lf of underdrain, 15 manholes, a lift station and 6 stubouts. In addition, 1,350 lf of reclaimed waterline, 3,650 lf of water main, 1,100 lf of force main, 1,350 lf of reclaimed water line and curbing, pavement, 3 buildings and miscellaneous concrete apron dumpster pads were also staked. The As-built/Record Survey was also provided for these items.
- Arcadia Airport Horizontal & Vertical Ground Control, Arcadia, FL. As Survey Project Manager, oversaw the Horizontal/Vertical Aerial Photo Ground Control Survey which entailed establishing the locations of 15 aerial targets and obtain photo identifiable points. 4'x6' aerial targets were set where phot identifiable points were not available. All targets were surveyed with Trimble RTK GPS procedures based on published NGS/FDEP control points. All ground control points were referenced to the Florida State Plane Coordinate System, Florida West Zone, North American Datum of 1983/99 and the North American Vertical Datum of 1988 (NAVD88). The ground control data was acquired in an ASCII format with digital field notes and photos of control points as needed. In addition, the centerline profile of the existing runway was also located at 50' intervals as well as the runway end points.

Affiliations:

- Florida Surveying and Mapping Society (Past President)
- Manasota Chapter of the Florida Surveying and Mapping Society
- American Congress on Surveying and Mapping
- American Society of Civil Engineers
- National Society of Professional Surveyors
- University of Florida Surveying and Mapping Advisory Committee
- The Hydrographic Society of America



James S. Gilman, RLA, ISA, AICP, FCHP, LEED AP BD+C, Landscape/Irrigation

24 years of experience / 11 years with AECOM

Bachelor of Landscape Architecture (Summa Cum Laude), University of Florida, 1994 Registered Landscape Architect in Florida (#A0001628)

ISA Certified Arborist/FL #0504A; Certified Planner/AICP #017705; LEED AP BD+C, #10114927; FNGLA Certified Horticulture Professional

Jim Gilman has been active in landscape architecture, site analysis and design, land planning, construction observation, permitting, green infrastructure, and arborist evaluation (preservation and relocation) for 24

years. His background encompasses public and private sector projects covering a wide range of scales and objectives. Types and scales range from detailed design of intimate spaces to large scale infrastructure improvements, including both planning and design for new construction as well as upgrades/enhancements to existing facilities. Project types include municipal, educational, parks and recreational facilities, highways and interchanges, urban roadway/streetscape enhancements, office/commercial site design, residential development, permitting, grant submittals and preparation of reports. His work includes:

- Pinellas Bayway (SR 679) Landscape Enhancements, Pinellas County, FL. Landscape Architect of Record. The Pinellas Bayway (SR 679) is the major roadway connecting the waterfront Tierra Verde neighborhood and Ft. DeSoto Park to the mainland. The County desired to upgrade existing landscape medians along an approximately 1.5-mile-long area. Extensive public and stakeholder meetings were held to establish the appropriate design approach and plant palette. The desired look features colorful shrubs, existing Sabal palms, and tall Royal palms. The selected design also includes removal of existing trees and shrubs, including selective removal of Sabal palms to comply with current FDOT safety and setback criteria.
- Pilot Landscape and Irrigation Project, I-75/Croom Rital Road, FDOT District Seven, Hernando County, FL. Landscape Architect of Record. The District requested that AECOM investigate options for use of stormwater runoff for irrigation at this rural overpass. Adjacencies include the Withlacoochee State Trail and the Withlacoochee State Forest. FDOT also requested use of retaining walls to create planting "shelves" on steep embankments, and consideration of various retaining wall materials. Extensive research, interdisciplinary coordination, and coordination with FDOT staff was instrumental to this process. This project was structured so that the first deliverable was a feasibility analysis. At this point, the project could have ended, or gone forward to design, depending on the results of this study. Initial investigation merited going forward to design of the project.
- Welcome Center/Gateway Renovations (US 231 and I-10, FL), FDOT District Three, FL. Landscape Architect of Record, The two main Welcome Center locations into Florida's Panhandle were both selected for enhancement projects. These two facilities receive millions of visitors per year. The US 231 project utilized a naturalistic approach, with plantings of native shrubs and groundcovers using random spacing. Large groves of Sabal Palms accented with Live Oak, Sycamore and Crape Myrtle form the basis of the design, with large wildflower meadows providing seasonal color as well. Along I-10 at the Alabama State Line, large illuminated "welcome" and "Thank you for visiting" signs flank the state line. Large allees of mixed palm species with aesthetic uplighting punctuate this gateway. The state line landscape and for large scale landscape improvements to these existing facilities. Focused mostly upon native plant materials, preservation of plant materials where appropriate, incorporation of Bold Landscape principles, and reduction in maintenance requirements, all to improve the visitor's first impression of Florida. [prior experience]
- I-10 Rest Area Renovations, FDOT District Three, Various Counties, FL. Landscape Architect of Record Provided landscape renovations and upgrades to existing Rest Areas from Santa Rosa County to the west, to Jefferson County to the east. Approximately 12 separate facilities along I-10, with projects spanning approximately seven years. Services included landscape design, irrigation design, hardscape design, selective tree removal, tree preservation, irrigation design, and post design services including shop drawing review, plant tagging, and inspections. Incorporated large trees and palms where appropriate to provide a big visual display in keeping with the Bold Initiative. Simplified groundcover and shrub plantings where appropriate to transition to more naturalistic plantings, provided colorful accents, and focused on ease of maintenance. [prior experience]



AVCON, INC. ENGINEERS & PLANNERS

5555 E. Michigan Street. Suite 200 Orlando, Ft. 92822 407.599.1122 407.599.1163 www.avconinc.com

January 4th, 2020

Mr. Kent D. Bontrager, PE Senior Vice President, Engineering, Planning & Facilities Sarasota Manatee Airport Authority 6000 Airport Circle Sarasota, Florida 34243

RE: PROFESSIONAL ARCHITECTURE/ENGINEERING SERVICES FOR DESIGN OF THE GROUND TRANSPORTATION CENTER - RFQ-01-2020-GTC

Mr. Bontrager:

AVCON, INC. (AVCON) is pleased to submit this proposal to provide professional services to the Sarasota Manatee Airport Authority for the Ground Transportation Center (GTC). AVCON offers a unique blend of expertise in both aviation facilities and surface transportation that will be advantageous in executing a multi-disciplinary project such as the GTC. AVCON's experience includes numerous landside transportation projects on airports in the State of Florida similar to the Ground Transportation Center. All proposed staff members that bring this expertise are located in Florida at the firm's Orlando, Tampa and Ft. Myers offices. With 100 person staff, AVCON brings the capabilities of a large firm with the demonstrated responsiveness and efficiency of a smaller firm.

To demonstrate AVCON's understanding and expertise the team has identified several similar projects that are highlighted in the proposal. A summary of the most relevant projects located on large airports and how they relate to the Ground Transportation Center is provided below:

- South Airport People Mover Complex, Passenger Drop Off Loop Road Orlando International Airport This project provided access and staging for various modes of transportation similar to the SRQ GTC. The pick-up areas were designed to accommodate local buses, TNCs, Airport Shuttles, and Taxis. The operational characteristics of each mode were evaluated and separate areas for loading and unloading were identified. Heavy turning movement areas for buses were constructed out of concrete to preserve the pavement life. Architectural Canopies were also provided that aesthetically tied into the adjacent Transportation Center Buildings.
- Parking Lot and Wayfinding Signs Daytona Beach International Airport
 Daytona Beach International Airport was rehabilitating pavement associated with the landside circulation related
 parking and staging facilities. The design effort required an analysis of the various modes of transportation including
 private vehicles, TNCs, Commercial Vehicles, and transit. The circulation was identified and the striping and signage
 were designed to accommodate the specific needs of each specific traffic element.
- Cell Lot Taxi/Bus Holding Areas Orlando International Airport
 The assignment was part of an overall airport planning and design process to gain more capacity in the transportation
 network related to the North Terminal (Airside A and B). The project took a holistic approach to the modes of
 transportation and identified alternative locations to provide staging, queuing, and holding areas. The evaluation
 examined taxis/limos as one mode, buses as a separate mode, rental car returns, and quick turnaround as a
 separate operation, hotel shuttles operations, and finally private vehicles were also addressed. The study phase
 proposed locations and operational logistics for each mode of transportation. The study led to individual design
 projects to accommodate taxis/limos, buses including charters, passenger cars via a cell lot, and a new QTA rental
 car facility. Hotel Shuttles were left unchanged at the Commercial Curb.

AVCON, INC. has carefully assembled a team with each proposed subconsultant bringing value to the Team to accomplish this project in an exceptional manner. These firms include TranSystems (Architectural/ITS), and Bell Engineering & Consulting (Local Permitting). Tierra, Inc. (Geotechnical), Landesco (Landscape Architecture) are MBE firms on the Team and EG Solutions (Stormwater Design), Hyatt Survey Services (Surveying & SUE), Apple Design (Wayfinding/Signage) are DBE firms which will also help realize the Authority's diversity goals.

The AVCON Team has studied the existing conditions and the Concept Plan provided in the RFQ and has developed an enhanced Concept Plan that may well provide the Authority with desirable improved safety and operational characteristics. The AVCON Team's proposed modifications focused on the following areas.

- Passenger and Pedestrian Safety
 - The AVCON proposed plan provides a covered walkway to all pick-up points without requiring the pedestrian to cross active vehicle pavement areas. This will only increase safety and operational efficiency of the Center.
 - Currently and in the RFP proposed concept plan, several of the pick-up points are on the driver's side of the vehicle. AVCON's proposed plan provides for all pick-up points to be located on the passenger side of the vehicle. This eliminates the need for a pedestrian to enter into active vehicle traffic to access their waiting vehicle, especially with hotel shuttles and limos that typically only have passenger-side access.

MERNATIONAL AIRPORT



- → By creating a separation between the staging areas and providing a separate pick-up point for TNCs and Limos, traffic conflict points have been reduced and moved to the perimeter of the GTC.
- The revised concept eliminates all direct connection with Airport Circle and the general traveling public, giving the Commercial Vehicles their own area that can be screened with landscaping from the main terminal area and
- The plan also eliminates the un-channelized transition from the staging area to the pick-up points that requires a near U-turn for vehicles to access the queues.
- **Bus Turning Movements**
 - > In the Team's experience, a conservative design for bus maneuvers is a great operational idea. Expecting a near-perfect turn by all drivers is not a feasible approach. Conservative pavement geometry will allow for smooth operations and eliminate the potential for buses to perform three-point turns or ride over curbs.

The above summary and the more detailed project approach in this proposal will demonstrate AVCON's thorough understanding of the project. The Team presents these ideas for consideration and will work collaboratively with the Authority to continue to fine-tune the concept during preliminary engineering.

The AVCON Team will be led by Mr. Rick V. Baldocchi, PE, as the Project Manager and the Authority's Primary Point of Contact. Mr. Baldocchi has over 30 years of experience as a Project Manager, Project Engineer, and Construction Manager, supporting airport landside projects throughout Florida. He will be assisted by Mr. Craig Sucich, PE, in a QA/QC capacity. Craig is currently involved with the Security and Access Control Replacement project at SRQ. They can both be contacted via the information noted on this letterhead.

AVCON, INC, is certified by the State of Florida Board of Professional Engineers, certified as an MBE by the State of Florida Office of Supplier Diversity, and pre-qualified by the Florida Department of Transportation in sixteen different planning and design work areas.

AVCON acknowledges receipt of Addendum #1 received 12/22/2020

The AVCON Team is prepared to take on this task upon issuance of the Notice-to-Proceed early next year and looks forward to the opportunity to serve the Authority. We are pleased to submit herewith three bound copies of the team's Statement of Qualifications to provide Professional Engineering Services for the Ground Transportation Center project at the Sarasota Bradenton International Airport (SRQ) for the Sarasota Manatee Airport Authority.

Sincerely,

AVCON, INC.

Mandupshiph deep Singh 5 Sandeep Singh, PE Principal-in-Charge

Rick Baldocchi, PE

RV Buld.

Project Manager

A. FXPFRIENCE WITH SIMILAR AIRPORT PROJECTS



CHECKPOINT CHARLIE

Orlando International Airport, Orlando, FL

This \$4.6M project consisted of a security checkpoint at Orlando International Airport (MCO). The checkpoint was required to screen vehicles prior to entrance into the Aircraft Operations Area (AOA) from Cargo Road, and for access into the North Terminal. Two different screening requirements applied for the two areas. The project consisted of a security building, vehicle barriers, and electric gates along with full utility infrastructure and all related roadways. The security building included housing for guards, including a restroom, and housed security equipment designed to provide special vehicle searches in accordance with Transportation Security Administration (TSA) requirements. The vehicle barriers were operated by fiber optic controls within the security building. The site was redeveloped as the checkpoint on an existing parking lot used for rental car parking/storage. The design provided water, sewer, power, and communications to the site and security building.

Owner/Client:
Greater Orlando Aviation Authority
Mark Birkebak, AIA
407.825.4058
Personnel and Role:

Sandeep Singh, PE - Principal-in-Charge Rick Baldocchi, PE - Project Manager

Clint Pletzer, PE - Civil Design Lead Michael Duer - Transportation Engineer

Sean Day, PE - Electrical Engineer

✓ Engineer-of-Record ✓ Bidding Phase Services ✓ Construction Safety and Phasing Plan ✓ FAA/FDOT Coordination



SOUTH AIRPORT PEOPLE MOVER COMPLEX, PASSENGER DROP OFF LOOP ROAD

Orlando International Airport, Orlando, FL

Owner/Client:
Greater Orlando Aviation Authority
Mark Birkebak, AIA
407.825.4058
Personnel and Role
Rick Baldocchi, PE - Project Manager
Clint Pletzer, PE - Civil Design Lead
Michael Duer - Transportation Engineer

Sean Day, PE - Electrical Engineer

This \$2M project included final design of Passenger Drop-off Loop (PDL) Road. PDL Road connects Jeff Fuqua Boulevard, the main artery of the Orlando International Airport, to the South Airport People Mover (APM) Complex. The roadway design consisted of both asphalt and concrete sections with curb and gutter and a closed drainage system. The drop off area consisted of two segments, one with an area for passenger vehicles to drop off patrons and another with bus parking for drop offs. Geometry of the roadway was designed to accommodate buses and emergency vehicles. Additional aspects designed by AVCON included signalization, regulatory signage and overhead way finding signage. AVCON was also responsible for concrete box culvert design that crossed under the roadway and design of the "Cell Phone Lot." The overall \$648M South APM project was awarded the 2019 American Council of

Engineering Companies- Florida (ACEC-FL) Grand Conceptor Award, the top award given out by ACEC-FL.

✓ Engineer-of-Record ✓ Bidding Phase Services ✓ Construction Safety and Phasing Plan
✓ FAA/FDOT Coordination ✓ Landside Civil ✓ Roadway Planning and Design
✓ Security and Access Control ✓ Utility Engineering

AVCON

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A. EXPERIENCE WITH SIMILAR AIRPORT PROJECTS



PARKING LOT REHABILITATION

Daytona Beach International Airport

This \$4.6M project included a comprehensive evaluation and condition assessment of the existing parking lot(s) and roadways and the preparation of a life cycle cost analysis for both short and long-term solutions. Design Services consisted of evaluation of parking lots, enhancing the condition of the pavement, update of pavement markings and improving parking lot lighting and ground signs.

AVCON performed design services for rehabilitation of the parking lots, roadway signs, mast lighting, and pedestrian canopies at the Airport. New non-standard colors, sign fabrication and product durability were primary concerns for rehabilitation of the existing signs.

Owner/Client:

Dayton Beach International Airport Karen Feaster, CM, ACE 386.248.8030

Personnel and Role:

Sandeep Singh, PE - Principal-in-Charge Rick Baldocchi, PE - QA/QC Manager Clint Pletzer, PE - Civil Design Lead Michael Duer - Transportation Engineer

The design involved over 20 acres of roadway and parking lot pavement rehabilitation. AVCON designed over 100 ground mount and overhead guide signs for the landside circulation roads and parking lots. AVCON also developed a new standardized appearance for the airport signs using updated fonts, colors, and layouts.

AVCON evaluated the existing rental car lot and prepared conceptual signage and pavement marking plans to improve the circulation and navigation through the parking lot.

✓ Engineer-of-Record ✓ Project Management ✓ Bidding Phase Services ✓ FAA/FDOT Coordination ✓ Landside Civil ✓ Roadway Planning and Design ✓ Signage ✓ Utility Engineering



BUS TRANSPORTATION FACILITY Orange County Public Schools, Orange County, FL

The Orange County Public Schools Bus Transportation Facility was co-located with a new High School located in Horizon's West. The Bus Transportation Facility included parking for 75 buses and 75 bus drivers. The facility was designed to accommodate pull-through parking spaces for all buses. The site was designed using AutoTurn software to ensure the bus movements could be accommodated by the site

geometry. The facility included access control in the form of gate arms and card readers tied into the OCPS security system. A bus fueling station was also provided as part of the facility and include an above ground diesel fuel tank and two fueling station parking area. Parking spaced were provided for the bus driver personal vehicles while bus routes were

Owner/Client:
Orange County Public Schools
407.317.3700 x 202 5442
Personnel and Role
Rick Baldocchi, PE - Project Manager
Clint Pletzer, PE - Civil Design Lead
Michael Duer - Transportation Engineer

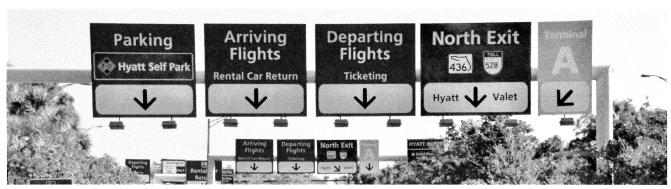
being driven. A Driver's Lounge and restroom facility was included for driver's use either before or after the routes were driven. Traffic flow was a larger portion of the design effort to insure the buses could maneuver well inside the facility and also mesh well with the High School traffic and the public roadway (Seidel Rd.) that provided the entrance and exit location. The Bus Transportation Facility driveway connection to Seidel Rd. was fully signalized as part of the project and major intersection improvements made. Intersection improvements included turning a single left turn lane into a dual turn lane and the addition of a right turn lane for entrance into the facility.

✓ Engineer-of-Record ✓ Project Management ✓ Bidding Phase Services ✓ FDOT Coordination ✓ Roadway Planning and Design ✓ Signage



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A. EXPERIENCE WITH SIMILAR AIRPORT PROJECTS



CELL LOT AND TAXI/BUS HOLDING AREAS

Orlando International Airport, Orlando, FL

This project included the design and construction of a new and permanent bus hold facility located along the South Access Road. The Bus Hold Area was designed to accommodate a minimum of 117 large coaches and 97 small coaches (limousines). Additional parking lanes were also provided. The project included improvements to the entrance road from South Access Road which serves the existing Cell Phone Lot. The improvements to the access road included a third lane up to the entrance of the Cell Phone Lot, and a left turn lane into the Bus Hold Area. An overhead Flight Information Display (FID) was also added to the Cell Phone Lot as part of this project.

Owner/Client:
Greater Orlando Aviation Authority
Mark Birkebak, AIA
407.825.4058
Personnel and Role:
Rick Baldocchi, PE - Project Manager
Clint Pletzer, PE - Civil Design Lead

The Project included a building to provide a seating area for bus drivers. The building accommodates eight tables with 32 seats and includes restrooms and other facilities for use by the drivers. The building also has monitors for FID information. The electrical/control rooms serve the Bus Hold Area Lot and Cell Phone Lot systems.

✓ Engineer-of-Record ✓ Bidding Phase Services ✓ Construction Safety and Phasing Plan ✓ Permitting ✓ FAA/FDOT Coordination ✓ Landside Civil ✓ Roadway Planning and Design ✓ Signage ✓ Site Lighting and Utilities ✓ Landscaping



RENT-A-CAR QUICK TURNAROUND AND FACILITIES Orlando International Airport, Orlando, FL

AVCON has been involved with two major projects associated with the QTA facility \$40M project. The first project included the filling of two existing stormwater ponds, expansion of the facility into these newly filled areas, and construction of a single new pond to treat and attenuate the expanded facility. The stormwater system was part of a large system that was included in a master permit with the Water Management District. The permitting required re-modeling of the approximately half of the entire airport stormwater system, water quality calculations, water quantity calculations, turbidity reduction and ADICPR modeling. The second project included filling some of the other existing ponds to

expand the facility a second time. This permitting effort required a second look at the overall permit, re-running the entire model and updating the data for all other projects that had been constructed since 2002.

The second project included a complete redevelopment of the Airport Terminal Rental Car Facilities including the expansion and reconfiguration of the Terminal "A" Quick Turnaround Area (QTA) with additional Ready Return parking spaces, and building a new Terminal "B" QTA. The site elements included reconfiguration of all the parking areas and service roadways serving the facility along with stormwater management,

stormwater permitting, water and sewer utilities, and phasing requirements for

maintenance of rental car operations. AVCON prepared the design -build criteria package for all the site-civil elements of the entire project. The criteria package included the preparation of approximately 30% construction plans and stormwater permitting. AVCON's role included assistance in the selection of the Design-Build Team, review of the construction documents and observation of the construction activities.

✓ Engineer-of-Record ✓ Bidding Phase Services ✓ Permitting ✓ Landside Civil ✓ Roadway Planning and Design ✓ Pavement Design ✓ Structural Design ✓ Street Lighting ✓ Stormwater Design ✓ Maintenance of Traffic ✓ Landscaping

Owner/Client:

Greater Orlando Aviation Authority Mark Birkebak, AIA 407.825.4058

Personnel and Role

Rick Baldocchi, PE - Project Manager Clint Pletzer, PE - Civil Design Lead



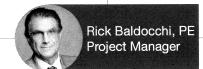
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B. TEAM ORGANIZATION

AVCON, INC. will serve in the prime role for the SRQ Ground Transportation Center Project. Rick Baldocchi, PE, is the Project Manager for this project and will be the direct contact with the Authority. He will coordinate directly with the team to ensure the project meets all of the Authority's goals. An Organization Chart of the team is provided below. Full resumes of the team can be found in the Appendix.













KEY PERSONNEL _

Michael Coppage, PE Civil Engineer Utilities/Permitting AVCON, INC.

Michael Duer Civil Engineer Pavement Markings/MOT AVCON, INC.

Sean Day, PE Electrical Engineer Lighting AVCON, INC.

SUPPORT SERVICES.

TranSystems Architectural/ITS Andrew Nicol Chuck Rowe, AIA, LEED AP Todd G. Libengood, PSP Sean Stark, PSP

> Apple Design DBE Wayfinding/Signage Joe Erhart Jeff Huffman

EG Solutions DBE Stormwater Design Scott T Brady, PE

Hyatt Survey Services, Inc. DBE Surveying/SUE Russell Hyatt, PSM

Tierra, Inc. MBE Geotechnical Kevin H. Scott, PE Daniel Ruel

Bell Engineering &

Consulting

J. Michael "Mike"

Bell, PE

Permitting

Landesco MBE Landscape Architecture

DBE - The AVCON Team includes three DBE firms to ensure the Authority meets all of the required DBE commitment to this project.

B. TEAM ORGANIZATION

KEY PERSONNEL

AVCON has 30+ years of service specializing in airports, transportation, facilities, and site development projects with dependable, high-quality, professional consulting services. With a staff of 100 professionals, AVCON brings the Authority decades of successful project management and general consulting experience. AVCON has earned a reputation for integrity, quality designs, performance within established budgets and schedules, expert knowledge of FAA regulations, federal, state, and local regulations, and responsive, timely client service. AVCON is proud to provide outstanding specialty services related to civil, mechanical, plumbing, electrical, and structural engineering, and takes pride in delivering innovative and practical planning and design solutions. These solutions blend both economic and technological elements to provide an effective approach to all our projects, translating into financial and time savings for our clients.

Rick Baldocchi, PE - Project Manager

Mr. Rick Baldocchi, PE has more than 36 years of experience in the consulting community planning and designing public works and transportation projects. Mr. Baldocchi has a deep understanding of the planning process including environmental approvals, stakeholder engagement and agency permitting issues. He also has experience with hands-on project design, cost estimating and value engineering. One of his recent site development projects was recognized by the ACEC-FL for excellence in design this year. As a principal of AVCON, INC., Mr. Baldocchi has worked closely with a variety of clients within the transportation, development and aviation industries to provide professional, timely designs of the highest quality.

Sandeep Singh, PE - Principal-in-Charge

necessary for unqualified success.

Mr. Sandeep Singh is a Principal with AVCON and has 35+ years experience of experience in nearly every aspect of airport design and planning for both air carrier and general aviation airports. He has a civil, structural and electrical engineering background and special expertise in airfield pavements, lighting and NAVAIDs. He is well-versed in airport development issues including planning and funding and has long-standing relationships with FAA staff. Under Mr. Singh's Leadership AVCON has won several design awards including three Grand Engineering Excellence Awards from the American Council of Engineering Consultants of Florida (ACEC-FL), and the firm has promoted the best in asphalt and concrete pavement specifications and state-of-the-art LED airfield lighting systems. Mr. Singh will work alongside Mr. Baldocchi to ensure this important contract receives the highest level of attention and the resources

Craig Sucich, PE - QA/QC Manager Mr. Craig Sucich is a civil engineer with ov

Mr. Craig Sucich is a civil engineer with over 22 years of experience managing and designing complex airport projects. He also has extensive experience managing general engineering consulting contracts for airport clients. His areas of expertise include airfield pavement evaluation and rehabilitation alternatives analyses, non-aviation development on airports, and alternate delivery methods such as Design-Build and CM@Risk. He has

served as project manager, project engineer, technical consultant, QA/QC manager, construction manager and resident engineer on numerous aviation landside and airside development projects involving site civil, security fencing, security and access control, gate layout planning, jet blast analysis, and other elements associated with the interface between the airside and landside environments.

Carlos Roche - Vertical Construction Administration

Mr. Carlos Roche is based out of AVCON's Ft Myer's office and brings Client interface and lead the Aviation Group projects in the area. His vast airport knowledge at large and small airports has helped owners, architects, and engineers complete a wide range of very successful projects. Mr. Roche's most recent similar work includes assisting with programing the Ground Transportation Center, Quick Turnaround Facility and Taxi and Bus Hold at the Orlando International Airport. The Taxi Bus hold included a drivers lounge area with restrooms and Flight I

at the Orlando International Airport. The Taxi Bus hold included a drivers lounge area with restrooms and Flight Information Displays (FIDS) and revenue control system to regulate entry and exits. An overflow parking lot was converted into a TNC holding area, off the main loop road to minimize roadway congestion. His efforts included cell lots with covered areas for FIDS, vending machines and restrooms. In his many accomplishments Mr. Roche has overseen major static and dynamic wayfinding signage programs for both roadways and interiors.

Clint Pletzer, PE - Civil Design Lead

Mr. Clint Pletzer, PE has worked on more than 35 roadway design projects in his 17 years of experience. His skills include development of horizontal and vertical alignments utilizing GEOPAK, utility coordination and adjustments, maintenance of traffic, estimates, and construction drawing development in CADD format. He is also well versed in all phases of Municipal and FDOT plans preparation. Mr. Pletzer has worked closely with a

number of local governments and other public entities for a variety of transportation projects. Additionally, several of his projects have required extensive utility coordination, relocation, and design.

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B. TEAM ORGANIZATION

Andy Nicol, AICP - Senior Planner (TranSystems)

Mr. Andy Nicol has 19 years of public transportation experience and is recognized as a leader in the transit industry in Florida. Throughout his career, he has managed a variety of projects for public and private clients, including design, planning, and architecture. Mr. Nicol brings a strong understanding of local, state and federal regulations and policies affecting transportation entities. He has extensive experience with FTA Section



5310/5311 projects, human services transportation planning, multimodal planning, design management, and program management and compliance. Additionally, he has managed hundreds of transit-focused task work orders and numerous contracts.



Michael Coppage, PE - Civil Engineer (Utilities/Permitting)

Mr. Michael Coppage has over 14 years of hands-on landside and airfield engineering experience at air-carrier airports, including SRQ. He is familiar with SWFWMD permitting staff and processes, and versed in FDOT design standards. He also has experience with permitting in Sarasota County and was part of the team securing permitting for the SRQ Curbside Improvements Project. He is a highly organized, research driven,

and dedicated member of the AVCON Team and he has experience in all stages of a project life cycle to provide practical engineering solutions while improving end users' experience.

Sean Day, PE - Electrical Engineer

Mr. Sean Day has 10+ years as an experienced Electrical Engineer with problem solving and critical thinking skills coupled with excellent communication skills to contribute to complex design projects. He has worked on large project teams to design forward thinking and efficient infrastructure to meet clients' present and future needs. His areas of expertise include PLC network design, cyber-security, construction oversight, access control and CCTV, fiber optic design and radio and cellular communications. He has knowledge of network communications including Ethernet, Profibus, DNP3, and Modbus. He has also worked on radio and fiber optic networks for communication on Local and Wide area networks. He regularly performs field testing to validate conformity to contract design documents and he consults with clients regarding construction changes and costs to ensure a specified product is within compliance.



Michael Duer, El - Civil Engineer (Pavement Marking/MOT)

Mr. Michael Duer, El has 27+ years of experience in roadway design, transportation planning, traffic engineering and production quality control from his Industrial Engineering background. He is proficient in roadway plans preparation, temporary traffic control, specifications, construction cost estimates, and technical writing. Mr. Duer's areas of expertise include signing and pavement markings, signalization, traffic studies, access

management, ADA compliancy, QA/QC review, and public involvement exhibits and mail-outs. Public involvement activities have included preparation of a community awareness plan, mailing list, public information handouts, newsletters, display boards and slideshow presentations. Responsibilities also included contacting businesses and public officials, attending small group meetings and public information meetings, and documenting and responding to public comments.

SUBCONSULTANT TEAM

In addition to the AVCON Team's collective technical expertise to perform the anticipated services, a primary strength of this team is a long history of partnering and coordinating. AVCON has a long-standing professional relationship with the following proposed subconsultant(s):

TranSystems founded in 1966, is a multifaceted, national transportation-focused firm that provides consulting, engineering, architectural and construction expertise to enhance the overall transportation experience. Services are delivered throughout the asset life cycle, from concept to construction to long-term operations, maintenance and rehabilitation. They are able to draw on experts in all types of transportation modes to solve the most difficult and complex infrastructure problems that ultimately provide safe and efficient transportation solutions for the end user. TranSystems brings a holistic understanding of transportation to facility design. Their award-winning professionals know transportation and when there's connectivity between modes, they bring unique knowledge and relationships to add value to facility design and infrastructure planning. Recently, they analyzed the possible growth scenarios at five airports in FDOT District 1 to determine if the surrounding roadway network is capable of accommodating the planned growth at the airport and surrounding industrial areas. They also provided architectural, engineering and planning services to examine the feasibility of construction and evaluation of alternative concepts for a new Multi-Modal Ground Transportation and Parking Facility at Gainesville-Alachua County Regional Airport and AVCON was a part of the team for this project. TranSystems and AVCON have worked together on eight projects since 2013.

PROJECT DESCRIPTION

The project intends to reconfigure the ground transportation area currently located on the west side of the Terminal Building. The area provides staging and pick-up for limousines, taxis, airport shuttles, Transportation Network Companies (TNCs) such as Uber and Lyft, and public transportation vehicles (buses). The current area has limited space and can be expanded due to the proposed demolition of the Dan P. McClure Auditorium immediately to the west.

The previous uses of the Auditorium have been relocated to other facilities allowing this building to be abandoned to provide for the expansion of the Ground Transportation Center. The additional land gives the Authority the ability to expand the staging and pick-up areas, improve the efficiency of the operations, and accommodate more transportation-related vehicles on property without conflicting with other airport operations.

The AVCON Team has reviewed the proposed concept provided in the RFQ and firmly believes there is significant potential to further improve upon the concept and enhance the operational efficiency of the GTC while also improving safety considerations. The description below explains some of these ideas and provides a window into what could be a transformational project for the Authority.

Site Layout

With the expanded site area due to the proposed demolition of the Auditorium, the available area almost doubles in size and therefore provides a great opportunity to expand and improve the circulation, staging, and experience for passengers. The RFP proposed layout has provided a number of these improvements however, the Team's review has identified several issues that could be addressed to provide a more efficient and safe Ground Transportation Center. These issues include the following, which are highlighted in Figure 1.

- Pick-up on Driver's Side: The existing configuration at the airport has the majority of passenger pick-up points located on the less convenient and less safe side of the vehicle. The RFP proposed concept also shows two rows of pick-up on the driver's side. While this is functional, it is not the preferred or safest condition, especially for airport shuttles and limousines that may only have access doors on the passenger side of the vehicle. This pick-up configuration requires travelers loading on the passenger side of the vehicle to walk around the vehicle and enter the travel lanes to gain vehicle access. This can create both a safety hazard and operational issue as pedestrians potentially conflict with vehicles passing the loading zone.
- Operational Conflicts: There are several locations that require different modes of transportation to merge or intersect
 with each other, thus creating potential conflicts that could decrease efficient traffic flow. These areas are highlighted
 in Figure 1 and include:
 - The transition between the staging area and queue for shuttle and TNC pick-up is not channelized and provides a large open pavement area that could create confusion. In addition, all vehicles are required to make a near U-turn to access the pick-up area.
 - The TNC Traffic is required to merge with the Hotel Shuttle traffic near the Terminal Building. If any Hotel Shuttle traffic is queued up from the Airport Circle, the TNC traffic will not be able to exit.
 - All TNC and Hotel Shuttle Traffic is required to exit on Airport Circle. This is similar to the existing condition as shown in the photograph. This creates a potential conflict with traffic in the circle. Currently, there are multiple exit points at this location, so the proposed concept is an improvement, but the potential does exist to eliminate this connection entirely. The current concept does not allow much-queueing back from Airport Circle before impacting internal circulation.



- Buses Exiting to the West: The proposed concept does a good job of moving the public buses away from the
 terminal, but the exit turn to the west will be a difficult maneuver. This sharp left turn starting from a bad angle may
 take longer to maneuver and cause delays on Bradenton Connector. The sight distance for the bus driver looking to
 the west is also restricted in this configuration. This could create an operational safety hazard.
- Pedestrian Crossings: The proposed concept requires pedestrians accessing the public bus stop, to cross active traffic at two locations. One at the terminal Hotel Shuttle/TNC Traffic exit lane and one crossing the bus exit lane. These crossings can create safety and operational issues and should be avoided if possible.

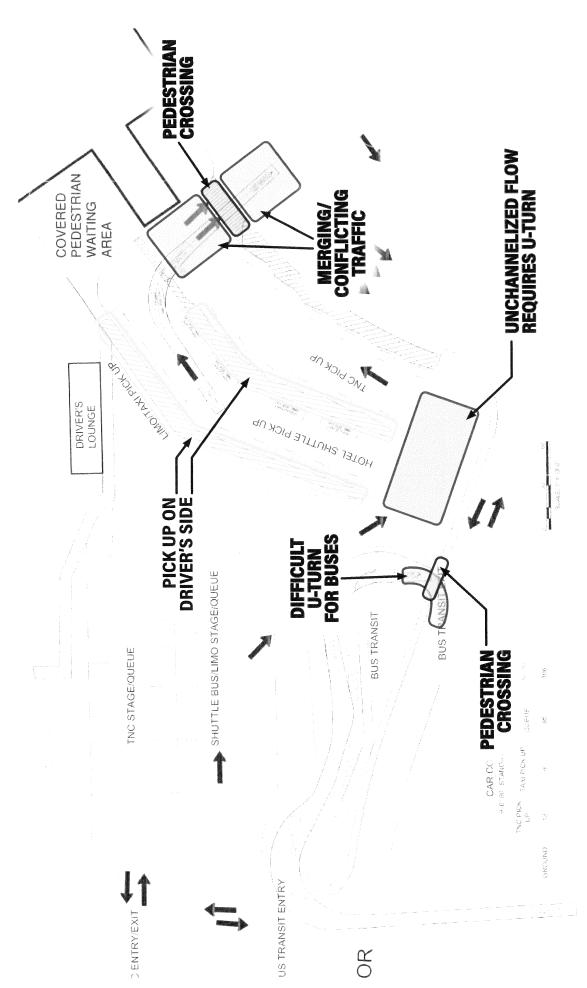


Figure 1 - Potential Areas to Improve on RFP Concept

Site Elevation Change: There is a significant elevation change in grades between the existing vehicle queue area and the McClure Auditorium (see photo). The proposed plan will require significant grading of the site to accommodate the pavement areas that cross this grade change. The configuration will require an average of 3-4 feet of fill to be imported in the McClure Building area to accommodate the slopes and ADA requirement of the configuration.



The AVCON Team has prepared a modified Site Concept Plan that provides improvements for each of the items listed above. The plan is shown in Figure 2 and incorporates all the required project elements shown in the RFP concept plan. The plan provides a few less parking spaces but does provide more curb length for curbside parking. The mix of staging parking and curbside parking can be adjusted as the design concept becomes finalized. It is the opinion of the Team, the proposed plan will offer the following advantages.

Channelized Operations: The AVCON Team proposed Concept Plan takes the approach of separating traffic into three different loading areas. One for Hotel Shuttle and Taxis, one for TNC and limousines, and the third for buses. This layout has the advantage of channeling and separating traffic to avoid conflicts of vehicles accessing different pick-up points. Having different pick-up locations based on transportation mode also makes it easier for passengers to find their specific vehicle. Each area can be signed from both the vehicle and passenger sides to promote clarity in defining the meeting point.

Pedestrian Safety: The AVCON Team proposed Concept Plan eliminates all pedestrian crossings of active vehicle areas to allow passengers to meet their vehicle. This improves safety for the pedestrian and more efficient flow for the vehicles. This is accomplished with a smaller area of canopies than the RFP proposed Concept. It also provides an option to provide a fully covered walkway to the public bus loading area if the Authority chooses. The RFP proposed Concept Plan did not provide a covered path to the bus shelters, and to do so would require the canopy.



Pick-ups on Passenger Side: This concept plan provides for all modes of transportation to approach the pick-up curb on the passenger side of the vehicle. This is an improved standard and safer pick-up configuration, particularly for Airport Shuttles and limousines, that may only provide access on the passenger side. This plan eliminates the potential for passengers to walk around the pick-up vehicle and be exposed to potentially dangerous, bypass traffic. Both the RFP proposed site plan and the existing configuration have locations where pick-up is required on the driver's side (pictured left). It is the opinion of the AVCON Team, that the proposed configuration, eliminating driver's side pick-up, is a significant safety improvement for the Authority.

Restricted Access to Airport Circle: The AVCON Team proposed Concept Plan provides all-access from either Bradenton Connector or Airport Auditorium Lane and eliminates existing and proposed direct interaction with Airport Circle. The improvement separates all commercial vehicle activity from personal vehicles that typically use the Airport Circle for pick-up and drop-off of friends and family. The other advantage is that traffic exiting the commercial areas have adequate queuing after the pick-up point to avoid any interference with the internal operations.

Site Elevation Change: The AVCON Team proposed layout has also been designed to accommodate the existing site conditions, namely the change in grade between the Terminal Building Finished Floor Elevation and the area around the McClure Auditorium. In the proposed plan, the Staging area would be designed to be approximately 3-4 feet below the terminal Building elevation. The grades would be sloped to provide required ADA accessibility and standard roadway/ parking criteria. The reduction in fill requirements is also important to lessen potential loads on existing utilities that are active and will likely remain in place.

A short retaining wall could be provided to accommodate the grade change and not impact access for vehicles or pedestrians. A sloped embankment similar to existing conditions could also be provided which may slightly reduce the number of parking spaces in the staging area. Under this scenario, the site earthwork could be balanced and eliminate the need for any borrowed material to be trucked to the site.

Phasing

The AVCON Team understands the importance of maintaining Airport operations at all times, including commercial vehicle access. The proposed concept plan shown in Figure 2 has been developed with strong consideration of the phasing plan that will accomplish that while minimizing the construction of temporary pavement and/or sidewalks.

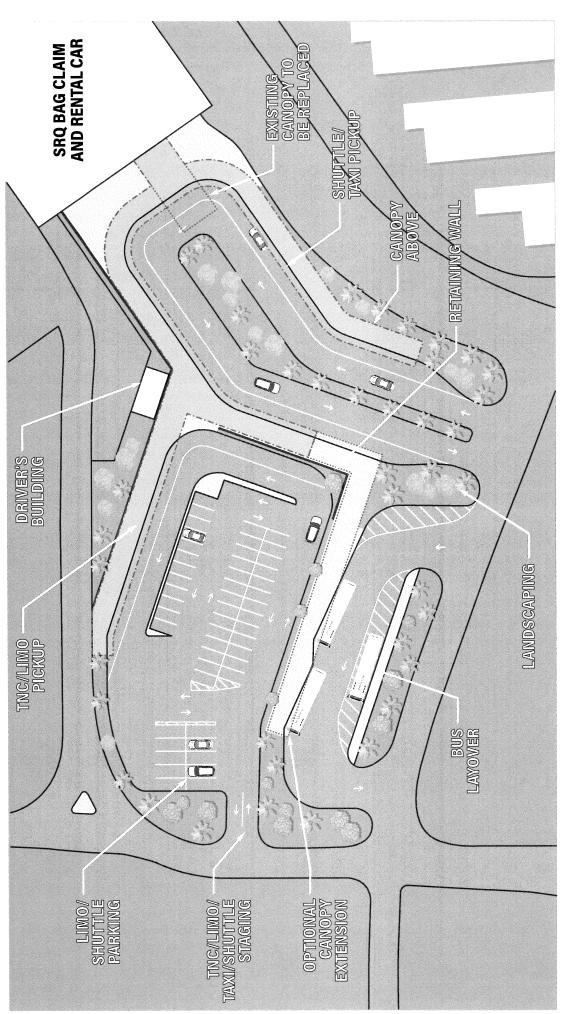


Figure 2 - AVCON Team Proposed Concept

The plan will allow the contractor to construct the Entire Staging Area and Bus Loading Area in Phase 1 along with the demolition of the McClure Building. During this phase existing commercial pick-up continues to operate as it does today. The construction area can be fully separated from on-going operations. The sidewalk from the Terminal Building to the TNC/Limousine Pickup and to the Bus Stop will also be constructed as part of Phase I.

Once Phase 1 is complete, all operations can be relocated to the finished portions of the project. The new staging area includes a drop off zone that can temporarily be used by Airport Shuttles and Taxis in addition to the TNCs. Buses can use the newly completed bus loading area. This will be the final configuration for the buses, TNC, and limousines. It will be a Temporary configuration for Hotel Shuttles and Taxis. While this temporary configuration is being utilized, the remainder of the project can be completed as Phase 2.

Building Demolition

The demolition of 1123 General Spaatz Boulevard (Dan P. McClure Auditorium) is a significant portion of the site preparation for the Ground Transportation Center. The building's associated parking and infrastructure will be integral to the phasing for this project, as noted above. The AVCON team will need to prepare demolition documents based on field reports and testing to incorporate the permit drawings and specifications.

AVCON's approach will be to complete a comprehensive site survey identifying the site utilities and their connection location to the building. Coordination with the Authority and local utility companies for all tie-ins and identifying the processes for decommissioning. Most if not all utilities will be removed to their source. The City of Sarasota Utilities Department is regulated by the Florida Department of Environmental Protection and Sarasota County Health Department. Florida Power and Light (FPL), TECO Peoples Gas Systems, and Verizon Phone service would all be contacted during design development.

Concurrent with the site survey work a Hazardous Building Materials (HBM) survey and report must be completed to identify any asbestos and lead paint in the facility. This survey may require sampling of HBM to determine its friability. It is important to have all HBM removed prior to the start of any demolition. A building inventory may be required to identify furnishing and other items the Authority shall like to relocate prior to demolition.

The Construction Documents will include all reports and drawings with sections and details outlining the scope and limits of demolition. Identifying existing structures and foundations will be critical to minimizing unknowns before the start of demolition. Each discipline Architectural, Structural, MEP, and Civil will have specific notes and specification sections regarding decommissioning and demolition. Items identified for salvage by the Authority will be included as notes on the drawings and specifications. The specification will also address recycle materials to minimize what is taken to the landfill. Existing utilities that need to remain will be highlighted on the Demolition Plan to insure the active utilities are adequately protected during demolition and on-going construction activities.

During Construction, AVCON will assist the Contractor in coordinating the pre-construction meeting and notifying all persons required to attend such as utility representative, county, and state inspectors, or their authorized representatives. All HBM will be removed from the site and structure by a qualified abatement contractor prior to any general demolition. Any unknowns found will be addressed through Requests for Information (RFI) responses or if necessary an Engineer's Supplemental Information (ESI) will be issued. All demolished material shall be removed from the site, disposed of properly, and the site prep for new construction.

It could be advantageous to the Authority to accelerate the project by issuing an early demolition package to qualified demolition contractors.

Canopies

As a part of the Ground Transportation Center (GTC), canopies are required to protect passengers from the elements while walking to their pick-up zones and waiting for their vehicles. The canopies will incorporate underdeck lighting to provide a safe walking and waiting area day or night. Beyond providing light for safe walking, lighting also provides security, both real and perceived. A well-lit area will discourage criminal activity and give passengers a sense of security. Lighting can also become an interesting aesthetic component of the canopies, and the Team is prepared to work with the Authority to develop various lighting options that will provide an architecturally striking canopy design that fits within the project's budget.



Past experience with GTC's has illustrated that shelters and canopies should be designed with durable materials that require minimal maintenance and are resistant to damage or vandalism. AVCON's experience in Florida allows the Team to rely on knowledge from past projects to select materials with long life cycles, even when exposed to heavy rain and sun conditions. Keeping passengers dry is an important aspect of canopy design, and in turn, there should be a consideration of what to do with the water the canopy collects. The Team has designed canopies that release water on grade, tie water directly into storm systems, collect water that could be reused for irrigation, or even use water collection as a design element. For example, water can be directed to intentionally fall into a garden or water element, creating a peaceful and dynamic design element with limited cost. AVCON will work with SRQ to determine appropriate materials and water collection approaches for this specific project.



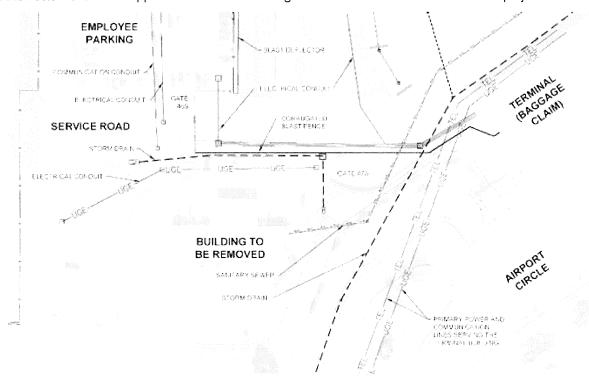
Canopies will be designed in a way that is cognizant of the existing architecture of the airport and successfully ties into its surroundings, while acknowledging any new project as an opportunity to create a new environment for those that will use and maintain the new infrastructure. We are excited to work closely with SRQ to develop multiple canopy conceptual designs for review and comment that will be durable, cost-effective, efficient, and aesthetically successful. AVCON will collaborate with SRQ to determine the most appropriate conceptual design to match the Terminal Architecture. Some previous designs that can serve as starting points are shown in the photographs.

Existing Utilities

Several existing utilities are located within the vicinity of the proposed Ground Transportation Center. These include:

- Primary electrical power to the Terminal Building
- Primary communication lines to the Terminal Building
- Power and Data lines to the vehicle security gate, emergency blue phones, and employee parking lot lighting
- Stormwater drainage
- Sanitary sewer

The Exhibit below shows the approximate location and alignment of the various utilities within the project area.



It will be important to physically locate these facilities both during the design and construction phases. Therefore, the team will utilize Hyatt Surveying to conduct subsurface utility engineering (SUE) and locate and map (both horizontal and vertical) all utilities within the project area. Some of the existing utilities may need to be adjusted to accommodate the grading of the site and/or foundations for the new canopies and driver's lounge. These adjustments will require special coordination to ensure uninterrupted power and communication services for the Terminal Building. The design will make every effort to minimize utility relocations throughout the process.

Stormwater Management

The GTC project is located in the delineated South Quadrant of the master drainage system for the airport. Two previous projects (ERP numbers 43009458.046 and .047) have been permitted in this quadrant and are reflected in the ledger system used for permitting with South Florida Water Management District (SWFWMD). The project will not be adding much impervious surface compared to the existing condition, and there are remaining landside credits within the South Quadrant available for use in the master drainage system.

If necessary, adjustments can be made using equivalent load and runoff calculations to demonstrate that the existing stormwater system can accommodate the proposed modifications. Permitting with SWFWMD should be routine, using a letter modification to adjust the ledger for the project. The key to this approach is understanding the impacts of the existing and proposed land uses to the master drainage system. Each land use has different runoff characteristics with respect to potential pollutants, and the ledger adjustments must correctly reflect these. The process is not a simple trade of impervious for impervious surface. The subconsultant for this component of the project analyzed, designed, and permitted the master drainage system and, to date, has updated the ledger for those projects connecting to the system.

Additional to the SWFWMD ERP, the project will also require approval from Sarasota County and may require correspondence with Manatee County. The project is located within Sarasota County jurisdictional limits but portions of the water quality and quantity treatment system are located in Manatee County, where the system discharges to Sarasota Bay. The discharge to the bay is through a system fully-owned by the Authority and does not contribute flow to waters in either County or to any FDOT owned systems. Experience with previous projects with the same conditions is that assurances must be given and demonstrated to Sarasota County that the master drainage system provides the following:

- equivalent water management to Sarasota County requirements,
- is acceptable to Manatee County, and
- is acceptable to SWFWMD.

This has typically required obtaining the SWFWMD permit ahead of the application for site approval with Sarasota County. It has also typically required a review of specific sections of the EPA SWMM model with Sarasota and Manatee counties before permit issuance. Early coordination with all jurisdictional regulatory agencies for the stormwater management aspects of the project is a key step to maintaining the project schedule and budget. Familiarity with the master drainage system, the ledger, the EPA SWMM model, continuous and event water management simulations, and stormwater chemistry is a necessary condition to accomplish these tasks. The AVCON Team brings all these experiences to the project and the Authority.

ITS Technology

An integral part of this program is the ability to provide error free revenue control for the taxi, shuttle buses and limousines. AVCON proposes the use of the Avigilon License Plate Recognition (LPR) that SRQ currently uses with modification to include the software that would process invoices for vehicles using the new Ground Transportation Center. Cameras would be mounted to the exit lanes to read the license plates.

The LPR recognizes and can search license plates with a high accuracy rate. The software is easily configured and is widely supported in North America. Avigilon data privacy protection features of ACC software enable the user to restrict access and set automatic retention time and deletion rules for LPR data.

There are other systems that would be explored such as SKI Data that uses a Transcore software or Infinity Digital Lane System. Transcore is specifically designed to maximize revenue control collection through highly accurate products and efficient operations. The Transcore system is used widely through North America in parking structures and highway tolls. This system would be new to SRG and may require addition equipment.

These systems would be highly desirable as they would not require gate arms that can cause delays and reliability issues as well as take away from the aesthetics of the new Ground Transportation Center. There would be no need for tickets that could be lost or swapped.

Signage and Wayfinding

Signage and wayfinding will play a key role in the user experience of the Ground Transportation Center reconfiguration. The wayfinding process must remain consistent and navigable for ease of use for passengers, as well as vehicular traffic. This can be done through consistent terminology, symbology, sign placement, and styles. Signage legibility improves user recognition and facilitates expedited passenger movement. Passenger types, travel paths, and ground transportation options within the project area are all considerations for the signage system to enhance the natural wayfinding cues conveyed by the built environment. The AVCON Team proposed concept plan also can assist in this regard by providing a separate pick-up point for different modes of transportation that can be signed separately, thereby assisting in user understanding.

An effective signage system presents information people recognize, understand, and remember, intuitive naming and numbering that is visible from the roadways can help strengthen the connection between the airport and ground transportation as well. Providing a clear, impartial list of ground transportation options allows passengers to choose a preferred mode of travel. Knowing how to get there is just as important as choosing a mode; accurate information about options and clearly marked areas or zones for each mode ensures users they are on the correct path. The signage and wayfinding philosophy for the newly reconfigured Ground Transportation Center will consider the following key components for arriving passengers:

- Discern how and when to identify the GTC as a destination on primary overhead directional signage along the exit
 pathway. Examine secondary/supplemental signage and information sources within the Terminal to identify the GTC
 as a destination.
- Use signage to enhance a sense of arrival at the GTC.
- Clearly define services and destination options within and associated with the GTC.

Reducing stress is a critical component of a successful passenger journey. Providing real-time, up-to-date information on digital displays for wait times, travel times, and arrivals is one effective signage solution that can reduce confusion and enhance the passenger experience. Digital signage offers the opportunity for message flexibility (content type and design) and the ability to present information that can be updated quickly to increase connectivity and address a wide variety of airport needs and passenger types. Digital signage applications should be considered if information changes and fluctuates, especially based on user needs, and when information is presented temporarily.

The preparation of the signage design concepts will follow the selection of the overall site plan. The signage plan will be based on a thorough understanding of the existing sign standards with adjustments made to address unique conditions and convey necessary messaging at key decision points. Additional design alternatives will be evaluated and presented for consideration where signage improvements are possible due to advancements in technology, code/regulation requirements, and industry best practices.

Landscape and Buffering

The Ground Transportation Center can have a great deal of activity during peak aircraft arrival times. Personal vehicles picking-up friends and family do not need to be distracted by the activities at the GTC. Shielding these activities from the more public side of the house can enhance the experience of the traveling public while increasing the overall aesthetics of the airport.

The AVCON Team proposed Concept Plan provides an excellent opportunity to screen the facility as noted above with large landscape islands between the facility and the public roadways. The Team has included a local Landscape Architect familiar with both local plant materials and recent projects at the airport. This will be important as selecting the best plantings should consider local conditions and providing a consistent look with other airport projects.

Permitting

In addition to the stormwater permitting previously mentioned, this project will need to obtain local site permits from Sarasota County. The project will need to follow local ordinances related to the Land Development and Building Codes as they are related to the various elements of the project.

The AVCON team includes individuals with a great deal of local permitting experience in the areas of Civil, Landscape, and Stormwater Management. The team will work together to identify permitting issues upfront, meet with the agencies, and follow all required processes. Included on the Team is Mike Bell, PE, to lead the permitting efforts. Mike is a local Sarasota based engineer with over 30 years of experience in Land Development and has permitted numerous projects through Sarasota County, the City of Sarasota, and Manatee County. His experience will be invaluable in making sure AVCON provides a smooth permitting process to the Authority in accordance with the proposed project schedule.

D. PHONE INTERVIEW

Should the Authority decide to conduct phone interviews, the following two key team members will represent AVCON:



RICK BALDOCCHI, PE Project Manager

5555 E. Michigan Street, Ste. 200 Orlando, FL 32822 407.599.1122



CRAIG SUCICH, PE QA/QC Manager

5555 E. Michigan Street, Ste. 200 Orlando, FL 32822 407.599.1122

Both Mr. Baldocchi and Mr. Sucich will be able to describe their experience and approach to this project during the interview.



Based on the exceptional service provided by AVCON throughout the years, GOAA has been able to achieve all the design and construction quality goals of the AVCON projects. Their responsiveness has been outstanding, including 24-hour emergency availability. We recognize them as experts in airfield pavement and lighting designs as well as general on-call, full-service engineering capabilities. They know and understand construction in the field, along with costs and schedules. They have met all our engineering needs and have served us well.

> Stanley J. Thornton, Former Chief Operating Officer, Greater Orlando Aviation Authority





E. DEMONSTRATED ABILITY TO MEET THE DBE GOAL

APPROACH FOR MEETING 5% DBE PARTICIPATION GOAL

AVCON has firsthand experience with the benefits of DBE outreach and mentoring. In 2017, AVCON attained a fiscally significant presence in the marketplace and "graduated" from the DBE program. During AVCON's time in the DBE program, the firm was the recipient of a significant transfer of technology, expertise, and hands-on experience from its corporate mentors, which allowed AVCON to grow and mature as a business.

AVCON has carefully enlisted a group of support firms who are most importantly, and primarily well suited for the work assignments at hand, but who also represent an excellent cross-section of DBE, small and local firms. The firm has chosen qualified firms for various elements of work to support the overall goals of these taxiway rehabilitation projects. Their ability to support the team from their area offices, as well as participate in ongoing design meetings and related efforts, will enable AVCON to both direct and monitor the team members' performance.

Based on the overall composition of the AVCON team, and the anticipated scope of work for this project, AVCON proposes to meet or exceed project goals, and will at a minimum strive for at least 5.00% participation on this assignment.

CERTIFIED DBE FIRMS TO BE UTILIZED ON THIS CONTRACT

AVCON commits to ensure that DBE's will have the maximum opportunity to participate in the performance of tasks under this assignment. To develop new relationships and foster DBE participation, AVCON has teamed with the following firms:

Firm	Scope of Work	Location	% of Participation		
Apple Design, Inc.	Wayfinding/Signage	Orlando, FL	2%		
EG Solutions, Inc.	Drainage, Permitting, and CSPP	Lakewood Ranch, FL	4%		
Hyatt Survey Services, Inc.	Surveying	Bradenton, FL	3%		

Hyatt Survey Services, Inc. EG Solutions, and Apple Design Inc. are certified as a Disadvantaged Business Enterprise with the Florida Unified Certification Program.

PAST PERFORMANCE COMPLYING WITH DBE GOALS







AVCON has demonstrated its commitment to achieving these and similar DBE and W/MBE participation goals on other projects, some examples of which are provided below.

Project	Initial Goal	Final DBE Utilization%
Air Carrier Terminal Apron Replacement, GSP	10%	50%
Airfield Pavement Marking Condition Assessment & Audit, MCO	17%	65.04%
Airfield Compatibility, Gate Planning & Layouts Airside 4, Wing 12, Jumbo Gate Enhancements, MCO	17%	17.16%*
Update Airfield Pavement Management Program, MCO	17%	20.81%
Rehabilitate Taxiway A and C, Construction, OBE	10%	17.95%
Rehabilitation Runway 4-22, Design, ZPH	10%	16.68%

^{*} Denotes M/WBE goals for non-federal projects



RFQ-01-2020-GTC

AVCONINC

Client#: 1050199

ACORD.

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 10/05/2020

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IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

this certificate does not comer any rights to the certificate holder in hea t	or such endorsement(s).				
PRODUCER	CONTACT NAME:				
USI Insurance Services, LLC	PHONE (A/C, No, Ext): 813 321-7500 FAX (A/C, No):				
2502 N Rocky Point Drive	E-MAIL ADDRESS:				
Suite 400	INSURER(S) AFFORDING COVERAGE	NAIC#			
Tampa, FL 33607	INSURER A : Phoenix Insurance Company 25	623			
INSURED	INSURER B: Travelers Property Cas. Co. of America 25	674			
AVCON, INC.	INSURER C : Admiral Insurance Company 24	1856			
5555 E. Michigan Street; Suite # 200	INSURER D : Travelers Indemnity Co of America 25	666			
Orlando, FL 32822-2779	INSURER E :				
	INSURER F:				

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	COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:							
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.								
INSR LTR TYPE OF INSURANCE ADDL SUBR POLICY NUMBER			POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY) LIMITS				
Α	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR	X	X	6805P361271	10/06/2020	10/06/2021	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence)	\$1,000,000 \$1,000,000
							MED EXP (Any one person)	\$10,000
							PERSONAL & ADV INJURY	\$1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	\$2,000,000
	POLICY X PRO- JECT LOC						PRODUCTS - COMP/OP AGG	\$2,000,000
	OTHER:						COMBINED SINGLE LIMIT	\$
D	AUTOMOBILE LIABILITY	X	X	BA0R1132451	10/06/2020	10/06/2021	(Ea accident)	\$1,000,000
l	X ANY AUTO						BODILY INJURY (Per person)	\$
	OWNED AUTOS ONLY HIRED SCHEDULED AUTOS NON-OWNED						BODILY INJURY (Per accident) PROPERTY DAMAGE	\$
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Α	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N		X	UB1R120664	10/06/2020	10/06/2021	X PER STATUTE OTH-	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?	N/A					E.L. EACH ACCIDENT	\$1,000,000
	(Mandatory in NH)						E.L. DISEASE - EA EMPLOYEE	
	If yes, describe under DESCRIPTION OF OPERATIONS below							\$1,000,000
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DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required) Professional Liability coverage is written on a claims-made basis.								
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For Proposal Purposes Only	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE
	de n was som

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AVCON

RICK BALDOCCHI, PE Project Manager

Mr. Rick Baldocchi, PE has more than 36 years of experience in the consulting community planning and designing public works and transportation projects. A major strength of Mr. Baldocchi's is his understanding of the planning process including environmental approvals, public involvement, and right-of-way issues. He also has experience with project design, client liaison, subconsultant administration, and financial management. As a principal of AVCON, INC., Mr. Baldocchi has worked closely with a variety of clients within the transportation, development and aviation industries to provide professional, timely designs of the highest quality.

CHECKPOINT CHARLIE

Orlando International Airport, Orlando, FL

Principal-in-Charge

This project consisted of a security checkpoint at Orlando International Airport (MCO). The checkpoint was required to screen vehicles prior to entrance into the Aircraft Operations Area (AOA) from Cargo Road, and for access into the North Terminal. Two different screening requirements applied for the two areas. The project consisted of a security building, vehicle barriers, and electric gates along with full utility infrastructure and all related roadways. The security building included housing for guards, including a restroom, and housed security equipment designed to provide special vehicle searches in accordance with Transportation Security Administration (TSA) requirements. The vehicle barriers were operated by fiber optic controls within the security building. The site was redeveloped as the checkpoint on an existing parking lot used for rental car parking/storage. The design provided water, sewer, power, and communications to the site and security building.

SOUTH AIRPORT PEOPLE MOVER COMPLEX, PASSENGER DROP OFF LOOP ROAD Orlando International Airport, Orlando, FL

Project Manager

This project included final design of Passenger Drop-off Loop (PDL) Road. PDL Road connects Jeff Fuqua Boulevard, the main artery of the Orlando International Airport, to the South Airport

People Mover (APM) Complex. The roadway design consisted of both asphalt and concrete sections with curb and gutter and a closed drainage system. The drop off area consisted of two segments, one with an area for passenger vehicles to drop off patrons and another with bus parking for drop offs. Geometry of the roadway was designed to accommodate buses and emergency vehicles. Additional aspects designed by AVCON included signalization, regulatory signage and overhead way finding signage. AVCON was also responsible for concrete box culvert design that crossed under the roadway and design "Cell Phone Lot." The overall South APM project was awarded the 2019 American Council of Engineering Companies- Florida (ACEC-FL) Grand Conceptor Award, the top award given out by ACEC-FL.

NEW CELL LOT, TAXI HOLD AND RETURN

Orlando International Airport, Orlando, FL

Project Manager

The Taxi Hold Area was designed to accommodate a minimum of 500 taxis in queue over a total of 10, 10-ft wide lanes. A dispatch booth was provided along with a signal system notifying drivers when a call has been requested. The Project also included a building to provide a seating area for bus drivers. The Cell Phone Lot consisted of a public parking lot designed to accommodate drivers waiting for arriving passengers. A new three lane roadway, in between the Cell Phone Parking Lot and the Taxi Hold Area, provided access to the two facilities and became the future Return to Terminal A Road for passengers leaving Terminal A.

JEFF FUQUA BOULEVARD RESURFACING

Orlando International Airport, Orlando, FL

Project Manager

This project comprised the resurfacing of Jeff Fuqua Boulevard, the loop roadway surrounding Orlando International Airport. AVCON's services included the design of the pavement markings on Jeff Fuqua Boulevard and the Maintenance of Traffic Plans. Innovative features consisted of specialty in-pavement terminal markings to help direct the traveling public to their desired destinations. Maintenance of Traffic plans included multiple detailed detour routes and specific lane closure restrictions.







RFQ-01-2020-GTC Appendix | 1

LOOP ROAD SIGNAGE

Orlando International Airport, Orlando, FL

Project Manager

AVCON completed Preliminary Engineering Services on the Airport Loop Road Signage Improvements Project, which consisted of review of the existing as-built drawings and construction documentation available on the existing sign structures; field verification and photo documentation of the sign panels; and visual inspection of the existing sign structures for condition and correlation with the as-built drawings. The existing structures were analyzed for their ability to take additional load due to increased sign panel sizes and a structures report was issued on the findings of the analysis. The AVCON Team identified potential routes for fiber optic to VMS sign locations and identified VMS sign types for the project. Once the analysis phase of the Preliminary Engineering Services was complete, the team developed ITS Architecture Guidelines and provided a final report to the client with recommendations and cost estimates to complete the design and construction of the project. Finally, AVCON provided assistance during the Design-Build selection, as well as Design Review and Technical Support during Construction Phase Services.

LOOP ROAD IMPROVEMENTS

Orlando International Airport, Orlando, FL

Project Manager

This project consisted of adding one additional travel lane along the Entrance Road in specified areas. Additionally, the area near Terminal B required relocation of an existing retaining wall to provide for the additional lane configuration. AVCON served as the Design Build Criteria Consultant and prepared the criteria package. The Criteria Package was composed of several parts including Narratives, Drawings depicting functional relationships of the Program spaces, and the "Front-End" specifications for Non-Federally Funded projects. The Design Criteria Package established minimal requirements for the design, performance and systems for the facility including site improvements.

PERMANENT BUS HOLD AREA (DESIGN-BUILD)

Orlando International Airport, Orlando, FL

Project Manager

This project included the design and construction of a new and permanent bus hold facility located along the South Access Road. The Bus Hold Area was designed to accommodate a minimum of 117 large coaches and 97 small coaches (limousines). Additional parking lanes were also provided. The project included improvements to the entrance road from South Access Road which serves the existing Cell Phone Lot. The improvements to the access road included a third lane up to the entrance of the Cell Phone Lot, and a left turn lane into the Bus Hold Area. An overhead Flight Information Display (FID) was also added to the Cell Phone Lot as part of this project. The project also included a building to provide a seating area for bus drivers.

TERMINAL ENTRANCE LOOP ROAD REHABILITATION

Gainesville Regional Airport, Gainesville, FL

QA/QC Manager

Basic design elements for this \$651K project included determining the depth of milling necessary to remove the distressed asphalt, and how much of the original asphalt pavement structure was still adequate to remain and be resurfaced. This analysis, based on a review of as-built records and examination of representative pavement cores, minimized the area needed for total reconstruction to 10% of the pavement segments, saving a significant amount of money. The remaining majority areas of pavement averaged 2-inches of milling and resurfacing. For the new pavement structure, AVCON selected an FDOT Superpave Asphalt Design Mix using performance graded polymer modified asphalt binder 76-22 for superior strength and durability that should match the longevity of the original pavement.

RENT-A-CAR QTA AND SUPPORT FACILITIES

Orlando International Airport, Orlando, FL

Project Manager

This project included a complete redevelopment of the Airport Terminal Rental Car Facilities including the expansion and reconfiguration of the Terminal "A" Quick Turnaround Area (QTA) with additional Ready Return parking spaces, and building a new Terminal "B" QTA. The site elements included reconfiguration of all the parking areas and service roadways serving the facility along with stormwater management, stormwater permitting, water and sewer utilities, and phasing requirements for maintenance of rental car operations. AVCON prepared the design -build criteria package for all the site-civil elements of the entire project. The criteria package included the preparation of approximately 30% construction plans and stormwater permitting. AVCON's role included assistance in the selection of the Design-Build Team, review of the construction documents and observation of the construction activities

AVCON SANDEEP SINGH, PE Principal-in-Charge

Mr. Sandeep Singh has served as President of AVCON since 1997, and continues his professional role as Principal-in-Charge or Senior Project Manager on a wide variety of airport projects for clients throughout the Southeast U.S. Mr. Singh has a Civil, Structural, and Electrical Engineering background and continues to use his expertise in addressing multiple assignments with airfield pavements, lighting, and NAVAIDS. Mr. Singh has championed quality in the firm's projects and many of these projects have been recognized for engineering excellence. Most recently the firm's involvement in the \$650-Million Automated People Mover Complex and Intermodal Terminal Facility at Orlando International Airport was recognized by the Florida ACEC with the Grand Conceptor Award for 2018. As Principal-in-Charge, Mr. Singh will leverage his knowledge of landside aviation projects along with his experience in procuring and managing FAA and FDOT grant programs to guide the team, and be an advocate for the Authority.



This project included final design of Passenger Drop-off Loop (PDL) Road. PDL Road connects Jeff Fuqua Boulevard, the main artery of the Orlando International Airport, to the South Airport People Mover (APM) Complex. The roadway design consisted of both asphalt and concrete sections with curb and gutter and a closed drainage system. The drop off area consisted of two segments, one with an area for passenger vehicles to drop off patrons and another with bus parking for drop offs. Geometry of the roadway was designed to accommodate buses and emergency vehicles. Additional aspects designed by AVCON included signalization, regulatory signage and overhead way finding signage. AVCON was also responsible for concrete box culvert design that crossed under the roadway and design "Cell Phone Lot."



The overall South APM project was awarded the 2019 American Council of Engineering Companies- Florida (ACEC-FL) Grand Conceptor Award, the top award given out by ACEC-FL.

CHECKPOINT CHARLIE

Orlando International Airport, Orlando, FL

QA/QC Manager

This project consisted of a security checkpoint at Orlando International Airport (MCO). The checkpoint was required to screen vehicles prior to entrance into the Aircraft Operations Area (AOA) from Cargo Road, and for access into the North Terminal. Two different screening requirements applied for the two areas. The project consisted of a security building, vehicle barriers, and electric gates along with full utility infrastructure and all related roadways. The security building included housing for guards, including a restroom, and housed security equipment designed to provide special vehicle searches in accordance with Transportation Security Administration (TSA) requirements. The vehicle barriers were operated by fiber optic controls within the security building. The site was redeveloped as the checkpoint on an existing parking lot used for rental car parking/storage. The design provided water, sewer, power, and communications to the site and security building.

SECURITY AND ACCESS CONTROL REPLACEMENT

Sarasota-Bradenton International Airport, Sarasota, FL

Principal-in-Charge

The increase in passenger traffic and the overall growth of the Airport dictated a need to expand and update the security and access control systems and all ancillary items. The scope of work for this \$1.4M project included the evaluation of the Airport's existing security system infrastructure; preparation of an Assessment Report providing findings during existing system evaluation, test results, and roadmap to be used for the design of the new system; replacement of the Airport's existing access control system; implementation of a new identity access management system; and coordination of new unified system requirements with TSA and USCBP. As part of the Security and Access Control Replacement project, the design also included improvements to the existing perimeter security fencing, which involved replacement of approximately 35,425 linear feet of fencing along with 28 vehicle gates.

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T-HANGAR REPLACEMENT

Sarasota-Bradenton International Airport, Sarasota, FL

Principal-in-Charge

This project included design work for new replacement T-hangars at SRQ. The new T-hangars are replacing twenty-seven portable hangars. The replacement T-hangars will utilize existing taxi lanes and current infrastructure. AVCON was responsible for site investigation, preparation of construction documents, and bidding phase services in connection with electrical design to support the installation of the T-hangar buildings.

JEFF FUQUA BOULEVARD RESURFACING

Orlando International Airport, Orlando, FL

Principal-in-Charge

This project comprised the resurfacing of Jeff Fuqua Boulevard, the loop roadway surrounding Orlando International Airport. AVCON's services included the design of the pavement markings on Jeff Fuqua Boulevard and the Maintenance of Traffic Plans. Innovative features consisted of specialty in-pavement terminal markings to help direct the traveling public to their desired destinations. Maintenance of Traffic plans included multiple detailed detour routes and specific lane closure restrictions.

OVERHEAD WAY FINDING SIGN STRUCTURE EVALUATION

Daytona Beach International Airport, Volusia County, FL

Principal-in-Charge

AVCON completed visual inspections and provided evaluation of the overhead sign structures on Catalina Drive, Midway Drive and at the paid parking exit drive and parking lot light poles located in the long term parking lot, the short term parking lot, the rental car parking lot, and the east/west employee parking area. The overhead sign structures were found to be in good condition structurally. No evidence of damage was noted, including wind damage, severe rusting and/or vehicular impact damage. The light poles were also found to be in good structural condition with no deficiencies causing a reduction in capacity. AVCON prepared a detailed report of the findings, including photos and exhibits and provided recommendations to the Airport to maintain the structures so that they will perform as originally designed.

TERMINAL PARKING LOT EXPANSION PROGRAM

Gainesville Regional Airport, Gainesville, FL

Principal-in-Charge

This \$1M project consisted of design, permitting, bidding assistance, and construction administration services for the construction/replacement of unpaved overflow parking adjacent to the existing Terminal Parking Lot with paved surface parking. Three Base Bid Schedules were developed for two distinct parking expansion areas plus one for expansion of the existing dry detention pond. The scope of work included drainage, lighting, signing and marking, and landscaping, as well as miscellaneous utility adjustments for a GRU water main, and for Fiber Optic Cables. Parking lot lighting included installation of new light poles with LED fixtures to match the new fixtures recently retrofitted by GNV into existing light poles.

TERMINAL ENTRANCE LOOP ROAD REHABILITATION

Gainesville Regional Airport, Gainesville, FL

Principal-in-Charge

Basic design elements for this \$651K project included determining the depth of milling necessary to remove the distressed asphalt, and how much of the original asphalt pavement structure was still adequate to remain and be resurfaced. This analysis, based on a review of as-built records and examination of representative pavement cores, minimized the area needed for total reconstruction to 10% of the pavement segments, saving a significant amount of money. The remaining majority areas of pavement averaged 2-inches of milling and resurfacing. For the new pavement structure, AVCON selected an FDOT Superpave Asphalt Design Mix using performance graded polymer modified asphalt binder 76-22 for superior strength and durability that should match the longevity of the original pavement.

PARKING REHABILITATION

Daytona Beach International Airport, Volusia County, FL

Principal-in-Charge

AVCON provided design services for rehabilitation of the parking lots, roadway signs, mast lighting, and pedestrian canopies at the Airport. New non-standard colors, sign fabrication and product durability were primary concerns for rehabilitation of the existing signs. The design involved over 20 acres of roadway and parking lot pavement rehabilitation. AVCON designed over 100 ground mount and overhead guide signs for the landside circulation roads and parking lots. AVCON developed a new standardized appearance for the airport signs using updated fonts, colors, and layouts. AVCON also evaluated the existing rental car lot and prepared conceptual signage and pavement marking plans to improve the circulation and navigation through the parking lot.



AVCON CRAIG SUCICH, PE QA/QC Manager

Mr. Sucich is a civil engineer with over 22 years of experience managing and designing complex airport projects. He also has extensive experience managing general engineering consulting contracts for airport clients. His areas of expertise include airfield pavement evaluation and rehabilitation alternatives analyses, non-aviation development on airports, and alternate delivery methods such as Design-Build and CM@Risk. He has served as project manager, project engineer, technical consultant, QA/QC manager, construction manager and resident engineer on numerous aviation landside and airside development projects involving gate layout planning, jet blast analysis, site civil, security fencing, security and access control, and other elements associated with the interface between the airside and landside environments.





CHECKPOINT CHARLIE

Orlando International Airport, Orlando, FL

QA/QC Manager

This project consisted of a security checkpoint at Orlando International Airport (MCO). The checkpoint was required to screen vehicles prior to entrance into the Aircraft Operations Area (AOA) from Cargo Road, and for access into the North Terminal. Two different screening requirements applied for the two areas. The project consisted of a security building, vehicle barriers, and electric gates along with full utility infrastructure and all related roadways. The security building included housing for guards, including a restroom, and housed security equipment designed to provide special vehicle searches in accordance with Transportation

Security Administration (TSA) requirements. The vehicle barriers were operated by fiber optic controls within the security building. The site was redeveloped as the checkpoint on an existing parking lot used for rental car parking/storage. The design provided water, sewer, power, and communications to the site and security building.

SOUTH AIRPORT PEOPLE MOVER COMPLEX, PASSENGER DROP OFF LOOP ROAD

Orlando International Airport, Orlando, FL

QA/QC Manager

This project included final design of Passenger Drop-off Loop (PDL) Road. PDL Road connects Jeff Fuqua Boulevard, the main artery of the Orlando International Airport, to the South Airport People Mover (APM) Complex. The roadway design consisted of both asphalt and concrete sections with curb and gutter and a closed drainage system. The drop off area consisted of two segments, one with an area for passenger vehicles to drop off patrons and another with bus parking for drop offs. Geometry of the roadway was designed to accommodate buses and emergency vehicles. Additional aspects designed by AVCON included signalization, regulatory signage and overhead way finding signage. AVCON was also responsible for concrete box culvert design that crossed under the roadway and design "Cell Phone Lot." The overall South APM project was awarded the 2019 American Council of Engineering Companies- Florida (ACEC-FL) Grand Conceptor Award, the top award given out by ACEC-FL.

SECURITY AND ACCESS CONTROL REPLACEMENT

Sarasota-Bradenton International Airport, Sarasota, FL

QA/QC Manager

The increase in passenger traffic and the overall growth of the Airport dictated a need to expand and update the security and access control systems and all ancillary items. The scope of work for this \$1.4M project included the evaluation of the Airport's existing security system infrastructure; preparation of an Assessment Report providing findings during existing system evaluation, test results, and roadmap to be used for the design of the new system; replacement of the Airport's existing access control system; implementation of a new identity access management system; and coordination of new unified system requirements with TSA and USCBP. As part of the Security and Access Control Replacement project, the design also included improvements to the existing perimeter security fencing, which involved replacement of approximately 35,425 linear feet of fencing along with 28 vehicle gates.

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TERMINAL MODERNIZATION PROGRAM

Birmingham Shuttlesworth International Airport, Birmingham, AL

Project Manager

The \$201.6 million terminal modernization program consisted of the demolition, renovation, and expansion of the terminal facilities and related airside and landside site improvements at the airport. This expansion included the demolition of the existing rotunda at the end of Concourse C, all of Concourse B, the original terminal building (Concourse A)/air cargo complex, existing utility building, associated parking lots, existing asphalt apron and tug yards, and portions of the existing concrete apron pavement around Concourses B and C. A new Concourse A was added to the remaining terminal building, and the existing linear concourse (Concourse B) was expanded to form a new Concourse B. The new buildings and gate locations required adjustments to the aircraft parking area and a reconfiguration of the associated stormwater drainage facilities, as well as modifications to the existing airfield lighting.

The approximately \$21 million in civil engineering improvements associated with the terminal modernization program include the design of a new commercial apron for Concourse A, modification of the existing apron around Concourses B and C, expansion of the employee parking lot, and relocation/reconfiguration of existing utilities, stormwater drainage facilities, interior service roads, and fuel farm. These efforts involved the design of:

- Aircraft parking apron (concrete paving).
- Airfield lighting.
- Grading and drainage.
- Subbase construction.
- Stormwater management.
- Trench drain system—National Fire Protection Agency 415 compliance.
- Demolition of existing facilities and utilities.
- Oil/water separator.
- Sanitary sewer piping and manholes.
- Fire protection water line.

SOUTH TERMINAL C - PHASE I - LANDSIDE CIVIL

Orlando International Airport, Orlando, FL.

Project Manager

The project includes the design and construction of a new 19-gate Airside Terminal and associated Landside Terminal, which will be connected to the existing intermodal terminal facility (APM Complex). This new terminal is the cornerstone of the \$4.2 billion, multi-year CIP program which includes the APM Complex, expansion of the parking South APM parking garage, Ground Transportation Facility, Rental Car Quick Turnaround Facility, Commercial Curb, access roadways to the new facilities, relocation and adjustment of existing roadways, new enplane/deplane roadway structure, site grading, master stormwater drainage ponds and conveyance systems, new utilities and relocation of existing utilities. In addition to the civil design efforts associated with Terminal C and the associated facilities, the project also included a new Checkpoint Delta, Site Logistics Complex (for contractor trailers, parking, and staging), and new construction access roads and infrastructure to support the construction.

RUNWAY 9R-27L EXPANSION

Ft. Lauderdale Hollywood International Airport Ft. Lauderdale, FL

Deputy Project Manager

This \$800 million project provides a new 8,000-foot runway, full-length parallel taxiway, connecting taxiways, and runway-end aircraft aprons. The new runway replaced the old 5,300-foot general aviation runway and was re-located slightly south of the original alignment. Along with a full-length parallel Taxiway J to the north, the runway extends over the existing FEC Railroad and US Highway 1. Since Runway 9R-27L and new Taxiway J extend over the existing airport perimeter road, FEC Railroad, and US Highway 1, the new runway and parallel taxiway were constructed on an elevated bridge/tunnel structure. The project constructed more than 500,000 square yards of pavement on some 7 million cubic yards of embankment. In addition to the airfield civil work (pavement, airfield electrical, NAVAID's, and markings). Work also included relocation of service roads, relocation of utilities, roadway MOT plans, stormwater permitting, mechanically stabilized earth (MSE) wall retaining structures, and security fencing. The Runway 9R-27L expansion was designed and contracted in three bid packages and one design-build package.

AVCON CARLOS ROCHE Construction Administrator (Vertical)

Mr. Roche joined AVCON's Ft Myer's office to provide Client interface and lead the Aviation Group projects in the area. His vast airport knowledge at large and small airports has helped owners, architects, and engineers complete a wide range of very successful projects. With a focus on General Consulting, Mr. Roche's experience includes master planning scope development, fee negotiation, and project and program management. His strengths include managing design teams from schematic design through closeout, with an emphasis on coordination with stakeholders. His projects over the past twenty years vary from telecommunications/security upgrades to large multi-year renovations that included coordination with airlines, tenants, Transportation Security Administration, and U.S. Customs and Border Protection.

NORTH GENERAL AVIATION RAMP REHABILITATION

Naples Airport, Naples, FL

Construction Phase Services Administrator

This \$2.2M project consists of design, bidding, and construction administration phase services for the rehabilitation of the flexible asphalt pavements of the North General Aviation ramp and taxilane areas located north, northeast, and east of the Naples Airport Terminal. Preliminary services consisted of a topographic survey of the pavements, stormwater structures, and



sanitary sewer structures, up to 30 pavement cores to determine asphalt and base thicknesses, and closed-circuit televising the storm and sanitary pipes to assess the condition, and any notable distresses in need of remedial repair. Portland Cement Concrete aprons were designed around the T-hangars and other hangar buildings to keep flexible paving operations a safe distance away from the structures to prevent damage. The project included 95,000 square yards of asphalt pavement removal/milling and 12,000 tons of new asphalt placement.

SECURITY AND ACCESS CONTROL REPLACEMENT

Sarasota-Bradenton International Airport, Sarasota, FL

Construction Phase Services Administrator

The increase in passenger traffic and the overall growth of the Airport dictated a need to expand and update the security and access control systems and all ancillary items. The scope of work for this \$1.4M project included the evaluation of the Airport's existing security system infrastructure; preparation of an Assessment Report providing findings during existing system evaluation, test results, and roadmap to be used for the design of the new system; replacement of the Airport's existing access control system; implementation of a new identity access management system; and coordination of new unified system requirements with TSA and USCBP. As part of the Security and Access Control Replacement project, the design also included improvements to the existing perimeter security fencing, which involved replacement of approximately 35,425 linear feet of fencing along with 28 vehicle gates.

AIRSIDE 4 RESTROOM RENOVATIONS

Orlando International Airport, Orlando, FL

Senior Project Manager

This \$3M project comprised 9 restrooms at the transfer level of the terminal building and included all new finishes, fixtures, and systems design to improve the public experience at MCO. The design incorporated larger women's restrooms, family restrooms, and nursing rooms. The project was phased so that each concourse maintained restrooms during construction.

CENTRAL CHILLER PLANT

Orlando International Airport, Orlando, FL

Senior Project Manager

As a vital part of the North Terminal Improvement Program at OIA, this \$19.8M project programmed, managed, designed, and constructed a new central plant building and associated cooling towers to support the expansion of Airside 4 at MCO. The plant included three 700-ton magnetic bearing chillers and space for a fourth. The site work for this project required the shifting of an adjacent airport service road, utility relocations, and construction of new concrete seawall. This scope was carefully coordinated around an active jet fuel line.

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FIS/CBP RENOVATION & WING EXPANSION

Orlando International Airport, Orlando, FL

Senior Project Manager

This \$93.5M project completed in 2018 consisted of a major renovation of the U.S. Customs and Border Protection and Federal Inspection Station and increased the throughput from 1,500 passengers per hour to 2,000 passengers per hour. This multi-year phased project consisted of 151,000 sq ft of new and renovated spaces. All were newly finished with inspection booths and a baggage handling system with four new carousels. The wing expansion included the addition of four new Passenger Boarding Bridges. Three of the four bridges were designed and aligned with an A-380 or Group VI aircraft. The project replaced all the AHU's serving the FIS and wings, reconfigured the mechanical rooms to allow for larger units and easier serviceability, and included the CCTV and ACS replacement of FIS permimeter and all international gates. This scope also included renovating and expanding communications rooms as well as adding new communications closets in the FIS. It received the ENR Southeast Award of Merit in August 2019.

NORTH TERMINAL TICKET LOBBY RENOVATION

Orlando International Airport, Orlando, FL

Senior Project Manager

This \$145M project consisted of terminal enhancements and asset preservation of 190,000 sq ft of the ticket lobby in the North Terminal. The expansion of the main lobby included the replacement of all systems and infrastructure and added 35,000 sq ft of new ticket lobby area on the curbside. Carpet, floor tile, specialty flooring, wall panels, and ceiling systems received all new finishes. The new tile finish extended the enplane curb and included an extensive waterproof membrane to protect the level 2 baggage claim spaces. The renovation also included the replacement of all the ticket counters, self-service kiosks, and ceiling systems. A new standard was developed for way finding signage with dynamic and static signs and included a video management backwall system that allows for airline branding and messaging. The program included renovation of communications rooms and infrastructure, oversized baggage relocation, additional exterior fabric canopies, replacement of AHU's & controls, smoke control system, CCTV, and ACS. Airlines were required to temporarily and permanently relocate, in addition to airline tenants and airport operations staff. The project also included the installation of specialty flooring to facilitate the incorporation of public art of local themes in the terminal.

WEST SECURITY SCREENING CHECKPOINT EXPANSION PHASE 1 & 2

Orlando International Airport, Orlando, FL

Senior Project Manager

This \$16.5M project consisted of a phased expansion of the west checkpoint from 16 TSA lanes to 20 TSA lanes. The scope included reworking the electrical systems, telecommunication infrastructure, CCTV, and reverse flow cameras for current and future technologies. It included a recon figuration of the known crew member and employee lanes, and the replacement of all way finding signage with dynamic and static signs in the checkpoint. The project necessitated major coordination with two large tenants (Disney and Universal Studios) that required relocations before the start of each phase.

UNITED STATES COURTHOUSE II

Tampa, FL

Project Architect (HOK)

This \$51.3M project consisted of a 35,000-square-meter, 17-story Federal Courthouse located in the heart of downtown Tampa with a pedestrian bridge connecting the old courthouse with the new. The court rooms were designed with high ceilings to provide adequate space for all the mechanical and electrical systems. The HVAC background noise design goals were NC-30. The design included an elaborate security system to ensure the Federal Judges were secure in their own parking structure located under the building with separate elevators and exit stairs. The west façade included a brise-solei for sun control in the main visitors waiting lobbies on each floor.

NORTH TERMINAL EXPANSION 2

Ft. Lauderdale-Hollywood International Airport, Ft. Lauderdale, FL

Project Architect (HOK)

Mr. Rouche served as planning and design architect for this 500,000-sq-ft terminal and concourse building expansion that included 23 new gates, ticketing and baggage halls, airline support facilities and pedestrian connectors to the new parking structures. The project maximized aircraft parking capacity on a restricted site, and required coordination with mechanical, electrical and systems in conjunction with the architecture of the terminal. Once completed, the terminal became home to Southwest Airlines in the Southeast.

AVCON CLINT PLETZER, PE Civil Design Lead

Mr. Clint Pletzer, PE has worked on more than 35 roadway design projects in his 17 years of experience. His skills include development of horizontal and vertical alignments utilizing GEOPAK, utility coordination and adjustments, maintenance of traffic, estimates, and construction drawing development in CADD format. He is also well versed in all phases of FDOT plans preparation. Mr. Pletzer has worked closely with a number of local governments and other public entities for a variety of transportation projects. Additionally, several of his projects have required extensive utility coordination, relocation, and design.

CHECKPOINT CHARLIE

Orlando International Airport, Orlando, FL

Civil Design Lead

This project consisted of a security checkpoint at Orlando International Airport (MCO). The checkpoint was required to screen vehicles prior to entrance into the Aircraft Operations Area (AOA) from Cargo Road, and for access into the North Terminal. Two different screening requirements applied for the two areas. The project consisted of a security building, vehicle barriers, and electric gates along with full utility infrastructure and all related roadways. The security building included housing for guards, including a restroom, and housed security





equipment designed to provide special vehicle searches in accordance with Transportation Security Administration (TSA) requirements. The vehicle barriers were operated by fiber optic controls within the security building. The site was redeveloped as the checkpoint on an existing parking lot used for rental car parking/storage. The design provided water, sewer, power, and communications to the site and security building.

SOUTH AIRPORT PEOPLE MOVER COMPLEX, PASSENGER DROP OFF LOOP ROAD

Orlando International Airport, Orlando, FL

Civil Design Lead

This project included final design of Passenger Drop-off Loop (PDL) Road. PDL Road connects Jeff Fuqua Boulevard, the main artery of the Orlando International Airport, to the South Airport People Mover (APM) Complex. The roadway design consisted of both asphalt and concrete sections with curb and gutter and a closed drainage system. The drop off area consisted of two segments, one with an area for passenger vehicles to drop off patrons and another with bus parking for drop offs. Geometry of the roadway was designed to accommodate buses and emergency vehicles. Additional aspects designed by AVCON included signalization, regulatory signage and overhead way finding signage. AVCON was also responsible for concrete box culvert design that crossed under the roadway and design "Cell Phone Lot." The overall South APM project was awarded the 2019 American Council of Engineering Companies- Florida (ACEC-FL) Grand Conceptor Award, the top award given out by ACEC-FL.

NEW CELL LOT, TAXI HOLD AND RETURN

Orlando International Airport, Orlando, FL

Project Engineer

The Taxi Hold Area was designed to accommodate a minimum of 500 taxis in queue over a total of 10, 10-ft wide lanes. A dispatch booth was provided along with a signal system notifying drivers when a call has been requested. The Project also included a building to provide a seating area for bus drivers. The Cell Phone Lot consisted of a public parking lot designed to accommodate drivers waiting for arriving passengers. A new three lane roadway, in between the Cell Phone Parking Lot and the Taxi Hold Area, provided access to the two facilities and became the future Return to Terminal A Road for passengers leaving Terminal A.

LOOP ROAD IMPROVEMENTS

Orlando International Airport, Orlando, FL

Roadway Engineer

This project consisted of adding one additional travel lane along the Entrance Road in specified areas. Additionally, the area near Terminal B required relocation of an existing retaining wall to provide for the additional lane configuration. AVCON served as the Design Build Criteria Consultant and prepared the criteria package. The Criteria Package was composed of several parts including Narratives, Drawings depicting functional relationships of the Program spaces, and the "Front-End" specifications for Non-Federally Funded projects. The Design Criteria Package established minimal requirements for the design, performance and systems for the facility including site improvements.

PARKING REHABILITATION

Daytona Beach International Airport, Volusia County, FL

Roadway Engineer

For this \$4.6M project AVCON performed conceptual and final design services for rehabilitation of the parking lots, roadway signs, mast lighting, and pedestrian canopies at the Airport. New non-standard colors, sign fabrication and product durability were primary concerns for rehabilitation of the existing signs. The design involved over 20 acres of roadway and parking lot pavement rehabilitation. AVCON designed over 100 ground mount and overhead guide signs for the landside circulation roads and parking lots. AVCON developed a new standardized appearance for the airport signs using updated fonts, colors, and layouts. AVCON also evaluated the existing rental car lot and prepared conceptual signage and pavement marking plans to improve the circulation and navigation through the parking lot.

TERMINAL ENTRANCE LOOP ROAD REHABILITATION

Gainesville Regional Airport, Gainesville, FL

Project Engineer

Basic design elements for this \$651K project included determining the depth of milling necessary to remove the distressed asphalt, and how much of the original asphalt pavement structure was still adequate to remain and be resurfaced. This analysis, based on a review of as-built records and examination of representative pavement cores, minimized the area needed for total reconstruction to 10% of the pavement segments, saving a significant amount of money. The remaining majority areas of pavement averaged 2-in's of milling and resurfacing. For the new pavement structure, AVCON selected an FDOT Superpave Asphalt Design Mix using performance graded polymer modified asphalt binder 76-22 for superior strength and durability that should match the longevity of the original pavement.

JEFF FUQUA BOULEVARD RESURFACING

Orlando International Airport, Orlando, FL

Roadway Engineer

This project comprised the resurfacing of Jeff Fuqua Boulevard, the loop roadway surrounding Orlando International Airport. AVCON's services included the design of the pavement markings on Jeff Fuqua Boulevard and the Maintenance of Traffic Plans. Innovative features consisted of specialty in-pavement terminal markings to help direct the traveling public to their desired destinations. Maintenance of Traffic plans included multiple detailed detour routes and specific lane closure restrictions.

PERMANENT BUS HOLD AREA (DESIGN-BUILD)

Orlando International Airport, Orlando, FL

Project Engineer

This project included the design and construction of a new and permanent bus hold facility located along the South Access Road. The Bus Hold Area was designed to accommodate a minimum of 117 large coaches and 97 small coaches (limousines). Additional parking lanes were also provided. The project included improvements to the entrance road from South Access Road which serves the existing Cell Phone Lot. The improvements to the access road included a third lane up to the entrance of the Cell Phone Lot, and a left turn lane into the Bus Hold Area. An overhead Flight Information Display (FID) was also added to the Cell Phone Lot as part of this project. The project also included a building to provide a seating area for bus drivers.

AIRPORT ENTRANCE ROAD IMPROVEMENTS

Orlando International Airport, Orlando, FL

Project Engineer

This project consisted of the relocation of the exit ramp for rental car return on the Orlando International Airport Entrance Road. This controlled access roadway provides access to all traffic entering the airport from either SR 408 or SR 436. The design included widening of the roadway and shifting of the existing lanes to provide room for the additional turn lane at the new exit ramp location. All transitions, gores and weave distances were designed to meet FDOT standard and required the installation of permanent concrete barriers adjacent to existing bridge piers.

Mr. Pletzer provided plan, profile and cross-sections prepared using MicroStation and Geopak computer software. He was also responsible for providing maintenance of traffic plans, signing and pavement marking plans and utility adjustment sheets. The high volumes of traffic made, and short weave distances made this project very challenging from a geometric standpoint. Lane closures were allowed at very short intervals in the nighttime hours creating a challenging traffic control concept.

AVCON MICHAEL COPPAGE, PE Project Engineer (Utilities)

Mr. Michael Coppage has over 14 years of hands-on landside and airfield engineering experience at air-carrier airports, including SRQ. He is familiar with SWFWMD permitting staff and processes, and versed in FDOT design standards. He also has experience with permitting in Sarasota County and was part of the team securing permitting for the SRQ Curbside Improvements Project. He is a highly organized, research driven, and dedicated member of the AVCON Team and he has experience in all stages of a project life cycle to provide practical engineering solutions while improving end users' experience.

T-HANGAR REPLACEMENT

Sarasota-Bradenton International Airport, Sarasota, FL

Project Manager

This project included design work for new replacement T-hangars at SRQ. The new T-hangars are replacing twenty-seven portable hangars. The replacement T-hangars will utilize existing taxi lanes and current infrastructure. AVCON was responsible for site investigation, preparation of construction documents, and bidding phase services in connection with electrical design to support the installation of the T-hangar buildings.

SECURITY AND ACCESS CONTROL REPLACEMENT

Sarasota-Bradenton International Airport, Sarasota, FL

Project Engineer

The increase in passenger traffic and the overall growth of the Airport dictated a need to expand and update the security and access control systems and all ancillary items. The scope of work for this \$1.4M project included the evaluation of the Airport's existing security system infrastructure; preparation of an Assessment Report providing findings during existing system evaluation, test results, and roadmap to be used for the design of the new system; replacement of the Airport's existing access control system; implementation of a new identity access management system; and coordination of new unified system requirements with TSA and USCBP. As part of the Security and Access Control Replacement project, the design also included improvements to the existing perimeter security fencing, which involved replacement of approximately 35,425 linear feet of fencing along with 28 vehicle gates.

CURBSIDE IMPROVEMENTS

Sarasota-Bradenton International Airport, Sarasota, FL

Project Engineer

Mr. Coppage served as the project engineer for the civil, maintenance of traffic, and drainage design, construction documents, and bidding for this \$5M project. The project consisted of the reconfiguration and rehabilitation of the terminal curbside roadway including demolition, geometric design, pavement design, structural and foundation design for a new canopy system, electrical design, roadway signage, landscaping, drainage design, and architecture with associated plans, specifications, and cost estimates for these items. The project called for careful phasing in order to maintain a functional curbside with minimal impact to airport congestion and operations.

GA TERMINAL PARKING LOT

Ocala International Airport Ocala, Florida

Project Manager

This \$830K project was for the design of new parking areas to ease congestion at the airport terminal. The project consisted of coordination with local utilities for undergrounding of communications and power cables, asphalt paving, stormwater design and permitting, landscaping, site lighting, and permitting through the City of Ocala Growth Management Department.

APRON HARDSTAND EXPANSION - PHASE 2

St. Pete-Clearwater International Airport, Clearwater, FL

Construction Manager/Project Engineer/Inspector

This \$5.7M project entailed the reconstruction of existing asphalt pavement adjoining PCC hardstands for gate positions 7 through 11 and the creation of new air-carrier pavement at positions 1 and 1A. The project required close coordination with the Airport staff, terminal designer and other stakeholders and included installation of high mast lighting, relocation of SIDA fence and gate, and fiber-optic access control. It also included construction phasing, grading, markings, associated drainage and utility adjustments.







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NEW TAXIWAY A AND BRIDGE

Tampa International Airport, Tampa, FL

Construction Manager/Project Engineer/Inspector

This project consisted of design and construction of a new Crossfield Taxiway A, parallel to Taxiway B, from Taxiway V to Taxiway C, at the Tampa International Airport. The Taxilane A was terminated on either side of the existing roadway crossing between the two Airsides and the taxilane was re-named. The project also included the re-configuration of service roads with associated security system to provide for secured AOA access to the airsides for authorized personnel, and non-AOA access from the employee parking lot to the terminal. AVCON was responsible for preparation of construction plans for the different phases of work during construction; airfield geometry; airfield joint layout plans and details; airfield marking plans and details; airfield signage plan; roadway civil engineering; roadway signage and marking; maintenance of traffic; temporary and permanent AOA fencing; Construction Safety and Phasing Plan (CSPP); preparation and submittal of Form 7460-1; QA/QC; and construction inspection.

REHABILITATE RUNWAY 9R-27L

Orlando Melbourne International Airport, Melbourne, FL

Design Manager

Professional services for this project included preliminary design/data collection; design surveys, geotechnical investigation, and pipe video; design and development of construction plans; preparation of construction specifications and bid documents; opinion of probable construction cost and Engineer's Report; assisting the Authority with coordination with the FAA and FDOT; and bidding/award phase services. Design included blast pad removal and new construction, stormwater pipe replacement, pavement marking, grading and ROFA clearing, as well as new LED edge lighting and guide signs and FAA MALSR light adjustments. Planning, survey and geotechnical exploration was completed at night to minimize impacts to air traffic. The design involved correcting the pavement geometry to conform to the latest FAA design standards and included variable depth asphalt leveling, in some areas up to 6 inches of grade corrections. This \$20.4M project also included meetings and coordination with the airlines and tenants to coordinate the 60-day runway shut down.

TAXIWAY REHABILITATION PHASE 2, CONSTRUCTION MANAGEMENT

St. Pete-Clearwater International Airport, Clearwater, FL

Construction Manager/Project Engineer/Inspector

This \$8M project comprised construction management services for the Taxiway Rehabilitation Phase 2 project. The scope of work included providing RPR and quality assurance construction materials testing services as well as general project administration and coordination, including coordination with ATCT and Airport Operations staff when closing and reopening airfield pavements for construction. This project consisted of the following areas of work on the airfield: Taxiway A South of Runway 4-22, Taxiways F and M (Base Bid); Taxiway B and Taxiway T (Additive Bid # 1); and Taxiways M, J, K and U (Additive Bid # 2).

RUNWAY 14-32 REHABILITATION

Valkaria Airport, Brevard County, FL

Design Manager

This \$4M project included investigation/study, design, and permitting services. The objectives of the project were to extend the useful life of the existing pavements, to update the pavement geometry and to enhance the safety of air operations at the Airport. The project comprised the rehabilitation of the pavement for the full length of the runway, including the connector taxiways to the limits of the Runway Object Free Area or to the limits required for grading. The project also included the removal of excess 55-foot shoulders and the rehabilitation of the 10-foot portion of the shoulder adjacent to the runway. The geometry of the runway and the taxiway connectors were non-standard and were corrected in accordance with the FAA AC 150/5300-13A, Airport Design.

TAXIWAY B RECONSTRUCTION

Zephyrhills Municipal Airport, Zephyrhills, FL

Design Manager/Construction Manager

This project consisted of rehabilitating Taxiway B which was 5,150 ft x 35 ft. The existing taxiway pavement structure was bituminous pavement over limerock base. The project was divided into two separate bid schedules (to address AIP eligible and non-AIP eligible work). Bid Schedule A consisted of removal of existing asphalt surface course and limerock base course of Taxiway B (35-ft wide); placement of new P-401GY (4-in) asphalt over 6-in P-211 Limerock base course; fillet widening at the Taxiway B/Taxiway A intersection; new construction at the Taxiway B/Runway 1-19 intersection; new airfield markings; new LED lighting; and new LED signage. Bid Schedule B comprised removal of existing limerock and asphalt (outside 35-ft wide Taxiway B limits) near the Terminal Ramp; placement of new P-401GY (4-in) asphalt over 6-in P-211 Limerock base course; and crack sealing and seal coating the remaining Taxiway B pavement outside the reconstruction limits.



AVCON MICHAEL DUER, EI Project Engineer (Pavement Marking/MOT)

Mr. Michael Duer, El, has over 27 years of experience in roadway design, transportation planning, traffic engineering and production quality control from his Industrial Engineering background. He is proficient in roadway plans preparation, temporary traffic control, specifications, construction cost estimates, and technical writing. Mr. Duer's areas of expertise include signing and pavement markings, signalization, traffic studies, access management, ADA compliancy, QA/QC review, and public involvement exhibits and mail-outs. Public involvement activities have included preparation of a community awareness plan, mailing list, public information handouts, newsletters, display boards and slideshow presentations. Responsibilities also included contacting businesses and public officials, attending small group meetings and public information meetings, and documenting and responding to public comments.

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PARKING REHABILITATION

Daytona Beach International Airport, Volusia County, FL

Traffic Engineer

For this \$4.6M project AVCON performed conceptual and final design services for rehabilitation of the parking lots, roadway signs, mast lighting, and pedestrian canopies at the Airport.

New non-standard colors, sign fabrication and product durability were primary concerns for rehabilitation of the existing signs. The design involved over 20 acres of roadway and parking lot pavement rehabilitation. AVCON designed over 100 ground mount and overhead guide signs for the landside circulation roads and parking lots. AVCON developed a new standardized appearance for the airport signs using updated fonts, colors, and layouts. AVCON also evaluated the existing rental car lot and prepared conceptual signage and pavement marking plans to improve the circulation and navigation through the parking lot.

CHECKPOINT CHARLIE

Orlando International Airport, Orlando, FL

Traffic Engineer

This project consisted of a security checkpoint at Orlando International Airport (MCO). The checkpoint was required to screen vehicles prior to entrance into the Aircraft Operations Area (AOA) from Cargo Road, and for access into the North Terminal. Two different screening requirements applied for the two areas. The project consisted of a security building, vehicle barriers, and electric gates along with full utility infrastructure and all related roadways. The security building included housing for guards, including a restroom, and housed security equipment designed to provide special vehicle searches in accordance with Transportation Security Administration (TSA) requirements. The vehicle barriers were operated by fiber optic controls within the security building. The site was redeveloped as the checkpoint on an existing parking lot used for rental car parking/storage. The design provided water, sewer, power, and communications to the site and security building.

SOUTH AIRPORT PEOPLE MOVER COMPLEX, PASSENGER DROP OFF LOOP ROAD

Orlando International Airport, Orlando, FL

Traffic Engineer

This project included final design of Passenger Drop-off Loop (PDL) Road. PDL Road connects Jeff Fuqua Boulevard, the main artery of the Orlando International Airport, to the South Airport People Mover (APM) Complex. The roadway design consisted of both asphalt and concrete sections with curb and gutter and a closed drainage system. The drop off area consisted of two segments, one with an area for passenger vehicles to drop off patrons and another with bus parking for drop offs. Geometry of the roadway was designed to accommodate buses and emergency vehicles. Additional aspects designed by AVCON included signalization, regulatory signage and overhead way finding signage. AVCON was also responsible for concrete box culvert design that crossed under the roadway and design "Cell Phone Lot." The overall South APM project was awarded the 2019 American Council of Engineering Companies- Florida (ACEC-FL) Grand Conceptor Award, the top award given out by ACEC-FL.

JEFF FUQUA BOULEVARD RESURFACING

Orlando International Airport, Orlando, FL

Traffic Engineer

This project comprised the resurfacing of Jeff Fuqua Boulevard, the loop roadway surrounding Orlando International Airport. AVCON's services included the design of the pavement markings on Jeff Fuqua Boulevard and the Maintenance of Traffic Plans. Innovative features consisted of specialty in-pavement terminal markings to help direct the traveling public to their desired destinations. Maintenance of Traffic plans included multiple detailed detour routes and specific lane closure restrictions.

TERMINAL ENTRANCE LOOP ROAD REHABILITATION

Gainesville Regional Airport, Gainesville, FL

Traffic Engineer

Basic design elements for this \$651K project included determining the depth of milling necessary to remove the distressed asphalt, and how much of the original asphalt pavement structure was still adequate to remain and be resurfaced. This analysis, based on a review of as-built records and examination of representative pavement cores, minimized the area needed for total reconstruction to 10% of the pavement segments, saving a significant amount of money. The remaining majority areas of pavement averaged 2-in's of milling and resurfacing. For the new pavement structure, AVCON selected an FDOT Superpave Asphalt Design Mix using performance graded polymer modified asphalt binder 76-22 for superior strength and durability that should match the longevity of the original pavement.

AIRPORT BOULEVARD AT AIRLINE AVENUE SIGNALIZATION

Sanford, FL

Traffic Engineer

Project consisted of the signalization and the improvements to a suburban intersection that served as the primary exit for the Orlando-Sanford International Airport in Sanford, Florida. Mr. Duer collected traffic data, modeled the intersection using Synchro, designed the improvements and prepared the construction plans, which included signalization plan, pavement marking and intersection improvement plan, mast arm design, quantities and details.

LOOP ROAD SIGNAGE

Orlando International Airport, Orlando, FL

Traffic Engineer

AVCON completed Preliminary Engineering Services on the Airport Loop Road Signage Improvements Project, which consisted of review of the existing as-built drawings and construction documentation available on the existing sign structures; field verification and photo documentation of the sign panels; and visual inspection of the existing sign structures for condition and correlation with the as-built drawings. The existing structures were analyzed for their ability to take additional load due to increased sign panel sizes and a structures report was issued on the findings of the analysis. The AVCON Team identified potential routes for fiber optic to VMS sign locations and identified VMS sign types for the project. Once the analysis phase of the Preliminary Engineering Services was complete, the team developed ITS Architecture Guidelines and provided a final report to the client with recommendations and cost estimates to complete the design and construction of the project. Finally, AVCON provided assistance during the Design-Build selection, as well as Design Review and Technical Support during Construction Phase Services.

OVERHEAD WAY FINDING SIGN STRUCTURE EVALUATION

Daytona Beach International Airport, Volusia County, FL

Traffic Engineer

AVCON completed visual inspections and provided evaluation of the overhead sign structures on Catalina Drive, Midway Drive and at the paid parking exit drive and parking lot light poles located in the long term parking lot, the short term parking lot, the rental car parking lot, and the east/west employee parking area. The overhead sign structures were found to be in good condition structurally. No evidence of damage was noted, including wind damage, severe rusting and/or vehicular impact damage. The light poles were also found to be in good structural condition with no deficiencies causing a reduction in capacity. AVCON prepared a detailed report of the findings, including photos and exhibits and provided recommendations to the Airport to maintain the structures so that they will perform as originally designed.

AVCON SEAN DAY, PE Electrical Engineer

Mr. Sean Day is an experienced Electrical Engineer with problem solving and critical thinking skills coupled with excellent communication skills to contribute to complex design projects. He has worked on large project teams to design forward thinking and efficient infrastructure to meet clients' present and future needs. His areas of expertise include PLC network design, cyber security, construction oversight, access control and CCTV, fiber optic design and radio and cellular communications. He has knowledge of network communications including Ethernet, Profibus, DNP3, and Modbus. He has also worked on radio and fiber optic networks for communication on Local and Wide area networks. He regularly performs field testing to validate conformity to contract design documents and he consults with clients regarding construction changes and costs to ensure a specified product is within compliance.

SECURITY AND ACCESS CONTROL REPLACEMENT

Sarasota-Bradenton International Airport, Sarasota, FL

Electrical Engineer

The increase in passenger traffic and the overall growth of the Airport dictated a need to expand and update the security and access control systems and all ancillary items. The scope of work for this \$1.4M project included the evaluation of the Airport's existing security system infrastructure; preparation of an Assessment Report providing findings during existing system evaluation, test results, and roadmap to be used for the design of the new system;





replacement of the Airport's existing access control system; implementation of a new identity access management system; and coordination of new unified system requirements with TSA and USCBP. As part of the Security and Access Control Replacement project, the design also included improvements to the existing perimeter security fencing, which involved replacement of approximately 35,425 linear feet of fencing along with 28 vehicle gates.

CHECKPOINT CHARLIE

Orlando International Airport, Orlando, FL

Electrical Engineer

This project consisted of a security checkpoint at Orlando International Airport (MCO). The checkpoint was required to screen vehicles prior to entrance into the Aircraft Operations Area (AOA) from Cargo Road, and for access into the North Terminal. Two different screening requirements applied for the two areas. The project consisted of a security building, vehicle barriers, and electric gates along with full utility infrastructure and all related roadways. The security building included housing for guards, including a restroom, and housed security equipment designed to provide special vehicle searches in accordance with Transportation Security Administration (TSA) requirements. The vehicle barriers were operated by fiber optic controls within the security building. The site was redeveloped as the checkpoint on an existing parking lot used for rental car parking/storage. The design provided water, sewer, power, and communications to the site and security building.

T-HANGAR REPLACEMENT

Sarasota-Bradenton International Airport, Sarasota, FL

Electrical Engineer

This project included design work for new replacement T-hangars at SRQ. The new T-hangars are replacing twenty-seven portable hangars. The replacement T-hangars will utilize existing taxi lanes and current infrastructure. AVCON was responsible for site investigation, preparation of construction documents, and bidding phase services in connection with electrical design to support the installation of the T-hangar buildings.

CUSTOMS AND BORDER PROTECTION FACILITY

St. Pete-Clearwater International Airport, Clearwater, FL

Electrical Engineer

This \$7M project, initiated in 2015 with a feasibility study to determine if the existing Customs and Border Protection (CBP) facility could be re-configured to be brought up to current Airport Technical Design Standards (ATDS). The CBP Authority recommended that the facility be constructed to the DRAFT March 2017 CBP Standards. The new standards would have the passengers retrieving their baggage before going through clearance. The new facility was designed to accommodate 300 peak hour passengers. Phase 1 of the project included the majority of the facility with the exception of the new and existing offices. Phase 2 consisted of the construction of the new offices in the location of the existing primary processing area. Detailed design of the primary processing kiosks and secondary screening equipment was provided as well as new baggage handling equipment design to accommodate 300 passengers per hour. Additional services included HVAC upgrades, plumbing, fire protection, electrical, and new access control and video monitoring systems.

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HANGARS ELECTRICAL AND STRUCTURAL ENGINEERING

Marco Island Executive Airport, Collier County, FL

Electrical Engineer

This project included construction of three 110 ft \times 80 ft hangars with 90 ft \times 22 ft clear door openings and eight 70 ft \times 56 ft with 55 ft 4 in \times 18 ft clear door openings at the Marco Island Executive Airport. The hangars were sized to accommodate Citation X and Citation V sized aircraft based on the stated design criteria for the program. AVCON was responsible for the following scope items: foundation and floor structural design; ventilation system for larger box hangars; electrical design including hangar and ramp wall-pack lighting, electrical service in hangars, and coordination of transformer size and location; security gate with electric operator; fire wall design to limit fire areas; fire code requirements for fire extinguisher locations, sizes and types; and fire suppression system.

SECURITY ENHANCEMENTS

Electrical Engineer

Immokalee Regional Airport, Collier County, FL

This \$584K project includes design, permitting and construction administration for the installation of access control equipment, supporting wiring, and dedicated primary and back-up power supplies. The project also includes installation of fencing, posts, rails, and gates as well as installation of wildlife fencing, posts, rails, and gates. Additional services include provisions for electrical and fiber optic systems, signage, and pavement repairs.

NEW TERMINAL FACILITY AND ASSOCIATED IMPROVEMENTS

Marco Island Executive Airport, Collier County, FL

Electrical Engineer

The scope of this \$9.4M project includes a new terminal facility, associated landside improvements, demolition of the existing terminal, and expansion of the existing aircraft apron. The new terminal will be a two-story facility, approximately 15,000 sq ft, with landside facilities including vehicle parking and circulation roadways. Fire protection design includes fire suppression systems such as automatic fire sprinkler protection, portable fire extinguishers, and water supply; and building fire alarm. Mechanical/HVAC design comprises cooling systems, heating systems, ventilation systems, HVAC distribution systems, and HVAC controls. Plumbing systems design consists of plumbing fixtures, DWV systems, domestic water distribution systems, and domestic water heating systems. Electrical design included main building supply, electrical loads, lighting/day lighting, emergency power/generator, and grounding/lightning protection. Finally, telecommunication/security design included telecommunication systems, building security and access systems, CCTV, and intercom/PA systems.

CUSTOMS AND BORDER PROTECTION BUILDING RENOVATION

Key West Airport, Key West, FL

Electrical Engineer

The \$2.9M renovation and expansion of the existing CPB building had been planned to serve the increasing number of incoming passengers from outside the US. The project consisted of the expansion of the first elevated floor and roof on the north face of the building facing the airfield apron area. The purpose of the 20 ft x 44 ft expansion was to install a new baggage conveyor system on the ground level and increase the size of the baggage carousel and staging room on the first elevated floor. The building expansion was designed using the same framing system as the existing building, cast-in-place concrete beams and one-way floor slab supported on concrete frames. One unique feature of the structural design was the cantilevered elevated floor slab to avoid the existing buried electrical junction box and duct bank on the west edge of the new expansion. AVCON was responsible for the mechanical, electrical, plumbing, fire protection, low voltage, structural and civil engineering for the project.

TERMINAL BUILDING RENOVATION

Mobile Downtown Airport, Mobile, AL

Electrical Engineer

This \$4.5M project consisted of renovations to an existing metal building. The existing structure did not include space conditioning and was utilized as a storage facility. The building was renovated and reconfigured to accommodate two commercial service gates with associated hold rooms and facilities, airline ticket counters, rental car counters, concession areas, bathrooms, TSA screening areas, baggage make-up areas, baggage claim areas, new curbside, and a new parking lot to accommodate passenger vehicles and rental cars. Design was completed in less than three months. Construction was initiated while the design was being finalized and was completed in less than four months. The entire project (start of design to terminal opening) was completed in less than six months. AVCON was responsible for the mechanical, electrical, plumbing, fire protection, low voltage, structural and civil engineering for the project.

Tran Systems ANDY NICOL, AICP Senior Planner

Mr. Nicol has 19 years of public transportation experience and is recognized as a leader in the transit industry in Florida. Throughout his career, Andy has managed a variety of projects for public and private clients, including design, planning, and architecture. Andy brings a strong understanding of local, state and federal regulations and policies affecting transportation entities. He has extensive experience with FTA Section 5310/5311 projects, human services transportation planning, multimodal planning, design management, and program management and compliance. Additionally, he has managed hundreds of transit-focused task work orders and numerous contracts.

AIRPORT REGIONAL TRANSPORTATION AND INDUSTRIAL DEVELOPMENT ANALYSIS (ARTIDA) STUDY

FDOT District 1, FL

Project Manager

This study is to analyze the possible growth scenarios at five (5) airports in the FDOT District 1 (Southwest Florida) region to determine if the surrounding roadway network is capable of accommodating the planned growth at the airport and surrounding industrial areas. The effort involves several interviews with airport staff and tenants, data analysis, on-site observation, GIS mapping, traffic analysis, and other related efforts.





GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT, MULTI-MODAL PARKING FACILITY Gainesville, FL

Planner

TranSystems provided architectural, engineering and planning services to examine the feasibility of construction and evaluation of alternative concepts for a new Multi-Modal Ground Transportation and Parking Facility. TranSystems' scope of work included a parking demand forecast to determine the recommended size for the facility. Additionally, the scope included an economic analysis/feasibility study taking into consideration the planning level cost estimate, financing and grant funding assumptions, anticipated occupancy over time, desired parking rates and other factors.

KISSIMMEE INTERMODAL TRANSPORTATION CENTER

FDOT District 5, City of Kissimmee, FL

Site Planner

This multi-phased effort included efforts at two different firms. This project included an intermodal transportation center concept plan development that then led to the design of the intermodal center in Kissimmee. The project involved a close integration of the plans for the Community Redevelopment Area of Downtown Kissimmee with the transportation plans of public and private transportation providers. The station included space for commuter rail (SunRail), Amtrak, Greyhound, LYNX (regional transit provider), taxis, car services, shared-ride services, and rental cars.

RADIO ROAD INTERMODAL TRANSFER CENTER, ENVIRONMENTAL ASSESSMENT (EA) AND GEOTECHNICAL TESTING

Collier Area Transit (CAT), Naples, FL

Project Manager

This effort involved TranSystems providing an environmental assessment/categorical exclusion report for the Radio Road Intermodal/Transfer Center. In addition, geotechnical testing was conducted and evaluated to assess potential contamination issues. Coordination with the Federal Transit Agency (FTA) was managed by TranSystems and public outreach and public workshops were organized and hosted by TranSystems staff.

BRT DESIGN AND D/B CRITERIA PACKAGE DEVELOPMENT

East Corridor, JTA, Jacksonville, FL

Project Manager

TranSystems was selected by the Jacksonville Transportation Authority (JTA) to design a Bus Rapid Transit (BRT) corridor along Beach Boulevard in Jacksonville, utilizing roadway design methods, transit signal priority, and queue jump lanes. This project includes the design and preparation of 60% (Phase 1-Conceptual Engineering) plans and special provisions and ultimately the development of a design criteria package. TranSystems prepared these preliminary plans to be used for the preparation of cost estimates and to support preparation of the Federal Transportation Administration Small Starts application to obtain funding for construction. Phase 2 elements of the East Corridor BRT project include development of future traffic projections, signalization analysis, TSP, and bus queue jump lane analysis.

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DISTRICTWIDE TRANSIT PLANNING CONTRACT

FDOT District 5 Office of Modal Development, FL

Project Manager

Andy was the Project Manager on this contract from 2003 (while at another firm) to 2018. This broad transit planning contract covered all aspects of public transportation within the FDOT District 5 (Central Florida) region. Under this contract, the following tasks were completed:

- Transit Development Plan (TDP) reviews and technical assistance
- Asset collection (signage, infrastructure) and innovative technology application development and use
- Bus Systems Safety Program Plan (SSPP) and Security Plan compliance reviews/audits
- Regular on-site audits of regional transit providers to ensure compliance with state and federal guidelines
- Transit agency Title VI compliance and Title VI Plan review and adoption
- FTA Section 5310/5311 grant compliance, training and ranking assistance
- Park & ride program management, including field inventories, site reviews and master planning efforts
- FDOT/FTA triennial reviews of all regions transit agencies
- Aviation reviews and technical assistance

PARK & RIDE PROGRAM MANAGEMENT AND DEVELOPMENT

FDOT District 5, FL

Project Manager

Andy assisted the Department with the park & ride (P&R) program in the following areas: created and updates the P&R Implementation Manual for step-by-step guidance; developed and refined the P&R biannual inventory process; conducts biannual on-site P&R lot inventories; developed and conducted the P&R user surveys; conducted the P&R GPS Condition Assessment and Asset Inventory; prepared typical P&R site designs; conducted a P&R utility location assessment; conducted a Safety and Security assessment and final report; researched P&R lot addressing and site location specifics; coordinated the naming and address signing of all District P&R lots; fostered and coordinated the installation of all P&R lot minimum signage; coordinating lighting repairs and replacements at P&R lots; opened up two new P&R lots and designed and coordinated expansions; developed and performed P&R lot suitability/feasibility assessment reports; created a point-and-click desktop application GIS map series for all P&R lots; coordinated P&R location data with regional stakeholders and transit agencies; and more.

PRELIMINARY DESIGN AND FINAL AND DEMONSTRATION OF FLEXBUS, LYNX

Orlando, FL

Project Manager

Andy led this high-profile project that provided the proof-of-concept for the FlexBus technology and functional requirements. TranSystems provided the full system and service design utilizing the most innovative technology available today, including smart phones, vehicle locating technology, advanced dispatching, real-time traffic services and ITS services. We also led the final design, building upon on the firm's previous work on the project, including preliminary engineering and environmental studies. Design of the service involved determining where the stations with their computerized kiosks will be located, civil engineering for the stations and necessary roadway improvements to accommodate the new bus services, specifying the type of buses to be used and how they will be operated, developing functional specifications for the technology that will dispatch the buses, and the many other details that go into planning a new, advanced ITS- enhanced transit system. The functional specifications and overall platform that was designed by TranSystems is currently in use by LYNX for the NeighborLink bus service.

CHUCK ROWE, AIA, LEEP AP Senior Architect

Mr. Rowe has 39 years of experience focused on the programming, site development, planning, and project management of world-class aviation facilities throughout North America, Europe, and Asia. He has a reputation for developing programs and design concepts that have been successfully built on time and within budget. He has been involved in a range of airside terminal and consolidated rental car programs at Los Angeles, San Francisco, Chicago-O'Hare, Heathrow, Reno-Tahoe, El Paso, Charleston, Ft. Lauderdale, Orlando, and Tampa International Airports.

CONSOLIDATED RENTAL CAR FACILITY

John Glenn Columbus International Airport, Columbus, OH Senior Project Architect

The \$135M design for the new ConRAC facility being developed in phases to accommodate the Airport's long-range plan for expanding the capacity from 6 million to more than 10 million annual passengers over the next 25 years. The new ConRAC is located across the street from the future terminal and will replace an existing deficient operation with a new 1,200,000-SF facility with over 2,600 vehicles contained within a multi-level ready/return garage, quick-turn around area (QTA) and idle vehicle storage areas. The ConRAC will be the first phase of the development of the new mid-field passenger terminal program which will include a new 5,400 space public parking garage, ground transportation center (GTC) and mixed-commercial uses linked to the passenger terminal via an elevated pedestrian skybridge spanning the





main entrance road to the airport. The Customer Service Building (CSB) is envisioned to be integrated with the skybridge where it will act as the hub connector between the terminal, ConRAC, GTC and future parking garage. The first phase will take the project through programming, planning and 30% design. Scope of services includes programming, planning, concept development, construction documents and construction administration services. TranSystems is also the lead structural engineer as well as the lead civil engineer on the project responsible for the development of the on-site vehicle access and egress as well as the improvements to the main entrance roadway to the airport - International Gateway. Chuck was responsible for coordinating the collection of annual transaction data from the rental car industry which was used for development of the detailed site and building program requirements. He led the TranSystems design team in their collaboration with the CRAA and the rental car industry TranSystems to develop a range of alternative concepts from which a preferred concept was selected for design development.

RENTAL CAR, PARKING FACILITY, AND AIRPORT TRANSIT SYSTEM

O'Hare International Airport, Chicago, IL

Senior Project Architect

\$450M multimodal center accommodating rental car, parking and transit development. The project components include a Customer Service Building (CSB), a multi-level ready/return garage and quick-turn-around (QTA) structure, regional bus plaza, and connection to a commuter rail station. The facility will provide convenient access to the existing Metra Station and a new station for the extended Airport Transit System (ATS). The Customer Service Lobby is also designed to be cross-utilized as the new bus transit center for all off-site regional buses, hotel shuttles, remote parking and rental car facilities. The facility contains a 3-level rental car ready/return structure with 4,200 stalls and the potential to add three more levels of a public parking in the future. The first phase took the project through programming, planning and 30% design. Scope of services includes the development of all design criteria, facilities programming concept design and construction documents for all ConRAC components plus the extension of the Airport Transit System (ATS) and expansion of the existing ATS Maintenance and Storage Facility. Chuck was responsible for identifying all existing site conditions and collection of annual transaction data from the rental car industry which were both used in development of the detailed program requirements for the project. Chuck then coordinated TranSystems' design team in the development of the alternative concepts and selection of the preferred concept in collaboration with the Department of Aviation and the rental car industry. Chuck was responsible for coordinating with all city and state agencies including the Illinois DOT, the Chicago DOT, the Chicago Department of Buildings, the Chicago Fire Protection Bureau and the FAA.

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TERMINAL REDEVELOPMENT AND IMPROVEMENT PROGRAM

Charleston International Airport, Charleston, SC

Terminal Planning Manager and Design Advisor

\$165 million expansion and renovation of the existing 29 year-old terminal. The expansion will double the terminal capacity to 4.2 million annual passengers. Responsibilities included programming and concepts for new airline check-in facilities, a new consolidated passenger security screening checkpoint, expanded and renovated boarding lounges, expanded bag claim area, and a new in-line baggage screening and sortation system..

CONSOLIDATED RENTAL CAR FACILITY PLANNING & PROGRAMMING SERVICES

Los Angeles International Airport, Los Angeles, CA

Deputy Project Manager/Senior Planner

Programming and Concept Design for the nearly \$1B LAX ConRAC, which is the largest and most expensive facility of its type in the country. For much of the rental car industry, LAX is their largest and most important location, generating the greatest revenue. The initial project scope included development of a multi-modal transportation facility, integration with the new automated people mover, connection with a light rail station, a regional bus plaza, airport shuttles and public parking. The first phase took the project through programming, planning, 15% design and creating the basis for the selection of a DBFOM team. Scope of services include programming of the rental car facility to identify a preferred location for the building; roadway and vehicular circulation improvements; identifying acreage requirements; informing the client as to its options on construction phasing; cost and sequencing for future development, and a study of the redevelopment in the remaining Manchester Square property. The project also includes designing criteria to meet the FAA and airport-specific design and construction standards.

AIRPORT PEOPLE MOVER STATION AND CONSOLIDATED RENTAL CAR CENTER

Los Angeles International Airport, Los Angeles, CA

Deputy Project Manager

Responsible since 2014 for the programming, planning, conceptual design and site development of 68 acres for a new \$1 billion facility with 8,200 ready/return stalls and 11,550 idle storage spaces, Mr. Rowe is also managing the schematic design for the three-story QTA. The fourth level of the idle storage will have the capability to accommodate approximately 2,000 public parking spaces.

Tran Systems TODD G. LIBENGOOD, PSP Senior Security Specialist

Todd is a Senior Security Specialist, IT Network Designer and Implementation Project Manager. For the past 27 years, he has had direct responsibility for security planning, design, specification development, cost estimation, contractor selection, and implementation support of security installations, domestic and international.

In addition to designing facility security measures, he has extensive job knowledge in technology and communications for security systems including LAN and WAN networks, wireless point to point and mesh networks. He has designed cabling and conduit systems for security and access control, intercom, video, fire, and parking control systems. He has designed and produced construction drawings for new and renovated security monitoring, control and command centers. He has directed the development of technical specifications, construction documents and contractor requirements defining security, fire protection and communication systems.

Working with clients, architects and contractors has provided the experience required for Todd to understand the required documentation for construction and methods to reduce costs, installation challenges and applications for field modifications as projects often encounter.

JOINT USE RENTAL CAR AND PUBLIC PARKING FACILITY

O'Hare International Airport, Chicago, IL

Security Planning and Design

The scope includes security measures needed for the Public Parking Garage, Rental Car Areas, Maintenance Facility, Customer Services Area, Back of House areas and the Automatic Transit System. Security measure being plan includes Video Surveillance, Access Control, Parking Controls, Emergency Notifications, Emergency Calls and communication architecture to allow interconnection to airport and city agencies.

GOODYEAR TIRE AND RUBBER GLOBAL HEADQUARTERS

Akron, OH

Lead Security Designer

Security design of a new, seven story, 639,000-sq-ft Global Corporate Headquarters for Goodyear Tire and Rubber Company. The assignment began with development of a security master plan. The security systems design included a separate security network, IP Video Systems, entry controlled revolving doors, optical turnstiles, customized security desks, an IP intercom system, door hardware coordination, and conduit infrastructure. The assignment also included design of the Goodyear Global Security Communications and Control Facility and the security design of an adjoining 2,900-space parking structure.

PITTSBURGH PARKING AUTHORITY

Pittsburgh, PA

Lead Security Designer

Mr. Libengood conducted an assessment in order to ensure the Parking Authority's compliance with City of Pittsburgh ordinances for safe operation of parking structures. He examined the security program, and reviewed the garages' compliance with requirements for: 1) Presence of security guard or other employee to provide escorts to vehicles if requested, 2) Compliance with garage security patrol requirements, 3) Presence and operation of emergency call stations, and 4) Lighting. In a follow-on assignment, Todd assisted in the consolidation of contracts for contracted security officers. The assignment included development of a guard specification and Request for Proposal as well as evaluation of proposals and a recommendation for selection.

PORT AUTHORITY OF ALLEGHENY COUNTY

Allegheny County, PA

Lead Security Designer

Mr. Libengood served as a security designer and assessment that included both new and upgraded enhancements to existing access control, intrusion detection and video assessment systems and gate control systems in an integrated, centrally monitored, regionally controlled program.







Appendix | 21

NEW HAVEN PARKING AUTHORITY

New Haven, Ct

Lead Security Designer

Mr. Libengood provided system and operational assessment of the physical security, security program, and security guard operations of parking lots and parking garages owned and operated by the New Haven Parking Authority. The assessment included the City of New Haven's Union Station bus and train station. The facilities' emergency management and physical security programs were a major focus of this assessment. The assessment included a threat and risk assessment and physical assessment of each facility. The written assessment report included specific recommendations for improvement, prioritization of recommendations, cost estimates and cost/benefit analysis of recommended solutions, and a recommended schedule for implementation.

PHILLIPS 66

Bartlesville, OK

Lead Security Designer

When ConocoPhillips spun off its transportation, refining, and marketing activities into a separate, publically-traded company named Phillips 66 (P66), TranSystems was engaged by Phillips 66 to assist with developing security measures to physically separate shared workspaces in Bartlesville Oklahoma and to restrict access to each other's' buildings which are connected by a below-grade tunnel system. Todd was the lead security designer on the initial effort which included the study of physical security with the aim of developing concepts to achieve physical separation between the two companies while still sharing certain facilities such as a fitness center and cafeteria. The study report provided recommendations with conceptual layouts of barriers and traffic flow with consideration of life safety impacts as well as options for each recommendation for achieving separation in alternate fashion. Key features of the recommendations included access control using optical turnstiles, establishing separate security monitoring from a single control room, splitting video management systems, and separating security data networks.

Regional Transportation Commission (RTC) of Washoe County Reno. Nevada

tione, nevada

Lead Security Designer

Mr. Libengood assisted with an assessment of the physical security program, including review of existing policies and procedures, fencing, gate systems, locking and keys, electronic systems, and lighting at several facilities, and the development of recommendations for security program enhancement and antiterrorism infrastructure hardening. Following, he designed new video surveillance and access control security systems for three of their major facilities. His work included the design of voice notification, intercom interconnection the telephone system, intrusion detection, and video detection systems. Specifically, he designed the systems to accommodate multiple viewing/monitoring locations with a centralized database for system administration.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

Cleveland, OH

Lead Security Designer

Mr. Libengood was the project manager for a review of The Greater Cleveland Regional Transit Authority's (RTA) existing mobile and fixed video surveillance operations, functions and systems. The team conducted a total overview of the operations, maintenance, usage, procedures and types of systems being used. The evaluation included meetings with Electronics Repair, Fixed Facilities Security, Claims, Safety, Transit Police, Fleet Management, and the Executive Director of Internal Audit. The team also physically reviewed the existing head end recorders and configuration for the Fixed and Mobile applications. The review of existing systems, evaluation of operations and coordination meetings with RTA staff was used to develop and assessment report and a master plan. The report detailed the team's discovery and understanding of the existing video surveillance program, identified areas for improvement, and specified recommendations to reach the desired future end state as identified by the RTA team. The s Master Plan provided a time-phased, multi-year implementation plan to guide the RTA in reaching the desired end-state.

JOHNSTOWN INCLINE COMMUNICATION SYSTEM INSPECTION (CAMTRAN)

Johnstown, PA

Lead Security Designer

Mr. Libengood lead the lighting, communication and security evaluation team to inspect and develop a report pertaining to the current condition of the Incline's lighting for the incline and railcars, Communication System for general safety and emergency conditions along with recommendations pertaining to security and safety of the passengers.

SEAN STARK, PSP Security/Electrical Engineer

Mr. Stark is an Electrical Engineer and a Physical Security Professional (PSP) in TranSystems Consulting and Design Group. He has extensive experience with lighting design, security consulting and design, and multimodal planning. As a Physical Security Professional, Sean has designed numerous security projects, performed various security threat and vulnerability assessments as well as designed and implemented integrated security systems for numerous clients including commercial and government. Additionally, Sean has designed various types of lighting projects that include roadways, tunnels, and roundabouts meeting Illuminating Engineering Society (IES) guidelines. Sean also has experience in designing multimodal improvements that includes bike lanes, shared use paths, sidepaths, and shared lane markings for various cliental.

CANADIAN NATIONAL RAILWAY - P & C DOCK

Conneaut, OH

Security Engineer

Integration of an access control and video surveillance system that had an installation time limit of only one week due to Homeland Security regulations. Homeland Security required there be perimeter access control at all entry points and an extensive perimeter surveillance system in place prior to any offshore ship to dock into port. Sean integrated wireless radio antennas





for a quicker installation of communications between each of the perimeter security devices (multiple PTZ cameras & access controlled entry points). He also installed fiber optic solutions for faster and more reliable communications where appropriate. Sean and his team installed the security equipment to Homeland Security's regulations and completed the project on time.

SH BELL COMPANY

Chicago, IL

Security Engineer

This project included upgrading the video surveillance system to meet Homeland Security requirements for port security. Sean integrated wireless radio antennas for a quick and reliable communication link between each of the perimeter security devices (multiple PTZ cameras). He also upgraded the guard's Wi-Fi capabilities site wide allowing remote access via i-Pads by authorized guards to view the live video feeds while performing their other duties. Sean integrated all six SH Bell locations allowing an authorized user access to all security device whether a camera feed, granting access to a certain controlled door or even disarming/arming an alarm system at any of the six sites.

ERIE INTERNATIONAL AIRPORT

Erie, PA

Security Engineer

This project included updating the existing access control and surveillance system throughout the airport while providing an uninterrupted transition. Sean was also responsible for replacing several barrier gates allowing entrance into the airfield. Sean orchestrated daily with TSA and Airport Police to ensure undisrupted accessibility and organized security while work was being performed to guarantee areas were secured at all times per Homeland Security / FAA regulations. Sean addressed technical and project related questions and issues when necessary. Project was completed on time and customer experienced a seamless transition.

JOINT USE RENTAL CAR AND PUBLIC PARKING FACILITY

O'Hare International Airport, Chicago, IL

Security Designer and Electrical Engineer

This project integrates a three level consolidated rental car center, a three level public parking structure, customer service lobby, airport people mover station (ATS) and bus plaza within one strucutre. The security design concept includes a dedicated fiber optic 1 Gigabyte backbone; an all-IP video surveillance system, emergency call stations on all floors of the garage with immediate video assessment of calls, a PA system, and an on-site security control center. Two on-site fire command centers will have the ability to view all cameras on the network to facilitate emergency responses.

AVCON

Mr. Stark is an Electrical Engineer and a Physical Security Professional (PSP) in TranSystems Consulting and Design Group. He has extensive experience with lighting design, security consulting and design, and multimodal planning. As a Physical Security Professional, Sean has designed numerous security projects, performed various security threat and vulnerability assessments as well as designed and implemented integrated security systems for numerous clients including commercial and government. Additionally, Sean has designed various types of lighting projects that include roadways, tunnels, and roundabouts meeting Illuminating Engineering Society (IES) guidelines. Sean also has experience in designing multimodal improvements that includes bike lanes, shared use paths, sidepaths, and shared lane markings for various cliental.

CANADIAN NATIONAL RAILWAY - P & C DOCK

Conneaut, OH

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SH BELL COMPANY

Chicago, IL

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ERIE INTERNATIONAL AIRPORT

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DANVILLE MASS TRANSIT STATION SECURITY DESIGN

Danville, IL

Security Designer and Electrical Engineer

Mr. Stark designed the surveillance system for the facility and the communications between the station and Danville's main campus. Sean also developed the CSI specifications for the surveillance system, the communications, network, and fiber backbone, as well as the access control system for the project.

TEXRAIL SECURITY DESIGN

Fort Worth, TX

Systems Engineer

TranSystems developed an integrated security design for 8 new passenger stations along TexRail's 26 mile long extension. Mr. Stark served as the Systems Engineer in designing the security system's infrastructure from the camera layouts and



SCOTT T. BRADY, PE Civil Engineer (Stormwater)

Mr. Brady has over 41 years of experience in civil engineering, emphasizing public sector projects. More than 33 years of his total experience is focused on airport projects, which includes assignments as program manager, project engineer, and consultant. His varied engineering functions have included engineering analysis, design documents preparation, permitting, cost estimating, CPM scheduling, bid analysis, grant assistance, field observation, construction claims evaluation and resolution, forensic engineering, expert testimony, research and instruction. He has worked on over 175 airport projects at over 50 airports. These have been located in 11 states in four FAA regions, with a concentration in the FAA Southern Region. Mr. Brady has extensive experience focused on geotechnical and water resources engineering. In these practice areas he has completed over 300 projects in the Southeast and Mid-Atlantic states ranging from small structures and drainage systems to nuclear plants and major rivers. Specific projects have included soil construction and stabilization, pavements, slope stability, retaining structures, seismic soil-structure interaction, sinkhole studies, shallow and deep foundations, hazardous materials remediation, well fields, dams, bridge hydraulics, floodplains and water quality studies.

A partial listing of relevant project experience:

Florida Department of Transportation

- 2021 FDOT Statewide Airport Stormwater Study Update
- Statewide Airport Stomwater Study
- District V General Consulting Services

Sarasota Bradenton International Airport

- Stormwater Management System Planning, Design, Permitting, and Construction
- Master Drainage Plan Update
- Runway 14 End Rehabilitation
- Runway 14/32 Rehabilitation

Bartow Municipal Airport

- Master Drainage Plan
- New Terminal Entrance Road and Apron

Daytona Beach International Airport

Master Drainage Plan

Naples Airport

- Taxiway D Realignment and Drainage Improvements
- Taxiway A Improvements and Holding Bay
- Taxiway A and Water Management System Improvement Planning, Design and Construction
- Runway 14/32 Safety Area and Drainage Improvements

Orlando International Airport

Water Quality Study

Pompano Beach Air Park

Master Drainage Plan Update

Punta Gorda Airport

Master Drainage Plan

St. Lucie County International Airport

• Geotechnical Study, Pavement Design and Drainage Design for New Runway, Parallel Taxiway and Access Road

Valkaria Airport

• General Aviation Terminal Complex

Venice Municipal Airport

• Master Drainage Plan.



EDUCATION:
MS Civil Engineering
Georgia Institute of
Technology
BS Civil Engineering
Georgia Institute of
Technology
REGISTRATIONS:
Professional Engineer,
FL, GA, TN
YEARS EXPERIENCE:
41





Mr. Scott has over 17 years' experience in geotechnical investigation and evaluation for roadway and bridge design, industrial, landfill, borrow sites, commercial, high rise, and residential projects. His experience includes shallow and deep foundation analyses, retaining wall design, settlement analyses, and pavement evaluation. In addition to his geotechnical experience, Mr. Scott has also provided project management and project consulting services for construction materials testing and inspection projects including high rise, industrial, roadway, commercial and residential projects.

EDUCATION:
BS Civil Engineering
University of South
Florida
REGISTRATIONS:
Professional Engineer, FL
YEARS EXPERIENCE:

SUMMARY OF CAPABILITIES

Geotechnical Engineering
Civil Engineering
Foundation Engineering
Project Management
Engineering Management
Ground Subsidence Investigations
Construction Materials Testing and Inspection

AIRPORT PROJECT EXPERIENCE

Sarasota Bradenton International Airport: Fuel Tank Improvements Sarasota Bradenton International Airport: Taxiway Bravo Rehabilitation Sarasota Bradenton International Airport: Parking Lot Expansion

Sarasota Bradenton International Airport: Construct North Quad Access Roadway

Tampa Executive Airport: Fire Suppression Tank Rehabilitation

Punta Gorda Airport: Rehabilitation of Runway 15-33

Wauchula Airport: Automated Weather Observing System 2 (AWOS-II) St. Petersburg-Clearwater International Airport: Runway 18-36 Rehabilitation

LaBelle Municipal Airport: Airport Rehabilitation

Brooksville-Tampa Bay Regional Airport: Apron and Access Road

LaBelle Municipal Airport: Rodeo Drive Access Road and Drainage Improvements

Brooksville-Tampa Bay Regional Airport: Taxiway B Rehabilitation Albert Whitted Airport: Shade Hangars 15 & 16 and Shifted Driveway

St. Petersburg-Clearwater International Airport: Taxiway Rehabilitation, Phase 2

Albert Whitted Airport: Taxiway C Rehabilitation

St. Petersburg-Clearwater International Airport: New Maintenance Facility

Peter O Knight Airport: Runway 4-22, Taxiway and Apron Pavement Rehabilitation

Wauchula Municipal Airport: Rehabilitate, Mark and Light Runway 18-36 St. Petersburg-Clearwater International Airport: Taxiway T, Phase 2

Tampa International Airport: Airfield and Roadway Pavement Rehabilitation

Hernando County Airport: Entrance Road Improvements

Albert Whitted Airport: Hangar Developments Wauchula Municipal Airport: Hangar Access Road

St. Petersburg-Clearwater International Airport: Terminal Hardstand Expansion, Phase 2

St. Petersburg-Clearwater International Airport: Gates 7-10 Holding Areas, Terminal Improvements

St. Petersburg-Clearwater International Airport: Remote Parking Lot Expansion Tampa International Airport: Asphalt Pavement Rehabilitations Tug Tunnel

Albert Whitted Municipal Airport: Rehabilitate Runway 7-25 and Connector Taxiways



Mr. Ruel has worked in the field of Geotechnical and Structural Engineering for more than seven years, starting as an Intern, gaining experience in soils testing, classification, materials testing, and project management. Mr. Ruel's experience includes working on FDOT, County, and City projects, as well as private roadway and bridge projects. Through these projects Mr. Ruel has analyzed slope stability, settlement, deep foundation design (drilled shafts and driven piles), shallow foundation design, laboratory testing and research, and forensic geotechnical investigations.

EDUCATION:
BS Civil Engineering
University of South
Florida
REGISTRATIONS:
Professional Engineer, FL
YEARS EXPERIENCE:

SUMMARY OF CAPABILITIES

Geotechnical Engineering
Civil Engineering
Project Management
FDOT Project Management

AIRPORT PROJECT EXPERIENCE

Sarasota Bradenton International Airport: Exterior Signage and Wayfinding

Sarasota Bradenton International Airport: Jet Blast Deflector Sarasota Bradenton International Airport: Fuel Farm Upgrades Sarasota Bradenton International Airport: Fuel Tank Improvements Sarasota Bradenton International Airport: Taxiway Bravo Rehabilitation Sarasota Bradenton International Airport: Parking Lot Expansion

Sarasota Bradenton International Airport: Construct North Quad Access Roadway

St. Petersburg-Clearwater International Airport General Engineering Contract

Punta Gorda Airport T-Hangar and Taxilane

St. Petersburg-Clearwater International Airport Existing Underground Fuel Tank GPR

Tampa International Airport Evaluation of Spalling Concrete Tampa International Airport United Airlines MRO Hangar Tampa International Airport Asphalt Cracking Visual Review

Plant City Airport New Fuel Farm

Peter O' Knight Airport General Aviation Maintenance Facility Rehabilitation

Tampa International Airport Remain Overnight North Air Cargo and Airside F Parking Aprons

Tampa International Airport Airfield Maintenance Equipment Storage Building

Zephyrhills Municipal Airport Runway 1-19 Extension

St. Petersburg-Clearwater International Airport Overflow Parking Lot

Tampa International Airport Fuel Tank Removal Asphalt Evaluation

Tampa International Airport Airfield and Roadway Pavement Rehabilitation

Hernando County Airport Entrance Road Improvements

St. Petersburg-Clearwater International Airport Taxiway Rehabilitation

Tampa Executive Airport Fire Suppression Tank Rehabilitation

Albert Whitted Airport Hangars 2A, 2B, 5A, 5B, 6, 7 and 8 with Parking Lot and Drainage

Brooksville-Tampa Bay Regional Airport Taxiway A Rehabilitation

Wauchula Airport Automated Weather Observing System II

LaBelle Municipal Airport Apron Rehabilitation

St. Petersburg-Clearwater International Airport Runway 18-36 Rehabilitation

Brooksville-Tampa Bay Regional Airport Apron and Access Road

Albert Whitted Airport Taxiway C Rehabilitation

Brooksville-Tampa Bay Regional Airport Taxiway B Rehabilitation

Plant City Airport Runway 10-28 and other Pavement Rehabilitation

Plant City Airport East Apron Pavement Rehabilitation

Albert Whitted Airport Shade Hangars 15 & 16 and Shifted Driveway

St. Petersburg-Clearwater International Airport Taxiway Rehabilitation Phase 2

Tampa International Airport Airside F Sort Facility Drainage Improvements

St. Petersburg-Clearwater International Airport New Maintenance Facility

Peter O' Knight Airport Runway 4-22, Taxiway and Apron Rehabilitation

JOE ERHART Apple Derign Wayfinding Signage

Mr. Joe Erhart serves as program manager/design director leading the wayfinding and signage design activities. Joe has worked with architectural and engineering firms on a variety of projects around the world to achieve design solutions that are both functional and economical. His experience spans the complete range of architectural projects and he is nationally recognized for his Wayfinding, Master Planning, Signage Standards, and Signage Design accomplishments in the aviation and transportation industries. Joe establishes the design philosophy for each project directing project initiatives while driving design development from concepts through construction administration. His extensive wayfinding knowledge and design development expertise help ensure project success. Joe believes in a team approach whereby clients, stakeholders, partners, and staff are encouraged to participate in the design process.



EDUCATION:
Engineering and Applied
Science
University of Maryland
AFFILIATIONS:
SEGD, ACC, AAAE, AIA,
RTA

RALEIGH-DURHAM INTERNATIONAL AIRPORT, Morrisville, NC

Program Manager/Design Director

Since 2000, Apple Designs has provided on-going consulting services at Raleigh-Durham

International Airport for a variety of projects, including wayfinding signage design for Terminal 1, Terminal 2, the entire roadway system, and a new roadway dynamic messaging system. During our signage design project at the airport for Terminal 2, Apple Designs was requested to prepare branded space design recommendations to enhance the "meeting place" at Terminal 2. The client desired the meeting place to be visually and physically distinct from the surrounding areas to encourage patrons to dwell at this location to wait for their arriving party. The resulting installation included a separate seating area, amenities, and a large landmark sign that is visible from great distances from both sides of the ticketing hall.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT, Kenner, LA

Program Manager/Design Director

As a sub-consultant on the Crescent City Aviation Team (CCAT), a joint venture between LEO A DALY and Atkins, Apple Designs served as the primary wayfinding consultant responsible for signage design and construction documents for the new 35-gate, 972,000 SF Terminal. The wayfinding signage was strategically designed to match the operational shift toward improving efficiency. In addition, the wayfinding philosophy and signage system had to take into account aspects of architectural design and operations that included features such as the high-ceiling ticketing lobby, upper and lower level roadways, and curbside functions for arrivals and departures on opposite sides of the terminal building. Since concourse concessions are located in the center of the corridor, the signage program was designed to address crossover passenger movements while providing clear directional information for both enplaning and deplaning passengers along the primary path of travel.

RONALD REAGAN WASHINGTON NATIONAL AIRPORT, Arlington, VA

Program Manager/Design Director

As part of the AIR Alliance Team for the Terminal B/C Long-Term Redevelopment Program, we provide wayfinding consulting services through construction administration services. As the master signage planning consultant for the original remodeling and expansion of Terminals B/C, Apple Designs designed and programmed a new sign system for the airport specifically created to compleme, nt the unique architectural features of Terminal B/C.

TAMPA INTERNATIONAL AIRPORT, Tampa, FL

Program Manager/Design Director

Apple Designs has been involved as the lead wayfinding consultant related to the Terminal remodeling, airside concessions development, internal Terminal connection to the APM system to the new remote ConRAC facility, garage parking electronic space control program, and relcaim of the long-term parking garage. As part of the Terminal design work, Apple Designs developed new signage standards implemented within the Terminal, applied to the new ConRAC, and used for the concourse redevelopment.

JACKSONVILLE INTERNATIONAL AIRPORT, Jacksonville, FL

Program Manager/Design Director

Apple Designs served as the lead wayfinding consultant updating the signage system for the roadway, curbside, and parking garage at the Airport. Apple Designs created wayfinding analysis plans, recommended sign location plans, and developed content layouts for each sign. Apple Designs also conducted a color study for the parking garage in order to maintain proper contrast for legibility and maintain distinction between levels. Apple Designs created construction documents detailing the materials, messages and graphic layouts, fabrication methods, and elevations for final implementation.

JEFF HUFFMAN Designer Wayfinding Signage

With over a decade of experience delivering unique and effective environmental design solutions, Jeff is involved in all aspects of design from conceptual development through fabrication detailing to final production and implementation. As lead designer, Jeff manages the development of creative and effective experiential design solutions. He creates the design standards and guidelines for new signage programs, ensuring the system meets all regulations. As a professional working in the environmental graphic design discipline, he has an understanding for developing customized, user-friendly experiences. As such, he is careful to evaluate wayfinding and signage systems as it relates to unique architectural and interior design characteristics for each project. Jeff collaborates with architects, engineers, contractors, and designers to achieve successful and coherent systems.

DANIEL K. INOUYE INTERNATIONAL AIRPORT, Honolulu, HI Lead Designer

Since 2000, Apple Designs has provided on-going consulting services at Raleigh-Durham Apple Designs contracted with the State of Hawaii, Department of Transportation – Aviation

EDUCATION:
BA Fine Arts and Visual
Communications
Otterbein University
AFFILIATIONS:
SEGD, ACC, RTA

Division to develop a new wayfinding signage system for the airport modernization program initiatives at Honolulu's Daniel K. Inouye International Airport. The Hawai'i Sense of Place Primer served as a guiding principle to influence the design. In an effort to promote the Hawaiian culture in a way that did not negatively impact the efficiency and wayfinding system, Apple Designs incorporated Hawaiian language, images/graphics, and select materials, colors, and finishes into the sign system that complement the Hawaiian sense of place initiative and enhance the passenger experience. The program included sense of place wayfinding signage design, graphic design, and technical design (dynamic displays) efforts to address passenger needs along roadways and curbsides, within parking garages, and throughout the airport terminals. As an extension of the newly developed graphics, messaging, and layout standards for each new sign type included in the signage Master Plan, Apple Designs prepared Construction Documents that defined graphic layouts, messaging, installation locations, materials, fabrication details, and specifications for final implementation.

RALEIGH-DURHAM INTERNATIONAL AIRPORT, Morrisville, NC Lead Designer

Since 2000, Apple Designs has provided on-going consulting services at Raleigh-Durham International Airport for a variety of projects, including wayfinding signage design for Terminal 1, Terminal 2, the entire roadway system, and a new roadway dynamic messaging system. During our signage design project at the airport for Terminal 2, Apple Designs was requested to prepare branded space design recommendations to enhance the "meeting place" at Terminal 2. The client desired the meeting place to be visually and physically distinct from the surrounding areas to encourage patrons to dwell at this location to wait for their arriving party. The resulting installation included a separate seating area, amenities, and a large landmark sign that is visible from great distances from both sides of the ticketing hall.

JACKSONVILLE REGIONAL TRANSPORTATION CENTER, JACKSONVILLE, FL Lead Designer

Apple Designs provided wayfinding and signage information system design and consulting services for the Jacksonville Transportation Authority's new regional transportation facility for the City and surrounding communities. This intermodal facility includes an intercity Greyhound Bus Terminal, transfer station, Skyway Station, terrace, and bridge, the JTA administration building, and a Kiss and Ride lot. A new connector bridge provides pedestrian access from the new intercity bus terminal to the JTA Administration Building, JTA Bus Transfer Station, and Skyway Station. Apple Designs developed static and dynamic signage for both pedestrian and vehicular traffic including design recommendations for directories, maps, and Variable Message Signs (VMS) to communicate appropriate information to passengers and the traveling. The JTA logo inspired the design of the custom arrow created for use on directional signs. The custom arrow developed by Apple Designs utilizes elements of the logo in order to embed the brand in the signage package. In addition, the logo and architectural elements are echoed in angled forms and materials of the signs. Apple Designs reviewed all existing brand guideline elements such as fonts and color selections in order to determine which existing pieces apply to the signage without compromising ADA guidelines. The resulting final concept represents the character of the JTA brand and delivers a one-of-a-kind solution infused with our client's DNA.



RUSSELL HYATT, PSM Surveying and Mapping

As Vice President of Hyatt Survey Services, Inc., Russell's duties include local, state and federal contract administration and overall quality control. In addition to his administrative duties, Russell is also responsible for the production of boundary, hydrographic and topographic surveys. He couples over 32 years of surveying experience with a four-year degree in Surveying and Mapping. His project experience has included commercial / municipal development surveys and geodetic surveys and beach/channel/port hydrographic surveys. Russell has extensive experience providing survey services to local, state and federal agencies such as the Pinellas, Hillsborough, Manatee, Sarasota, and Charlotte Counties, Florida Department of Transportation, Florida Department of Environmental Protection and the U.S. Army Corps of Engineers-Jacksonville District.



EDUCATION:
BS Survey and Mapping
University of Florida
REGISTRATIONS:
Professional Surveyor, FL
YEARS EXPERIENCE:
32

TOPOGRAPHIC/DESIGN PHASE PROJECTS:

SRQ Runway 14 Rehab

Client: Michael Baker, Inc.,

Description: Topographic Survey of a portion of Runway 14 for future rehab.

SRQ Commercial Park Connector

Client: American Infrastructure Development

Description: Topographic survey for the proposed offsite commercial park and connecting roadway.

SRQ FEMA Elevation Certifications

Client: SRQ Manatee Airport Authority

Description: Provided FEMA Elevation certifications for several buildings located on airport property.

SRQ National Car Rental Site

Client: JDK Construction, Hyatt Survey

Description: Provided a Boundary and topographic survey for proposed fuel tank.

SRQ Airport Terminal Entrance

Client: The LPA Group

Description: Provided a Topographic survey for new sidewalks.

SRQ Monitoring Well Locations

Client: SRQ Manatee Airport Authority

Description: Determined the locations of 175 monitoring wells within the SRQ properties.

SRQ LiDAR Ground Truthing

Cleint: Leica Geosystems

Description: Provided a Topographic survey for LiDAR verification.

CONSTRUCTION PHASE SERVICES:

SRQ Taxiway "G" & Taxiway "J"

As a sub-consultant to Woodruff & Sons, Hyatt Survey provided construction stakeout and as-builts

SRQ Buchanan Hangar

Client: Kellogg and Kimsey

Description: Provided construction stakeout and as-builts.

OTHER AIRPORT PROJECTS:

Tampa Port Authority ConRAC Facility and Taxiway "J"

Client: Kimmins Contracting Corp.

Description: Provided construction stakeout and as-builts.

Tampa Port Authority Sidewalk Replacement/Ramp Repair

Client: Restocon

Description: Provided construction stakeout services.

St. Pete/Clearwater Airport Hardstand Replacement

Client: GLF Construction

Description: Provided construction stakeout services

RFQ-01-2020-GTC

Appendix 30



DAVID KULSVEEN, PLA Landscape Architecture

EXPERTISE

- Client program and needs evaluation
- Practical knowledge of all aspects of landscape construction and horticulture
- Awareness and adherence to the highest standards of practice
- City of Fort Myers' Codes & Regulations Competence
- Construction Documentation & Construction Administration
- Knowledge of SWFL Flora, Fauna, and other environmental sensitivities
- Familiarity with City of Fort Myers Building & Permitting processes

NOTABLE & RELATED PROJECTS

City of Cape Coral Fire Station #11 - 1038 Burnt Store Rd N, Cape Coral, Florida

Construction Drawings (Landscape Planning + Irrigation Planning)

The Reef (multi-family community) - 3251 Winkler Ave., Fort Myers, Florida (Active)

 Construction Drawings (Conceptual & Design Development + Landscape Planning + Hardscape Planning)

Matlacha Fire Station - 5700 Pine Island Rd, Bokeelia, Florida (November 2018)

Construction Drawings (Landscape Planning + Water Use Permitting + Irrigation Planning)



EDUCATION:
BS Landscape
Architecture, University of
Kentucky
REGISTRATIONS:
Registered Landscape
Architect, FL



JASON KULSVEEN, PLA Landscape Architecture

EXPERTISE

- Experienced with local governments/municipalities
- Planning, Conceptualization, and Design
- Project Management
- Technical knowledge of all stages of project construction
- SWFL Flora & Fauna
- Proficient in: Autocad, SketchUp Pro, Microsoft Office Suite, Adobe Creative Cloud

PROFESSIONAL EXPERIENCE

- Code Compliance Plans
- Construction Documentation
- 3-D Modeling & Digital Rendering
- Hand-drawn renderings
- Concept Development
- Environmental Consulting

NOTABLE & RELATED PROJECTS

City of Cape Coral Fire Station #2 - 521 Nicholas Pkwy, Cape Coral, Florida

• Construction Drawings (Landscape Planning + Irrigation Planning)

The Waters at Cape Coral – 2219 Chiquita Blvd. S, Cape Coral, Florida

Construction Drawings (Conceptual & Design Development + Landscape & Hardscape Planning)

Suncoast Express Car Wash - 4936 S Cleveland Ave, Fort Myers, Florida

Construction Drawings (Landscape Planning + Water Use Permitting + Irrigation Planning)



EDUCATION: BS Landscape Architecture, University of Kentucky

BELL ENGINEERING & consulting, LLC

J. MICHAEL "MIKE" BELL, PE Permitting

Mike Bell has spent his entire 36-year professional civil engineering career in southwest Florida. He has lead efforts in the engineering design and permitting of Civil Engineering projects for public and private infrastructure, municipal, roadway, educational, and recreational projects throughout southwest Florida. His expertise includes creative site planning, design and permitting for parking, infrastructure, utilities, and master drainage/stormwater projects. Mike Has completed multiple projects that incorporate the design and permitting of renovations to existing public facility/site infrastructure and parking areas. A recent example is the Fruitville Elementary School addition and bus circulation and drop-off renovation project. His excellent knowledge and understanding of local design, permitting and construction phase services encourages resource collaboration which benefits the entire team of design professionals as well as his clients. He is involved with clients and projects from the initial scope creation throughout the construction and certification phase to assure the project is completed as envisioned. Mike has provided engineer design, permitting and construction phase services for various projects throughout, Sarasota, Manatee, and Charlotte County.



EDUCATION:
BS Civil Engineering,
University of Florida
REGISTRATIONS:
Registered Engineer, FL
YEARS EXPERIENCE:
36

SCAT BUS TRANSFER STATION

Sarasota County, Florida

Principal-in-Charge

This project included master planning, conceptual engineering design, large vehicular circulation analysis, final site design, permitting, and construction phase services for the Sarasota County Area Transit (SCAT) Bus Transfer Facility at the corner of Cattlemen Road and Bahia Vista Street in Sarasota County, Florida. This new facility, situated on 1.28 acres, enhances commuter traffic and serves as a hub for northeast Sarasota County. The SCAT Bus Transfer Facility was designed to accommodate up to six transit buses at one time including two bays that will accommodate future Greyhound service. The site layout also included providing staging areas for emergency operations vehicles for use by the adjacent Emergency Operations Center (EOC) planned by Sarasota County. The project was designed to attain a minimum of LEED certification. Permitting for the project was achieved through Sarasota County and the Southwest Florida Water Management District (SWFWMD).

SARASOTA COUNTY EMERGENCY OPERATIONS CENTER

Sarasota County, Florida

Principal-in-Charge

This project included master planning, conceptual engineering design, site analysis, final site design, permitting, and construction phase services for the Sarasota County Emergency Operations Center. The facility was adjacent and shared access with the Sarasota County Area Transit (SCAT) Bus Transfer Facility at the corner of Cattlemen Road and Bahia Vista Street in Sarasota County. The site design included stormwater management design for future expansion and redundant utility design for water and sewer to remain operational during emergency events. Permitting for the project was achieved through Sarasota County and the Southwest Florida Water Management District. Services included weekly contract management/design coordination with the Architect, the County Project Manager, and the Construction Manager throughout the entire design-construction period.

ST. ARMANDS CIRCLE MUNICIPAL PARKING LOT

Sarasota County, Florida

Project Manager

Responsible for preliminary and final design, community involvement with public workshops, permitting, and construction phase services. Responsible for the destruction of an existing parking deck and the development of a 196-space ground surface parking lot. Stormwater detention and integration of an existing fire station was included. The recently completed parking garage superseded this historic project to continue to increase parking in a growing commercial area.

EVALYN SADLIER JONES BRANCH YMCA,

Sarasota County, Florida

Project Manager

Responsible for the site construction plans, permitting, and construction management for civil engineering-related infrastructure and the coordination of shared infrastructure, such as roadways, drainage, and utilities with the adjacent Sarasota County park design.

AGENDA ITEM NO. 9

SARASOTA MANATEE AIRPORT AUTHORITY JANUARY 25, 2021 MEETING STAFF NARRATIVE

REQUEST FOR APPROVAL: RFQ-02-2020-TCF, PROFESSIONAL ENGINEERING SERVICES TO REHABILITATE TAXIWAYS CHARLIE & FOXTROT

EXECUTIVE SUMMARY: Staff publicly noticed a Request for Qualifications ("RFQ") for Professional Services of a qualified firm capable of providing engineering design, permitting, bidding, and construction phase services to rehabilitate Taxiways Charlie and Foxtrot. The project will rehabilitate the taxiway pavements, upgrade taxiway lights as needed, and replace multiple signs and/or sign panels. Three (3) firms were deemed by staff to be the most qualified firms and will present to the Authority Board.

NARRATIVE: The Sarasota Manatee Airport Authority (SMAA), henceforth referred to as "Authority", is seeking professional consulting services to provide design, permitting, bidding and construction phase services for the rehabilitation of Taxiways Charlie and Foxtrot. The existing taxiway pavement is near 20-years old and has been determined to be in fair condition from a recent pavement management study. Pavement that is determined to be in fair condition should be rehabilitated before more costly reconstruction is required to restore the pavement conditions. The Taxiway Charlie and Foxtrot project will rehabilitate the taxiway pavement, improving pavement performance and safety.

The selection of the professional firm shall be based upon qualifications; specifically the firm's experience on similar type projects, team experience and organization, clear articulation of the project scope, and other factors unique to each firm. The top three (3) proposing firms were short-listed by staff, and are required to make a public presentation to the Authority's Board on January 25, 2021, at which time the Board will rank the firms. Authority staff will then be responsible to negotiate a contract for said services within the project budget.

The Authority shall have the right to review, comment upon and approve respective project components, decisions and documentation with respect to the contract including, without limitation, all schematic designs, plans and specifications and any other material amendments to the project.

Staff will submit an application to FAA and FDOT for up to 95-percent funding for this project.

In response to the publicly noticed Request for Qualifications RFQ-02-2020-TWCF issued in November, 2020, nine (9) firms submitted responses. The following three (3) firms have been shortlisted for presentation:

AVCON, Inc 8270 Woodland Center Boulevard, Suite 162 Tampa, Florida 33614

Hanson Professional Services 9015 Town Center Parkway, Suite 105 Lakewood Ranch, Florida 34202

Kimley-Horn 655 North Franklin Street, Suite 150 Tampa, Florida 33602 Each firm has 10 minutes to complete their presentation.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority rank the three qualified firms. Staff also requests authorization to prepare all documents necessary to implement this action. Staff will negotiate scope and fees and will present to the Board for approval at the next Board Meeting.

ATTACHMENTS: Short-list Firm Submittals



8270 Woodland Center Boulevard, Suite 162 Tampa, Florida 33614 Phone: (813) 321-5588

www.avconinc.com

December 28, 2020

Mr. Kent D. Bontrager, CM, PE Senior Vice President, Engineering, Planning & Facilities Sarasota Manatee Airport Authority 6000 Airport Circle Sarasota, Florida 34243

Reference:

Professional Engineering Services for Taxiway Charlie and Foxtrot Rehabilitation Project;

RFQ-02-2020-TCF

Mr. Bontrager,

Recognizing the critical role that Taxiway C and Taxiway F play in the operation of the Sarasota Bradenton International Airport (SRQ), and more specifically the future development plans of the North Quadrant area, it is imperative that this



rehabilitation project fully addresses the current pavement distresses and dated airfield lighting and signage to ensure that the taxiways will meet the operational demands for the next 20 years. AVCON's benchmark for a successful project will be to provide a cost-effective rehabilitation that utilizes the existing infrastructure elements and quality construction materials, updates the existing pavement geometry and airfield electrical systems to meet FAA criteria, and resets the clock on the airfield pavement and electrical systems for another 20+ years. As AVCON's experience and current proposal will demonstrate, the team has a strong understanding of the scope of work and is committed to performing all tasks in a timely and cost-effective manner, bringing the best possible services to the Authority and the Airport.

AVCON, INC. (AVCON) is a Florida-based full-service engineering and planning firm specializing in airports. With offices in Tampa, Orlando and Ft. Myers, AVCON has provided airport engineering consulting services throughout Florida since 1988.

AVCON's projects have been recognized for both engineering excellence and constructability. The firm has provided airport design and construction phase services for numerous major runway, taxiway, and apron programs, including both Hot Mix Asphalt (HMA) as well as Portland Cement Concrete projects on both air carrier and general aviation facilities. This includes serving as the Engineer-of-record for the Taxiway B Rehabilitation and Bridge Design-build project at Tampa International

Airport almost 10 years ago and more recent work on the nearly identical New Taxiway A and Bridge project and the Airfield Pavement Rehabilitation project. With these projects and dozens of other airfield projects, AVCON has developed strong expertise in both design and construction applications for SuperPave® Hot Mix Asphalt, which combine to provide both the high-quality design, and the equally important, follow through during construction to obtain a quality product in the field.

Our team will be led by Mr. Craig Sucich, PE as the Project Manager and the Authority's Primary Point of Contact. Mr. Sucich, PE has over 22 years of experience as a Project Manager, Project Engineer, and Construction Manager, supporting airside projects throughout Florida. Mr. Sucich specializes in airfield pavement evaluation and rehabilitation alternatives analysis, and has an excellent understanding of the on-site requirements, tenant operational needs, and expectations of staff attributable to this assignment.

Over these 30+ years, AVCON has sustainably grown to over 100 professional, technical, and administrative staff with expertise in all elements of airport planning, design, and construction inspection services.

AVCON now brings the capabilities of a large firm with the demonstrated responsiveness and efficiency of a smaller firm.

Mr. Sucich will serve as the Authority's Point of Contact for this proposal and his contact information is as follows:

Craig Sucich, PE – Project Manager 5555 E. Michigan Street, Suite 200 Orlando, FL 32822

CSucich@avconinc.com Office: (407) 599-1122 Mobile: (407)448-9869

Mr. Sucich will be supported by Mr. Michael Coppage, PE, who will serve as the lead civil engineer based out of AVCON's Tampa office. Michael has experience working on the Authority's projects and is currently badged for access to the AOA. The team will also feature Mr. Brandon Hiers, PE who will be responsible for the pavement design, Mr. Carl Johnson, EC, ACE as our airfield electrical engineer (responsible for the taxiway edge lights, signage, and lightning protection/grounding), Mr. Sandeep Singh, PE as our Principal-in-Charge, and Mr. Jim Kriss, PE as QA/QC Manager. All these professionals have worked together on similar airfield projects within Florida. Rounding out the team is Hyatt Survey Services, Inc. (certified DBE), which will provide surveying support services, Tierra, Inc., who will provide Geotechnical Engineering, and Sightline, Inc. (certified DBE), who will provide airfield pavement marking QA/QC for this important contract.



The AVCON team has unparalleled qualifications to support the Authority on this assignment. Some qualification highlights include:

- Project Manager, key, and support staff experience with **taxiway asphalt pavement rehabilitation** projects of similar size and scope within the Region.
- AVCON also brings exceptional expertise in airfield lighting with in-house specialized equipment and field testing to
 ensure the circuits are lightning strike resistant, the airfield vault is operationally efficient, and the overall system
 meets the safety requirements as per NFPA 70E.
- AVCON's office in Tampa will be the proposed office in charge for this assignment, with integral support from the firm's offices in Orlando and Ft. Myers. AVCON's proven response capabilities are within 60-min and a phone call away from SRQ staff;
- AVCON brings extensive, relevant, and award-winning project experience and excellent relationships with the FAA
 Orlando-ADO and FDOT District 1 personnel for project-related discussions, including funding eligibility.
- AVCON, INC. has a proven team, assembled to address any task which may arise, including meaningful local area technical capabilities and DBE participation.

AVCON will guarantee to do the best job, completing the project on time and within budget, and with quality you expect—AVCON's successful track record speaks for itself.

The AVCON team is prepared to take on this task upon issuance of the Notice-to-Proceed later this year and looks forward to the opportunity to serve the Authority in this important role. We are pleased to submit herewith three bound copies of the team's Statement of Qualifications to provide Professional Engineering Services for the Taxiways C and F Rehabilitation project at the Sarasota Bradenton International Airport (SRQ) for the Sarasota Manatee Airport Authority.

Sincerely,

AVCON, INC.

Sandeep Singh, PE

Sandupshirje

President/Principal-in-Charge

Craig Súcich, PE Project Manager

Project Name Location	Dates of Professional Services	Scope of Work	Team Members Involved	Reference
Taxiway B, C and L Rehabilitation Orlando Sanford International Airport, Orlando, FL	2019- Ongoing	This project involves the rehabilitation the primary parallel taxiway to Runway 9L-27R (Taxiway B), the terminal apron edge taxiway (Taxiway C), and the main connector taxiway to the north development area (Taxiway L). Rehabilitation consists of a 4-inch mill and overlay, crack repair, leveling course, and geometry modifications of the taxiway fillets. The rehabilitation also included new LED taxiway edge lighting, airfield signage, replacement of electrical manholes with junction can plazas, new conduit and cable, and improvements to airfield lighting vault. To take advantage of available funding, the project was broken into three bid packages. Phase 1 included the rehabilitation of Taxiway L and Taxiway B (from Runway 9L to Taxiway Connector B3). Construction of Phase 2 began in December 2020 and is scheduled to be completed in October 2021. Phase 3 will include the remaining Taxiway B pavement from Runway 18-36 to the end of Runway 27R. If funding is available, this piece of the project will be constructed in 2022.	Sandeep Singh, PE, QA/QC Manager Craig Sucich, PE, Project Manager Mark Goodacre, ACE, Senior Electrical Designer Electrical Designer	George D. Speake, Jr., AAE Executive Vice President/COO Airport Security Coordinator Sanford Airport Authority (407) 585-4006 gspeake@osaa.net
New Taxiway A and Bridge, Tampa International Airport, Tampa, FL	2018-On- going (estimated completion March 2021)	This \$45.1M project consists of design and construction of a new Crossfield TW A, parallel to TW B, from TW V to TW C. The project also includes the re-configuration of service roads with associated security system to provide for secured AOA access to the airsides for authorized personnel, and non-AOA access from the employee parking lot to the terminal. As a sub consultant to AECOM, AVCON is responsible for construction phasing plans; airfield geometry; airfield joint layout plans and details; airfield marking plans and details; airfield signage plan; roadway civil engineering; roadway signage and marking; maintenance of traffic; temporary and permanent AOA fencing; CSPP; preparation and	Sandeep Singh, PE, Principal- in-Charge Michael Coppage, PE, Project Manager Craig Sucich, PE, Senior Project Engineer Mark Goodacre, ACE, Senior Electrical Designer	Scott Nesbitt, PE Manager of Design Engineering Hillsborough County Aviation Authority (813) 870-7832 snesbitt@tampaairport.com

Project Name Location	Dates of Professional Services	Scope of Work	Team Members Involved	Reference
		submittal of Form 7460-1; QA/QC; and construction inspection.		
Taxiway B Reconstruction, Zephyrhills Municipal Airport, Zephyrhills, FL	2017-2019	This \$2.6M project consists of rehabilitating TW B which is 5,150 feet x 35 feet. The project was divided into two (2) separate bid schedules (to address AIP eligible and non-AIP eligible work). Bid Schedule A consisted of removal of existing asphalt surface course and limerock base course of TW B (35' wide); placement of new P-401 GY (4") asphalt over 6" P-211 Limerock base course; fillet widening at the TW B/TW A intersection; new construction at the TW B/RW 1-19 intersection; new airfield markings; new LED lighting; and new LED signage. Bid Schedule B comprised removal of existing limerock and asphalt (outside 35' wide TW B limits) near the Terminal Ramp; placement of new P-401 GY (4") asphalt over 6" P-211 Limerock base course; and crack sealing and seal coating the remaining TW B pavement outside the reconstruction limits.	Sandeep Singh, PE, Principal- in-Charge Michael Coppage, PE, Project Engineer/Construction Manager Mark Goodacre, ACE, Senior Electrical Designer/Inspector Daniel Cruz, PE, Construction Inspector Brandon Hiers, PE, Civil Engineer	Nathan Coleman Airport Manager Zephyrhills Municipal Airport (813) 780-0030 ncoleman@ci.zephyrhills.fl.us
Taxiway N and A Design and Bidding, Daytona Beach International Airport, Daytona Beach, FL	2017-2019	This \$35M project includes the investigation/study, design, permitting, and bidding phase services for the Taxiways November and Alpha Improvement projects. Taxiway N is a parallel and primary taxiway servicing Runway 7L-25R and the air-carrier apron. The objectives of the project are to extend the useful life of the taxiway pavements, to update the pavement geometry and to enhance the safety of air operations at Daytona Beach International Airport. Taxiway N is 75' wide and approximately 10,500' long with 25' paved shoulders. There are nine (9) connecting taxiways, (N1 thru N9), two crossing taxiways, (W and E) and one crossing Runway, (Runway 16-34). The project includes the rehabilitation of the pavement for the length of Taxiway N from the Western edge (Runway 7L) to the Eastern limit (Runway 25R) including the connector taxiways to the limits of Runway 7L-25R. Taxiway A is an existing angled taxiway that will be realigned away from Taxiway N to a perpendicular alignment with Taxiway W.	Sandeep Singh, PE, Principal-in-Charge Mark Goodacre, ACE, Senior Electrical Designer Carl Johnson, EC, ACE, Senior Electrical Designer Jim Kriss, PE, QA/QC Bobby Palm, PE, Senior Civil Engineer Brandon Hiers, PE, Civil Engineer Rob Hambrecht, PE, Construction Manager/RPR	Erik R. Treudt, CM Director of Projects and Maintenance Daytona Beach International Airport (386) 248-8030, Ext. 18320 etreudt@volusia.org



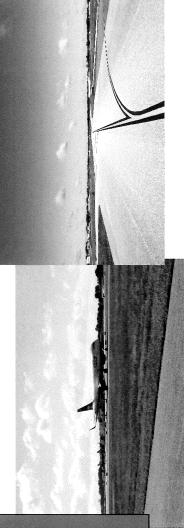
Project Name Location	Dates of Professional Services	Scope of Work	Team Members Involved	Reference
		Taxiway A will be rehabilitated for approximately 1,000′ and will be realigned as new construction for approximately 800′. This project also includes realigning Taxiways P4 and P5. The geometry of these taxiway connectors are non-standard and not in accordance with the FAA AC 150/5300-13A, Airport Design. Taxiways P4 and P5 will be removed and replaced to the location approved by the Airport and FAA. With each of the taxiways listed above, the lighting, marking and signage is being replaced/upgraded. Drainage improvements are also being made throughout the limits of the project.		
Taxiway Rehabilitation Phase 2, Construction Management, St. Pete-Clearwater International Airport, Clearwater, FL	2016-2018	This \$8.4M project comprised construction management services and included RPR and quality assurance construction materials testing services as well as general project administration and coordination, including coordination with ATCT and Airport Operations staff when closing and reopening airfield pavements for construction. This work consisted of the following areas on the airfield: TW A South of RW 4-22, TWs F and M (Base Bid); TW B and TW T (Additive Bid # 1); and TWs M. J. K and U (Additive Bid # 2).	Sandeep Singh, PE, Principal- in-Charge Michael Coppage, PE, Construction Manager/Project Engineer/Inspector Mark Goodacre, ACE, Senior Electrical Designer/Inspector Daniel Cruz, PE, Construction Inspector	Scott Yarley, PE Airport Engineer St. Pete-Clearwater International Airport (727) 453-7830 syarley@fly2pie.com
Taxiway R Reconstruction and Terminal Apron Expansion, Orlando Sanford International Airport, Sanford, FL	2016-2018	This \$12.3M project included design services to expand the existing apron to accommodate additional aircraft parking near the Terminal. In order to build the Terminal Apron expansion contiguous to the existing apron pavement, the Air Traffic Control Tower (ATCT) needs to be relocated. As the Airport is not prepared to complete the ATCT relocation at this time, the apron expansion is aligned with the future terminal apron expansion beyond the existing ATCT. Therefore, access to the Terminal Apron Expansion is via TW R. In order to support the proposed ADG V, TDG 6 aircraft, TW R needed to be widened and strengthened from TW C to the apron expansion entrance. The design also included associated edge lighting, airfield signage, apron lighting infrastructure, existing asphalt pavement demolition	Sandeep Singh, PE, Principal-in-Charge Craig Sucich, PE, Senior Project Engineer Mark Goodacre, ACE, Senior Electrical Designer Carl Johnson, EC, ACE, Senior Electrical Designer Jim Kriss, PE, QA/QC Bobby Palm, PE, Senior Civil Engineer Brandon Hiers, PE, Civil Engineer	George Speake Executive Vice President/COO Airport Security Coordinator Sanford Airport Authority (407) 585-4006 gspeake@osaa.net



Project Name Location	Dates of Professional Services	Scope of Work	Team Members Involved	Reference
		and construction, clearing, grading and drainage improvements and permitting. The geometry of the apron was optimized to provide ideal aircraft maneuvering and maximum parking capacity and a ramp utilization plan was completed.		
		The purpose of this \$13.9M project was to rehabilitate pavements for TWs E, U, G, N1 and S. Rehabilitation of		
Airfield Pavement		these taxiways consisted of an asphalt mill and overlay;	Sandeep Singh, PE, Principal-	Scott Neshitt DE
Management, Tampa		modification of the taxiway edge lighting and signage;	in-Charge	Manager of Design
International Airport, Tampa, FL		the removal and reconstruction of connecting taxiways	Michael Coppage, PE, Project	Engineering
	2016-2019	between the FBO Apron and TWs S and D as well as new	Mark Goodacre, ACE, Senior	Hillsborough County Aviation
		airfield lighting and stormwater collection. This project also included the rehabilitation of the FRO Δnron which	Electrical Designer/Inspector	Authority (813) 870-7832
		included milling/overlay and seal coat as well as the	Daniel Cruz, PE, Construction	snesbitt@tampaairport.com
		removal and replacement of existing airfield markings	Inspector	
		throughout the majority of the airfield. AVCON was a		
		sub to KHA.		
		This \$6.2M project comprises design of the		
		rehabilitation of the southern 2,000 feet of TW C, as		
		well as the rehabilitation of TW B9. The work consisted		
		of improving existing pavement section(s) and geometry		
Taxiway C - South End		for taxiway-taxiway and runway-taxiway intersections		
Kenabilitation, Orlando		within the limits of the project to comply with current		
International Airport, Orlando,			Sandeen Sinah PF Princinal-	Tijan Nøjiven PE
۲L		Change 1. In addition, consideration of the impacts of	in-Charge	Senior Project Manager
		the geometric layout of a future connector taxiway from	Mark Goodacre, ACE. Senior	Greater Orlando Aviation
	2015-2017	TW C to the new South Terminal Complex Apron (early	Electrical Designer/Inspector	Authority
			Brandon Hiers PF Civil	(407) 825-4662
		failed areas, complete cleaning, rehabilitation and	Fraineer Fraines	tngilyen@goaa.org
		resealing of the pavement cracks for both TW C and TW	רוומווכבו	inguyen@goaa.org
		B9, mill and overlay of the asphalt pavement elements		
		of the full-strength pavement, and re-marking of the		
		taxiways were all included in the scope of work. In		
		addition, the electrical improvements included replacing		
		centerline lighting with LED fixtures, replacing electrical		
		manholes with junction can plazas, and new LED edge		

Project Name Location	Dates of Professional Services	Scope of Work	Team Members Involved	Reference
		lights and LED signage as well as new circuiting and a new grounding grid.		
Taxiway E and Related Work, Orlando Executive Airport, Orlando, FL	2013-2016	This \$2.56M project consisted of rehabilitating existing asphalt taxiways on the northwest quadrant of the Airfield. The Airport's CIP originally programmed this project as a mill and overlay, however, the timing of the project was such that the new FAA AC 150/5300-13A was in effect when the design contract was executed in October 2013, which fundamentally modified the geometric standards for airfield design. When the new guidance was applied to the project limits, additional full-strength taxiway fillet widening (and in-turn additional taxiway shoulder pavement) was required. The critical aircraft used for design was the Gulfstream III which is an Airplane Design Group (ADG) II and a Taxiway Design Group (TDG) 3 aircraft, accounting for a taxiway edge safety margin (TESM) of 10 feet, which complies with AC150/5300-13A, Change 1. The	Sandeep Singh, PE, Principal-in-Charge Mark Goodacre, ACE, Senior Electrical Designer Carl Johnson, EC, ACE, Senior Electrical Designer Jim Kriss, PE, QA/QC Bobby Palm, PE, Senior Civil Engineer Brandon Hiers, PE, Civil Engineer Mary Soderstrum, AIA, NCARB, Senior Airport	Mary Maher Manager, OEA General Aviation Greater Orlando Aviation Authority (407) 894-9831 mmaher@goaa.org
	_	taxiway edge lights and new LED signage, as well as new junction can plazas. All new markings placed were in compliance with FAA AC 150/5340-1L.	בופו	

- Taxiway DesignPavement Rehabilitation
- Construction Management
 - Grant ManagementFAA/FDOT Procedures
 - / SWFWMD Permitting
 - ✓ References





Subconsultant Team Members



Sightline, Inc. has been owned and operated by Donna Speidel since 2006. A *certified DBE and W/MBE* with over 40 years of experience in the pavement marking industry, Sightline is recognized as the authority on the subject within the aviation industry. Sightline's mission

is to improve the standards for marking performance and safety through education and consulting.

Sightline was awarded a research project in 2006 to write the Airfield Marking Handbook for the Innovative Pavement Research Foundation through a Cooperative Research Agreement with the Federal Aviation Administration. Published in 2008, the manual provides the industry with definitive guidance on the best practices of applying airfield markings properly; it was revised in 2017.

The publishing of the Handbook has positioned Sightline as the recognized authority on the subject. The FAA has used Sightline's training for its recurrent training of Airport Safety Certification Inspectors in 2010 and in 2018, and many FAA employees continue to use Sightline as a resource for standards creation and interpretation. The Handbook is currently used as the primary course material in Airfield Marking Symposiums; public training workshops presented around the world by Sightline. Having produced 40 symposiums since 2009, Sightline has consistently pioneered a new standard for markings in aviation.

In the last ten years, Sightline has delivered solutions ranging from specification development to quality control to many airports including commercial, GA, and military. During that time, Sightline has teamed with numerous consulting engineers as a specialty subconsultant to better serve their clients. Sightline will provide pavement marking services.



Hyatt Survey Services, Inc. is a full-service surveying and mapping company with a professional staff combining over 60 years of extensive experience in a variety of project areas. From boundary, topographic and right-of-way surveying to intricate geodetic, construction and hydrographic/bathymetric surveying, they can fulfill all of your surveying requirements. Their current list of clients includes the US Army Corps of

Engineers, the Florida Department of Transportation, and South Florida Water Management District in addition to Hillsborough, Manatee, Sarasota and Charlotte Counties. Hyatt Survey Services is a *certified DBE and W/MBE* with the State of Florida Office of Supplier Diversity as well as a certified DBE with the Florida Department of Transportation.

Hyatt will be responsible for all surveying required on these taxiway rehabilitation projects. Hyatt has experience working at SRQ. They are currently providing construction staking and as-built survey services of new pavement markings associated with thirteen (13) new passenger boarding bridges as well as construction stakeout for a parking lot expansion at an hourly rate on an as-needed basis. In addition, they performed a topographic survey of the Rental Car Return Parking area and the western drive aisle of the Short-Term Parking green and yellow areas and construction survey stakeout and as-builts for new Taxiways G and J.



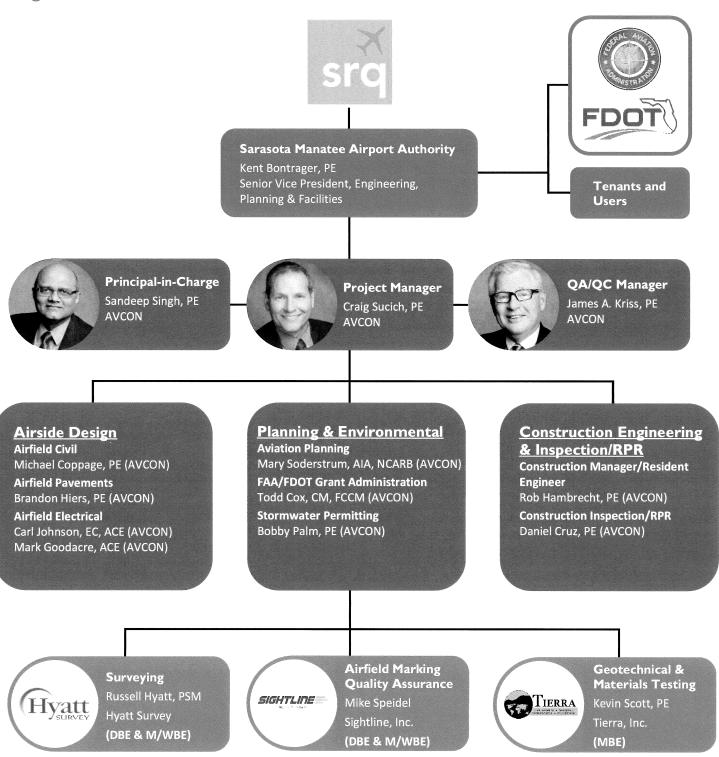
Tierra, Inc. is a *certified MBE* full-service consulting geotechnical, environmental (contamination including asbestos surveys) and construction materials testing engineering firm with more than 25 years of experience serving governmental agencies. Tierra has provided geotechnical support services for numerous aviation-related projects, such as Phase II of the Terminal Apron Hardstand Expansion, and

Phase II of the Taxiway Rehabilitation project at St. Pete-Clearwater International Airport, the Jim Walter Boulevard and East Service Road Rehabilitation project at Tampa International Airport, Runway and Taxiway A Improvements at Plant City Airport and Pavement Rehabilitation at Tampa Executive Airport. Tierra is also a subconsultant for the Hillsborough County Aviation Authority Continuing General Consultant Contract. Additionally, Tierra has provided professional geotechnical engineering services to AVCON on several aviation related projects such as several Taxiway and Runway improvement projects at St. Petersburg-Clearwater International Airport and Runway Rehabilitation projects at Wauchula Municipal Airport.

Tierra will provide geotechnical engineering and construction materials testing services. Tierra provided geotechnical engineering services on the Construct North Quad Access Roadway project at SRQ. Tierra performed nine (9) SPT borings to a depth of 10 feet below existing ground surface in the area of the proposed north quad roadway, eight (8) hand auger borings to depths ranging from 4 to 5 feet below the top of the existing pavement surface, and one (1) SPT boring to a depth of 15 feet below grade in a potential drainage improvement area. Additionally, four (4) CBR tests were performed on selected samples within the project area. Laboratory testing was conducted, and geotechnical engineering recommendations were provided to assist the design.



Organizational Chart



Project Background

Taxiway C is a full-length parallel taxiway to Runway 14-32 at Sarasota Bradenton International Airport (SRQ), and Taxiway F serves the North Quadrant development of hangars and aprons. Taxiway C and Taxiway F were constructed in the 1990's and early 2000's (1993 for Taxiway F, 2002-2004 for Taxiway C) and are close to exceeding their design life. With the PCI value just now hitting the threshold (65) for pavement rehabilitation, the existing pavement has held up extremely well for its age.

This project offers the Airport an opportunity to not only address the relatively straight-forward rehabilitation of the asphalt pavement, but also to take advantage of the construction window to address the new FAA geometric requirements, upgrade the airfield lighting, and enhance airport operations and safety, while minimizing the time-sensitive taxiway closures.

A site visit by AVCON, supported by a review of the APMS, concluded that the asphalt distresses present on Taxiway C and F are primarily environmental related. The observed asphalt pavement distresses included medium severity alligator cracking, low severity longitudinal and transverse cracks, and low and medium-severity weathering, raveling, and swelling. There is no evidence of major structural related distresses. However, with the potential growth of executive/corporate jet traffic in the North Quadrant at SRQ, this project would provide a good opportunity to re-evaluate the existing pavement section to determine whether cost effective structural improvements could be made during the rehabilitation.

The scope of work associated with this project includes:

- Rehabilitation of parallel Taxiway C
- Rehabilitation of Taxiway F
- Rehabilitation of Connector Taxiways C1, C2, and C3
- Replacement of taxiway edge lights
- Replacement of existing airfield guidance signage
- Isolated infield grading restoration to meet taxiway safety area requirements

Proposed Design Analysis

The project design will provide a cost-effective rehabilitation that builds off the existing taxiway design elements, takes advantage of the quality construction materials currently in-place, updates the existing pavement geometry and airfield electrical systems to meet FAA criteria, and resets the life-cycle clock on the airfield pavement and electrical systems for another 20+ years.

Pavement Rehabilitation Considerations (Taxiway C, Taxiway F and Connectors)

While the current taxiway pavement has held up extremely well over the past 20+ years, the existing pavement section of Taxiway F barely meets the FAA's current minimum layer thickness requirements for flexible pavement structures (FAA AC 150-5320-6F). With the planned development of the North Quadrant, a substantial increase in the number of executive/corporate jets can be expected to use Taxiway F. Consideration should be given to using 4-inches of P-401, which is the minimum requirement for aircraft over 12,500lbs in weight.

A detailed pavement evaluation would be conducted, and based on the findings, several rehabilitation alternatives would then be proposed, analyzed, and compared for effectiveness in addressing the pavement distresses, initial construction cost, life-cycle cost, and sustainability. Rehabilitation alternatives to be considered include:

- Full Depth Reclamation (Specification P-207) The existing structure of Taxiway F (3-inches of asphalt on 6" of limerock) is the perfect candidate for this rehab alternative. No pre-milling would be required, and all the existing paving materials would be recycled on site a sustainable alternative that saves time and money. The existing asphalt surface course and limerock base course would be mixed in-place with the addition of both cementitious and bituminous stabilizing agents. This section would be compacted in-place, a prime coat would be applied, and then 3 to 4-inches of P-401 Hot Mix Asphalt would be placed. This would provide a solid structure for the next 20+ years with only localized maintenance required over the life of the pavement. However, if the existing limerock base course is still in good shape, a more traditional mill and overlay option would be more cost effective. This will be evaluated in the geotechnical investigation and rehabilitation alternatives analysis.
- **Full Depth Mill and Overlay** Another rehabilitation approach would be to mill all the existing asphalt surface course (2 to 3-inches) down to the limerock base course. Existing base course would be repaired as necessary, grading of the base course would be adjusted to correct any deficiencies, and a 3 to 4-inches of P-401 asphalt would be placed to meet minimum FAA requirements. This alternative would address the pavement surface distresses and correct any grading deficiencies, but it would not address any potential issues with the limerock base course.







What would need to be evaluated during the rehabilitation alternatives analysis is the strength of the bond between the existing asphalt surface course and the limerock base. With the weight of the milling machine and the action of the mill, there will be a tendency to delaminate this bond in any thin spots. The milling operation could pull up all the asphalt and damage the base, requiring unforeseen repairs during construction. Any costs savings anticipated with the mill and overlay design could be wiped out during construction.

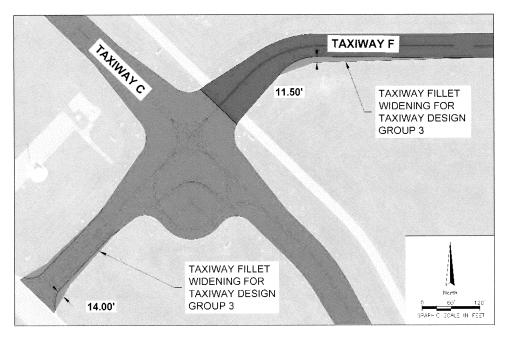
Geometric Considerations

With taxiways being rehabilitated, there is also a requirement to make geometric improvements to meet the current requirements of FAA AC 5100-13B, which is anticipated to be published in late 2021. This AC update includes updates to fillet geometry. These fillets and associated markings will provide additional safety for turning aircraft by accommodating cockpit over centerline turning movements.

Aircraft	Departure	Air	port	Runway D	epartures	ACN
	Weight, lbs.	Operations	Departures	RW 4-22	RW 14-32	F/A
			а	b=29%a	c=71%a	
A320	163,000	1,227	614	178	436	39
B737-200/300	140,000	1,074	537	156	381	33
B737-400	150,500	2	1	n/a	1	37
B757-200	256,000	369	185	54	131	30
MD83	161,000	1,753	877	254	622	42
Challenger 601	48,200	1,337	669	194	475	12
C130	155,000	214	107	31	76	27
Gulfstream	75,000	754	377	109	268	22
EMB145/Challenger	48,500	1,902	951	276	675	12
Falcon	30,000	4,403	2,202	638	1,563	8
Citation VI	23,500	265	133	38	94	7
Learjet 35	18,000	5,188	2,594	752	1,842	4
Conquest 441	9,900	3,321	1,661	482	1,179	3
Beech Baron	6,000	22,827	11,414	3,310	8,104	1
SW-3	3,000	45,234	22,617	6,559	16,058	1

Using the aircraft fleet mix and runway utilization distribution data from the FDOT Statewide Pavement Condition Number (PCN) Evaluation Report, AVCON determined that Taxiway C and the associated connector taxiways would be classified as a Taxiway Design Group 3 (TDG 3) under the new FAA guidance. While Taxiway F is currently classified as a Taxiway Design Group 2 (TDG 2), the portion between Runway 14-32 and Taxiway C should be upgraded to TDG-3. In addition, some consideration should be given to upgrading all of Taxiway F to TDG-3. Applying the new criteria to the existing Taxiway C and F geometry confirms that the existing pavement geometry does not meet the FAA's requirements. Each of the Taxiway connectors would require construction of additional full-depth pavement structure outside the existing limits of pavement. Depending on the pavement

rehabilitation alternative selected during design, the geometry of the taxiway connectors could be addressed with a full depth reconstruction of the pavement, or the existing pavement section could be expanded using P-401 Asphalt for both base and surface courses to allow for proper compaction in the widening areas. These areas would still require a stabilized aggregate base to allow for a paving platform. The additional pavement associated with these geometry changes will result in a change in impervious area, which will require Southwest Florida Water Management District (SWFWMD) permitting. Anticipated permitting efforts are described in more detail below.





Airfield Lighting & Signage Considerations

As discussed previously, changes in the taxiway connector geometry are recommended. These changes will require adjustment of the taxiway edge lights and signage in these areas, but the remainder of the taxiway edge lights and signs can remain where they are currently placed.

AVCON will evaluate the condition of the existing edge light cans and sign pads to determine whether they can be reused. The existing taxiway edge lights should be replaced with the latest generation of LED fixtures, along with new transformers and cabling.

The condition of the airfield signs supports a full replacement as well. AVCON will recommend equipping the Taxiway C and Taxiway F circuits with field lightning arrestors, which have demonstrated their value on other airfield electrical systems around the State by reducing lightning strike related damage. Proposed airfield lighting system upgrades would include:

- Evaluate and adjust (as needed) edge light spacing to meet current FAA requirements
- New LED Medium Intensity Taxiway Light (MITL) system cans and conduit system
- New LED Mandatory Hold Signs to Runway 14-32 and 4-22, Size 2
- New LED Taxiway Guidance Signs, Size 2
- Assess Airfield Lighting Constant Current Regulator (CCR) sizes and replace regulators to accommodate revised loads.
- New CCR's shall be Ferro-resonant due to the higher operating efficiency and lower loads applied to these regulators with the implementation of LED fixtures.
- L-823 connectors shall be used for all airfield lighting cable terminations. L-823 connectors shall be installed in each cable connecting to a L-830 lighting transformer, lighting fixture, sign, etc. A L-823 connector shall only be installed where connections to devices are made.
- All associated L-824 cables shall be replaced, including the homeruns to the Airfield Lighting Vault.
- All L-824 cables shall be identified with an 18-gauge, 2" diameter stainless steel ID tag stamped with its respective circuit/loop number at all accessible locations and colored tape to identify the circuit type.
- Junction can plazas shall be used for all airfield lighting circuits. The can plaza system isolates the series circuits from collateral damage. The use of a junction can plaza, in lieu of a manhole, also mitigates the need for airport personnel to be exposed to the hazards associated with entering a confined space.

Airfield Pavement Marking Considerations

Airfield pavement markings are one of the last construction elements to be completed on a pavement project, but the first thing that is noticed if done poorly. To avoid a violation during the annual airport inspection, pavement markings need to be laid out correctly and applied according to specification. To prevent any potential mistakes from being made at the end of a successful construction project, the AVCON Team has included an airfield marking specialist. Sightline will perform the following services as part of this contract:

- Airfield Marking Design and Specifications during the design phase of the project, Sightline will review the marking plans and develop customized marking specifications for SRQ based on applicable standards, pavement mix, and environment/weather conditions.
- Airfield Marking Quality and Assurance Control during the construction phase of the project, Sightline will provide on-site QC and QA during the application of all permanent markings for the project. The QC services will include inspection of materials and all related paperwork, verification of material quantities, sampling of materials, calibration of a striping equipment, and close monitoring during application. The QA services will include retroreflectivity analysis (per ASTM E1710) of the completed markings and a summary report of all findings.

"AVCON's experience coupled with Michael's even-handed approach and calm demeanor, has been instrumental in minimizing operational impact's during construction and ensuring the project was completed within the programmed budget. As with many larger projects, field-related issues arose during construction that the AVCON team quickly addressed, frequently requiring only an after-the-fact brief to PIE staff. In many cases these issues were discovered by AVCON in advance of construction of the related items. This was essential to mitigate or outright eliminate any cost or operational impacts through coordination with the Contractor and as necessary with the Engineer-of-Record."

Scott Yarley, PE, Airport Engineer St. Pete - Clearwater International Airport

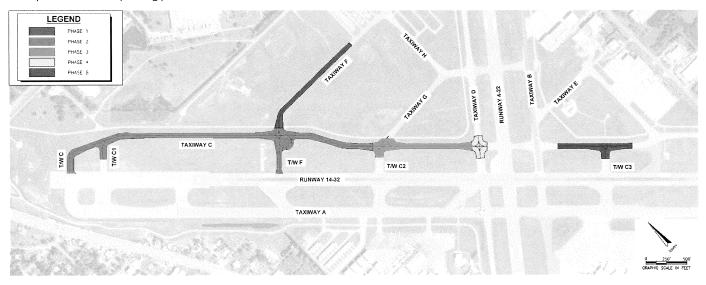




Construction Phasing

AVCON has also evaluated the phasing of the project to minimize airfield closures while not sacrificing the quality of construction. It is anticipated the most efficient construction phasing option is to break the construction of Taxiway C and F into six (6) primary phases, which will minimize impacts to operations while providing the contractor with large enough work areas to progress the project in an expedited manner. The number of construction days allocated to the contractor will be developed carefully to limit the number of days the pavement is closed to traffic.

A sample construction phasing plan is as follows:



Phase 1

Phase 1 will consist of rehabilitation of Taxiway F between the existing T-Hangars to Taxiway C, including taxiway edge lighting improvements on Taxiway F and a minor taxiway fillet geometry upgrade along the taxiway curve near Taxiway C.

- Operational Closures Taxiway F between T-Hangars and Taxiway C Object Free Area.
- Contractor Access / Haul Route Contractor access to the site will be through existing airport service roads directly to Taxiway F, avoiding all active aircraft areas.
- Operations / MOT Considerations Airport service road access across Taxiway F will be impacted during this phase. This impact will be discussed with ARFF staff during design to ensure temporary pavement is provided, if necessary, to ensure service road continuity and appropriate emergency response time.
- Construction Duration 30 Calendar Days

Phase 2

Phase 2 will consist of rehabilitation of Taxiway C from the end of Runway 14 to Taxiway Connector C2. In addition to the rehabilitation of Taxiway C, the work in this phase will include upgraded fillet geometry for Taxiways C1 and F between Runway 14-32 and Taxiway C, and the edge lighting improvements.

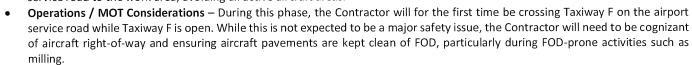
- Operational Closures Taxiway F between T-Hangars and Runway 14-32; Taxiway C between Runway 14 and Taxiway C2; Taxiway
 C1
- Contractor Access / Haul Route Contractor access to the site will be through existing airport service roads and will require construction of a temporary access road from the airport service road to the work zone, avoiding all active aircraft areas. The portion of Taxiway F completed during Phase 1 will be restricted from use as a haul route.
- Operations / MOT Considerations During this phase, all work beyond the mandatory holding position markings of Runway 14-32 will be completed during overnight closures of the runway, with the contractor to ensure Part 139 standards are met prior to reopening the runway each morning. Appropriate closure times and durations will be as coordinated with airlines and other tenants through Airport Operations. In addition, the VOR checkpoint marking will be replaced during this phase and will need to be closely coordinated with FAA flight check personnel several weeks in advance so the amount of time the airport is missing this service is minimized. A flight check will be required to verify information to be depicted on the VOR checkpoint sign prior to its procurement and installation.
- Construction Duration 45 Calendar Days



Phase 3

Phase 3 will consist of rehabilitation of Taxiway C from Taxiway Connector C2 to Taxiway D, including the rehabilitation of Taxiway C2 up to the mandatory holding position marking at Runway 14-32. In addition to the rehabilitation of Taxiway C, the work in this phase will include the edge lighting improvements on Taxiway C, and at the intersection with Taxiways C2 and G.

- Operational Closures Taxiway C between Taxiway F and Taxiway D; Taxiway C2;
 Taxiway G between Taxiway C and Taxiway H
- Contractor Access / Haul Route Contractor access to the site will be through existing airport service roads, accessing the site by temporary access road from the airport's service road to the work area, avoiding all active aircraft areas.







Phase 4 will consist of rehabilitation of the intersection of Taxiway D and Taxiway C, including taxiway edge lighting improvements in the intersection.

- Operational Closures Taxiway C between Taxiway G and Runway 4-22; Taxiway D between Runway 14-32 and Taxiway H
- Contractor Access / Haul Route Contractor access to the site will be through existing airport service roads, accessing the site by temporary access road from the airport's service road to the work area, avoiding all active aircraft areas.
- Operations / MOT Considerations This phase may be combined with Phase 3 to expedite the project further, subject to discussions with tenants and Airport Operations during the design process due to the extent of airfield pavement closures.
- Construction Duration 14 Calendar Days

Phase 5

Phase 5 will consist of rehabilitation of Taxiway C from Taxiway B to Taxiway J, including the rehabilitation of Connector Taxiway C3 up to the mandatory holding position marking at Runway 14-32. In addition to the rehabilitation of Taxiway C, the work in this phase will include the edge lighting improvements on Taxiway C and at the intersection with Taxiway C3.

- Operational Closures Taxiway C between Taxiway B and Taxiway J; Taxiway C3
- Contractor Access / Haul Route Contractor access to the site will be through existing airport service roads, except the contractor will be required to utilize an access gate on the southern side of the airfield to limit active taxiway crossings.
- Operations / MOT Considerations Similar to operations in Phase 3, the Contractor will need to be cognizant of aircraft traffic and FOD while crossing Taxiway J on the airport service road. In addition, proximity to major FBO tenants on the airfield will require extra attention be paid to dust control.
- Construction Duration 21 Calendar Days

Phase 6

At the completion of Phases 1 through 5, temporary pavement markings will be applied to allow the initial oxidation of freshly placed asphalt. Phase 6 includes permanent pavement markings on the entire project and will commence after all asphalt on the project has been complete for at least 30 days.

- Operational Closures Sequenced (not simultaneous) closures of Runway 14-32 as well as Taxiways C, C2, C3, D, F, and G. This work
 could be accomplished using similar closure areas as those described in Phases 1 through 5. If deemed necessary by Airport
 Operations based on anticipated schedule and traffic, a portion of this work may be restricted to nighttime hours to limit impacts to
 normal operations.
- Contractor Access / Haul Route Pavement marking equipment typically does not present a FOD hazard. Access could be through any paved surface leading to the work area as properly coordinated in advance with Airport Operations staff.
- Operations / MOT Considerations Work areas will close and reopen much quicker than will be experienced on the rest of the project which leaves little time for pilots to become accustomed to the areas under construction. Sequencing should be closely coordinated with tenants and other stakeholders in advance to avoid confusion.
- Construction Duration 10 Calendar Days



Continual Interface with Stakeholders

To provide the most successful project possible, from the perspective of all project stakeholders—Airport, Airlines, ATC, ARFF and the Contractor, the AVCON Team proposes to conduct regularly scheduled briefings and workshops throughout the design effort to establish the optimum project strategy for the airport and users. This will include a complete definition of the overall work requirements, proposed construction timeline, and development of the final project implementation plan for the project.

The only remaining variable will be the actual commencement date. Following award of the project, and during the actual construction process, these workshops could be continued, perhaps in conjunction with the weekly or bi-weekly Job Coordination Meetings (JCM's), which will be open to all stakeholders to maintain full knowledge of the project during the actual implementation phase.

These meetings will generally provide weekly updates as to contractor operations and potential minor alterations to the expected work plan and possible changes to the airfield operational plan. All stakeholders shall be kept fully informed of the work to be undertaken in this project assignment, including both the engineering phase and construction phase of the work.

Construction Safety and Phasing Plan/Safety Risk Management

During Schematic Design, AVCON will prepare an outline of the Construction Safety and Phasing Plan (CSPP) in accordance with FAA Advisory Circular 150/5370-2G, Operational Safety on Airports During Construction, and submit it to FAA for review and acceptance. During the Construction Document Phase (90%), AVCON will prepare the final CSPP and make it part of contract documents.

Once the project is advertised and awarded, the FAA now requires the contractor to prepare a Safety Plan Compliance Document (SCPD) in advance of the Contractor's NTP. The SCPD documents how the contractor will adhere to the project safety requirements, FAA safety regulations, and Occupational Safety and Health Administration (OSHA) standards. While it is not anticipated that this project will require participation in the FAA's safety risk management (SRM) process, AVCON staff have participated in several of these reviews and are prepared to assist the Authority as necessary.

Experience with the FAA and FDOT

For over 30 years, AVCON and its key staff members have developed a proven track record of working with the Federal Aviation Administration staff at the Orlando Airports District Office as well as the Regional Office in Atlanta. The firm's open and continuous dialogue with these agencies has allowed AVCON to build hundreds of millions of dollars in airport and airfield infrastructure using the best practices available, including both FAA standards and FAA-

AVCON has a strong working relationship with Ms. Krystal Ritchey and Mr. Pedro Blanco at the ADO and has worked closely with them for many years. AVCON's Orlando office is located less than 15 miles from the FAA-ADO office in Orlando. Likewise, Ms. Kristi Smith and Ms. Wendy Sands of the FDOT are very familiar with AVCON staff.

approved Modifications to Standards (MOS) where project enhancement was possible with only nominal or no increase in cost. This dialogue has included basically all levels of the FAA organization from grants and planning, to the various ADO program managers to various levels in the Regional and HQ offices.

AVCON has designed airside projects using FAA design standards, from grading and typical sections, to pavement strengths, to geometrics and separation standards, to FAR PART 77 requirements and regulations, and lighting. As active participating members of the Airport Consultants Council (ACC) and Illuminating Engineering Society, Airfield Lighting Committee (IES), AVCON is regularly called upon to review and comment on DRAFT Advisory Circulars prior to implementation of new design criteria and standards as they are formalized and published. AVCON is also very experienced and capable in the development of project bid documents utilizing a system of Alternate Bid Schedules to enable incremental construction to increase or decrease construction costs within a single project bid phase, depending on the overall bid pricing and related market conditions. This process serves to maximize grant funding and eligibility in advance of known funding commitments. It is essential that the Engineer and the Owner maintain flexibility in order to advance the project, in whatever increment can be accommodated, to maximize the availability of airport funding.

Quality Control

AVCON, INC. has a Quality Assurance / Quality Control Plan for all projects it undertakes. The plan is modified and adapted to meet the needs of large or small projects and for the specific elements of design included in the project. For this Runway and Taxiway Rehabilitation project, AVCON will tailor the QA/QC plan to address specific project needs. The Quality Assurance / Quality Control Plan itself consists of the elements as described below:

<u>Project Coordination and Communication</u>: The Project Manager will assure that all members of the design team, including the client, are continually updated on the project's status and assignments. This will be achieved in many ways, including the following: In-House Project Coordination Meetings, Team Meetings, and Electronic Communication.

In-House Review: The Department Manager, Project Manager, or Senior Engineer will perform the in-house review. This review



should identify and eliminate plans errors and omissions and ensure that plans comply with the scope and other support documents in the file. The in-house review will be as detailed as possible to ensure that there are absolutely no plans errors. The reviews and responses will be collated for reference and use. Items reviewed include:

- Comparison of supporting documents with plans to ensure that applicable recommendations and design studies have been appropriately addressed.
- Comparison of plans with pertinent standards and policies to ensure that they are in full compliance (FAA, FDOT, SWFWMD, NFPA, ASHRAE, etc.).
- Interdisciplinary review to ensure that the documents are coordinated between distinctive design groups.

Quality Control Plan:

- QC Checklists: Technical reviews shall be performed at each submittal by means of quality checks.
- <u>Peer Reviews</u>: Peer reviews shall be conducted to ensure strict compliance with scope and supporting documents and confirm the need for design variances or exceptions.
- <u>Constructability Reviews</u>: AVCON will utilize an experienced engineer to conduct independent constructability reviews of our plans and specifications, adding value engineering to the project from its inception.

The subconsultants on the project shall be expected to have their own quality assurance process and will be required to demonstrate this in written form. In addition, as the Prime firm and the firm ultimately responsible to the Client for all work products, AVCON shall apply its own standards of quality prior to releasing the work product to the Client. AVCON has in its Quality Manual detailed checklists for both intra-disciplinary and inter-disciplinary reviews. These checklists, developed over the years, are kept updated through an ongoing process. The ultimate result of this rigorous process is that most all conflicts, errors or omissions are discovered well before they can result in cost increases or avoidable delays. AVCON's track record speaks volumes to the effectiveness of this process.

Bidding Services

Upon completion of the construction document phase, the bidding and award phase will begin. This phase is the timeframe between the completion of the design process and the commencement of actual construction, when the Authority publicly advertises and receives bids, awards contract(s), and executes a construction contract to perform the work with the successful contractor. The AVCON team will assist the Authority in advertising for and obtaining bids or proposals for the contract for construction, materials, equipment, and services. AVCON will attend the pre-bid conference and prepare the addenda (as needed). The AVCON team will also provide services required by the Authority to assist in processing, evaluating, and recommending award of construction contract(s) for this project.

Construction Phase Services

Upon receipt of the Authority's approval of our team's recommendation of construction contract award, a notice-of-intent (NOI) will be issued to the successful contractor, thus commencing the construction administration phase of the project. Professional services to be rendered by our team during this phase include the following:

- Attend Pre-NTP and pre-construction conferences
- Prepare FAA required construction management plan
- Prepare, reproduce, and distribute conformed contract documents
- Administer the construction contract
- Attend construction meetings at regular intervals
- Issue necessary clarifications/interpretations of contract documents
- Provide consultation and advice to the Authority
- Conduct weekly site visits to observe construction
- Check and review contractor submittals (schedules, samples, materials, shop, setting, installation, and erection drawings)
- Assist in the preparation of RFIs, field directives, and change orders

- Participate in inspections and prepare punch lists for substantial completion and final acceptance
- Receive and review required certificates of inspections, tests and approvals
- Render initial decisions on claims of the Authority and our team pertaining to work acceptability or interpretations of requirements
- Determine and/or review recommended amounts of payment to the Contractor
- Prepare supplemental drawings as necessary
- Conduct "as-built" data collection
- Prepare record (as-built) drawings for the completed project
- Assist the Authority with FAA/FDOT closeout procedures

Construction Inspection

If requested by the Authority, the AVCON team will provide an experienced airfield inspector to perform as the Resident Project Representative (RPR) during construction. AVCON's Project Manager will engage the RPR during the 90% Design Phase. This will permit complete familiarity with the project by the RPR prior to bidding. During this time, the RPR will examine the documents and provide input for constructability and phasing durations.

Design and Construction Schedules

AVCO	N. nc.	Serasota	oTA MANATEE AIRPO Bradenton Internation By Charlio & Foxfact	nal Airport (SRQ) 12/28/20
5	Talic Name	Euration Start	Fitnishs	Hoft 2022 Hoft 2023 S. G. B. C. J. F. M. A. M. J. J. A. S. D. N. D. J. F. M.
1	Contract Award - Authority Board Meeting	0 days Mon 16/4/21	Mon 16/4/21	¥ 10/4
I	Notice to Proceed (NTP) - Design	0 days Wed 10/6/21	Wed 10/6/21	₹ 10/6
2	Proliminary Design	20 days Thu 10/7/21	Wed 11/3/21	formed
4	Data Gathering and Permitting Agency Coordination	4 wks - Thu 10/7/21	Wed 11/3/21	Kr:s∎
5	Topographical Survey	3 wks - Thu 10/7/21	Wed 16/27/21	V on
6	Geotechnical investigation	3 wks - 1hu 10/7/21	Wed 10/27/21	K a
7	Schematic Design Phase (30%)	27 days Thu 11/4/21	Fri 12/10/21	processor and the same of the
8	Arrield Civil & Electrical Schematic Design	4 wks - Thu 11/4/21	Wed 12/1/21	ž a
9	SRC Review	1 wk Thu 12/2/21	Wed 12/8/21	高
10	FAA AIP Grant Pre-Application (for construction)	2 days Thu 12/2/21	Fri 12/3/21	ř
11	FAA CSPP Outline submittal and review (typical)	1 wk	Wed 12/8/21	<u>ő</u>
12	Design Review Meeting	1 day Thu 12/9/21	Thu 12/9/21	•
13	SWEWD Permitting Pre-Application meeting	1 day - Fri 12/10/21	Fri 12/10/21	4
14	Design Development Phase (60%)	66 days Fri 12/10/21	Fri 3/11/22	
15	Airfield Civil & Flectrical Design Revolupment	5 wks - Fri 12/10/21	Thu 1/20/22	₹
16	SRC Review	1 wk = 1 o 1/21/22	thu 1/27/22	Ti .
17	Design Review Meeting & Evaluation of 60% Cost Estimate	1 day - Fri 1/25/22	Fri 1/25/22	₹ ₁
18	SWFWM3 Permit Modification submittal and review (typical)	5 wks - Mon 1/91/22	Fn 3/11/22	
19	Construction Documents Phase (90%)	40 days Fri 1/28/22	Thu 3/24/22	Proceedings
20	Arrifeld Civil & Electrical Construction Doca	5 Wks - Fri 1/28/22	Thu 3/10/22	Error a
21	FAA CSPP & OE/AAA (7460) submittel and review (typical)	4 wks - Fri 2/25/22	Thu 3/24/22	Yesting
22	SRG Review	1 wk Fri 3/11/22	Thu 3/17/22	X,
23	Design Review Meeting & Evaluation of 90% Cost Estimate	1 day fri 3/18/22	Fn 3/18/22	<u>*</u>
24	Bidding Documents (100%)	15 days Fri 3/25/22	Thu 4/14/22	· ·
25	Resolupment of Rid Documents (plans/spers issued for bid)	1 wks - Fri 3/25/22	Thu 4/14/22	E a
25	Bidding Phase	36 days Thu 4/21/22	Thu 6/9/22	province
27	Advertisement and Bidding	5 wks Thu 4/21/22	Wied 6/1/22	
24	5id Opening	1 day Thu 6/2/22	Thu 6/2/22	₩.
29	Evaluation of Bids and Recommendation of Award	3 days - Fri 6/3/22	Tue 5/7/22	7
30	AA AIP Grant Application (for construction)	2 days - Wed 6/8/22	Thu 6/9/22	<u></u>

Page 1

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1	Contract Award - Authority floored Meeting	0 days Mon 16/4/21	Mon 16/4/21	± 10/4
2	Notice to Proceed (NTP) - Design	0 days Wed 10/6/21	Wed 10/6/21	₹ 10/6
3	Preliminary Design	20 days Thu 10/7/21	Wed 11/3/21	
4	Data Gathering and Permitting Agency Coordination	4 wks - Thu 16/7/21	Wed 11/3/21	ĭ a
5	Topographical Survey	3 wks - Thu 10/7/21	Wed 16/27/21	K ≤M
6	Geotechnical investigation	3 wks - Thu 16/7/21	Wed 10/27/21	K 2
7	Schematic Design Phase (30%)	27 days Thu 11/4/21	Fri 12/10/21	and decorated by
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9	SRC Review	1 wk Thu 12/2/21	Wed 12/8/21	¥-
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11	"AA CSP® Outline submittal and review (typical)	1 wk	Wed 12/8/21	E-manusconnection.
12	Design Review Meeting	1 day Thu 12/9/21	Thu 12/9/21	# .
13	SWEWD Permitting Pro-Application meeting	1 day - Fri 12/10/21	Fil 12/10/21	4 ×
14	Design Development Phase (60%)	66 days Fri 12/10/21	Frì 3/11/22	processor and the contract of
15	Airfield Civil & Electrical Design Development	5 wks - Fri 12/10/21	Thu 1/20/22	of the state of t
16	SRQ Review	1 wk = 1 n 1/21/22	Thu 1/27/22	ii a
17	Design Review Meeting & Evaluation of 60% Cost Estimate	1 day - Fri 1/28/22	Fit 1/28/22	₹ 1
18	SWTWMD Permit Modification submitted and review (typical)	5 wks - Mon 1/31/22	En 3/11/22	-
19	Construction Documents Phase (90%)	40 days Fri 1/28/22	Thu 3/24/22	location
20	Airfield Civil & Electrical Construction Docs	5 wks - Fri 1/28/22	Thu 3/10/22	ĕ ~~~~
21	FAA CSPP & OE/AAA (7460) submittal and review (typical)	4 wks - Fri 2/25/22	Thu 3/24/22	Viscos s
22	SRO Review	1 wk Fri 3/11/22	Thu 3/17/22	₩.
23	Design Review Meeting & Evaluation of 90% Cost Estimate	1 day Fri 5/18/22	f n 5/18/22	*
24	Bidding Documents (100%)	15 days Fri 3/25/22	Thu 4/14/22	1
25	Desclopment of Bid Bucuments (plans/specs issued for bid)	1 wks - En 3/25/22	Thu 4/14/22	E-3
26	Bidding Phase	36 days Thu 4/21/22	Thu 6/9/22	become
27	Advertisement and 3idding	5 wks - Thu 4/21/72	West 6/1/22	
29	3id Opening	1 day - Thu 6/2/22	Thu 6/2/22	**
29	Tvaluation of Dids and Recommendation of Award	3 days - Fri 6/3/22	Tue 5/7/22	T .
90	AA AP Grant Application (for construction)	2 days - Wed 6/8/22	Thu 6/9/22	<u>*</u>



Should the Authority decide to conduct phone interviews, the following two key team members will represent AVCON:

- Craig Sucich, PE, Project Manager
- Michael Coppage, PE, Project Engineer

Both Mr. Sucich and Mr. Coppage will be able to describe their experience and approach to this project during the interview.

RLANDO - MELBOURNE INTERNATIONAL AIRPORT - MLB

August 17, 2018

To whom it may concern:

Reference:

Letter of Recommendation, AVCON, INC.

Airport and Civil Engineering and On-Call Consulting

Planning and Construction Phase Services
Orlando Melbourne International Airport

Dear Sirs:

I have had the pleasure of working with AVCON over the past two and a half years here as Director of Capital Improvements of the Orlando Melbourne International Airport (MLB). During my time here, AVCON has demonstrated the highest degrees of professionalism and commitment, both at the staff level as well as the corporate level to ensure quality and timely performance in all their work efforts. Their repeat business here at MLB is a testament to their cooperative nature, unwavering commitment to excellence, teaming flexibility, support of the technical staff, and doing what it takes to ensure the best interests of the airports.

In late 2017, AVCON was enlisted to support a major re-development of all three runways at the airport. These represented the first rehabilitation of the runways in almost 20 years. The project roles included airfield lighting rehabilitation as part of the Runway 9L-27R Rehabilitation; Resident Project Representative support for Runway 5-23, and complete design and RPR services for the keystone project, Rehabilitation of Runway 9R-27L, the airport's 10,181- foot primary instrument runway. The projects each included mill and overlay with all new SuperPave® asphalt, completely new airfield LED lighting and signage, and new markings.

Our Runway 9R-27L project required a short duration of closing. After lengthy discussions with our tenants, as well as the airlines, a plan was adopted to close the runway for 70 calendar days to accomplish the major asphalt removal and replacement of approximately 96,000 tons of asphalt, up to 9-inches in depth. With unprecedented rainfall accompanying the start of the project, 24 days were added to the closure. The runway was reopened with remaining work to continue at night with a final completion on or about September 30, 2018.

AVCON's principals and project manager were continuously involved providing leadership in all elements of the project, and clearly demonstrated their commitment to the quality, continuity and consistency of all their work products, including all levels of their teams. Based on the exceptional service provided by AVCON on these recent projects as well as my previous experiences with the firm, my projects have been able to achieve all the expected design and construction quality goals. We recognize them as experts in airfield pavement and lighting designs as well as general on-call, full-service engineering capabilities. They know and understand construction in the field, along with costs and schedules. They have met all our engineering needs and have served us well.

Based on their work and continuing services to the Authority, I am pleased to recommend AVCON for the implementation of any aspects of airport planning, design, construction administration or other continuing services role in their areas of expertise without limitation.

Sincerely,

Melbourne Airport Authority

David W. Perley, AIC

Director of Capital Improvements

Orlando Melbourne International Airport
One Air Teiminal Parkwary, Suite 220, Melbourne, FL 32801 USA 321732.6227 www.mlbair.com

One Air Terminal Parkway, Suite 220, Melbourne, FL 32901 USA 321 732.6227 www.mlbair.com 54 (24)p.mls (30 16)0 (30 14) or 4 affatas see a 11.H09/mnerty 18 36 Reconstruction/Chaphics (MLD: Fireley Reference 1.8 3)



Approach for Meeting 8.00% DBE Participation Goal

AVCON has firsthand experience with the benefits of DBE outreach and mentoring. In 2017, AVCON attained a fiscally significant presence in the marketplace and "graduated" from the DBE program. During AVCON's time in the DBE program, the firm was the recipient of a significant transfer of technology, expertise, and hands-on experience from its corporate mentors, which allowed AVCON to grow and develop our business. AVCON's corporate commitment is to provide a similar mentoring approach, which will enable DBE's to obtain and retain a foothold in areas of the consultant community.

AVCON has carefully enlisted a group of support firms who are most importantly, and primarily well suited for the work assignments at hand, but who also represent an



excellent cross-section of DBE, small and local firms. The firm has chosen qualified firms for various elements of work to support the overall goals of these taxiway rehabilitation projects. Their ability to support the team from their area offices, as well as participate in on-going design meetings and related efforts, will enable AVCON to both direct and monitor the team members' performance.

Based on the overall composition of the AVCON team, and the anticipated scope of work for this project, **AVCON proposes to meet or exceed project goals, and will at a minimum strive for at least 8.00% participation on this assignment.**

Certified DBE Firms to be Utilized on this Contract

AVCON commits to ensure that DBE's will have the maximum opportunity to participate in the performance of tasks under this assignment. To develop new relationships and foster DBE participation, AVCON has teamed with the following firms:

Firm	Scope of Work	Location	% of Participation	
Hyatt Survey Services, Inc.	Surveying	Bradenton, FL	10%	
Sightline, Inc.	Pavement Marking QA/QC Services	Culpeper VA	2%	

Additionally, should the need arise for increasing involvement by DBE, small and local firms for whatever reason, AVCON is prepared to augment the team with other qualified firms, possibly in the areas of:

- Reprographics/Copying
- CAD Support Services
- Specialized Design/Planning/Construction Fields

Past Performance Complying with DBE Goals

AVCON has demonstrated its commitment to achieving these and similar DBE and W/MBE participation goals on other projects, some examples of which are provided below.

Project	Dates of Service	Initial Goal	Final DBE Utilization %
Air Carrier Terminal Apron Replacement, GSP	2014-2017	10%	50%
Airfield Pavement Marking Condition Assessment & Audit, MCO	2012-2013	17%	65.04%
Airfield Compatibility, Gate Planning & Layouts Airside 4, Wing 12, Jumbo Gate Enhancements, MCO	2011-2013	17%	17.16%*
Update Airfield Pavement Management Program, MCO	2011-2012	17%	20.81%
Rehabilitate Taxiway A and C, Construction, OBE	2011-2012	10%	17.95%
Rehabilitation Runway 4-22, Design, ZPH	2012-2013	10%	16.68%

^{*} Denotes M/WBE goals for non-federal projects



Client#: 1050199

AVCONINC

ACORD.

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 10/05/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

this certificate	does not confer any rights to the certificate holder in lie	eu of such endorsement(s).					
PRODUCER		CONTACT NAME:					
USI Insurance	Services, LLC	PHONE (A/C, No, Ext): 813 321-7500 FAX (A/C, No):					
2502 N Rocky	Point Drive	E-MAIL ADDRESS:					
Suite 400 Tampa, FL 33607		INSURER(S) AFFORDING	NAIC#				
		INSURER A : Phoenix Insurance Company	25623				
INSURED		INSURER B : Travelers Property Cas. Co. of	25674				
	ON, INC.	INSURER C : Admiral Insurance Company		24856			
1	E. Michigan Street; Suite # 200	INSURER D : Travelers Indemnity Co of Am	25666				
Orla	ndo, FL 32822-2779	INSURER E:					
		INSURER F:					
COVERAGES	CERTIFICATE NUMBER:	REVISIO	ON NUMBER:				

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS

	CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.								
INSR LTR		TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMIT	s
Α	Х	COMMERCIAL GENERAL LIABILITY	Х	Х	6805P361271	10/06/2020	10/06/2021	EACH OCCURRENCE	\$1,000,000
		CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	\$1,000,000
								MED EXP (Any one person)	\$10,000
								PERSONAL & ADV INJURY	\$1,000,000
	GEN	L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	\$2,000,000
		POLICY X PRO-						PRODUCTS - COMP/OP AGG	\$2,000,000
		OTHER:							\$
D	AUT	OMOBILE LIABILITY	X	Х	BA0R1132451	10/06/2020	10/06/2021	COMBINED SINGLE LIMIT (Ea accident)	\$1,000,000
	X	ANY AUTO						BODILY INJURY (Per person)	\$
		OWNED SCHEDULED AUTOS ONLY						,	\$
	X	AUTOS ONLY NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	\$
									\$
В	X	UMBRELLA LIAB X OCCUR	X	Х	CUP5P364341	10/06/2020	10/06/2021	EACH OCCURRENCE	\$5,000,000
		EXCESS LIAB CLAIMS-MADE						AGGREGATE	\$5,000,000
		DED X RETENTION \$10,000							\$
Α		KERS COMPENSATION EMPLOYERS' LIABILITY		X	UB1R120664	10/06/2020	10/06/2021	X PER OTH-	
	ANY	PROPRIETOR/PARTNER/EXECUTIVE CER/MEMBER EXCLUDED?	N/A					E.L. EACH ACCIDENT	\$1,000,000
	(Mar	datory in NH)	"					E.L. DISEASE - EA EMPLOYEE	\$1,000,000
	If yes	s, describe under CRIPTION OF OPERATIONS below						E.L. DISEASE - POLICY LIMIT	\$1,000,000
С	Pro	fessional			EO00004746803	10/06/2020	10/06/2021	\$5,000,000 per claim	1
	Lia	bility						\$5,000,000 annl agg	r.
DESC	DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101. Additional Remarks Schedule, may be attached if more space is required)								

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Professional Liability coverage is written on a claims-made basis.

CERTIFICATE HOLDER		

For Proposal Purposes Only

Sarasota Manatee Airport Authority 6000 Airport Circle Sarasota, FL 34243 SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

CANCELLATION

dion ala am

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Sandeep Singh, PE Principal-in-Charge

AVCON

Mr. Sandeep Singh, PE, has served as President of AVCON since 1997, and continues his professional role as Principal-in-Charge/Project Director or Senior Project Manager on a wide variety of airport projects for clients throughout Florida and the Southeast U.S. He has 30+ years of experience in nearly every aspect of airport design and planning for General Aviation and Air Carrier Airports. Mr. Singh has a Civil, Structural, and Electrical Engineering background and continues to use his expertise in addressing multiple assignments in airside and landside facilities, terminals, and hangars.

Project Experience:

T-HANGAR REPLACEMENT

Sarasota-Bradenton International Airport, Sarasota, FL

Principal-in-Charge

This project includes design work for new replacement T-hangars at SRQ. The new T-hangars are replacing twenty-seven (27) portable hangars. The replacement T-hangars will utilize existing taxi lanes and current infrastructure. AVCON is responsible for site investigation, preparation of construction documents, and bidding phase services in connection with electrical design to support the installation of the T-hangar buildings.

TAXIWAY REHABILITATION PHASE 2, CONSTRUCTION MANAGEMENT

St. Pete-Clearwater International Airport, Clearwater, FL

Principal-in-Charge

This project comprises construction management services for the Taxiway Rehabilitation Phase 2 project. The scope of work included providing RPR and quality assurance construction materials testing services as well as general project administration and coordination, including coordination with ATCT and Airport Operations staff when closing and reopening airfield pavements for construction. This project comprised the following areas of work on the airfield: Taxiway A South of Runway 4-22, Taxiways F and M (Base Bid); Taxiway B and Taxiway T (Additive Bid # 1); and Taxiways M, J, K and U (Additive Bid # 2).

NEW TAXIWAY A AND BRIDGE

Tampa International Airport, Tampa, FL

Principal-in-Charge

This project consists of design and construction of a new Crossfield Taxiway A, parallel to Taxiway B, from Taxiway V to Taxiway C. The current Taxilane A will be terminated on either side of the existing roadway crossing between the two Airsides and the taxilane will be re-named. The project also includes the re-configuration of service roads with associated security system to provide for secured AOA access to the airsides for authorized personnel, and non-AOA access from the employee parking lot to the terminal. AVCON is responsible for preparation of construction plans for the different phases of work during construction; airfield geometry; airfield joint layout plans and details; airfield marking plans and details; airfield signage plan; roadway civil engineering; roadway signage and marking; maintenance of traffic; temporary and permanent AOA fencing; CSPP; preparation and submittal of Form 7460-1; QA/QC; and construction inspection.

AIRFIELD PAVEMENT REHABILITATION, CONSTRUCTION MANAGEMENT

Tampa International Airport, Tampa, FL

Principal-in-Charge

The purpose of this project was to rehabilitate pavements for Taxiways E, U, G, N1 and S. Rehabilitation of these Taxiways consisted of an asphalt mill and overlay. The project also provided for the removal of Taxiway F and partial removal of Taxiway E.



Education: MBA, 1992 Rollins College, FL

M.S. Structural Engineering, 1985 University of California Berkeley

B.S. Civil Engineering, 1984 Indian Institute of Technology New Delhi, India

Professional Registrations:

Professional Engineer, FL

Professional Affiliations:

Florida Institute of Consulting Engineers

Years of Experience:

35

Years with AVCON:

28

Sandeep Singh, PE Continued

TAXIWAY B REHABILITATION AND BRIDGE, DESIGN-BUILD

Tampa International Airport, Tampa, FL

Principal-in-Charge

Detailed tasks included PCC pavement design and connections to Taxiway's V, W, C and adjacent airsides; modifications of existing drainage systems to connect into new drainage infrastructure; major utility relocation through the transportation corridor to accommodate the existing north airport development and maintain service to the existing Terminal Complex; relocation of the security service road south of existing Checkpoint Bravo that is impacted by the taxiway improvements; relocation of security checkpoints as required; reconstruction of airfield electrical lighting and guidance signage in association with the Taxiway B relocation and affected circuits; installation of new edge lighting for taxiways and centerline light cans to accommodate SMGCS operations along Taxiway B and associated connecting taxiways; replacement of portions of FAA Control cables along Taxiway B and across the site; and realignment of a portion of the existing Hydrant Jet Fuel delivery system along Taxiway B and Taxiway C.

TAXIWAY B RECONSTRUCTION

Zephyrhills Municipal Airport, Zephyrhills, FL

Principal-in-Charge

This project primarily consisted of rehabilitating Taxiway B which was 5,150 feet x 35 feet. The project was divided into two (2) separate bid schedules (to address AIP eligible and non-AIP eligible work). Bid Schedule A consisted of removal of existing asphalt surface course and limerock base course of Taxiway B (35' wide); placement of new P-401GY (4") asphalt over 6" P-211 Limerock base course; fillet widening at the Taxiway B/Taxiway A intersection; new construction at the Taxiway B/Runway 1-19 intersection; new airfield markings; new LED lighting; and new LED signage. Bid Schedule B comprised removal of existing limerock and asphalt (outside 35' wide Taxiway B limits) near the Terminal Ramp; placement of new P-401GY (4") asphalt over 6" P-211 Limerock base course; and crack sealing and seal coating the remaining Taxiway B pavement outside the reconstruction limits.

TAXIWAY A SOUTH PAVEMENT FAILURE EVALUATION

St. Pete-Clearwater International Airport, Pinellas County, FL

Project Manager

AVCON was called to evaluate a catastrophic pavement failure on Taxiway A South on the morning of June 25th, 2012 after approximately 11.5" of rain due to Tropical Storm Debby inundated PIE. The pavement on Taxiway A had uplifted over one foot above grade for several hours before subsiding and leaving large cracks remaining as evidence of the failure. AVCON performed testing and provided a recommended solution to mill and overlay the failed area following careful re-compaction of the limerock base course.

TAXIWAY C - SOUTH END REHABILITATION

Orlando International Airport, Orlando, FL

Principal-in-Charge

This project comprises design of the rehabilitation of the southern 2,000 feet of Taxiway C, as well as the rehabilitation of Taxiway B9. The work consisted of improving existing pavement section(s) and geometry for taxiway-taxiway and runway-taxiway intersections to comply with current FAA standards of AC 150/5300-13A, Change 1. In addition, the electrical improvements included replacing centerline lighting with LED fixtures, replacing electrical manholes with junction can plazas, and new LED edge lights and LED signage as well as new circuiting and a new grounding grid.

TAXIWAY R RECONSTRUCTION AND TERMINAL APRON EXPANSION

Orlando Sanford International Airport, Sanford, FL

Principal-in-Charge

The project included expanding the existing apron to accommodate additional aircraft parking near the Terminal. The apron expansion geometry accounts for future Terminal Expansion to the southeast, as identified on the current FAA-approved Airport Layout Plan (ALP) to ensure the apron parking will not obstruct any future airport development or protected areas/surfaces such as the Runway Visibility Zone (RVZ). In order to build the Terminal Apron expansion contiguous to the existing apron pavement as shown in the ALP, the Air Traffic Control Tower (ATCT) needs to be relocated. As the Airport is not prepared to complete the ATCT relocation at this time, the apron expansion is aligned with the future terminal apron expansion beyond the existing ATCT. Therefore, access to the Terminal Apron Expansion is via Taxiway R. In order to support the proposed ADG V, TDG 6 aircraft, Taxiway R needed to be widened and strengthened from Taxiway C to the apron expansion entrance, which is encompassed. The design also included associated edge lighting, airfield signage, apron lighting infrastructure, existing asphalt pavement demolition and construction, clearing, grading and drainage improvements and permitting. The geometry of the apron was optimized to provide ideal aircraft maneuvering and maximum parking capacity.

Craig Sucich, PE Project Manager



Craig Sucich, PE is a civil engineer with over 20 years of experience managing and designing complex airport projects. **Mr. Sucich will be your Project Manager.** With Mr. Sucich you are assured of exceptional client/consultant continuity. He will lead the AVCON Team and ensure that project schedules and budgets are developed, managed, monitored and adhered to. Project deliverables in the form of plans, specs, engineer's reports, opinions of probable cost, and similar airport related support documentation will be thorough, accurate and informational. Subconsultants will be managed proactively and mentored, and funding and regulatory agencies will be informed of project activities on a regular basis. There will be no surprises, and project concurrence by involved agencies and staffs will be achieved at key milestones throughout each project.

Project Experience:

TAXIWAY B, C AND L REHABILITATION

Orlando Sanford International Airport, Orlando, FL Senior Project Engineer

This project involves the rehabilitation the primary parallel taxiway to Runway 9L-27R (Taxiway B), the terminal apron edge taxiway (Taxiway C), and the main connector taxiway to the north development area (Taxiway L). Rehabilitation consists of a 4-inch mill and overlay, crack repair, leveling course, and geometry modifications of the taxiway fillets. The rehabilitation also included new LED taxiway edge lighting, airfield signage, replacement of electrical manholes with junction can plazas, new conduit and cable, and improvements to airfield lighting vault. To take advantage of available funding, the project was broken into three bid packages. Phase 1 included the rehabilitation of Taxiway L and Taxiway B (from Runway 9L to Taxiway Connector B3). Construction of Phase 1 was completed in November 2020 for \$10.8M. Phase 2 includes the rehabilitation of Taxiway C and Taxiway B (from Taxiway Connector B3 to Runway 18-36). Construction of Phase 2 began in December 2020 and is scheduled to be completed in October 2021. Phase 3 will include the remaining Taxiway B pavement from Runway 18-36 to the end of Runway 27R. If funding is available, this piece of the project will be constructed in 2022.

TAXIWAY R RECONSTRUCTION AND TERMINAL APRON EXPANSION

Orlando Sanford International Airport, Sanford, FL

Senior Project Engineer

This project included design services to expand the existing apron to accommodate additional aircraft parking near the Terminal. In order to build the Terminal Apron expansion contiguous to the existing apron pavement, the Air Traffic Control Tower (ATCT) needs to be relocated. As the Airport is not prepared to complete the ATCT relocation at this time, the apron expansion is aligned with the future terminal apron expansion beyond the existing ATCT. Therefore, access to the Terminal Apron Expansion is via TW R. In order to support the proposed ADG V, TDG 6 aircraft, TW R needed to be widened and strengthened from TW C to the apron expansion entrance. The design also included associated edge lighting, airfield signage, apron lighting infrastructure, existing asphalt pavement demolition and construction, clearing, grading and drainage improvements and permitting. The geometry of the apron was optimized to provide ideal aircraft maneuvering and maximum parking capacity and a ramp utilization plan was completed.

NEW TAXIWAY A AND BRIDGE

Tampa International Airport, Tampa, FL Senior Project Engineer



Education:

B.S. Aerospace Engineering, 2000 University of Central Florida

Professional Registrations:
Professional Engineer, FL, AL, NC, PR

Professional Affiliations:

American Society of Civil Engineers Florida Airports Council American Council of Engineering Companies

Years of Experience:

22

Years with AVCON:

2

Craig Sucich, PE Continued

This project consists of design and construction of a new Crossfield Taxiway A, parallel to Taxiway B, from Taxiway V to Taxiway C. The current Taxilane A will be terminated on either side of the existing roadway crossing between the two Airsides and the taxilane will be re-named. The project also includes the re-configuration of service roads with associated security system to provide for secured AOA access to the airsides for authorized personnel, and non-AOA access from the employee parking lot to the terminal. AVCON is responsible for preparation of construction plans for the different phases of work during construction; airfield geometry; airfield joint layout plans and details; airfield marking plans and details; airfield signage plan; roadway civil engineering; roadway signage and marking; maintenance of traffic; temporary and permanent AOA fencing; CSPP; preparation and submittal of Form 7460-1; QA/QC; and construction inspection.

REHABILITATION OF TAXIWAYS A AND B

Treasure Coast International Airport, St. Lucie County, FL

Project Manager / Engineer-of-Record / Construction Manager

This project involved the design and construction of the rehabilitation of two taxiways that represent the main parallel taxiways for the primary and crosswind runways at the airport. Taxiway A is the full-length parallel taxiway serving the primary runway (10R-28L), and Taxiway B is the full-length parallel taxiway serving the secondary runway (14-32) at FPR. The project included an evaluation of the existing condition of the taxiway pavement, identification of alternative repair methods, and recommendation as to the preferred rehabilitation alternative for each taxiway.

The vast majority of the distresses observed were non-load related and included weathering/raveling, block cracking, longitudinal/transverse cracking, and swelling, which was consistent with the age of the pavement. However, with a potential change to the fleet mix (larger general aviation aircraft) and changes to the Federal Aviation Administration (FAA) geometry requirements, it was determined that a more substantial improvement than a surface treatment would be required in order to improve the overall condition of the pavement. Each of the rehabilitation alternatives was evaluated and it was determined that the taxiways were good candidates for cold in-place recycling, a method used to recycle and reuse existing asphalt pavement inplace for use as a base course. This process allowed for a significant cost and time savings over other comparable rehabilitation options, while also providing the opportunity to strengthen the pavement section and correct a number of the geometrical deficiencies. An innovative solution, this project was one of the first in Florida to use cold in-place recycling on airfield pavement. The drainage improvements for the project included realigning an existing ditch to position it outside of the taxiway safety area. Also included was the addition of underdrains, inlets, and pipes in several infield areas. This, combined with additional regrading, helped to improve existing drainage conditions and bring the infield areas into compliance with Federal Aviation Administration grading and clearance criteria. Services for this project included airfield planning, design of new pavement sections, new taxiway geometry and grading design, stormwater drainage design and permitting, airfield lighting design, assistance with agency permitting, bidding phase services, and construction management services.

CROSS-FIELD TAXIWAY G

Treasure Coast International Airport, St. Lucie County, FL

Project Manager / Engineer-of-Record

This project involved the design and construction of a new cross-field taxiway to connect the primary runway (10R-28L) with the parallel training runway (10L-28R). Previously, Runway 10L-28R had been isolated from the rest of the airfield. Aircraft landing on Runway 10L/28R had no access to FBO facilities, hangars, etc. located to the south. In emergency cases, aircraft had been towed along the airport perimeter road, which was not intended for this use. The new 35' x 2,400' asphalt taxiway now connects Taxiway F to the approach end of Runway 10R, providing access to the rest of the airfield. Extensive coordination with the FAA was required to meet current guidance on taxiway connector placement/alignment and to ensure there was no operational impact to the existing ILS glideslope antenna on Runway 10R. This effort resulted in an update of the Airport Layout Plan (ALP), which also included proposed changes to the airfield development around the new Taxiway G. A number of alignment options were considered for the taxiway in an effort to meet the FAA requirements, while minimizing wetland impacts. The drainage improvements for the project included a system of interconnected detention ponds controlled by an outfall structure. Using the latest Florida rules and SFWMD requirements for airport stormwater management systems, the sodded slopes of the detention ponds are long enough and gentle enough to meet the water quality criterion, avoiding the need for dedicated pre-treatment ponds. Services for this project included airfield planning, design of new pavement sections, new taxiway geometry and grading design, stormwater drainage design and permitting, airfield lighting design, assistance with agency permitting, bidding phase services, and construction management services.

James A. Kriss, PE QA/QC Manager



Mr. Jim Kriss, PE is a principal and the founder of AVCON, INC. As a principal and senior project manager with AVCON, he is responsible for marketing, client management and technical design issues associated with all aspects of studies, designs and project management tasks for airport and aviation related projects; transportation and civil engineering design and planning support; construction applications and management services; and all supporting service areas for the entire array of AVCON's service sectors. Mr. Kriss has been involved with hundreds of different clients in the U.S. and abroad over the past 46 years. His experience includes all facets of aviation, pavements, utilities, structural systems, construction, cost estimating, and project management.

Project Experience:

TAXIWAY R RECONSTRUCTION AND TERMINAL APRON EXPANSION

Orlando Sanford International Airport, Sanford, FL *QA/QC Manager*

This project included design services to expand the existing apron to accommodate additional aircraft parking near the Terminal. In order to build the Terminal Apron expansion contiguous to the existing apron pavement, the Air Traffic Control Tower (ATCT) needs to be relocated. As the Airport is not prepared to complete the ATCT relocation at this time, the apron expansion is aligned with the future terminal apron expansion beyond the existing ATCT. Therefore, access to the Terminal Apron Expansion is via TW R. In order to support the proposed ADG V, TDG 6 aircraft, TW R needed to be widened and strengthened from TW C to the apron expansion entrance. The design also included associated edge lighting, airfield signage, apron lighting infrastructure, existing asphalt pavement demolition and construction, clearing, grading and drainage improvements and permitting. The geometry of the apron was optimized to provide ideal aircraft maneuvering and maximum parking capacity and a ramp utilization plan was completed.

NEW TAXIWAY A AND BRIDGE

Tampa International Airport, Tampa, FL *QA/QC Manager*

This project consists of design and construction of a new Crossfield Taxiway A, parallel to Taxiway B, from Taxiway V to Taxiway C. The current Taxilane A will be terminated on either side of the existing roadway crossing between the two Airsides and the taxilane will be re-named. The project also includes the re-configuration of service roads with associated security system to provide for secured AOA access to the airsides for authorized personnel, and non-AOA access from the employee parking lot to the terminal. AVCON is responsible for preparation of construction plans for the different phases of work during construction; airfield geometry; airfield joint layout plans and details; airfield marking plans and details; airfield signage plan; roadway civil engineering; roadway signage and marking; maintenance of traffic; temporary and permanent AOA fencing; CSPP; preparation and submittal of Form 7460-1; QA/QC; and construction inspection.

TAXIWAY J REHABILITATION AND RELATED WORK

Orlando International Airport, Orlando, FL *QA/QC Manager*

This project included rehabilitation of the midfield portion of Taxiway J, which includes two (2) taxiway bridges. The work consisted of improving existing pavement section(s) and geometry for taxiway-taxiway and apron-taxiway intersections within the limits of



Education:

B.S. Civil Engineering, 1974 Ohio University

M.B.A. Business Administration, 1990 Embry Riddle Aeronautical University

Professional Registrations: Professional Engineer, FL

Years of Experience:

Years with AVCON:

James A. Kriss, PE Continued

the project to comply with current FAA standards of Advisory Circular 150/5300-13A, Change 1. In addition, electrical improvements included replacing centerline lighting with LED fixtures, replacement of electrical manholes with junction can plazas, and new LED edge lights and LED signage as well as new circuiting and a new grounding grid.

REHABILITATION OF TAXIWAY A AND C

Okeechobee County Airport, Okeechobee, FL

QA/QC Manager

Project consisted of Rehabilitation of Taxiway A and C, the primary taxiways for OBE. The design work incorporated new pavement design (mill and overlay and new construction); new geometric upgrades; complete replacement of airfield lighting and signage; complete specifications and document preparation; bidding and construction phase services.

TAXIWAY B REHABILITATION AND BRIDGE, DESIGN-BUILD

Tampa International Airport, Tampa, FL

QA/QC Manager

Detailed tasks included PCC pavement design and connections to Taxiway's V, W, C and adjacent airsides; modifications of existing drainage systems to connect into new drainage infrastructure; major utility relocation through the transportation corridor to accommodate the existing north airport development and maintain service to the existing Terminal Complex; relocation of the security service road south of existing Checkpoint Bravo that is impacted by the taxiway improvements; relocation of security checkpoints as required; reconstruction of airfield electrical lighting and guidance signage in association with the Taxiway B relocation and affected circuits; installation of new edge lighting for taxiways and centerline light cans to accommodate SMGCS operations along Taxiway B and associated connecting taxiways; replacement of portions of FAA Control cables along Taxiway B and across the site; and realignment of a portion of the existing Hydrant Jet Fuel delivery system along Taxiway B and Taxiway C.

REHABILITATION RUNWAY 18R-36L

Orlando International Airport, Orlando, FL

QA/QC Manager

This project included the rehabilitation of Runway 18R/36L and portions of the associated connector and high speed taxiway, including rehabilitation of the runway using a combination keel section and asphalt runway pavement section PCC high speed exit taxiways, PCC and asphalt taxiways and shoulder pavements; upgrading and replacement of in-pavement and shoulder airfield lighting and signage; upgrading related airfield electrical systems; and all other work which may be required to complete the rehabilitation of the runway and the southern connector taxiway. The project's design phase included extensive evaluation of the existing USAF mixed pavement history in developing the most appropriate typical keel section to accommodate both grades and existing underlying joint spacing to achieve the most economical replacement pavement section.

REHABILITATION OF TAXIWAY C

Orlando International Airport, Orlando, FL

QA/QC Manager

Project consisted of a detailed design for the enhancement and rehabilitation of Taxiway C from Runway 18L to Taxiway E at Orlando International Airport. The project incorporated several improvements to the airfield geometry to accommodate both ADG V and ADG VI aircraft on various combinations of Taxiways. The work included replacement of more than 800 in-pavement lights, considerable project phasing to accommodate the aircraft traffic through the construction site in the heart of the airport's west airfield, milling of approximately 1-inch of existing surface to eliminate cracking and surface oxidation, construction of a new Asphalt Rubber Membrane Interlayer (ARMI),installation of various in-pavement lighting and signage, placement of 3 to 6-inches of new HMA P-401 SuperPave™, corrections to the airport shoulders and turfed areas, video and grout restoration and repairs to taxiway drainage swales and piping, re-striping the entire project, and complete construction phase services in support of the Authority's Resident Project Representative team. The work was originally designed in three phases A, B and C in order to better maintain access to the West Side Terminal Gates. However, timely FAA and ARRA funding for portions of the program altered the timing such that all three original bid schedules were in process at the same time with three different bidders and two different lighting contractors. *The project required extensive overall and interim phasing to maintain operations to and from the West Terminal Complex over a three-year period. Multiple funding changes also added to extensive phasing and interface among the phases of work.*

Michael Coppage, PE Airfield Civil Engineer

AVCON

Mr. Coppage, PE has over 14 years of innovative civil engineering experience and he is a highly organized, research driven, and dedicated member of the AVCON Team. He has experience in all stages of a project life cycle to provide practical engineering solutions leading to improvements in end users' experience. His areas of expertise include a specialized background in airport enterprise, planning, airside and landside design, construction management and inspection, and AIP grant administration in addition to drainage, site development, and roadway design.

Project Experience:

T-HANGAR REPLACEMENT

Sarasota-Bradenton International Airport, Sarasota, FL *Project Manager*

This project includes design work for new replacement T-hangars at SRQ. The new T-hangars are replacing twenty-seven (27) portable hangars. The replacement T-hangars will utilize existing taxi lanes and current infrastructure. AVCON is responsible for site investigation, preparation of construction documents, and bidding phase services in connection with electrical design to support the installation of the T-hangar buildings.

TAXIWAY REHABILITATION PHASE 2, CONSTRUCTION MANAGEMENT

St. Pete-Clearwater International Airport, Clearwater, FL Construction Manager / Project Engineer / Inspector

This project comprises construction management services for the Taxiway Rehabilitation Phase 2 project. The scope of work includes providing RPR and quality assurance construction materials testing services as well as general project administration and coordination. This project consists of the following areas of work on the airfield: Taxiway A South of Runway 4-22, Taxiways F and M (Base Bid); Taxiway B and Taxiway T (Additive Bid # 1); and Taxiways M, J, K and U (Additive Bid # 2).

TAXIWAY B RECONSTRUCTION

Zephyrhills Municipal Airport, Zephyrhills, FL *Project Engineer*

This project primarily consisted of rehabilitating Taxiway B which was 5,150 feet x 35 feet. The existing taxiway pavement structure was bituminous pavement over limerock base. The project was divided into two (2) separate bid schedules (to address AIP eligible and non-AIP eligible work). Bid Schedule A consisted of removal of existing asphalt surface course and limerock base course of Taxiway B (35' wide); placement of new P-401GY (4") asphalt over 6" P-211 Limerock base course; fillet widening at the Taxiway B/Taxiway A intersection; new construction at the Taxiway B/Runway 1-19 intersection; new airfield markings; new LED lighting; and new LED signage. Bid Schedule B comprised removal of existing limerock and asphalt (outside 35' wide Taxiway B limits) near the Terminal Ramp; placement of new P-401GY (4") asphalt over 6" P-211 Limerock base course; and crack sealing and seal coating the remaining Taxiway B pavement outside the reconstruction limits.

REHABILITATION OF RUNWAY 9L-27R AND TAXIWAY B TURNAROUND

Orlando Melbourne International Airport, Melbourne, FL

Project Engineer / Inspector

This project included the design and construction phase services for the rehabilitation of Runway 9L-27R and the Taxiway B turnaround. The runway is 6000 feet long x 150 feet wide with turf shoulders.



Education:B.S. Civil Engineering, 2006
Youngstown State University

Professional Registrations: Professional Engineer, FL

Years of Experience:

14

Years with AVCON:

Michael Coppage, PE Continued

The runway was originally constructed in 1981 as a 3700′ long by 100′ wide facility. It was extended to its current length in 1987 and widened to 150′ and overlayed in 1992. In 1992 the Taxiway B turnaround was also constructed. The 50′ widening was on the south side of the runway, so the crown is 25′ north of the runway centerline. The pavement surface is 23 years old, except for the areas of the runway numerals, threshold bars, and aiming point markings that were milled to a 1 ½″ depth and resurfaced in early 2010. The pavement exhibited oxidation, loss of fines and separation of longitudinal joints. AVCON was responsible for inventory and preliminary investigation; design and development of construction plans; preparation of paving and marking construction specifications and bid documents; opinion of probable construction cost and relevant sections of the Engineer's Report; FAA and FDOT coordination; bidding/award phase services; construction administration services; and Resident Project Representation.

REHABILITATE RUNWAY 9R-27L

Orlando Melbourne International Airport, Melbourne, FL

Project Engineer

In general, professional services for this project included preliminary design/data collection; design surveys, geotechnical investigation, and pipe video; design and development of construction plans; preparation of construction specifications and bid documents; opinion of probable construction cost and Engineer's Report; assisting the Authority with coordination with the FAA and FDOT; and bidding/award phase services. Design included blast pad removal and new construction, stormwater pipe replacement, pavement marking, grading and ROFA clearing, as well as new LED edge lighting and guide signs and FAA MALSR light adjustments. Planning, survey and geotechnical exploration was completed at night to minimize impacts to air traffic. The design involved correcting the pavement geometry to conform to the latest FAA design standards and included variable depth asphalt leveling, in some areas up to 6 inches of grade corrections. The project also included meetings and coordination with the airlines and tenants to coordinate the 60-day runway shut down.

NEW TAXIWAY A AND BRIDGE

Tampa International Airport, Tampa, FL

Project Engineer

This project consists of design and construction of a new Crossfield Taxiway A, parallel to Taxiway B, from Taxiway V to Taxiway C. The current Taxilane A will be terminated on either side of the existing roadway crossing between the two Airsides and the taxilane will be re-named. The project also includes the re-configuration of service roads with associated security system to provide for secured AOA access to the airsides for authorized personnel, and non-AOA access from the employee parking lot to the terminal. AVCON is responsible for preparation of construction plans for the different phases of work during construction; airfield geometry; airfield joint layout plans and details; airfield marking plans and details; airfield signage plan; roadway civil engineering; roadway signage and marking; maintenance of traffic; temporary and permanent AOA fencing; CSPP; preparation and submittal of Form 7460-1; QA/QC; and construction inspection.

AIRFIELD PAVEMENT REHABILITATION, CONSTRUCTION MANAGEMENT

Tampa International Airport, Tampa, FL

Construction Manager / Project Engineer / Inspector

The purpose of this project was to rehabilitate pavements for Taxiways E, U, G, N1 and S. Rehabilitation of these Taxiways consisted of an asphalt mill and overlay. The project also provided for the removal of Taxiway F and partial removal of Taxiway E. Removal of these Taxiways required modification of taxiway edge lighting and signage. This project also provided for the removal and reconstruction of connecting Taxiways between the FBO Apron and Taxiways S and D. New airfield lighting and stormwater collection was required. This project also included the rehabilitation of the FBO Apron which included milling/overlay and seal coat. This project also comprised the removal and replacement of existing airfield markings throughout the majority of the airfield.

TERMINAL APRON HARDSTAND EXPANSION - PHASE 2

St. Pete-Clearwater International Airport, Clearwater, FL

Project Engineer

AVCON was responsible for project planning and design for the development of construction plans and specifications for this fast-track project at PIE. The project entailed the reconstruction of existing asphalt pavement adjoining PCC hardstands for gate positions 7 thru 11 and the creation of new air-carrier pavement at positions 1 and 1A. The project required close coordination with the Airport staff, terminal designer and other stakeholders and included installation of high mast lighting, relocation of SIDA fence and gate, and fiber-optic access control. It also included construction phasing, grading, markings, associated drainage and utility adjustments.

Mark Goodacre, ACE Senior Electrical Designer

AVCON

Mr. Mark Goodacre, ACE is a AAAE Airport Certified Employee in the field of Airfield Lighting Maintenance, and he serves as an instructor for the Florida Airports Council's Basic Airfield Electrical Safety Workshop. He has experience preparing design documentation for an airfield's lighting layout and circuitry for all associated Runways, Taxiways and Parking Aprons. Additionally, he has special expertise in the area of 3D modeling.

Project Experience:

T-HANGAR REPLACEMENT

Sarasota-Bradenton International Airport, Sarasota, FL

Senior Electrical Designer

This project includes design work for new replacement T-hangars at SRQ. The new T-hangars are replacing twenty-seven (27) portable hangars. The replacement T-hangars will utilize existing taxi lanes and current infrastructure. AVCON is responsible for site investigation, preparation of construction documents, and bidding phase services in connection with electrical design to support the installation of the T-hangar buildings.

TAXIWAY REHABILITATION PHASE 2, CONSTRUCTION MANAGEMENT

St. Pete-Clearwater International Airport, Clearwater, FL

Senior Electrical Designer / Inspector

This project comprises construction management services for the Taxiway Rehabilitation Phase 2 project. The scope of work included providing RPR and quality assurance construction materials testing services as well as general project administration and coordination, including coordination with ATCT and Airport Operations staff when closing and reopening airfield pavements for construction. This project comprised the following areas of work on the airfield: Taxiway A South of Runway 4-22, Taxiways F and M (Base Bid); Taxiway B and Taxiway T (Additive Bid # 1); and Taxiways M, J, K and U (Additive Bid # 2).

NEW TAXIWAY A AND BRIDGE

Tampa International Airport, Tampa, FL

Senior Electrical Designer

This project consists of design and construction of a new Crossfield Taxiway A, parallel to Taxiway B, from Taxiway V to Taxiway C. The current Taxilane A will be terminated on either side of the existing roadway crossing between the two Airsides and the taxilane will be re-named. The project also includes the re-configuration of service roads with associated security system to provide for secured AOA access to the airsides for authorized personnel, and non-AOA access from the employee parking lot to the terminal. AVCON is responsible for preparation of construction plans for the different phases of work during construction; airfield geometry; airfield joint layout plans and details; airfield marking plans and details; airfield signage plan; roadway civil engineering; roadway signage and marking; maintenance of traffic; temporary and permanent AOA fencing; CSPP; preparation and submittal of Form 7460-1; QA/QC; and construction inspection.

AIRFIELD PAVEMENT REHABILITATION, CONSTRUCTION MANAGEMENT

Tampa International Airport, Tampa, FL

Senior Electrical Designer / Inspector

The purpose of this project was to rehabilitate pavements for Taxiways E, U, G, N1 and S. Rehabilitation of these Taxiways consisted of an asphalt mill and overlay. The project also provided for the removal of Taxiway F and partial removal of Taxiway E. Removal of these Taxiways required modification of taxiway edge lighting and signage. This project also provided for the removal and reconstruction of connecting Taxiways between the FBO Apron and Taxiways S and D. New airfield lighting and stormwater



Education:

A.S. Mechanical Engineering, 2004 State University of New York

Certifications:

Airport Certified Employee – Airfield Lighting Maintenance, 2008 The American Association of Airport Executives

Years of Experience:

40

Years with AVCON:

14

Mark Goodacre, ACE Continued

collection was required. This project also included the rehabilitation of the FBO Apron which included milling/overlay and seal coat. This project also comprised the removal and replacement of existing airfield markings throughout the majority of the airfield.

TAXIWAY C - SOUTH END REHABILITATION

Orlando International Airport, Orlando, FL

Senior Electrical Designer

This project comprises design of the rehabilitation of the southern 2,000 feet of Taxiway C, as well as the rehabilitation of Taxiway B9. The work consisted of improving existing pavement section(s) and geometry for taxiway-taxiway and runway-taxiway intersections to comply with current FAA standards of AC 150/5300-13A, Change 1. In addition, the electrical improvements included replacing centerline lighting with LED fixtures, replacing electrical manholes with junction can plazas, and new LED edge lights and LED signage as well as new circuiting and a new grounding grid.

TAXIWAY C REHABILITATION AND RELATED WORK, PHASES A THROUGH C

Orlando International Airport, Orlando, FL

Senior Electrical Designer

The work included considerable project phasing to accommodate aircraft traffic through the construction site, milling of approximately 1" of existing surface to eliminate cracking and surface oxidation, construction of a new Asphalt Rubber Membrane Interlayer (ARMI), installation of various in-pavement lighting and signage including replacement of more than 800 in-pavement lights, placement of 3"-6" of new HMA P-401 SuperPave, corrections to the airport shoulders and turfed areas, video and grout restoration and repairs to taxiway drainage piping, and re-striping the entire project.

TAXIWAY R RECONSTRUCTION AND TERMINAL APRON EXPANSION

Orlando Sanford International Airport, Sanford, FL

Senior Airfield Lighting Specialist

The project included expanding the existing apron to accommodate additional aircraft parking near the Terminal. The apron expansion geometry accounts for future Terminal Expansion to the southeast, as identified on the current FAA-approved Airport Layout Plan (ALP) to ensure the apron parking will not obstruct any future airport development or protected areas/surfaces such as the Runway Visibility Zone (RVZ). In order to build the Terminal Apron expansion contiguous to the existing apron pavement as shown in the ALP, the Air Traffic Control Tower (ATCT) needs to be relocated. As the Airport is not prepared to complete the ATCT relocation at this time, the apron expansion is aligned with the future terminal apron expansion beyond the existing ATCT. Therefore, access to the Terminal Apron Expansion is via Taxiway R. In order to support the proposed ADG V, TDG 6 aircraft, Taxiway R needed to be widened and strengthened from Taxiway C to the apron expansion entrance, which is encompassed. The design also included associated edge lighting, airfield signage, apron lighting infrastructure, existing asphalt pavement demolition and construction, clearing, grading and drainage improvements and permitting. The geometry of the apron was optimized to provide ideal aircraft maneuvering and maximum parking capacity.

TAXIWAY A REHABILITATION AND IMPROVEMENTS

Orlando International Airport, Orlando, FL

Senior Electrical Designer

This project included the widening and realignment of existing Taxiways A and A1, approximately 3,500 feet long at the North end between the West Ramp and Runway 18R end, along with a new Taxiway A2. Taxiway A was widened to 75 feet with 35-foot shoulders to meet ADG V criteria, while considering ADG VI centerline separations, TSAs, and centerline radii in anticipation of future ADG VI operations. The project also included the extension of Taxiway B2 from Runway 18L-36R to Runway 18R-36L, and various upgrades to accommodate ADG VI aircraft. Improvements included rehabilitation of existing pavement, construction of new pavement and associated marking, lighting and signage.

REHABILITATION OF TAXIWAYS B, E AND J

Orlando International Airport, Orlando, FL

Senior Electrical Designer

The project involved eliminating areas of distressed pavement, correcting vertical alignment and tranversing grades to meet FAA Design Criteria where required, as well as improving required pavement sections to comply with latest requirements of FAA AC 150/5320-6D Airport Pavement Design and Evaluation. In addition, a portion of this project involved improvements to Taxiways B, E, and J to accommodate the anticipated arrival of New Large Aircraft by modifying the geometry of the existing taxiways, increasing the Taxiway Safety Area (TSA) from an ADG V TSA to an ADG VI TSA, and modifying the taxiway centerline light spacing.

Brandon Hiers, PE

Airfield Pavements

Mr. Brandon Hiers, PE, has over 11 years of experience in Civil Engineering and Construction Administration. While at AVCON, Mr. Hiers has completed pavement evaluation, design, and repairs; gate and airfield planning studies; grading and drainage design; utility adjustments; and hangar facility design projects. His relevant skills include Microsoft Office, AutoCAD Civil 3D, AviPLAN Modeling Software, and FAA Pavement Design Software.

Project Experience:

TAXIWAY B2 EXTENSION AND TAXIWAY B1 REHABILITATION

Orlando International Airport, Orlando, FL

Project Engineer

The two base bid components consisted of the construction of the extension of Taxiway B2 between Runway 18L-36R and R/W18R-36L, and of the construction of Taxiway Z1 between Taxiway B1 and Taxiway B2, between the West Runways. Both the Taxiway B2 extension and Taxiway Z1 extension fully complied with ADG-VI criteria. Additive Alternate 1 consisted of upgrading Taxiway B1 between Runway 18R-36L and Taxiway B to comply with the requirements set forth in Engineering Brief EB-63b Taxiways for A380 Taxiing Operations, dated November 30, 2007. The upgrade included the widening of the overall paved width to 180 feet, and the widening of the Taxiway Safety Area from 214 feet for ADG-V to 262 for ADG-VI. The fillets of Taxiway B1 with Runway 18L (Southwest quadrant) and Runway 18R (Southeast quadrant) were also widened to provide the geometry required for ADG-VI cockpit over centerline operations. Construction work consisted of new asphalt pavement, new lime-rock base, existing concrete pavement rehabilitation, earthwork and associated drainage, lighting, and marking and signage.

TAXIWAY A REHABILITATION AND IMPROVEMENTS

Orlando International Airport, Orlando, FL

Project Engineer

This project included the widening and realignment of existing Taxiways A and A1, approximately 3,500 feet long at the North end between the West Ramp and Runway 18R end, along with a new Taxiway A2. Taxiway A was currently 50 feet wide with approximately 60-foot shoulders meeting the FAA Airplane Design Group (ADG) III criteria. It was required to widen the taxiway to 75 feet with 35-foot shoulders meeting the ADG V criteria. The project also included the extension of Taxiway B2 from Runway 18L-36R to Runway 18R-36L. Proposed improvements included rehabilitation of existing pavement, construction of new pavement and associated marking, lighting and signage. This project's pavement design utilized the 2004 OIA Master Plan Fleet Mix and designed in compliance with the latest requirements per FAA AC 150/5320-6E Airport Pavement Design and Evaluation.

TAXIWAY B REHABILITATION AND BRIDGE, DESIGN-BUILD

Tampa International Airport, Tampa, FL

Project Engineer

Detailed tasks included PCC pavement design and connections to Taxiway's V, W, C and adjacent airsides; modifications of existing drainage systems to connect into new drainage infrastructure; major utility relocation through the transportation corridor to accommodate the existing north airport development and maintain service to the existing Terminal Complex; relocation of the security service road south of existing Checkpoint Bravo that is impacted by the taxiway improvements; relocation of security checkpoints as required; reconstruction of airfield electrical lighting and guidance signage in association with the Taxiway B relocation and affected circuits; installation of new edge lighting for taxiways and centerline light cans to accommodate SMGCS





Education:

B.S. Civil Engineering, 2009, University of Florida

M.S. Civil Engineering, 2010, University of Florida

Professional Registrations:

Professional Engineer, FL

Professional Affiliations:

American Public Works Association

Certifications:

Airport Certified Employee – Airfield Lighting Maintenance, 2008 The American Association of Airport Executives

Years of Experience:

L1

Years with AVCON:

10

Brandon Hiers, PE Continued

operations along Taxiway B and associated connecting taxiways; replacement of portions of FAA Control cables along Taxiway B and across the site; and realignment of a portion of the existing Hydrant Jet Fuel delivery system along Taxiway B and Taxiway C.

TAXIWAY D HOLD APRON AND TAXIWAY A NORTH REHABILITATION

Kissimmee Gateway Airport, Kissimmee, FL

Project Engineer

The first portion of the project consisted of the design and construction of an ARC B-II hold / run-up apron for piston aircraft at the north end of parallel Taxiway D to Runway 15-33. This allows jet aircraft to taxi to and take-off on Runway 15 without delay while smaller aircraft perform pre-flight checks, saving jet fuel and increasing capacity for jet traffic. AVCON advanced a "green" technology on the project by using recycled concrete aggregate as the base material, creating a superior performing platform with a lower carbon footprint than the usual virgin mined materials. The second portion of the project consisted of the rehabilitation of the north portion of parallel Taxiway A to Runway 15-33. The pavement was in poor condition due to its age (over 25 years) and rutting, shoving, and blow-up defects caused by the large business jet traffic mainly operating out of the Signature FBO. The surface was milled and rehabilitated. Both portions of the master project used two inches of P401SP specification asphalt per FAA Engineering Brief 59A for both elements. This particular formulation of P401 prevents the shoving and rutting caused by the jet operations. Project engineering included geometry layout including establishment of alignment and grading of the pavement and surrounding earth in order to create a swale and positive draining environment while still abiding by all FAA grading criteria. Pavement design was established based on a projected fleet and plans and specifications were developed to detail the proposed work. Marking and taxiway edge lights were modified or added in both locations.

REHABILITATION OF TAXIWAY A AND C

Okeechobee County Airport, Okeechobee, FL

Project Engineer

Project consisted of Rehabilitation of Taxiway A and C, the primary taxiways for OBE. The design work incorporated new pavement design (mill and overlay and new construction); new geometric upgrades; complete replacement of airfield lighting and signage; complete specifications and document preparation; bidding and construction phase services.

TAXIWAY R RECONSTRUCTION AND TERMINAL APRON EXPANSION

Orlando Sanford International Airport, Sanford, FL

Project Engineer

This project included design services to expand the existing apron to accommodate additional aircraft parking near the Terminal. In order to build the Terminal Apron expansion contiguous to the existing apron pavement, the Air Traffic Control Tower (ATCT) needs to be relocated. As the Airport is not prepared to complete the ATCT relocation at this time, the apron expansion is aligned with the future terminal apron expansion beyond the existing ATCT. Therefore, access to the Terminal Apron Expansion is via TW R. In order to support the proposed ADG V, TDG 6 aircraft, TW R needed to be widened and strengthened from TW C to the apron expansion entrance. The design also included associated edge lighting, airfield signage, apron lighting infrastructure, existing asphalt pavement demolition and construction, clearing, grading and drainage improvements and permitting. The geometry of the apron was optimized to provide ideal aircraft maneuvering and maximum parking capacity and a ramp utilization plan was completed.

TAXIWAY A SOUTH PAVEMENT FAILURE EVALUATION

St. Pete-Clearwater International Airport, Pinellas County, FL

Project Engineer

AVCON was called to evaluate a catastrophic pavement failure on Taxiway A South on the morning of June 25th, 2012 after approximately 11.5" of rain due to Tropical Storm Debby inundated PIE. The pavement on Taxiway A had uplifted over one foot above grade for several hours before subsiding and leaving large cracks remaining as evidence of the failure. AVCON performed testing and provided a recommended solution to mill and overlay the failed area following careful re-compaction of the limerock base course.

RUNWAY 14-32 REHABILITATION

Valkaria Airport, Brevard County, FL

Construction Manager/Resident Engineer

The objectives of the project were to extend the useful life of the existing pavements, to update the pavement geometry and enhance the safety of air operations at the Airport. The project comprised the rehabilitation of the pavement for the length of the runway, including the connector taxiways to the limits of the Runway Object Free Area or to the limits required for grading. The project also included the removal of the 55-ft shoulders and the rehabilitation of the 10-ft portion of the shoulder adjacent to the runway.

Carl Johnson, EC, ACE

Senior Electrical Designer

Mr. Johnson has more than 40 years of experience in the planning, design, construction, and maintenance of electrical distribution and airfield lighting systems. He has developed practical lighting and lightning protection details for airfield applications *including blast fences, security fencing, cameras and high mast lighting* as well as airfield lighting systems. He is a Principal Member of the NFPA 780 Technical Committee for Lightning Protection and Underwriters Laboratories Standards Technical Panel 96. Mr. Johnson was instrumental in the creation and development of the new Chapter 11, Protection for Airfield Lighting Circuits in the NFPA® 780 Standard for the Installation of Lightning Protection Systems. He has presented several papers on airfield lighting, electrical maintenance and electrical safety, and he serves as the lead instructor for the Florida Airports Council's (FAC) Basic Airfield Electrical Safety Workshop.

Project Experience:

TAXIWAY G REHABILITATION AND JET BLAST DEFLECTOR FENCE

Jacksonville International Airport, Jacksonville, FL

Senior Electrical Engineer

Services included pavement surface treatment, sodding, and pavement marking. The Taxiway terminates with a 270-foot by 280-foot aircraft apron that abuts Barnstormer Road. To protect vehicles traveling on the roadway, a 280-foot long Jet Blast Deflector Fence was constructed of structural galvanized steel. The deflector fence re-directs jet-blast and propeller-wash in an upwards direction to shield the traveling public from potentially dangerous winds. *Mr. Johnson designed obstruction lighting for the jet blast fence.*

TAXIWAY R RECONSTRUCTION AND TERMINAL APRON EXPANSION

Orlando Sanford International Airport, Sanford, FL

Senior Electrical Engineer

This project included design services to expand the existing apron to accommodate additional aircraft parking near the Terminal. In order to build the Terminal Apron expansion contiguous to the existing apron pavement, the Air Traffic Control Tower (ATCT) needs to be relocated. As the Airport is not prepared to complete the ATCT relocation at this time, the apron expansion is aligned with the future terminal apron expansion beyond the existing ATCT. Therefore, access to the Terminal Apron Expansion is via TW R. In order to support the proposed ADG V, TDG 6 aircraft, TW R needed to be widened and strengthened from TW C to the apron expansion entrance. The design also included associated edge lighting, airfield signage, apron lighting infrastructure, existing asphalt pavement demolition and construction, clearing, grading and drainage improvements and permitting. The geometry of the apron was optimized to provide ideal aircraft maneuvering and maximum parking capacity and a ramp utilization plan was completed.

BP-455, TAXIWAY C - SOUTH END REHABILITATION

Orlando International Airport, Orlando, FL

Senior Airfield Lighting Specialist

This \$6.2 M project comprised design of the rehabilitation of the southern 2,000 feet of Taxiway C, as well as the rehabilitation of Taxiway B9. The work consisted primarily of improving existing pavement section(s) and geometry for taxiway-taxiway and runway-taxiway intersections within the limits of the project to comply with current FAA standards of Advisory Circular 150/5300-13A, Change 1. In addition, consideration of the impacts of the geometric layout of future connector taxiway from Taxiway C to the new South Terminal Complex Apron (early phases), minor pavement reconstruction in





Education:

A.S. Computer Integrated
Manufacturing, Valencia Community
College

Professional Registrations: Electrical Contractor, FL

Airport Certified Employee – Airfield Lighting Maintenance, The American Association of Airport Executives (2008)

Honors & Awards:

Best Technical Paper, 2010; Illuminating Engineering Society (IES); Aviation Lighting Committee (ALC); Fall Conference

Years of Experience:

41

Years with AVCON:

20

Carl Johnson, EC, ACE Continued

several failed areas of the pavements, complete cleaning, rehabilitation and resealing of the pavement cracks for both Taxiway C and Taxiway B9, mill and overlay of the asphalt pavement elements of the full-strength pavement, and re-marking of the taxiways were all included in the scope of work. In addition, the electrical improvements included replacing centerline lighting with LED fixtures, replacing electrical manholes with junction can plazas, and new LED edge lights and LED signage as well as new circuiting and a new grounding grid.

TAXIWAY F EXTENSION AND TAXIWAY E

Winter Haven Municipal Airport, Winter Haven, FL

Senior Airfield Lighting Specialist

The project consisted of extending Taxiway F to the Runway 5 and 23 ends, new construction of Taxiway E from the Runway 11 end to the intersection of Runway 5-23, and new blast pads on the Runway 5 and 23 ends. The pavement structure for all new pavements consisted of bituminous surface course on a limerock base course. The total asphalt quantity was approximately 7,225 tons of P-401 asphalt. The 10 ft-wide taxiway shoulders was constructed of compacted and stabilized subgrade. The electrical components of the project included new LED taxiway edge lights, cable and conduit, and signage. The project also included drainage improvements and marking new taxiway pavement and runway blast pads.

TAXIWAY C REHABILITATION AND RELATED WORK, PHASES A THROUGH C

Orlando International Airport, Orlando, FL

Senior Electrical Designer

The work included replacement of more than 800 in-pavement lights, considerable project phasing to accommodate aircraft traffic through the construction site, milling of approximately 1" of existing surface to eliminate cracking and surface oxidation, construction of a new Asphalt Rubber Membrane Interlayer (ARMI),installation of various inpavement lighting and signage, placement of 3"-6" of new HMA P-401 SuperPave, corrections to the airport shoulders and turfed areas, video and grout restoration and repairs to taxiway drainage piping, and re-striping the entire project.

TAXIWAY B REHABILITATION AND BRIDGE, DESIGN-BUILD

Tampa International Airport, Tampa, FL

Senior Electrical Designer

Detailed tasks included PCC pavement design and connections to Taxiway's V, W, C and adjacent airsides; modifications of existing drainage systems to connect into new drainage infrastructure; major utility relocation through the transportation corridor to accommodate the existing north airport development and maintain service to the existing Terminal Complex; relocation of the security service road south of existing Checkpoint Bravo that is impacted by the taxiway improvements; relocation of security checkpoints as required; reconstruction of airfield electrical lighting and guidance signage in association with the Taxiway B relocation and affected circuits; installation of new edge lighting for taxiways and centerline light cans to accommodate SMGCS operations along Taxiway B and associated connecting taxiways; replacement of portions of FAA Control cables along Taxiway B and across the site; and realignment of a portion of the existing Hydrant Jet Fuel delivery system along Taxiway B and Taxiway C.

REHABILITATION RUNWAY 18R-36L

Orlando International Airport, Orlando, FL

Senior Electrical Designer

This project included the rehabilitation of Runway 18R/36L and portions of the associated connector and high speed taxiway, including rehabilitation of the runway using a combination keel section and asphalt runway pavement section PCC high speed exit taxiways, PCC and asphalt taxiways and shoulder pavements; upgrading and replacement of in-pavement and shoulder airfield lighting and signage; upgrading related airfield electrical systems; and all other work which may be required to complete the rehabilitation of the runway and the southern connector taxiway. The project's design phase included extensive evaluation of the existing USAF mixed pavement history in developing the most appropriate typical keel section to accommodate both grades and existing underlying joint spacing to achieve the most economical replacement pavement section.

Rob Hambrecht, PE

Construction Manager/Resident Engineer



Mr. Rob Hambrecht, PE has over 20 years of professional engineering and planning consulting experience in almost every aspect of aviation and roadway projects, including project funding assistance, conceptual development, project management, contracts, budgeting, engineering design, specification and plan preparation, cost estimates, utility coordination, construction administration, inspection and closeout. He has a strong background in construction and is well rounded with a successful history of project design and construction administration.

Project Experience:

TAXIWAY E AND RELATED WORK

Orlando Executive Airport, Orlando, FL Construction Manager/Resident Engineer

The objective of the project is to extend the useful life of the airfield pavements, enhance deficient pavement geometry and preserve the safety of air operations at Orlando Executive Airport. The project interfaces with several recent or on-going improvements at the Airport. Additionally, the airfield lighting, marking and signage will be replaced or upgraded as needed. The scope includes improving existing pavement section and geometry for various runway-taxiway intersections to comply with current FAA standards, including rehabilitating the existing asphalt pavement and failed pavement along Taxiway B - West End at the North Ramp; rehabilitating, milling and overlaying Taxiway E from Runway 7-25 to Taxiway E6; and rehabilitating Taxiway E6, north of Runway 13. The scope also includes evaluating and upgrading existing drainage within the project limits and improving existing taxiway lighting, marking and signage systems to comply with current FAA standards.

TAXIWAYS NOVEMBER AND ALPHA

Daytona Beach International Airport, Daytona Beach, FL

Construction Manager/Resident Engineer

The objectives of this project are to extend the useful life of the taxiway pavements, to update the pavement geometry and to enhance the safety of air operations at the Airport. Lighting, marking and signage is also being replaced/upgraded for each of the taxiways, and drainage improvements are being made throughout the limits of the project.

TAXILANE "A2" CONSTRUCTION AND PARKING IMPROVEMENTS

Cecil Field Airport, Jacksonville, FL

Construction Manager/Resident Engineer

Provided design and construction administration services.

TAXIWAY "E" CONSTRUCTION

Herlong Airport, Jacksonville, FL

Construction Manager/Resident Engineer

Provided design and construction administration services.

REHABILITATION OF RUNWAY 9L-27R AND TAXIWAY B TURNAROUND

Orlando Melbourne International Airport, Melbourne, FL

Construction Manager/Resident Engineer

The overall project primarily involved the rehabilitation of asphalt pavements on Runway 9L-27R and Taxiway B. AVCON's scope of work consisted of pavement rehabilitation and marking design. The structure for the various pavement sections was designed based on Aircraft Design Group III (ADG III) criterion, and the gradients required for an Approach Category C aircraft.



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

Professional Registrations: Professional Engineer, FL

Years of Experience:

20

Years with AVCON:

Rob Hambrecht, PE Continued

The design included partial depth milling and overlay. The structure included P-401 Superpave asphalt on a limerock base course for new sections. The transverse grades were designed accordingly to promote positive drainage in accordance with the FAA Advisory Circulars. A non-precision runway marking scheme was placed to current FAA standards. Runway pavement markings consist of runway centerline markings, aiming point markings, threshold markings, and runway landing designator markings. New taxiway markings consist of taxiway lead in lines to runways, standard and enhanced taxiway centerlines, and mandatory hold markings and surface painted hold position signs at intersecting taxiways. These markings consist of white and yellow paint per P-620 specifications with retroreflective beads and a black outline with no beads.

REHABILITATE RUNWAY 9R-27L

Orlando Melbourne International Airport, Melbourne, FL

Construction Manager/Resident Engineer

The project involves the rehabilitation of mainline and shoulder asphalt pavements on Runway 9R-27L and the interface with several connector taxiways. In addition, the runway lighting is being upgraded to LED fixtures. Design includes blast pad removal and new construction, stormwater pipe replacement, pavement marking, grading and ROFA clearing, as well as new LED edge lighting and guide signs and FAA MALSR light adjustments.

RUNWAY 14-32 REHABILITATION

Valkaria Airport, Brevard County, FL

Construction Manager/Resident Engineer

The objectives of the project were to extend the useful life of the existing pavements, to update the pavement geometry and enhance the safety of air operations at the Airport. The project comprised the rehabilitation of the pavement for the length of the runway, including the connector taxiways to the limits of the Runway Object Free Area or to the limits required for grading. The project also included the removal of the 55-ft shoulders and the rehabilitation of the 10-ft portion of the shoulder adjacent to the runway.

RUNWAY 18R-36L REHABILITATION AND RELATED WORK

Orlando International Airport, Orlando, FL

Construction Manager/Resident Engineer

Construction work included repair and reseal of existing concrete pavement joints, mostly in the keel section of the runway as well as repair or replacement of any cracked slabs; reconstruction using new concrete pavement for the North threshold of Runway 18R; resurfacing existing asphalt pavement for the outer runway sections; resurfacing or rejuvenating existing asphalt pavement for the runway shoulders and blast pads; improvements of existing pavement section and geometry for various runway-taxiway intersections to comply with current FAA standards; and improvement of existing runway lighting, marking and signage systems to comply with current FAA standards.

AIRFIELD LIGHTING UPGRADES RUNWAY 13-31 AND TAXIWAY K

Leesburg International Airport, Leesburg, FL

Construction Manager/Resident Engineer

This project consists of the design and construction of airfield lighting improvements at Leesburg International Airport. Specifically, the edge lighting will be replaced on Runway 13-31 and portions of Taxiway K. The airfield direct buried edge lighting will be replaced with cans and conduit lighting. This project also includes conductor, conduit, duct markers, and any junction cans, ground rods, splice markers, and spare parts as necessary.

NEW APRON CONSTRUCTION

Palm Beach County Department of Airports, FL

Construction Manager/Resident Engineer

This contract provided for design and construction projects at each of the four airports including the construction of a new 176,000-square-foot concrete aircraft parking apron and the realignment of existing access roads at Palm Beach International Airport.

HANGAR AND APRON DEVELOPMENT

Daytona Beach International Airport, Daytona Beach, FL

Construction Manager/Resident Engineer

The project includes evaluation of alternatives, pavement and drainage design, construction plan preparation, subconsultant coordination, cost estimates, Engineers' reports, utility coordination, bidding services and construction administration.

Daniel Cruz, PE Construction Inspector/RPR

AVCON

Mr. Cruz, PE is a construction inspector with extensive experience in management, inspection and quality control of construction projects. His areas of expertise include promoting safety; ensuring contract documents are properly executed; Owner/Client, contractor, subconsultant, and stakeholder coordination; preparation of daily reports, weekly status reports, meeting minutes, change orders, certification logs, and submittal and RFI logs; evaluation and breakdown of certifications for payment; project schedule updates; preparation of cost estimates; and preparation of as-build drawings. Mr. Cruz has strong organization and follow-up skills including the ability to prioritize. He possesses strong communication skills and is bilingual in Spanish and English.

Project Experience:

AIRFIELD PAVEMENT REHABILITATION, CONSTRUCTION MANAGEMENT

Tampa International Airport, Tampa, FL

Construction Inspector

The purpose of this project was to rehabilitate pavements for Taxiways E, U, G, N1 and S. Rehabilitation of these Taxiways consisted of an asphalt mill and overlay. The project also provided for the removal of Taxiway F and partial removal of Taxiway E. These Taxiways are asphalt and/or concrete. Removal of these Taxiways required modification of taxiway edge lighting and signage. This project also provided for the removal and reconstruction of connecting Taxiways between the FBO Apron and Taxiways S and D. The existing connecting Taxiways are a combination of concrete and asphalt. The new connecting Taxiways were constructed of hot mix asphalt with a lime rock base. New airfield lighting and stormwater collection was required. This project provided for the rehabilitation of the FBO Apron which included milling/overlay and seal coat. This project also provided for the removal and replacement of existing airfield markings throughout the majority of the airfield.

TAXIWAY C - SOUTH END REHABILITATION

Orlando International Airport, Orlando, FL

Construction Inspector

This project comprised design of the rehabilitation of the southern 2,000 feet of Taxiway C, as well as the rehabilitation of Taxiway B9. The work consisted primarily of improving existing pavement section(s) and geometry for taxiway-taxiway and runway-taxiway intersections within the limits of the project to comply with current FAA standards of Advisory Circular 150/5300-13A, Change 1. In addition, consideration of the impacts of the geometric layout of future connector taxiway from Taxiway C to the new South Terminal Complex Apron (early phases), minor pavement reconstruction in several failed areas of the pavements, complete cleaning, rehabilitation and resealing of the pavement cracks for both Taxiway C and Taxiway B9, mill and overlay of the asphalt pavement elements of the full-strength pavement, and re-marking of the taxiways were all included in the scope of work. In addition, the electrical improvements included replacing centerline lighting with LED fixtures, replacing electrical manholes with junction can plazas, and new LED edge lights and LED signage as well as new circuiting and a new grounding grid.

TAXIWAY REHABILITATION PHASE 2, CONSTRUCTION MANAGEMENT

St. Pete-Clearwater International Airport, Clearwater, FL

Construction Inspector

This project included performance of full-time inspection and Quality Assurance testing as well as general project administration and coordination. The AVCON Team also served as the liaison between the Airport and the Contractor.



Education:

Masters, Construction Management Engineering, 2014 Polytechnic University of Puerto Rico, Graduate School

B.S. Civil Engineering, 2005 University of Puerto Rico, Mayaguez Campus

Professional Registrations:

Professional Engineer, FL

Accreditations and Training:

- PMI Certification
- U.S. Army Corp of Engineers –
 Construction Quality Management
 Certification
- OSHA 10 Hours Certification
- Asphalt Paving Level 1
- Asphalt Paving Level 2
- Concrete Field Inspector Specifications
- Earthwork Construction Inspection
 Level 1 & Level 2
- Changes to Runway and Taxiway Painting Procedures under Advisory Circular 150/5370-10, Item P-620

Years of Experience:

15

Years with AVCON:

5

Daniel Cruz, PE Continued

The areas of work included Taxiway A South of Runway 4-22 and Taxiways F and M (Base Bid); Taxiways B and T (Additive Bid #1); and Taxiways M, J, K and U (Additive Bid #2). Additional services included review of project documentation, conducting the Pre-Construction Conference, submittal reviews and requests for information, contractor pay applications, change orders, site visits and meetings, and Resident Project Representation (RPR).

TAXIWAYS N AND A IMPROVEMENTS

Daytona Beach International Airport, Daytona Beach, FL

Construction Inspector

The project includes the investigation/study, design, permitting, and bidding phase services for the Taxiways November and Alpha Improvement projects at Daytona Beach International Airport. Taxiway N is a parallel and primary taxiway servicing Runway 7L-25R and the air-carrier apron. The objectives of the project are to extend the useful life of the taxiway pavements, to update the pavement geometry and to enhance the safety of air operations at the Airport. Taxiway A is an existing angled taxiway that will be realigned away from Taxiway N to a perpendicular alignment with Taxiway W. Taxiway A will be rehabilitated for approximately 1,000' and will be realigned as new construction for approximately 800'. This project also includes realigning Taxiways P4 and P5. Taxiways P4 and P5 will be removed and replaced to the location approved by the Airport and FAA. With each of the taxiways described above, the lighting, marking and signage will also be replaced/upgraded. Drainage improvements will also be made throughout the limits of the project.

TAXIWAY R RECONSTRUCTION AND TERMINAL APRON EXPANSION

Orlando Sanford International Airport, Sanford, FL

Construction Inspector

This project included design services to expand the existing apron to accommodate additional aircraft parking near the Terminal. In order to build the Terminal Apron expansion contiguous to the existing apron pavement, the Air Traffic Control Tower (ATCT) needs to be relocated. As the Airport is not prepared to complete the ATCT relocation at this time, the apron expansion is aligned with the future terminal apron expansion beyond the existing ATCT. Therefore, access to the Terminal Apron Expansion is via TW R. In order to support the proposed ADG V, TDG 6 aircraft, TW R needed to be widened and strengthened from TW C to the apron expansion entrance. The design also included associated edge lighting, airfield signage, apron lighting infrastructure, existing asphalt pavement demolition and construction, clearing, grading and drainage improvements and permitting. The geometry of the apron was optimized to provide ideal aircraft maneuvering and maximum parking capacity and a ramp utilization plan was completed.

TAXIWAY G

Ormond Beach Municipal Airport, Ormond Beach, FL

Construction Inspector

The scope consisted of survey and testing required for analysis of existing conditions, including airfield electrical; formulation of design alternatives with corresponding estimates; preparation of a comprehensive set of engineering design plans, contract documents, technical specifications, engineer's report and estimate, and construction management plan; preparation of an application for FAA design grant prior to beginning the design including any backup documentation; generation of safety plans and notes, as well as filing of the 7460 site study on-line for the project for FAA approval; and design of a full length taxiway Golf parallel to existing Runway 17-35, run-up areas at each taxiway end, full taxiway marking per the runway classification to FAA specifications, new base-mounted LED taxiway lights per FAA standards and criteria, new home-run airfield lighting circuits back to the existing Airport electrical vault and vault work, and new Runway End Identifier Light units on Runway 17 and 35 ends.

TAXIWAY F EXTENSION AND TAXIWAY E

Winter Haven Municipal Airport, Winter Haven, FL

Construction Inspector

This project consisted of extending Taxiway F to the Runway 5 and 23 ends, new construction of Taxiway E from the Runway 11 end to the intersection of Runway 5-23, and new blast pads on the Runway 5 and 23 ends. The Taxiway F extensions extended approximately 1,000 ft to the northeast and approximately 2,700 ft to the southwest. The existing section of Taxiway F located along the southeast edge of the North Terminal Apron remained untouched with the exception of minor pavement removal at the pavement tie-in locations to accommodate the transitions to the new Taxiway F pavements. The Taxiway E improvements measure approximately 2,400 ft and the blast pads on the Runway 5 and 23 ends measure 150 ft long by the 100 ft wide. The electrical components of the project included new LED taxiway edge lights, cable and conduit, and signage.

Todd Cox, CM, FCCM

FAA/FDOT Grant Administration



Mr. Todd Cox, CM, FCCM recently joined AVCON as an aviation and transportation planner and brings more than 40 years of experience including 26 years as a United States Navy air traffic controller; aviation program development manager for FDOT; director of operations at the Tampa International Airport; airport director at the St. Lucie County International Airport; and numerous management positions at the Jacksonville Aviation Authority.

Project Experience:

2019 FDOT DISTRICT 4 ON-CALL GENERAL AVIATION SERVICES

FDOT District 4, Fort Lauderdale, Florida

Consultant

Mr. Cox is currently providing on-call general aviation consultant support to the FDOT District 4 Office of Modal Development (Aviation Coordinator) and staff. The services provided include assisting in the preparation of Public Transportation Grant Agreements (PTGA's), drafting Project Selection Worksheets, drafting and reviewing technical documents to include documents that crosswalk between aviation and other modes; assisting in the review and improvement of FDOT program processes, conducting special reviews and assessments related to security, airspace analysis, grant assurance compliance, and other reviews as deemed by District 4 Aviation Staff; and assisting in the development and completion of special data collection projects involving all areas of aviation to include passenger operations, cargo operations, security, and infrastructure development.

MASTER PLAN UPDATE

Okeechobee County Airport, Okeechobee, FL

Airport Planner

This Airport Master Plan Update is being prepared for Okeechobee County, Florida to provide long-range airport improvement strategies that respond to the projected future demand for aviation and aviation related services at the Okeechobee County Airport. This study considers future Airport improvements for the 20-year period of 2017 to 2036. This period will be broken into three phases over which Airport improvement projects will be undertaken: Short-Term (2017-2021), Mid-Term (2022-2026) and Long-Term (2027-2036). The Master Plan process identifies the existing facilities and their condition as well as current and future aviation activity demands. Facility requirements are also being developed to meet the aviation activity demands. Specifically, this Master Plan addresses updates the 2007 Master Plan, identifies the location and types of facility improvements needed, provides a capital improvement plan that addresses project phasing and financial needs, and develops an Airport Layout Plan (ALP) that graphically depicts existing and future developments.

Master Plan Update

Leesburg, FL

Airport Planner

AVCON is providing airport master planning, financial planning, cost estimating, an Airport Geographic Information System (AGIS) survey, a topographic survey, airfield electrical and lighting systems planning, environmental planning and permitting, sustainability, updating of the Airport Layout Plan set including the identification of obstructions to navigable airspace, and update to the Exhibit "A" Airport Property Inventory Map, an Airport Recycling, Reuse, and Waste Reduction Plan, and a Disadvantaged Business Enterprise Plan.



Education:
B.S. Professional Aeronautics,
Embry-Riddle Aeronautical University
M.C.A. Delta State University

Years of Experience:

41

Years with AVCON:

2

Todd Cox, CM, FCCM Continued

Specific tasks include but will not be limited to agency coordination, airport planning, AGIS and topographic survey, environmental considerations, public information involvement, property and deed searches, and project close out.

AIRPORT LAYOUT PLAN UPDATE

Defuniak Springs, FL

Airport Planner

This project involves preparation of an Airport Layout Plan Update (ALPU) with Narrative Report for DeFuniak Springs Airport in accordance with the requirements of the FAA, FDOT, and the needs of the City of DeFuniak Springs, Florida, the Airport sponsor. Some of the specific tasks include evaluation of the Airport facility layout for conformance with FAA AC 150/5300-13A, Airport Design; evaluation of the known obstructions to the airspace of the Airport to determine the current impact to the Airport; determination of the current and future critical aircraft for the Airport; evaluation of the Airport's existing and ultimate runway length requirements to identify improvements necessary to meet demand and/or entice additional traffic to the Airport; assist the City in supporting aviation demand within the region; evaluation of whether current City Land Use Overlay Zones are consistent with Federal Aviation Regulations, as well as Florida Statute 333, Airport Zoning; evaluation of the airfield development options that address critical aircraft and runway length requirements, runway safety area standards, and future airfield capacity. The task deliverables include project initiation and scoping, an Exhibit "A" Airport Property Inventory Map, an Inventory of Existing Conditions, Aviation Activity Forecasts, an ALPU Narrative Report, an ALPU Drawing Set, Public Involvement, and ALPU Documentation and Deliverables.

FREIGHT AND LOGISTICS ZONE STUDY

Treasure Coast International Airport, Fort Pierce, FL

Project Manager

The purpose of the study is to determine and verify all pertinent items and provide recommendations through the creation of a Development Program Master Plan to be used to guide the current and future development of the TCIAFLZ which consists of 1,200-acres on the north side of the airport. Specific project tasks include determining market forces driving logistical development within the Treasure Coast Region, the State of Florida and across the Southeast US, creating a phased, 20-year development program with objectives keyed to program benchmarks, producing flexible development program concepts which anticipate changes in the competitive logistics market based on market data and the physical features of the site, and identifying infrastructure improvements needed to support development. The results of the project will produce an overall development implementation strategy that will demonstrate the full potential of the TCIAFLZ.

Experience Prior to AVCON:

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

Aviation Program Development Manager

Served as Project Manager for the following projects: 2017 Economic Impact Study Update, 2016-2018 Guidebook for Airport Master Planning, 2016 Air Service Study, 2016 Air Cargo Study, 2017 Non-Towered Operations Count Study, 2017 FDOT Forecast Methodology Study, 2014-2017 Airport Leadership Development Course, 2017 JACIP Computer-based Training Module, and the Florida Aviation Professionals Academy (FAPA). Responsible for reviewing all public airport master plans, airport layout plans (ALP), and seaplane base layout plans (SBLP) for compliance with federal and state rules and regulations. Provided training to all FDOT districts related to airport master planning.

TAMPA INTERNATIONAL AIRPORT, TAMPA, FL

Director of Operations/Director of General Aviation

Supervised three departments consisting of both airside and landside operations, general aviation operations, and parking and ground transportation operations. Responsible for directing the fiscal, operational, business and marketing, and CIPs for all three departments with a combined operating budget of \$14M.

Bobby Palm, PE

Stormwater Permitting

Mr. Robert (Bobby) Palm, PE has 36 years of experience as a project engineer and manager supporting general civil and related airport development. Mr. Palm's design experience includes site development and improvements; site layouts; security fencing and access gates; roadway and parking; utilities; drainage and stormwater; taxiway, apron, and aircraft ramp design and construction; water, wastewater, and sanitary sewer; and site preparation. He has worked on both airside and landside facilities, including airfield improvements, security projects, aircraft hangars, roadways, and parking projects at numerous airports throughout the Southeast. Additionally, he has worked on projects that included preliminary and final engineering design, permitting and construction administration services.

Project Experience:

TAXIWAYS N AND A IMPROVEMENTS

Daytona Beach International Airport, Daytona Beach, FL

Senior Project Engineer

This \$35M project includes the investigation/study, design, permitting, and bidding phase services for improvements to Taxiway November (N), Taxiway Alpha (A) and the realignment of Taxiways P4 and P5 to conform with FAA AC 150/5300-13A, Airport Design. For each taxiway listed above, the lighting, marking and signage is being replaced/upgraded. Drainage improvements are also being made throughout the limits of the project.

REHABILITATION OF TAXIWAY C

Orlando International Airport, Orlando, FL

Drainage Engineer

The project consisted primarily of rehabilitating Taxiway C between Taxiway E and the threshold of Runway 18L-36R, as well as the taxiway connectors TW B7, B6, B5, B4, B2 and B1 between Runway 18L-36R and Taxiway C. Included in the project was not only the rehabilitation of the pavement but also the upgrading of the lighting system (i.e. LED lights). Some drainage structures and turf grading were enhanced as well in areas where erosion or ponding were identified. Finally, the geometry of various intersections were enhanced to enable cockpit-over-centerline turns of ADG-V or ADG-VI aircraft. The drainage component of the work included video inspection and comprehensive cleaning and repairs of the conveyance pipe system through over 6,500 linear feet of pipe for the primary parallel ditch system, and construction of related surface improvements for overland runoff. Pipe repairs included in-situ sealing of pipe joints and other leaks for pipe diameters ranging from 18" to 84", and Cured-in-place Pipe Lining of over 1,000 linear feet of pipe from 18" to 30" in diameter. Also included was the installation of over 2,000 square yards of Fabric Formed Concrete Filter Point Mat for channel armoring and erosion protection.

TAXIWAY B REHABILITATION AND BRIDGE (DESIGN-BUILD); CITY OF TAMPA WATER MAIN AND OTHER ASSOCIATED UTILITY ADJUSTMENTS

Tampa International Airport, Tampa, FL

Senior Project Engineer

The project consisted of the reconstruction of approximately 3,200 linear feet of Taxiway B from Taxiway V to Taxiway C. Mr. Palm was responsible for Design and Permitting of a City of Tampa Water Main Relocation, and coordination of other major utility relocations through the transportation corridor to accommodate the existing north airport development and maintain service to the existing Terminal Complex. The new Taxiway Bravo Bridge impacts required relocation of approximately 650-feet of 12-inch ductile iron water main.





Education:

B.S. Civil Engineering, University of Central Florida

Professional Registrations:

Professional Engineer, FL

Professional Affiliations:

National Fire Protection Association (NFPA)

Publications:

MCO Runway 18L-36R Stormwater Trenchless Rehabilitation, North American Society for Trenchless Technology (NASTT), March 2021

Years of Experience:

36

Years with AVCON:

21

Bobby Palm, PE Continued

This work was closely coordinated with the City of Tampa to comply with their standards for construction and inspection, and was permitted through the Hillsborough County Health Department, a delegated FDEP DOH. The design included wet-taps and line-stops to keep the existing primary water main feeding the airport from the north in service, until the new relocated main was constructed, disinfected, tested, and cleared for service by the City and HCHD. Mr. Palm also designed and permitted a new grinder pump sanitary lift station and force main to serve the new security check point guardhouse. In addition to these utilities, coordination for relocation was provided for other services including airport electrical and fiber optic cable communication facilities, FAA communication and control facilities, lighting circuits, a Peoples Gas Main, and Verizon Communication Facilities.

TAXIWAY B REALIGNMENT AND GRADE SEPARATION BRIDGE

Tampa international Airport, Tampa, FL

Project Engineer

This project consisted of the reconstruction of approximately 3,200 linear feet of Taxiway B from Taxiway V to Taxiway C at Tampa International Airport. Mr. Palm provided detailed designs for major utility relocations through the transportation corridor to accommodate the existing north airport development and maintain service to the existing Terminal Complex; relocation of the security service road south of existing Checkpoint Bravo impacted by the taxiway improvements; relocation of security checkpoint elements as required; replacement of portions of HCAA and FAA Control cables across the site; and realignment of the completed roadway system to accommodate the new design objectives of the project.

EXTEND TAXIWAY A AND RUN-UP PADS WITH POND REALIGNMENT TAXIWAY B

Naples Municipal Airport, Naples, FL

Project Manager

For this assignment AVCON provided engineering planning, design, bid phase and construction phase services for the extension of Taxiway A, including a new run-up pad, to connect to the end of the previously lengthened end of Runway 23. AVCON provided Engineering Services for the Pavement, Airfield Lighting, Signing, and Pavement Marking for this Project. The Taxiway A Extension was an integral portion of the construction that include major water management system improvements. The project included partial reclamation and back-filling of an existing wet stormwater pond to create the safety area necessary for the Taxiway A extension.

TAXIWAY "D" EXTENSION

Cecil Field, Jacksonville, FL

Senior Project Engineer

The project consisted of the design and construction of the northward extension of Taxiway D. Taxiway "D" is parallel to Taxiway "A" and is located in the northwest Genera Aviation Development Area. The project extended Taxiway D some 1800 feet north bypassing a contaminated site defined by a shallow and deep plume on the project sketch. The project was constructed over an abandoned munitions site and required detection and management of this environmental challenge both during design and construction. Mr. Palm assisted with the stormwater design and permitting efforts and provided project coordination during construction.

REHABILITATION OF RUNWAY 18R-36L AND RELATED WORK

Orlando International Airport, Orlando, FL

Senior Drainage Engineer

AVCON provided final design engineering, bidding, and construction phase services to Rehabilitate Runway 18R-36L (12,004' long and 200' wide) at Orlando International Airport. Key design elements included milling and repaving existing asphalt pavement (P-401SP-RM Recycle Mix) for the outer runway sections and runway shoulders; resurfacing existing asphalt pavement for taxiway shoulders and a majority of both blast pads; repairing and resealing existing concrete pavement joints, primarily in the center keel section of the runway; repairing/replacing cracked slabs; and improving existing runway lighting, marking, and signage to comply with current FAA standards. Innovative pavement features on the BP-434 project included P-401-SP-RM (Superpave Recycled Mix) and P-401-SP-RM-WM (Superpave Recycled Warm Mix).

Mary Soderstrum, AIA, NCARB

Senior Airport Planner

AVCON

Ms. Mary Soderstrum has over 41 years of experience as an airport planner, a senior aviation executive, facilities programmer, aviation activity forecaster, and architect. She has extensive expertise in airport master planning; facilities forecasting; and planning and design of aviation facilities including passenger terminals, aprons, airside facilities, terminal renovation, and airport expansion programs. Ms. Soderstrum was part of the team that wrote the FAA Advisory Circular 150/5070-6 Airport Master Plans, and she was the principal author of the FDOT Airport Master Plan Guidebook (2010). She recently served as a member of the advisory committee for the re-write of the FDOT Airport Master Plan Guidebook and the concurrent updating of internal FDOT Master Plan procedures.

Project Experience:

MASTER PLAN UPDATE

Orlando International Airport, Orlando, FL

Project Manager

As a part of a multi-firm team, provided master planning services in the areas of general aviation, air cargo, Aircraft Rescue and Fire Fighting (ARFF), utilities, and NAVAIDs.

STATE SPACEPORT SYSTEM PLAN

Space Florida, Cape Canaveral, FL

Team Member

Part of a statewide professional team developing the first statewide system plan for spaceports anywhere in the world; this system plan will not only inventory the existing spaceports in the state of Florida, but will determine the future spaceport activity, the facilities required to support those activities, projects needed to develop the facilities, potential funding sources, including the FAA and FDOT, potential governance of the spaceports, and potential areas for the development of additional spaceports within the state of Florida.

CAPE CANAVERAL SPACEPORT MASTER PLAN

Space Florida, Cape Canaveral, FL

Team Member

The master plan delineates the facilities and potential functions of the Cape Canaveral Spaceport for Space Florida. It inventories the facilities that Space Florida is operating on both the Kennedy Space Center (KSC) and Cape Canaveral Air Force Station (CCAFS). It indicates the probable number of launches by type that can be expected in the current climate for the next five through twenty year time periods. The master plan also addresses the inter-relationships between Space Florida, NASA, the Air Force, and other stakeholders at KSC and CCASF. It determines the facilities that will need to be added or refurbished to meet the projected needs, and it indicates potential sources to fund those needs.

NEW SOUTH TERMINAL AREA AND PROTOTYPE PASSENGER TERMINAL

Orlando International Airport, Orlando, FL

Senior Airport Consultant

Developed initial site development alternatives for the new south terminal area and prototype passenger terminal to be inserted into each of the final alternatives.

MASTER PLAN UPDATE

Tampa International Airport, Tampa, FL *Project Manager*



Education:

Bachelor of Architecture, 1976, University of Kansas B.S. Environmental Design,1975, University of Kansas

Professional Registrations: Professional Architect, FL

Years of Experience:

32

Years with AVCON:

9

Mary Soderstrum, AIA, NCARB Continued

Directed the firm's terminal and airfield planning work and cost estimating work on this multi-firm project to plan the new North Terminal Area and to ensure that the existing terminal meets the planning requirements necessary until the new North Terminal Area is operational.

MASTER PLAN UPDATE

Ocala International Airport, Ocala, FL

Project Manager

Updated the existing Master Plan and Airport Layout Plans that justified the extension of the primary runway, provided for development of non-aeronautical development on the west side of the airfield, and developed the justification for an ATCT.

AIR TRAFFIC CONTROL TOWER SITING STUDY

Ocala International Airport, Ocala, FL

Project Manager

Directed the study that analyzed three sites on the Airport for the best location of a new contract ATCT based on the new Alternative Siting Process delineated in FAA Order 6480.4A.

AIR TRAFFIC CONTROL TOWER ENVIRONMENTAL ASSESSMENT

Ocala International Airport, Ocala, FL

Project Manager

Performed an environmental assessment on the selected ATCT site to assess the impacts the construction and operation the Tower could have on the environment.

FDOT PTGA PROJECT SCOPE DESCRIPTIONS

FDOT Aviation Office, Tallahassee, FL

Chief Planner

This project included the development of project scope descriptions for use by the FDOT Aviation Office in administrating Public Transportation Grant Agreements (PTGAs) with Florida Airports. AVCON coordinated project types consistent with FAA National Priority Ratings and created unique project scope descriptions for the FDOT to utilize in the distribution and execution of state aviation grants to support airport projects. The project scope descriptions identified services commonly associated with airport projects and were developed consistent with Florida statutory requirements for state funding.

FDOT 2019-2020 GUIDEBOOK FOR AIRPORT MASTER PLANNING

FDOT Aviation Office, Tallahassee, FL

Chief Planner

This project involved a wholesale update to the FDOT's airport master planning manual, including the incorporation of updated data to reflect current FDOT and FAA polices for airport master plans. The 2019-2020 Guidebook is the preeminent tool for Florida airports initiating a master plan update as it provides detailed and up-to-date guidance on the various technical elements of a master plan, methods for addressing these elements, and the state policies that compel airports seeking state funding assistance. The Guidebook was updated and prepared with computer-friendly landscape formatting and new graphics to provide an accurate and easy-to-read reference document for airports.

FDOT 2019-2020 AVIATION PROJECT HANDBOOK

FDOT Aviation Office, Tallahassee, FL

Chief Planner

This project represented a comprehensive revision to the prior Aviation Project Handbook to reflect current statutory regulations and state policies related to aviation funding for capital improvement projects at Florida public-use airports. The Handbook serves as an airport reference manual on the range of state-funding programs for airports, including eligibility criteria as well as conditions and other parameters for applying for aviation grants. In addition to grants, the provide guidance on the State Infrastructure Bank loans and provides current contact information for FAA and FDOT District officials.

MASTER PLAN UPDATE

Inverness Airport, Inverness, FL

Project Manager

Master Plan and ALP update performed at this general aviation airport that provided updated aviation activity forecasts, a land use development plan that enhances the alternative sources of non-aviation revenue generation and the complete upgrade of the Airport Layout Plan.

HYATT SURVEY SERVICES, INC.

Russell Hyatt, PSM

Survey and Mapping Support Hyatt Survey Services, Inc.

Years of Experience: 32

Education:

Bachelor of Science, Survey and Mapping, University of Florida, 1990

26 years of continuing education in

Florida Law, standards of practice, land title, environmental, GIS, GPS and business and professional development

Distinguishing Attributes:

 Mr. Hyatt has 32 years of professional surveying and mapping experience relating to transportation planning, construction and engineering. He, also has experience as an expert witness in depositions regarding survey and property titles.

Certifications/Registrations:

Professional Surveyor and Mapper, FL. LS#5303

Affiliations:

- Florida Surveying and Mapping Society (Past President)
- Manasota Chapter of the Florida Surveying and Mapping Society
- Tampa Bay Chapter of the Florida Surveying and Mapping Society (Past President)
- University of Florida Surveying and Mapping Advisory Committee
- The Hydrographic Society of America
- National Society of Professional Surveyors
- American Society of Civil Engineers

EXPERTISE:

As Vice President of Hyatt Survey Services, Inc., Russell's duties include local, state and federal contract administration and overall quality control. In addition to his administrative duties, Russell is also responsible for the production of boundary, hydrographic and topographic surveys. He couples over 32 years of surveying experience with a four-year degree in Surveying and Mapping. His project experience has included commercial / municipal development surveys and geodetic surveys and beach/channel/port hydrographic surveys. Russell has extensive experience providing survey services to local, state and federal agencies such as the Pinellas, Hillsborough, Manatee, Sarasota, and Charlotte Counties, Florida Department of Transportation, Florida Department of Environmental Protection and the U.S. Army Corps of Engineers-Jacksonville District.

Current Availability: 60%

TOPOGRAPHIC/DESIGN PHASE PROJECTS:

SRQ Runway 14 Rehab

Client: Michael Baker, Inc.,

Description: Topographic Survey of a portion of Runway 14 for

future rehab.

SRQ Commercial Park Connector

Client: American Infrastructure Development

Description: Topographic survey for the proposed offsite

commercial park and connecting roadway.

SRQ FEMA Elevation Certifications

Client: SRQ Manatee Airport Authority

Description: Provided FEMA Elevation certifications for several

buildings located on airport property.

SRQ National Car Rental Site

Client: JDK Construction, Hyatt Survey

Description: Provided a Boundary and topographic survey for

proposed fuel tank.

SRQ Airport Terminal Entrance

Client: The LPA Group

Description: Provided a Topographic survey for new sidewalks.

SRQ Monitoring Well Locations

Client: SRQ Manatee Airport Authority

Description: Determined the locations of 175 monitoring wells

within the SRQ properties.

SRQ LiDAR Ground Truthing

Client: Leica Geosystems

Description: Provided a Topographic survey for LiDAR

verification.

CONSTRUCTION PHASE SERVICES:

SRQ Taxiway "G" & Taxiway "J"

As a sub-consultant to Woodruff & Sons, Hyatt Survey provided construction stakeout and asbuilts

SRQ Buchanan Hangar

Client: Kellogg and Kimsey

Description: Provided construction stakeout and asbuilts.

OTHER AIRPORT PROJECTS:

Tampa Port Authority ConRAC Facility and Taxiway "J"

Client: Kimmins Contracting Corp.

Description: Provided construction stakeout and asbuilts.

Tampa Port Authority Sidewalk Replacement/Ramp Repair

Client: Restocon

Description: Provided construction stakeout services. St. Pete/Clearwater Airport Hardstand Replacement

Client: GLF Construction

Description: Provided construction stakeout services



SIGHTLINE, INC.

Mike Speidel

Pavement Marking

Sightline, Inc.

Years of Experience: 15

Education:

ABA, Lord Fairfax Community College

Certifications/Registrations:

Member of Oversight Committee, Airfield Marking Professional (AMP) Certificate Program

Primary Instructor, Airfield Marking Professional (AMP) Certificate Program

Recipient of Florida Airports Council Corporate Eagle Award (2018)

Project Experience:

Melbourne International Airport via AVCON, Runway Reconstructions

Description: Mike worked closely with AVCON's Robert Hambrecht providing Airfield Marking Design and Specification prior to the rehabilitations of multiple runways at MLB. Responsibilities included tailoring material selection and specifying proper phased applications, and communicating expectations with the selected striping subcontractor.

Tallahassee Regional Airport via RS&H, Runway 18-36 Extension and Rehabilitation

Description: Provided Airfield Marking Quality Control during the rehabilitation and extension of Runway 18-36 at TLH. Acting as the Senior Technician, Mike provided solutions to calibrate equipment traditionally used on highway projects, overcome insufficient initial retro-reflectivity results, and correct inaccurate layouts prior to permanent application.

Tallahassee Regional Airport via RS&H, Runway 9-27 Rehabilitation

Description: Mike assisted in the design of project specifications for the markings, provided quality control services during the marking installation portion of the project to include calibration of all equipment and monitoring installation of the markings as well as testing retro-reflectivity levels during the project.

Tampa International Airport, Airfield Marking Assessment

Description: Served as the Senior Project Manager during one of the first mobile Airfield Marking Assessment of retroreflectivity in the United States at TPA. Using state-of-the-art equipment, continuous measurements were gathered to objectively evaluate marking condition and performance.



KEVIN H. SCOTT, PE

Senior Geotechnical Engineer

Summary of Capabilities

Geotechnical Engineering
Civil Engineering
Foundation Engineering
Project Management
Engineering Management
Ground Subsidence Investigations
Construction Materials Testing and Inspection

Years of Experience

With Tierra: 10 Years With Other Firms: 7 Years

Education

BS, Civil Engineering, University of South Florida, 2000

Professional Organizations/Registrations

Florida Professional Engineer, No. 65514 National Society of Civil Engineers TIERRA
GEOTECHNICAL • MATERIANS
ENVIRONMENTAL • ENGINEERING

Mr. Scott has over 17 years' experience in geotechnical investigation and evaluation for roadway and bridge design, industrial, landfill, borrow sites, commercial, high rise, and residential projects. His experience includes shallow and deep foundation analyses, retaining wall design, settlement analyses, and pavement evaluation. In addition to his geotechnical experience, Mr. Scott has also provided project management and project consulting services for construction materials testing and inspection projects including high rise, industrial, roadway, commercial and residential projects.

Airport Project Experience

Lakeland Linder International Airport: Hangar and Concrete Slab Evaluation

Lakeland Linder International Airport: Terminal Expansion

Lakeland Linder International Airport: Critical Areas – ILS and MALSR Sarasota Bradenton International Airport: Fuel Tank Improvements

Sarasota Bradenton International Airport: Taxiway Bravo Rehabilitation Sarasota Bradenton International Airport: Parking Lot Expansion

Surabota Bradenton International Airport. Farking Lot Expansion

Sarasota Bradenton International Airport: Construct North Quad Access Roadway

Tampa Executive Airport: Fire Suppression Tank Rehabilitation

Punta Gorda Airport: Rehabilitation of Runway 15-33

Wauchula Airport: Automated Weather Observing System 2 (AWOS-II)

St. Petersburg-Clearwater International Airport: Runway 18-36 Rehabilitation

LaBelle Municipal Airport: Airport Rehabilitation

Brooksville-Tampa Bay Regional Airport: Apron and Access Road

LaBelle Municipal Airport: Rodeo Drive Access Road and Drainage Improvements

Brooksville-Tampa Bay Regional Airport: Taxiway B Rehabilitation Albert Whitted Airport: Shade Hangars 15 & 16 and Shifted Driveway

St. Petersburg-Clearwater International Airport: Taxiway Rehabilitation, Phase 2

Albert Whitted Airport: Taxiway C Rehabilitation

St. Petersburg-Clearwater International Airport: New Maintenance Facility

Peter O Knight Airport: Runway 4-22, Taxiway and Apron Pavement Rehabilitation

Wauchula Municipal Airport: Rehabilitate, Mark and Light Runway 18-36

St. Petersburg-Clearwater International Airport: Taxiway T, Phase 2

Tampa International Airport: Airfield and Roadway Pavement Rehabilitation

Hernando County Airport: Entrance Road Improvements

Albert Whitted Airport: Hangar Developments Wauchula Municipal Airport: Hangar Access Road

St. Petersburg-Clearwater International Airport: Terminal Hardstand Expansion, Phase 2

St. Petersburg-Clearwater International Airport: Gates 7-10 Holding Areas, Terminal Improvements

St. Petersburg-Clearwater International Airport: Remote Parking Lot Expansion

Tampa International Airport: Asphalt Pavement Rehabilitations Tug Tunnel

Albert Whitted Municipal Airport: Rehabilitate Runway 7-25 and Connector Taxiways

PROFESSIONAL ENGINEERING SERVICES TAXIWAY CHARLIE & FOXTROT REHABILITATION



December 28, 2020

Mr. Kent D. Bontrager, CM, PE Senior Vice President Engineering, Planning & Facilities Sarasota Manatee Airport Authority 6000 Airport Circle Sarasota, FL 34243

RE:

Professional Engineering Services for Taxiway Charlie & Foxtrot Rehabilitation

RFQ-02-2020-TCF

Dear Kent.

You know this project better than anyone. Peak season; construction phasing constraints; airline operational considerations; FAA grant funding cycles; accurate design plans; permitting; regular communications with airport staff, contractors, and tenants; and attention to detail on the airfield are all critical. You need the right engineering firm to help manage this project. Hanson is that firm!

Hanson Professional Services Inc. (Hanson) understands the critical importance of an effectively managed project – we know your airport exists to serve the flying public. Our local Sarasota team is prepared to work with the Sarasota Manatee Airport Authority (SMAA) staff to provide the airport with the project design and construction management service that will result in a great customer experience. Not only will we complete an efficient and timely rehabilitation of SRQ's Taxiways C and F, but we will be present (we're just down the street on University Parkway) to immediately respond to any SMAA staff request before, during, and after the rehabilitation project. By selecting Hanson for this project, SMAA will receive:

- The Hanson Hometown Team. We live here we are your neighbors. Your Project Manager, Blake Swafford, PE, and Deputy Project Manager, Mike Harris, are based in Sarasota and will make this project their number one priority. Our employee-owned company contributes to the local economy in many ways. SRQ is a beautiful, safe, and efficient airport that Hanson appreciates firsthand as we travel in and out of SRQ often. We look forward to the opportunity to serve SMAA.
- **Proven Experience.** Hanson has been highly praised for our hands-on approach to airport projects. We have experience at SRQ and have become intimately familiar with your airport. Hanson has completed many projects at airports similar in size and profile to SRQ. For this project, we have placed some of our most seasoned primary airport-experienced staff on the team, creating an unrivalled depth and experience. Our team's experience includes the latest pavement and electrical design expertise to meet Federal Aviation Administration (FAA) and Florida Department of Transportation (FDOT) standards and other required permitting agency requirements. In addition, the Hanson team has received recent input from the operational stakeholders, including staff in the Airport Traffic Control Tower and at Rectrix Aviation, with information that will help inform our design for project success. Our construction administration will be handled by one of the best in the business. **Tom Coughenour**, also located in our Sarasota office, has more than 25 years of experience working on airfields and the depth of understanding necessary to address any issue that might arise during construction of this project.
- Understanding of Key Factors Critical to the Project. Hanson has noted important details critical to the approach to this project, including potential changes to the taxiway geometry, markings, and signage required to meet the current FAA Advisory Circulars for taxiways. In addition to these design considerations, the project phasing will be essential to minimize runway down time and operational impacts to airport tenants.

PROFESSIONAL ENGINEERING SERVICES TAXIWAY CHARLIE & FOXTROT REHABILITATION



The Hanson team is excited about the prospect of working on this important project at SRQ. Our skill and experience on similar projects, our full attention and intimate knowledge of the airport, and our local team will result in a big win for the Taxiway C and F Rehabilitation project, adding significant value for many years to the airport, its customers, operators, and stakeholders.

Please contact me at 941.296.0766 or bswafford@hanson-inc.com if you have any questions or need additional information.

Sincerely,

HANSON PROFESSIONAL SERVICES INC.

Blake Smaffall

Blake Swafford, PE

Vice President

POINT OF CONTACT

Blake Swafford, PE, Project Manager Hanson Professional Services Inc.

6230 University Parkway, Ste. 202 Sarasota, FL 34240

Email: bswafford@hanson-inc.com

Office: 941.342.6321 Direct: 941.296.0766 Cell: 678.410.0170

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SECTION A - Experience with Similar Airport Projects
SECTION B - Team Organization
SECTION C - Approach
SECTION D - Phone Interview
SECTION E - Demonstrated Ability to Meet the DBE Goal
SECTION F - Other Factors

APPENDIX - Resumes



SARASOTA BRADENTON INTERNATIONAL AIRPORT

Airport Traffic Control Tower. Hanson was responsible for the civil and site electrical design and construction observation of a new airport traffic control tower (ATCT) with a 525-square-foot control cab and 9,000-square-foot administrative base building. The tower cab was a 10-sided, pre-cast concrete structure with an eye level of approximately 135 feet above mean sea level or about 114 feet above ground level.

Key Team Members:

- Blake Swafford, PE Project Manager
- Mike Harris Civil Designer

Fiber Optic Transmission System. Hanson provided design and construction services for the installation of a fiber optic transmission system (FOTS) to connect the new ATCT to the airport electrical vault, aircraft rescue and firefighting (ARFF) station, NAVAIDs, and instrument landing systems (ILS) for Runway 14/32. A new fiber optic network between the electrical vault and airport terminal was also included in the project. This project required coordination with FAA and airport staff for runway and NAVAID shutdowns during construction.

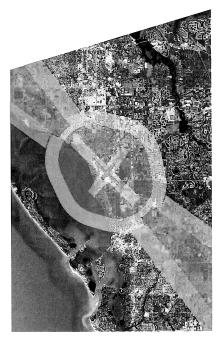
Key Team Members:

- Blake Swafford, PE Project Manager
- > Kevin Lightfoot, PE Electrical Engineer of Record
- Mike Harris Civil Designer
- > Russell Hyatt, PSM Survey

Aeronautical Airspace Analysis Survey. Hanson performed an aeronautical survey and airspace analysis for Runways 14/32 and 4/22. Hanson also provided analysis of collected obstruction data, including coordination with FAA on obstruction mitigation measures, development of final obstruction exhibits, preparation of a formal obstruction removal and management plan, and development of an interactive airport layout plan application. As part of this project, Hanson submitted a statement of work, remote sensing plan, survey, and quality control plan through the AGIS website. Also provided were aerial imagery acquisition, planimetric and obstruction data collection, field survey, image delivery, and final mapping delivery. The project team coordinated with the ATCT management for the flight mission, as well as with the FAA Technical Operations for access to NAVAID facilities.

Key Team Members:

- > Blake Swafford, PE Project Principal
- Mike Harris Project Manager





SARASOTA BRADENTON INTERNATIONAL AIRPORT (CONTINUED)

Aircraft Rescue and Firefighting (ARFF) Station. Hanson provided professional engineering services for civil portions of the renovation of the existing ARFF station at the airport. The project included various upgrades which included hardening the structure, HVAC upgrades, windows, roofing, enclosed bunk rooms, modifications and expansion to include a new fitness room, lighting upgrades, lightning protection, and new finishes. Services included preparation of plans and specifications for site grading and drainage, erosion control, construction safety and phasing plans, and other site improvements. Hanson also provided cost estimating, bidding support, and construction administration for the project.

Key Team Members:

- Blake Swafford, PE Project Principal, Engineer of Record
- Mike Harris Project Manager
- Doug Wilcoxon, PE Design Engineer
- Russell Hyatt, PSM Survey

Rental Car Office Renovation. Hanson is providing professional engineering services for the rental car office renovation project in the baggage wing of the airport terminal. Hanson's services for the project include preparation of plans and specifications for civil site improvements including design of a raised crosswalk, replacement of the existing sidewalk and curb with zero-curb sidewalk, markings, in-pavement crosswalk lighting, maintenance of traffic, and other site improvements. Hanson is also providing bidding and construction administration for the project.

Key Team Members:

- Blake Swafford, PE Project Principal, Engineer of Record
- Mike Harris Project Manager
- Doug Wilcoxon, PE Project Engineer
- Carlos Mendoza Civil Designer
- Russell Hyatt, PSM Survey

Master Drainage Plan Key Team Members:

Mike Harris - Civil Designer

Biennial Traffic Study

Key Team Members:

Blake Swafford, PE - Project Principal Mike Harris - Project Manager

Consolidated Baggage Handling System

Key Team Members:

Blake Swafford, PE - Project Principal Mike Harris - Project Manager

Runway 14 Repairs

Key Team Members:

Blake Swafford, PE - Project Principal Mike Harris - Project Manager

SWFWMD Stormwater Compliance Inspections

Key Team Members:

Brian Wozniak, PE, CFM - Permitting







NAPLES AIRPORT

Taxiway A Improvements and Holding Bay. Hanson was responsible for improvements to Taxiway A at Runway 5 at the Naples Airport. The project included reconstruction of the Taxiway A connection at the Runway 5 approach end to comply with revised FAA design standards for 90-degree entrances to runways. The project also included construction of a new holding bay to improve ground movement operations and reduce delays to departing jet traffic caused by piston aircraft run-up checks and holds for IFR clearance for all aircraft types. The project required relocation of a 16-inch sanitary sewer force main and eight-inch water main. Coordination with NAA, FAA, FDOT, SFWMD, and City of Naples Utilities Department was required throughout the project.

Key Team Members:

- ▶ Blake Swafford, PE Project Principal
- Mike Harris Project Manager, Construction Administration
- Doug Wilcoxon, PE Design Engineer
- ▶ Barry Stolz, PE Design Engineer
- ▶ Kevin Lightfoot, PE Electrical Engineer of Record

Taxiway D Extension. Hanson was responsible for providing design, bidding, permitting, and construction administration services for an extension to existing Taxiway D in the Airport's west quad, from Taxiway C to the intersection of the Runway 5 extension, opposite the Taxiway A1 connector. Services included field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, wetland mitigation and permitting, electrical modifications, signage, pavement markings, bidding services, and construction plans preparation and specifications. This project was primarily funded through an FDOT grant.

Key Team Members:

- ▶ Blake Swafford, PE Project Principal
- Mike Harris Project Manager, Construction Administration
- Doug Wilcoxon, PE Design Engineer
- ▶ Barry Stolz, PE Design Engineer
- > Kevin Lightfoot, PE Electrical Engineer of Record

Taxiway D Realignment and Drainage Improvements. Hanson provided professional engineering services for the construction of Taxiway D realignment and associated airfield stormwater drainage improvements. The project included realignment of approximately 1,800 feet of Taxiway D from Runway 14/32 to Taxiway D5, realignment of Taxiway D5 connector to meet FAA design criteria, and widening of approximately 500 feet of Taxiway D. The project also included construction of approximately 1,300 feet of water main and extension of sanitary sewer for future airfield development. Services included geometric layout, pavement design, stormwater management design and permitting, utility design and permitting, airfield lighting, signage and electrical design, bidding services, and construction phase services. This project was primarily funded through an FDOT grant.

Key Team Members:

- Blake Swafford, PE Project Principal
- Mike Harris Project Manager
- Doug Wilcoxon, PE Design Engineer
- > Kevin Lightfoot, PE Electrical Engineer of Record
- > Tom Coughenour Resident Project Representative

Client Contact
Kerry Keith, Senior Director of
Airport Facilities and Development
39.643.0733
kkeith@flynaples.com

"We have been pleased with Hanson's responsiveness to our needs, the quality of the firm's technical expertise, and with their understanding of FAA and FDOT airport planning, design and construction standards. Hanson's team is always willing to make the extra effort."

Kerry Keith, Senior Director of Airport Development and Facilities Naples Airport





VERO BEACH REGIONAL AIRPORT

Construction of Taxiway E Ramp. Hanson provided design, bidding, and construction phase services for the construction of the Taxiway E Ramp Phases 1 and 2. This ramp was designed to accommodate commercial airline traffic. The services include field surveys, geotechnical subsurface exploration, environmental evaluations and permitting, environmental mitigation, geometric layout, pavement design, ramp lighting, stormwater management design and permitting, electrical modifications, signage, pavement markings, cost analysis, bidding services, and construction phase services. The project consisted of approximately 300,000 square feet of new pavement and included connections to the adjacent taxiway. This project was primarily funded through an FDOT grant.

Key Team Members:

- Blake Swafford, PE Project Manager, Engineer of Record
- Doug Wilcoxon, PE Design Engineer
- Kevin Lightfoot, PE Electrical Engineer of Record

► Tom Coughenour - Construction Administration, Resident Project Representative

Client Contact

Client Contact

772.978.4930 tscher@covb.org

Director

J. Todd Scher, Interim Airport

Alex Vacha, General Manager 863.298.4551 avacha@mywinterhaven.com

WINTER HAVEN REGIONAL AIRPORT

Rehabilitation of Runway 11/29. Hanson provided engineering design services for the rehabilitation and lighting of Runway 11/29, a 100-foot-wide-by-4,000-foot-long runway. The project also included a redesign of the connectors from the runway to Taxiways A, C1, C2, D, and F to meet current Federal Aviation Administration (FAA) design standards for fillets; removing a taxiway connector at D2 that did not meet current FAA requirements; and design modifications to Taxiways C1 and D to meet standards. The project included milling and replacing approximately 50,000 square yards of asphalt, re-grading the runway safety area, relocating fencing out of the runway safety area, a new airport access gate, and runway markings.

Hanson also provided design services for the lighting of Runway 11/29. The runway was lit with medium-intensity runway lights (MIRLs) and included the installation of Runway End Identifier Lights (REILs); the design included duct banks, handholes, splice cans, and counterpoise for the MIRLs, as well as associated improvements to the airport's electrical vault to accommodate the runway lighting. Additionally, the project included all-new guidance signage for the connecting taxiways and crossing runway, and grounding for the airport's rotating beacon.

This project had the potential to experience a substantial delay due to airport staff turnover. During a time when the airport was transitioning its leadership, Hanson put together a plan to fast track the design of this project to meet a FAA grant funding deadline and successfully executed that plan. Not only did the project meet the FAA's grant application deadline, but the project also came in under budget.

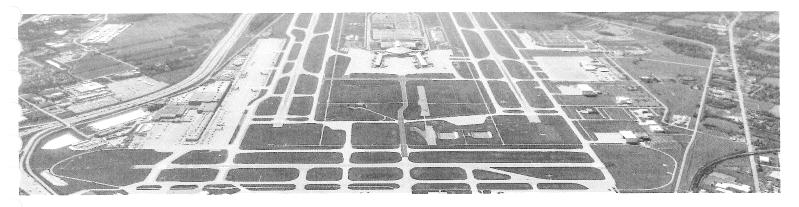
Key Team Members:

- ▶ Blake Swafford, PE Project Manager
- Mike Harris Civil Designer
- Doug Wilcoxon, PE Engineer of Record
- ▶ Kevin Lightfoot, PE Electrical Engineer of Record
- Tom Coughenour Construction Administration,
 Resident Project Representative

"Hanson provided the utmost professional service during the Runway 11/29 Rehabilitation and Lighting project. Maintaining fluent communication, hosting routine documented meetings, and completing the project within the timeline and budget, Hanson delivered a great product in which the aviation community will utilize and enjoy for years to come."

Ashley Udick, Former Interim General Manager Winter Haven Regional Airport





INDIANAPOLIS INTERNATIONAL AIRPORT

Rehabilitate Runway 14/32 and Taxiways with LEDs. Hanson designed and provided construction administration of the pavement rehabilitation of Runway 14/32, Taxiway M, and all of the associated connector taxiways. The project also included the installation of LED lighting and signage on Runway 14/32 and Taxiways M, G, N, and the connectors. Hanson determined the most cost effective rehabilitation method to extend the life of the pavements while establishing construction phasing plans to minimize operational impacts to the airport's important crosswind runway and taxiway environment. Special considerations of the project included understanding and evaluating the varied age and structure of the runway and taxiway pavements, minimizing impact on high profile "front door" tenants, and optimizing airfield electrical improvements.

Key Team Members:

- Mike Harris Civil Designer
- Barry Stolz, PE Design Engineer
- Tom Coughenour Resident Project Representative

Taxiway B Rehabilitation. To establish a recommendation for a taxiway rehabilitation at Indianapolis International Airport, Hanson conducted pavement evaluation and testing to investigate the cause of premature distress and failure exhibited in the taxiway pavements. Hanson provided the Indianapolis Airport Authority with a Pavement Evaluation Report that provided full commentary of the results of the evaluation and testing, including recommendations for the rehabilitation/reconstruction and opinions of probable construction costs of several phasing scenarios and approaches. Hanson's scope included the design and preparation of two sets of construction documents detailing how to repair areas of failing pavement that could, at any time, produce foreign object debris that could cause damage to aircraft. The two smaller repair projects allowed the Authority time to establish a direction for Taxiway B pavement rehabilitation with respect to justifying funding eligibility. The Phase 2 effort included designing and preparing construction documents for the reconstruction of the mainline pavement of Taxiway B, including associated drainage and lighting issues. The investigation of the pavement required close coordination with airport operations to ensure security measures were in place providing escorts while the specialists evaluated the pavements. Each construction phase also required careful security coordination to provide the needed security while minimizing costs to the project. Gate guards reviewing daily rosters and checking identification, area guards, and individual escorts as well as random identification checks by Airport operations staff were used during the construction phases.

Key Team Members:

- Mike Harris Civil Designer
- Barry Stolz, PE Design Engineer
- Tom Coughenour Resident Project Representative

Client Contact Tony McMichael, Project Manager 317.487.5046 amcmichael@indianapolisairport. com



INDIANAPOLIS INTERNATIONAL AIRPORT (CONTINUED)

Rehabilitation of Runway 5L/23R and Taxiways A, C and D. Hanson was responsible for rehabilitating Runway 5L/23R (11,200 feet by 150 feet) and three parallel taxiways (A, C, and D). The project included joint cleaning and resealing, concrete slab replacement, joint repairs, full-depth and partial-depth concrete spall repairs and pavement marking. Additional work included milling, paving, and sealing to the taxiways' bituminous shoulders. Hanson work effort included data collection; environmental review; preliminary and final design; preparation of construction plans, specifications and bid documents; construction phasing and coordination; bidding assistance; construction administration; construction inspection; and coordinating material testing. This project was partially funded through an FAA grant.

Key Team Members:

- Mike Harris Civil Designer
- > Tom Coughenour Resident Project Representative

Cargo Apron Pavement Replacement. Project consisted of the replacement of 37,000 square yards of PCC apron panels on the FedEx main ramp. Due to the time sensitive nature of the Fedex business model, continuous access and operational use was a critical component of this project. Hanson provided the construction phase services on the project, which was broken into nine separate phases in order for normal cargo operations to continue over the duration of the project.

Key Team Members:

> Tom Coughenour - Resident Project Representative

Paine Field Saves Time & Money by Fast-Tracking Ramp Repairs





Hanson's Swafford was also pleased with how the change in execution strategy affected the project. 'Cate positions are typically being used all day long, and quite often, this kind of work is done at night and one gate at a time.' he comments. 'We sust happened to have COVID-3, which impacted traffic volumes to a point where the terminal was able to shut down for a period of time to do the work. Being shut down provided the opportunity to do the work all at once, which was a time savings, a cost savings and ultimately resulted in a better-quality end product for the airport.'



Airport Improvement Magazine, November-December 2020

SNOHOMISH COUNTY AIRPORT PAINE FIELD

Commercial Airline Apron Configuration, Phases I and II. Hanson was hired by Propeller Airports, a private company that was building a state-of-the-art terminal building at Paine Field in Everett, Washington, to begin commercial airline service in February 2019. In Phase 1, Hanson was tasked with converting an existing ramp and taxilane that was used for deicing and overflow parking into a two-gate commercial aircraft ramp with two remain overnight (RON) positions, a vehicle service road (VSR), layout for ground service equipment (GSE), and an ingress-egress access taxilane. This effort included geometric design, structural analysis, modeling of aircraft pushback operations, jet bridge layouts, ramp lighting, and coordination with the airport regarding the air-operations area (AOA) and Transportation Security Administration (TSA) restricted areas. Additionally, Hanson completed an analysis of the parking lot layouts and access control points. Phase II of this project included the conceptual layout for aircraft gates, a VSR, layout for GSE, and ingress-egress taxilanes. For Phase II, an analysis of required landside access roadways was performed and conceptual parking lot layouts were completed.

Key Team Members:

- ▶ Blake Swafford, PE Project Manager, Construction Administration
- Mike Harris Civil Design
- Carlos Mendoza Civil Design

Client Contact

Mark Reichin, Chief Operating Officer 425.622.9642 mark@propellerairports.com



Hanson will be using **Hyatt Survey Services** (**Hyatt**) for survey services required for the project. Hyatt is a **certified WBE/MBE** with the State of Florida Office of Supplier Diversity as well as a **certified DBE** with the Florida Department of Transportation. They have provided professional surveying services throughout Florida for more than 15 years for a municipal, commercial, and private sector clientele. With their **Florida headquarters located in Manatee County**, Hyatt is located for efficient service to SRQ, and has participated in many projects at SRQ, including numerous projects in collaboration with Hanson.

Hyatt offers a broad range of surveying services including:

- Boundary surveys
- Topographic and tree surveys
- Hydrographic/bathymetric surveys
- Single beam sonar
- Multibeam sonar
- Sidescan sonar
- Architectural/design surveys
- GPS
- Horizontal and vertical control surveys
- Construction staking and as-built/record surveys
- Subsurface utility location surveys

RELEVANT PROJECT EXPERIENCE

Aircraft Rescue and Firefighting (ARFF) Station, Sarasota Bradenton International Airport, Sarasota, FL. Hyatt provided survey services as a subconsultant to Hanson for the renovation of the existing ARFF station at the airport.

Rental Car Office Renovation, Sarasota Bradenton International Airport, Sarasota, FL. Hyatt provided survey services as a subconsultant to Hanson for the renovation of the rental car offices at the baggage wing of the terminal.

Fiber Optic Transmission System, Sarasota Bradenton International Airport, Sarasota, FL. Hyatt provided construction survey services as a subconsultant to Hanson for the installation of a fiber optic transmission system to connect the new ATCT to the instrument landing system and NAVAIDs at both ends of Runway 14/32.

Airport Ready Return Lot, Sarasota Bradenton International Airport, Sarasota, FL. Hyatt performed a topographic survey of the rental car return parking area and the western drive aisle of the short-term parking area green and yellow areas. The survey was limited to the location of the storm drainage structures, trees with size, drip line and type, traffic signage, lighting, and large curved island on the west side for additional parking. Within the survey limits, the survey included the location of drainage ditches, visible or buried utilities, trees, edge of pavement, and other man-made features within the survey limits, identification of any walls, finished floor elevations, power/light poles, overhead line, drainage pipes, manholes, cleanouts, valve elevations, and fire hydrants. Hyatt Survey later provided a topographic survey of the Northeast, Middle and Southwest kiosk.

Aircraft Pavement Marking, Sarasota Bradenton International Airport, Sarasota, FL. Hyatt provided construction staking and as-built survey services for new pavement markings associated with thirteen new passenger boarding bridges.

Taxiway G and Taxiway J, Sarasota Bradenton International Airport, Sarasota, FL. Hyatt provided construction survey stakeout and asbuilts for new taxiways.

East Lot Expansion Parking, Sarasota Bradenton International Airport, Sarasota, FL. Hyatt provided construction stakeout for parking lot expansion at an hourly rate/as-needed basis.

Runway 14/Taxiway A5 Demolition, Sarasota Bradenton International Airport, Sarasota, FL. Hyatt performed topographic survey of a portion of Runway 14 for rehabilitation.





Hanson will subcontract geotechnical and subsurface evaluations to **Ardaman & Associates**, **Inc.** (**Ardaman**). Ardaman is a professional corporation founded in 1959, providing engineering services. Founded in Orlando, they have expanded to meet the needs of their client community through Florida and Louisiana.

Ardaman's **Sarasota office** was founded in 1960 and now employs a staff of 16 engineers and technical support personnel. The Sarasota office has served as the consulting geotechnical engineers and materials testing firm on thousands of projects in the local area. These projects include high-rise buildings, treatment plants, airports, parks, trails, elevated water tanks, pavements, effluent disposal systems, irrigation with reclaimed water, bridges, evaluation of historical structures, residential structures, and a wide variety of other types of projects.

Ardaman offers a broad range of professional engineering services including:

- Geotechnical engineering
- Construction materials testing and inspection
- Hydrogeology and surface water hydrology
- Geoenvironmental sciences
- Building inspection
- Industrial waste engineering

RELEVANT PROJECT EXPERIENCE

Sarasota Bradenton International Airport, Sarasota, FL. Ardaman has a long history of providing services to the SMAA, investigating and evaluating conditions related to pavement of runways and taxiways as well as providing geotechnical and materials testing services for airport structures. Listed below are a few recent relevant projects:

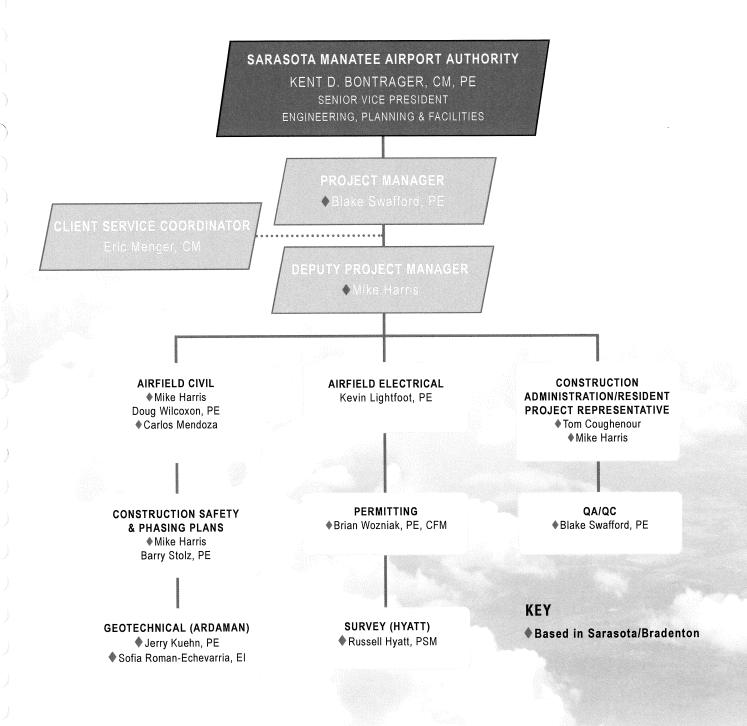
- > Conducted Geotechnical Investigation for Runway 14 Rehabilitation/Reconstruction.
- Conducted Geotechnical Investigation for SRQ Master Drainage Plan.
- > Conducted Laboratory Testing on Crushed Concrete Materials proposed for use in the Master Drainage Plan.

Runway 13/31 Improvements, Venice Municipal Airport, Venice, FL. Ardaman has provided geotechnical engineering and materials testing services over several decades at the Venice Municipal Airport related to the construction of hangars, runways, and taxiways. In 2014 Ardaman provided quality control for rehabilitation of Taxiways A and C. This project involved full depth reclamation (FDR) for the two existing runway and taxiway areas. The firm was responsible for field and laboratory Contractor Quality Control (CQC) testing of the reclaimed base and asphalt materials. Ardaman participated in field activities and coordinated with the Construction Engineering Inspection (CEI) firm and their materials testing laboratory. In 2015 Ardaman was involved in Runway 13/31 improvements, which also involved FDR for the runway with associated field and laboratory CQC testing of the reclaimed base materials.

Geotechnical and Materials Testing Services, Coral Creek Airport, Placida, FL. Ardaman has been involved in various phases of this project, performing subsurface explorations and construction materials testing for construction of hangars, runways, fuel tank farms, and retention ponds. Ardaman provided pavement design recommendations and performed construction materials testing for expansion of the existing runway, taxiway, and hangar facilities. Through creative design and implementation, locally available reclaimed asphalt pavement materials were used to reduce project costs. Activities included laboratory testing of proposed fill materials, LBR tests, in-place density tests, and asphalt quality control. More recently, Ardaman performed subsurface explorations related to proposed construction of an additional hangar building and fuel tank farm. SPT and auger borings were conducted to evaluate general subsurface conditions in the areas planned for construction. Construction materials testing was also conducted to verify compaction of the soils for the hangar and fuel tank pads.



We have carefully assembled the Hanson team specifically for the Taxiway C and F projects. The core of our team is based in Sarasota, providing local knowledge along with high levels of responsiveness and efficiency. Also listed are supplementary Hanson aviation professionals and specialists, such as our stormwater and electrical engineers, who will provide project specific expertise and assistance. Our team members, in collaboration and independently, have extensive experience to provide SRQ with a successful project. Full resumes are included in the appendix.



SECTION C APPROACH

UNDERSTANDING OF THE PROJECT OBJECTIVE

This project consists of the rehabilitation of portions of Taxiways C and F. Taxiway C is one of two parallel taxiways servicing Runway 14/32, the primary runway, at SRQ. The project will include the rehabilitation of Taxiway C from the western end to Taxiway D, including the intersection thereof. It will also include a short section of Taxiway C just east of Taxiway B up to, but not including, Taxiway J. The connector taxiways within the project limits, C1, C2, and C3, will all be included in the project as well. Most of the area within the Taxiway C project limits was constructed in 2004. The current Pavement Condition Index (PCI) for Taxiway C is in the 60s with mostly longitudinal and block cracking, indicating that most of this project will likely be a mill and overlay rehabilitation. There are some failures along Taxiway C that may require full depth reconstruction; however, they are isolated and represent only a small percentage of Taxiway C.

Taxiway F serves as a connector between the primary runway and the General Aviation T-Hangar development on the north side of the airport. The project will include the rehabilitation of Taxiway F from Runway 14/32 northeast and then east up to T-hangar building J6. This portion of Taxiway F was last rehabilitated in 2004 and has PCIs ranging from the upper 50s to the mid 60s. The center portion of Taxiway F has some significant deformation indicating there may be some issues with the base or subbase material. While it is likely that the majority of Taxiway F will be a mill and overlay, a thorough geotechnical investigation is needed to determine the extent of any base and/or sub-grade failure or degradation. Data from the geotechnical investigation will then be used to determine whether full depth reconstruction, or perhaps cold in-place recycling, may be the best rehabilitation option.

In addition to the rehabilitation of the taxiway pavements, the project will also include replacement of any non-LED taxiway lights and any guidance signs that are found to be substandard or near the end of their useful life. The project will also evaluate the electrical vault and include modifications associated with any light or signage replacements.

DISCUSSION OF KEY ISSUES

In addition to the pavement section evaluation and design, we will evaluate the applicability of new FAA standards that have been adopted since Taxiways C and F were constructed. In February of 2014, the FAA issued updated Advisory Circular (AC) 150/5300-13A containing new requirements for taxiway fillet design. Each taxiway intersection should be reviewed to determine if the existing fillets meet the revised guidance.

In May of 2019, the FAA issued updated ACs 150/5340-18G and 150/5340-1M, which contained new and revised guidance for signage and marking to protect runway approach and departure areas. Due to the location of the displaced thresholds to Runway 14/32, these new marking and signage standards may be required to be implemented at SRQ to protect the runway approaches and achieve Part 139 compliance. This guidance originally contained a conformance date for Part 139 Certificated Airports of December 31, 2021. In May 2020, FAA revised the conformance date for Part 139 Certificated Airports to December 31, 2022. Hanson will coordinate with SMAA staff, FAA personnel including Part 139 inspector, and ATCT staff to determine how to meet the new marking and signage requirements. In addition to the signage, markings, and fillets, the FAA has also released new guidance for Taxiway naming. During the planning for this project we will work with SMAA staff to evaluate whether the taxiway designations should be updated to meet the current guidance.

The FAA also currently has a draft AC update for pavement design that is expected to take effect in early 2021. Our design will not only meet current pavement standards – we will design with the future criteria in mind, allowing the airport to be one of the first to follow the new standardized method of reporting pavement strengths in the new Pavement Classification Rating format (PCR).

PROJECT PLANNING

The Hanson team's project planning process is value seeking. Hanson strives to find the most cost-effective and practical solutions to realize your capital improvement goals. From the early broad project concepts to defining individual systems and technical aspects of the project, the consideration of workable alternatives is fundamental to our decision-making process. With your participation, broad ranges of alternatives are defined and evaluated in relation to project goals and objectives. We seek solutions that provide you the optimal outcome at the best value.

The Project Management Plan (PMP) is the cornerstone of our project planning process. Our project management philosophy is centered on the ideal that only a well-planned project can be well executed. The Hanson PMP is an internal requirement that must be completed prior to beginning any new project. The plan covers such critical items as staff resource management, budget and cost control, QA/QC, project administration, a stakeholder communications plan, and a plan to meet deliverables and project schedule. Additionally, Hanson has initiated an internal project audit process to be sure that all aspects of both developing and executing the project management plan are being

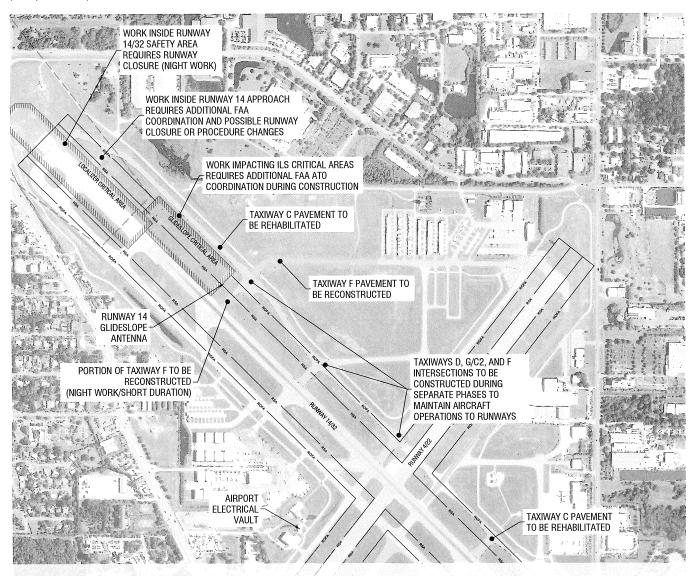
SECTION C APPROACH

followed. Your Hanson Project Manager, **Blake Swafford**, **PE**, will take responsibility for developing the project management plan that will account for project scope, objectives, schedule, communications, deliverables, budgets, technical skills, and staff required to execute the project. Blake's experience with projects of all sizes and levels of complexity will allow him to anticipate problems that could potentially impact the schedule or budget for the project. Accomplishing this requires daily interaction and coordination with the project team and our subconsultants.

Finally, this plan will become the basis of our broader team's internal project delivery execution strategy, which is further developed by having all required project disciplines (including sub-consultants) represented at our team kick-off meeting for each project. The kick-off meeting provides brainstorming and value engineering opportunities for those involved in the project and helps nurture a sense of ownership for all participants. The result is a collaborative and well-defined project management plan that forms the overall blueprint for the execution of the project.

PROJECT PHASING

Operational considerations are one of the keys to well-designed project phasing plans. Given our knowledge of the operations at SRQ through our work history and our discussions with the airport staff, we have developed some initial considerations for the project phasing plan (see below).



PRELIMINARY PHASING CONSIDERATIONS

As can be seen on the Preliminary Phasing Considerations exhibit, some of the more significant issues that we will factor into the final project phasing plan include:

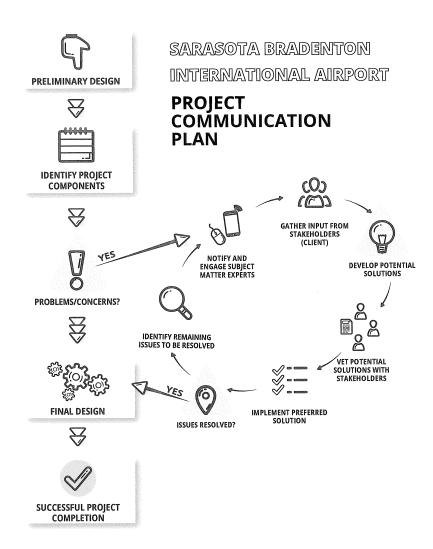
- Impacts to the primary runway.
- Work in vicinity of the ILS critical areas (will require close ATCT coordination).
- Work inside Runway 14 approach area (will require close coordination with FAA and ATCT to determine if there will be impacts to the approach procedures during construction or may potentially require some runway closures).
- Limiting work areas to not restrict necessary taxiing operations to the runways (i.e. cannot work on the intersections with C2 and Taxiway B at the same time).

Prior to finalizing the project phasing plans, **Tom Coughenour** will complete a constructability review of the plans. With over 25 years of construction management experience, Tom has completed dozens of taxiway and runway rehabilitation projects. Tom's vast knowledge of construction procedures enables him to identify any potential issues with the construction phasing plan that could increase cost, increase construction time, or reduce the quality of the completed project. The constructability review is a vital step in our quality assurance program.

In addition to performing constructability reviews on our design plans, we will also perform operational impact reviews on them and closely coordinate with the FAA, ATCT and airport staff throughout the planning, design, and construction phases of the project.

COORDINATION WITH STAKEHOLDERS

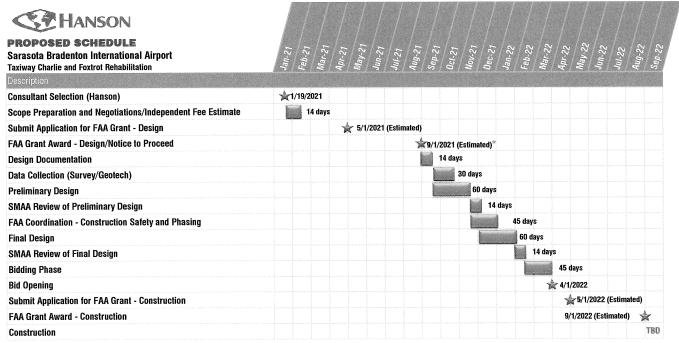
A core component of our PMP will be the initiation of a defined communication process among all stakeholders. The Hanson team members are experienced in communicating effectively with airport clients and stakeholders and understanding the factors that may affect the project. Any problems communicated as early as possible will remain small and are therefore much more easily addressed. Having local staff will aid in coordination with the stakeholders, as Hanson's local project manager, Blake Swafford, PE, and deputy project manager, Mike Harris, will be available any time for a site visit or coordination meeting with the airport staff and/or other stakeholders. Through our work history at SRQ, Hanson's staff is familiar with the airport staff and many of the tenants and other stakeholders on the airport. As part of Hanson's due diligence for this project, we have already reached out to the airport traffic control tower staff and the general manager of Rectrix Aviation to get an understanding of their operational concerns for the project as well as their desired goals. This outreach to establish an open line of communication is just one example of Hanson's dedication to thorough communication and coordination.



APPROACH

TIMELINE FOR DELIVERABLES

We have developed a proposed timeline for the project to meet your goal of submitting for a FAA design grant for the project in spring of 2021 and a FAA construction grant for the project in spring of 2022. Our proposed timeline includes benchmarks for each design deliverable, FAA coordination, SMAA staff review, project bidding, and grant applications. The Hanson team can also help SMAA staff fast track this project if stimulus funding becomes available and the opportunity exists to get the project funded more quickly.



 $^{^{\}star}$ If the Design Grant is awarded sooner than 9/1/2021 then the remaining schedule will move up accordingly.

MANAGEMENT DURING DESIGN/CONSTRUCTION

We have assembled a local team to provide responsive and timely results. This project is not only in our backyard, it is our hometown airport, making it our number one priority. Blake and Mike are in our Sarasota office, as well as most of our design staff and construction administration staff that will be assigned to this project. Having the project manager and deputy project manager locally allows for increased project coordination internally and externally. Our staff will be available upon your request for meetings, presentations, and visits. Because of our location only eight miles from the airport, we can respond at short notice, providing SMAA staff with the best responsiveness available. In addition, our client service coordinator, **Eric Menger**, a former airport director, will be available 24 hours for any concerns that might arise, providing an additional layer of project support. Although SMAA staff will always have access to all Hanson team members, critical team members will attend meetings in person and relay the meeting summary to the remaining team members.

Our construction lead, **Tom Coughenour**, is also located in our Sarasota office and has experience working at SRQ and with SMAA staff. Tom will provide constructability reviews, assist in developing the construction phasing plan, review submittal and pay applications, and conduct bi-weekly construction progress meetings and keep the SMAA staff and other airport stakeholders informed of the construction schedule and any temporary operational impacts.

PROJECT CLOSEOUT

Project closeout begins at Notice to Proceed. Through many years of designing and managing FAA funded projects, Hanson has developed an internal system of tracking that allows for project closeout documentation to be collected and stored throughout the project. This process greatly enhances our ability to provide all the necessary documentation to our clients and the FAA for project closeout in a clear, concise, and expedited manner at the end of each project. Blake and our construction administration staff will work hand in hand with SMAA staff so that project closeout occurs in a timely manner at the conclusion of the project.



SECTION D PHONE INTERVIEW

Our project manager, Blake Swafford, PE, and our deputy project manager, Mike Harris, will participate in the phone interview.



Blake Swafford, PE, Project Manager

Hanson Professional Services Inc. 6230 University Parkway Suite 202 Sarasota, FL 34240

Email: bswafford@hanson-inc.com

Office: 941.342.6321 Direct: 941.296.0766

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HANSON

Mike Harris, Deputy Project Manager

Hanson Professional Services Inc. 6230 University Parkway Suite 202 Sarasota, FL 34240

Email: mharris@hanson-inc.com

Office: 941.342.6321 Direct: 941.296.0769

SECTION E

Hanson is committed to meeting the Disadvantaged Business Enterprise (DBE) participation goal for this project as part of the DBE program established by SMAA. We have a long history of partnering with DBE firms and as a result have a large network of partners with extensive capabilities. We understand the value of providing minority firms an equal opportunity to participate in DOT-assisted contracts. We also understand the importance of utilizing DBE firms with relevant experience for your project. Hanson will achieve the 8% DBE goal for this project by teaming with local, Bradentonbased, Hyatt Surveying Services, Inc. (Hyatt).

Hyatt is WBE/MBE certified through the Florida Unified Certification Program (UCP) administered by FDOT. They are a multi-faceted surveying and mapping firm with professional staff specializing in surveys for federal, state, and local governmental agencies throughout Florida. Hyatt has completed numerous projects at SRQ, and will provide topographic surveys for the project.

We work with our clients to meet – and in most cases exceed - DBE project goals, collaborating with certified DBEs that meet the qualifications and skill sets needed for the project. As a firm, we are equally committed to working with DBE businesses whenever possible. In rare cases when working with a certified DBE is not possible, Hanson will seek out local businesses or individuals. Over the last three years, we have extended contracts to DBEs and local small businesses worth in excess of \$21.5 million.

Your project manager Blake Swafford, PE, will monitor DBE participation during the project and, if necessary, will work to identify and supplement the project team to meet the Authority's goal. Hanson will also assist the Authority's DBE Liaison Officer in monitoring and reporting DBE utilization during design and construction phases of the project.

DEMONSTRATED ABILITY TO MEET THE DBE GOAL



Florida Department of Transportation 605 Suwannee Street Tallahassee, FL 32399-0450

KEVIN J. THIBAULT, P.F. SECRETARY

December 31, 2019

Ar. Jeffery L. Bowen, Senior Vice President Hanson Professional Services, Inc. Springfield, IL 62703

Dear Mr. Bowen

RON DESANTIS

I want to thank you personally for your conscientious efforts during the 2018-2019 federal fiscal year (FFY) to use Disadvanlaged Business Enterprises (DBEs) on Department of Transportation funded projects. The State of Florida achieved 12.46% on federally funded projects exceeding the 10.65% DBE goal established for the 2018-2019 FFY.

Your company was instrumental in the achievement of the state's goal. The actual percentage reported for your company is $\underline{17.12}\%$ on $\underline{19}$ project(s). This results in a DBE utilization grade of \underline{A} .

Your efforts are cour efforts to ensur on transportation i not only strength industry.

If the Department Terry Watson, terry.watson@dot. www.fdot.gov/equ and reporting criter

Thank you again.

Below illustrates Hanson's past performance of DBE participation on past projects:

Naples Airport Taxiway A and Water Management System Improvement, Planning, Design and Construction

DBE Goal: 3.8% DBE Actual: 9%

Naples Airport Taxiway D Extension

DBE Goal: 3.8% DBE Actual: 8.5%

Naples Airport Taxiway A Improvements and Holding Bay

Indianapolis International Airport Runway 5L/23R and Taxiway A and B Rehabilitation

DBE Goal: 12% DBE Actual: 12.6%



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AUTHORIZED REPRESENTATIVE

ACORD 25 (2016/03) lbomaritoil 57948150

1525 South Sixth Street

Springfield, IL 62703

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SECTION F OTHER FACTORS

HANSON'S GENERAL LIABILITY INSURANCE CERTIFICATE

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THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER. IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed.												
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DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required) Proof of Coverage												
CERTIFICATE HOLDER CANCELLATION												
Hanson Professional Services Inc. 1525 South Sixth Street						SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.						
						AUTHORIZED REPRESENTATIVE						
Springfield IL 62703							Nfichal a Rich					

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ACORD 25 (2016/03)

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Blake Swafford, PE, Project Manager

Blake is a vice president and senior project manager for Hanson's aviation market. With more than 23 years of experience, Blake has comprehensive knowledge in the administration and operation of commercial service and general aviation airports, airport and aviation related project design, project management and construction management of aviation projects. Those projects include runway extensions, runway safety area expansions, taxiway widening and extensions, apron rehabilitations and terminal improvements. Additionally, Blake has served as the director of Silver Comet Field at Paulding Northwest Atlanta Airport and the executive director of the Paulding County Industrial Building Authority in Dallas, Georgia. A few of his relevant projects include:

Aeronautical Airspace Analysis Survey, Sarasota Bradenton International Airport, Sarasota, FL. Project principal for services including data collection, geodetic control, imagery acquisition, NAVAID location, runway profiles, obstruction analysis and mitigation planning. Data submissions to FAA will be submitted through the Airports GIS website.

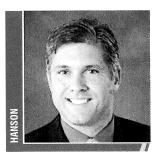
Airport Traffic Control Tower (ATCT), Sarasota Bradenton International Airport, Sarasota, FL. Project manager for the construction of a new ATCT with a 525-square-foot control cab and 9,000-square-foot administrative base building with a custom link. The tower cab was a 10-sided, precast concrete structure with an eye level of approximately 135 feet above mean sea level or about 114 feet above existing grade level.

Taxiway D Realignment and Drainage Improvements, Naples Airport, Naples, FL. Project principal for the construction of Taxiway D realignment and associated airfield stormwater drainage improvements. The project included realignment of approximately 1,800 feet of Taxiway D from Runway 14/32 to Taxiway D5, realignment of Taxiway D5 connector to meet FAA design criteria, and widening of approximately 500 feet of Taxiway D. The project also included construction of approximately 1,300 feet of water main and extension of sanitary sewer for future airfield development.

Taxiway D Extension, Naples Airport, Naples, FL. Project principal for project to provide professional engineering services for the construction of an extension to Taxiway D. The extension is from Taxiway C to the intersection of the Runway 5 extension, opposite the Taxiway A1 connector. Services included: field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, electrical modifications, signage, pavement markings, bidding services and construction plans and specifications.

Rehabilitation of Runway 11/29, Winter Haven Regional Airport-Gilbert Field, Winter Haven, FL. Project manager. The project included narrowing the runway from 100 feet to 60 feet; redesigning the connections from the runway to taxiways A, C1, C2, D and F to meet current FAA design standards for fillets; removing a taxiway connector at D2 that did not meet current FAA requirements; and design modifications to taxiways C1 and D to meet standards. The project also included milling and replacing approximately 50,000 square yards of asphalt. Additional tasks included re-grading the runway safety area, relocating fencing out of the runway safety area, a new airport access gate, airfield lighting, upgrading electrical vault, airfield signage and runway markings.

Taxiway E Ramp, Vero Beach Regional Airport, Vero Beach, FL. Project manager responsible for the design, bidding and construction phase services for the construction of the Taxiway E Ramp Phases 1 and 2 to accommodate commercial airline traffic. Services included field surveys, geotechnical subsurface exploration, environmental evaluations and permitting, environmental mitigation, geometric layout, pavement design, ramp lighting, stormwater management design and permitting, electrical modifications, signage, pavement markings, cost analysis, bidding services and construction phase services. The project consisted of approximately 300,000 square feet of new pavement and included connections to the adjacent taxiway.



Education
BS/1996/Civil Engineering
Technology
Southern Polytechnic State
University
MS/1997/Civil Engineering
University of Tennessee

Professional Registrations Professional Engineer/FL, GA

Professional Affiliations
Florida Airports Council
American Association Airport
Executives
Georgia Airport Association
President 2010-11
Board Member 2007-16
Legislative Committee Chair
2009-16
Recipient of the James Stogner
Award 2016
National Business Aviation
Association

Mike Harris, Deputy Project Manager

Mike's 20 years of experience includes designing, planning, and managing various airport projects. He is knowledgeable in construction administration through his experience performing construction observation and management of airport, highway and building construction projects. Mike has completed numerous airport design and planning projects and is knowledgeable regarding airport airspace requirements and obstruction analysis procedures. These projects have included runway, taxiway, and apron rehabilitation projects; taxiway extensions; apron paving; airfield lighting design; security and wildlife fencing projects; and preparing airport layout plans (ALPs) and other planning documents. A partial listing of his relevant project experience includes:

Aeronautical Airspace Analysis Survey, Sarasota Bradenton International Airport, Sarasota, FL. Served as project manager. Project services include data collection, geodetic control, imagery acquisition, NAVAID location, runway profiles, obstruction analysis and mitigation planning. Data submissions to FAA will be submitted through the Airports GIS website.

Airport Traffic Control Tower (ATCT), Sarasota Bradenton International Airport, Sarasota, FL. Civil designer for the construction of a new ATCT with a 525-square-foot control cab and 9,000-square-foot administrative base building with a custom link. The tower cab was a 10-sided, pre-cast concrete structure with an eye level of approximately 135 feet above mean sea level or about 114 feet above existing grade level.

Fiber Optic Transmission System, Sarasota Bradenton International Airport, Sarasota, FL. Civil designer for the installation of a fiber optic transmission system (FOTS) to connect the new ATCT to the instrument landing system (ILS) and NAVAIDs at both ends of Runway 14/32.

Rental Car Office Renovation, Sarasota Bradenton International Airport, Sarasota, FL. Project manager. Hanson is providing professional engineering services for the rental car office renovation project in the baggage wing of the airport terminal. Hanson's services for the project include preparation of plans and specifications for civil site improvements including design of a raised crosswalk, replacement of the existing curbside sidewalk and curb with zero-curb sidewalk, markings, in-pavement crosswalk lighting, maintenance of traffic and other site improvements. Hanson is also providing bidding and construction administration for the project.

Taxiway A Improvements and Holding Bay, Naples Airport, Naples, FL. Project manager responsible for improvements to Taxiway A at Runway 5 at the Naples Airport. The project included reconstruction of the Taxiway A connection at the Runway 5 approach end to comply with revised FAA design standards for 90-degree entrances to runways. The project also included construction of a new holding bay to improve ground movement operations and reduce delays to departing jet traffic caused by piston aircraft run-up checks and holds for IFR clearance for all aircraft types. The project required relocation of a 16-inch sanitary sewer force main and eight-inch water main. Coordination with NAA, FAA, FDOT, SFWMD, and City of Naples Utilities Department was required throughout the project.

Taxiway D Realignment and Drainage Improvements, Naples Airport, Naples, FL. Project manager responsible for the construction of Taxiway D realignment and associated airfield stormwater drainage improvements. The project included realignment of approximately 1,800 feet of Taxiway D from Runway 14/32 to Taxiway D5, realignment of Taxiway D5 connector to meet FAA design criteria, and widening of approximately 500 feet of Taxiway D. The project also included construction of approximately 1,300 feet of water main and extension of sanitary sewer for future airfield development.



Education
BS/1999/Public Affairs/Indiana
University

Professional Training AutoCAD AutoCAD Civil3D AutoCAD Map3D ArcGIS Microstation

Professional Affiliations Florida Airports Council Airports Consultants Council

Kevin Lightfoot, PE, Airfield Electrical

Kevin has more than 30 years of electrical engineering experience. His vast experience includes designing airfield lighting and navigational aid systems, service entrance and power distribution, emergency/standby power systems, motor control systems, lighting, heating and ventilation, lightning protection, surge protection and grounding systems. He has worked on projects for a variety of facilities including airports, railroads, roadways, telecommunication facilities, schools, water and wastewater treatment plants, pump stations and fuel storage and dispensing facilities. A partial listing of his project experience includes:

Fiber Optic Transmission System, Sarasota Bradenton International Airport, Sarasota, FL. Electrical engineer of a fiber optic transmission system (FOTS) to connect the new ATCT to the airport electrical vault, aircraft rescue and firefighting (ARFF) station, NAVAIDs and instrument landing systems (ILS) for Runway 14/32. A new fiber optic network between the electrical vault and airport terminal was also included in the project.

Taxiway D Extension, Naples Airport, Naples, FL. Electrical engineer for the construction of an extension to existing Taxiway D. The extension is from Taxiway C to the intersection of the Runway 5 extension, opposite the Taxiway A1 connector. No intermediate connectors or run-up pads are included. Services include: field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, electrical modifications, signage, pavement markings, bidding services and construction plans preparation and specifications.

Rehabilitation of Runway 11/29, Winter Haven Regional Airport-Gilbert Field, Winter Haven, FL. Electrical engineer. The project included narrowing the runway from 100 feet to 60 feet; redesigning the connections from the runway to taxiways A, C1, C2, D and F to meet current FAA design standards for fillets; removing a taxiway connector at D2 that did not meet current FAA requirements; and design modifications to taxiways C1 and D to meet standards. The project also included milling and replacing approximately 50,000 square yards of asphalt. Additional tasks included re-grading the runway safety area, relocating fencing out of the runway safety area, a new airport access gate, airfield lighting, upgrading electrical vault, airfield signage and runway markings.

Taxiway E Ramp, Vero Beach Regional Airport, Vero Beach, FL. Electrical engineer for the construction of the Taxiway E Ramp Phases 1 and 2 to accommodate commercial airline traffic. Services included field surveys, geotechnical subsurface exploration, environmental evaluations and permitting, environmental mitigation, geometric layout, pavement design, ramp lighting, stormwater management design and permitting, electrical modifications, signage, pavement markings, cost analysis, bidding services and construction phase services. The project consisted of approximately 300,000 square feet of new pavement and included connections to the adjacent taxiway.

Airfield Lighting System Improvements, Arcadia Municipal Airport, Arcadia, FL. Electrical engineer responsible for providing electrical design plans and special provision specifications and construction services. This project consisted of replacing the airport electrical vault and the runway and taxiway lights and installing new airfield signage. The project also included installation of an L-807 primary wind cone and an L-881 abbreviated PAPI system.



Education
AS/1983/Science/John A. Logan
College Carterville
BS/1986/Electrical Engineering/
Southern Illinois University at
Carbondale

Professional Registrations Professional Engineer/FL, KY, IL, IN, LA, MN, MO, WI Professional Engineer-Electrical Engineering/NV, WA

"I have found Kevin to be one of the most technically competent electrical engineers I have worked with. His designs are clear, clean and always in the best interest of the end user. His experience and knowledge base have provided concise solutions in design, and efficient problem solving with best case solutions. One of his attributes I appreciate is his attention to detail. especially during the submittal process. He is well versed in the specification requirements and quickly finds the anomalies. This has helped prevent material shipment errors on numerous occasions."

William Weigel, Regional Manager, ADB Airfield Solutions

Tom Coughenour, Resident Project Representative

With more than 31 years of experience, Tom is knowledgeable in construction inspection services, serving clients throughout the nation. His experience includes providing construction observation, inspection, and management and project documentation services according to each client's specifications and guidelines. He also has managed additional project support personnel to help in completing the project objectives.

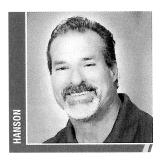
Passenger Boarding Bridge Replacement, Sarasota Bradenton International Airport, Sarasota, FL. Resident project representative for project to install 13 new passenger boarding bridges. The project included new electric service for preconditioned air units and new apron pavement markings. The project required continuous coordination with airport staff, designer, contractors, and airline tenants.

Construction of Taxiway E Ramp, Vero Beach Regional Airport, Vero Beach, FL. Construction administration/resident project representative. The project provided design, bidding and construction phase services for the construction of the Taxiway E Ramp Phases 1 and 2. This ramp was designed to accommodate commercial airline traffic. The services include field surveys, geotechnical subsurface exploration, environmental evaluations and permitting, environmental mitigation, geometric layout, pavement design, ramp lighting, stormwater management design and permitting, electrical modifications, signage, pavement markings, cost analysis, bidding services and construction phase services. The project consisted of approximately 300,000 square feet of new pavement and included connections to the adjacent taxiway. This project was primarily funded through an FDOT grant.

Rehabilitation of Runway 11/29, Winter Haven Regional Airport, Winter Haven, FL. Resident project representative. The project included narrowing the runway from 100 feet to 60 feet; redesigning the connections from the runway to taxiways A, C1, C2, D and F to meet current Federal Aviation Administration (FAA) design standards for fillets; removing a taxiway connector at D2 that did not meet current FAA requirements; and design modifications to taxiways C1 and D to meet standards. The project also included milling and replacing approximately 50,000 square yards of asphalt. Additional tasks included re-grading the runway safety area, relocating fencing out of the runway safety area, a new airport access gate, airfield lighting, upgrading electrical vault, airfield signage and runway markings.

Taxiway D Realignment and Drainage Improvements, Naples Airport, Naples, FL. Resident project representative for the construction of Taxiway D realignment and associated airfield stormwater drainage improvements. The project included realignment of approximately 1,800 feet of Taxiway D from Runway 14/32 to Taxiway D5, realignment of Taxiway D5 connector to meet FAA design criteria, and widening of approximately 500 feet of Taxiway D. The project also included construction of approximately 1,300 feet of water main and extension of sanitary sewer for future airfield development. Services included: geometric layout, pavement design, stormwater management design and permitting, utility design and permitting, airfield lighting, signage and electrical design, bidding services and construction phase services.

Apron Expansion, Punta Gorda Airport, Punta Gorda, FL. Construction administration for expansion of the air carrier parking ramp north of the existing ramp. Due to rapid growth at PGD, additional aircraft parking spaces are required. The project includes 8600 square yards of 15-inch PCC pavement, 2600 square yards of macro-fiber reinforced eight-inch PCC pavement, 3200 square yards of flexible taxiway pavement, stormwater management systems, extension of an existing passenger canopy, mast lighting, and dump station relocation.



Education
Construction Engineering &
Management Technology
Courses/ Purdue University

Doug Wilcoxon, PE, Airfield Civil

As a civil engineer with 17 years of experience, Doug's design experience includes airports, interstate highways, local roads, parking lots, signal plans and trip generation analysis. He has worked on numerous aviation design projects including runway/taxiway design, hangar design and construction, pavement rehabilitation projects, stormwater drainage improvements, and site design. A few of his relevant projects include:

Aircraft Rescue and Firefighting (ARFF) Station, Sarasota Bradenton International Airport, Sarasota, FL. Design engineer for civil portions of the renovation of the existing ARFF station at the airport. The project included various upgrades which included hardening the structure, HVAC upgrades, windows, roofing, enclosed bunk rooms, modifications and expansion to include a new fitness room, lighting upgrades, lightning protection, and new finishes. Services included preparation of plans and specifications for site grading and drainage, erosion control, construction safety and phasing plans, and other site improvements. Hanson also provided cost estimating, bidding support, and construction administration for the project.

Taxiway E Ramp, Vero Beach Regional Airport, Vero Beach, FL. Project engineer to provide design for the construction of the Taxiway E Ramp Phases 1 and 2 to accommodate commercial airline traffic. The project consisted of approximately 300,000 square feet of new pavement and included connections to the adjacent taxiway.

Taxiway D Extension, Naples Airport, Naples, FL. Design engineer for the construction of an extension to existing Taxiway D. The extension is from Taxiway C to the intersection of the Runway 5 extension, opposite the Taxiway A1 connector. No intermediate connectors or run-up pads are included. Services included: field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, electrical modifications, signage, pavement markings, bidding services, and construction plans preparation and specifications.

Taxiway D Realignment and Drainage Improvements, Naples Airport, Naples, FL. Design engineer for the construction of Taxiway D realignment and associated airfield stormwater drainage improvements. The project included realignment of approximately 1,800 feet of Taxiway D from Runway 14/32 to Taxiway D5, realignment of Taxiway D5 connector to meet FAA design criteria and widening of approximately 500 feet of Taxiway D. The project also included construction of approximately 1,300 feet of water main and extension of sanitary sewer for future airfield development.

Taxiway A Improvements and Holding Bay, Naples Airport, Naples, FL. Design engineer for improvements to Taxiway A at Runway 5 at the Naples Airport. The project included reconstruction of the Taxiway A connection at the Runway 5 approach end to comply with revised FAA design standards for 90-degree entrances to runways. The project also included construction of a new holding bay to improve ground movement operations and reduce delays to departing jet traffic caused by piston aircraft run-up checks and holds for IFR clearance for all aircraft types. The project required relocation of a 16-inch sanitary sewer force main and eight-inch water main. Coordination with NAA, FAA, FDOT, SFWMD, and City of Naples Utilities Department was required throughout the project.

Rehabilitation of Runway 11/29, Winter Haven Regional Airport-Gilbert Field, Winter Haven, FL. Design engineer. Runway 11/29 is a 100-foot-wide-by-4,000-foot-long runway. Because the runway is classified as B-I, the project includes narrowing it from 100 feet to 60 feet. The project also includes a redesign of the connections from the runway to taxiways A, C1, C2, D and F to meet current FAA design standards for filets; removing a taxiway connector at D2 that does not meet current FAA requirements; and design modifications to taxiways C1 and D to meet standards.



Education BS/1989/General Engineering/ University of Illinois

Professional Registrations Professional Engineer/FL, IN ACI Certified Field Technician

Professional Affiliations Institute of Transportation Engineers, Indiana Section

Eric Menger, CM, Client Service Coordinator

Eric is a skilled aviation professional with 37 years of experience in multiple leadership positions as a US Naval Officer (aviator) and civilian Airport Director. His experience in project and grant management expertise includes the planning, design, development, and oversight of over \$52 million in construction projects at Vero Beach Regional Airport (VRB), an FAA Part 139 and TSA-federalized airport with over 200,000 operations per year. Eric has served in many leadership positions in the State of Florida, including Chairman of the Florida Airports Council and District President for the National Exchange Club. He is a respected resource with a proven record of aviation knowledge, airport business development, and exceptional consensus building. A partial listing of his relevant experience includes:

Vero Beach Regional Airport, Vero Beach, Florida. Airport Director for the FAA Part 139 Certified commercial service airport with three runways, FAA Airport Traffic Control Tower, GPS instrument approaches, and over 1,650 acres of developed or partially developed property adjacent to the town center. With over seven miles of security fencing, monitored proximity card gates, TSA-approved credentialing system, and audio and visual security systems on site, VRB meets all FAA and TSA requirements for safety and security. Piper Aircraft has its world headquarters and manufacturing facilities on site, as well as Flight Safety International, two major FBOs, and Girard Equipment (non-aeronautical manufacturer with international shipping).

While at VRB, Eric was responsible for safe and efficient operation, security, and self-sustaining growth of the airport. Specific accomplishments included the following:

- Managed over \$52 million in airport development projects while keeping operating costs at 3-8% under budget. Major projects included a new FAA Airport Traffic Control Tower, new airport terminal building, new airport surveillance radar, new airfield security fencing, new access road, and new operations facility, all within budget and on time.
- Managed political changes, economic downturn, and change of management with support of elected officials. Most recently, until joining Hanson in July 2020, managed COVID-19 pandemic response during significant economic downturn while ensuring no loss of existing tenant base and continued (though reduced) airline operations.
- Established new airline service with direct jet service to multiple destinations for the first time in the airport's history. VRB had been served by Eastern Airlines, American Airlines, and several smaller carriers over the years but had not been served after the attack on the World Trade Center in September 2001. Working with local officials and airline leadership, new airline service was reinstated in 2015 following upgrading FAA certification to Part 139 Class I and TSA Category IV federalization in a period of less than six months. The process required a fast-track approach and many local, state, and federal approvals to achieve.
- Served as technical and security advisor for the local Air Show team in 2013, 2014, 2016, and 2018. The Air Show at VRB includes the US Navy Flight Demonstration Squadron (Blue Angels) and several civilian professional aerobatic performers. Pre-COVID, the Vero Beach Air Show enjoyed the largest turnout (57,000) of any local show ever, contributing over \$125,000 per show to local charities.
- Served as Chairman in 2006-2007 of the Florida Airports Council (FAC), a statewide advocacy organization for Florida's airports and overall aviation system. Eric provided leadership and worked with the Board of Directors, multiple airports, legislative officials, and FAC Committee Chairs to institute initiatives that benefitted Florida airports and provided guidance to the overall Florida Aviation System Plan.



Education
BS/1981/Physical Science/
General Engineering/US Naval
Academy, Annapolis
US Navy Flight School 1982-3;
Active Duty 1983-1989 P-3C
Orion Aircraft Commander,
NAS Jacksonville; Navy
Instructor Pilot 1987-1989, NAS
Pensacola; Reserve Duty 19892007 Naval Aviator and Naval
Intelligence, NAS Jacksonville
Graduate Coursework/1989/
Management/Troy State
University, NAS Pensacola

Professional Certifications Commercial Pilot, Single and Multi-Engine Aircraft

Professional Affiliations American Association of Airport Executives Florida Airports Council

Barry Stolz, PE, Construction Safety & Phasing Plans

Barry has 22 years of experience in aviation, site and civil design providing cost effective planning, design and construction services related to airport/aviation development. He has extensive airport design, construction and project management experience in pavement design and rehabilitation, geometric layouts and aircraft ground mobility, airfield electrical design, hangar buildings and sites, cost estimating, and the preparation of bid and construction documents. Having successfully managed large and small teams of personnel through complex design projects, Barry has been the project manager and/or design engineer on projects with up to \$18M in construction costs. He has been responsible for preparing and managing detailed construction safety and phasing plans, requiring coordination with airport security, ATCT's, the FAA, local emergency response organizations, and other consultants during design and construction phases. Barry is knowledgeable with the latest FAA Advisory Circulars and Order documents. A partial listing of his relevant experience includes:

Taxiway A Improvements and Holding Bay, Naples Airport, Naples, FL. Design engineer for improvements to Taxiway A at Runway 5 at the Naples Airport. The project included reconstruction of the Taxiway A connection at the Runway 5 approach end to comply with revised FAA design standards for 90-degree entrances to runways. The project also included construction of a new holding bay to improve ground movement operations and reduce delays to departing jet traffic caused by piston aircraft run-up checks and holds for IFR clearance for all aircraft types. The project required relocation of a 16-inch sanitary sewer force main and eight-inch water main. Coordination with NAA, FAA, FDOT, SFWMD, and City of Naples Utilities Department was required throughout the project.

Taxiway D Extension, Naples Airport, Naples, FL. Design engineer for the construction of an extension to existing Taxiway D. The extension is from Taxiway C to the intersection of the Runway 5 extension, opposite the Taxiway A1 connector. No intermediate connectors or run-up pads are included. Services included: field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, electrical modifications, signage, pavement markings, bidding services, and construction plans preparation and specifications.

Taxiway B Rehabilitation Design, Indianapolis International Airport, Indianapolis, IN. Design engineer. Hanson conducted pavement evaluation and testing to investigate the cause of premature distress and failure exhibited in airfield pavements. Hanson provided the design and preparation of multiple phases of construction documents for the repair and reconstruction of the mainline pavement of Taxiway B, including associated drainage and lighting issues, and also includes replacement of the underground fire hydrant system.

Rehabilitate Runway 14/32 and Taxiways with LEDs, Indianapolis International Airport, Indianapolis, IN. Design engineer for the pavement rehabilitation of Runway 14/32, Taxiway M and all of the associated connector taxiways. The project also included the installation of LED lighting and signage on Runway 14/32 and Taxiways M, G, N and the connectors. Hanson determined the most cost effective rehabilitation method to extend the life of the pavements while establishing construction phasing plans to minimize operational impacts to the airport's important crosswind runway and taxiway environment. Special considerations of the project included understanding and evaluating the varied age and structure of the runway and taxiway pavements, implementing new FAA taxiway connector design standards, minimizing impact on high profile "front door" tenants and optimizing airfield electrical improvements.



Education BS/1997/Civil Engineering/Purdue University

Professional Registrations Professional Engineer/IL, FL, GA, KY, IA, IN, MO, OH, AR

Professional Affiliations
American Association of Airport
Executives
Society of American Military
Engineers

"Thank you so much for all your help in developing Indiana airports over the past several years - we appreciate all that you have done. You are very knowledgeable in airport engineering matters, a true professional, a quality person..."

> Nicholas McClain, PE Chief Airport Engineer, Ret. Indiana Department of Transportation



Carlos Mendoza, Airfield Civil

Carlos is an engineering intern in Hanson's aviation market, working in the company's Sarasota office. He has assisted with design, construction observation and NAVAID upgrades for several Florida airport projects. His background also includes a variety of non-aviation experience, including roadway assembly and corridor model design for a proposed fairgrounds and exposition site in Webb County, Texas, and a roadway rehabilitation project in San Patricio County, Texas. Carlos is proficient in software applications including AutoCAD and ArcGIS. A partial listing of his relevant experience includes:

Rental Car Office Improvements, Sarasota Bradenton International Airport, Sarasota, FL. Civil designer. Hanson is providing professional engineering services for the rental car office renovation project in the baggage wing of the airport terminal. Hanson's services for the project include preparation of plans and specifications for civil site improvements including design of a raised crosswalk, replacement of the existing curbside sidewalk and curb with zero-curb sidewalk, markings, in-pavement crosswalk lighting, maintenance of traffic and other site improvements. Hanson is also providing bidding and construction administration for the project.

New Taxiway B, Arcadia Municipal Airport, Arcadia, FL. Civil designer. The project provides professional civil and electrical engineering consulting, design, survey and geotechnical services associated with the preparation of plans and specifications for the construction, permitting and bidding of the New Taxiway B Project, as required by 215.971, F.S. Currently, there is no paved access from hangars on the north side of the Airport to Runway 6/24. This project will provide direct paved access from the Hangars on the north side of the airport (the Butler Building) to the existing Taxiway A and Runway 6/24. The project consist of approximately 1,000 linear feet of new taxiway, 25 feet in pavement width, including new edge lighting, signage and pavement markings. Tie-in will be as shown on the Airport Layout Plan.

Commercial Airline Apron Configuration, Phases I and II, Snohomish County Airport Paine Field, Everett, WA. Civil designer. Hanson was hired by Propeller Airports, a private company that was building a state-of-the-art terminal building at Paine Field in Everett, Washington, to begin commercial airline service in February 2019. In Phase 1, Hanson was tasked with converting an existing ramp and taxilane that was used for deicing and overflow parking into a two-gate commercial aircraft ramp with two remain overnight (RON) positions, a vehicle service road (VSR), layout for ground service equipment (GSE) and an ingress-egress access taxilane. This effort included geometric design, structural analysis, modeling of aircraft pushback operations, jet bridge layouts, ramp lighting and coordination with the airport regarding the air-operations area (AOA) and Transportation Security Administration (TSA) restricted areas. Additionally, Hanson completed an analysis of the parking lot layouts and access control points. Phase II of this project included the conceptual layout for six additional commercial aircraft gates, a VSR, layout for GSE and ingress-egress taxilanes. For Phase II, an analysis of required landside access roadways was performed and conceptual parking lot layouts were completed.

Taxiway B, Winter Haven Regional Airport, Winter Haven, FL. Civil designer. Hanson is providing professional engineering services for the rehabilitation of Taxiway B at the airport. The project includes design, bidding and construction administration for the rehabilitation of approximately 5000 feet of bituminous pavement for Taxiway B, improved fillets and realignment of taxiway connectors to meet current FAA standards, a new taxiway connector, drainage improvements and replacement of existing taxiway edge lighting and signage with new LED fixtures. Project tasks include preparation of plans and specifications, cost estimating, FAA grant application assistance, preparation of construction safety and phasing plans and FAA coordination, geotechnical evaluation, topographic surveys, stormwater modeling, permitting with SWFWMD, bidding and construction administration for the contract.



Education BS/2021/Civil Engineering/ University of Florida

Professional Registrations Engineering Intern/FL

Brian Wozniak, PE, CFM, Permitting

Brian has more than 28 years of experience in watershed modeling and master planning; floodplain/ floodway modeling; water quality analysis, erosion control, grading erosion and sediment control plans; dam failure analysis and hydrologic and hydraulic modeling of rivers and watersheds. He has served a project manager at Hanson since joining the firm in 2010, primarily serving municipal clients. Additionally, he is well-versed in multiple computer applications, including SRH-2D, HEC-RAS (1D and 2D), HEC-2, HEC-HMS, HEC-1, EPASWMM, ArcGIS, Federal Emergency Management Agency (FEMA) BCA, AutoCAD Land Desktop, HydroCAD, TR-20, HY8, StormCAD, CulvertMaster, CUHP, UDSEWER, WaterCAD. He also has been involved in project-specific website development and public outreach.

SWFWMD Stormwater Compliance Inspections, Sarasota Bradenton International Airport, Sarasota, FL. Hanson provided professional services related to the inspection of stormwater management systems at various airport locations and tenant leaseholds as required by SWFWMD to determine compliance with permit conditions that the stormwater management systems on the airport are properly operated and maintained. The scope of work included coordination with airport staff and/or tenants, conducting site visits, collecting photographic evidence, preparation of reports and SWFWMD certifications, and submittal to SWFWMD.

Arcadia Municipal Airport, City of Arcadia. Water resources engineer. Responsible for drainage analysis, design and permitting through the Southwest Florida Water Management District (SWFWMD) for an Environmental Resource Permit (ERP). The project consisted of development of a new hangar, helipad and access roadway. The drainage evaluation included calculation of design flows for existing and proposed conditions, hydraulic modeling in ICPR4 and HY-8, sizing of a new culvert, design of a 1-acre stormwater management pond including, required storage volume, groundwater interaction, peak flow release rates, recovery time and water quality treatment. The permitting process was coordinated with SWFWMD environmental and engineering reviewers.

Pompano Beach Air Park, City of Pompano Beach. Water resources engineer. Responsible for stormwater permit updates and consolidation. This project required evaluating all South Florida Water Management District (SFWMD) and Broward County Surface Water Management (BCSWM) stormwater permits, calculations, and plans throughout the airport. GIS data was incorporated into an interactive map to identify and inventory permitting limits for the purpose of future planning and permit consolidation. The 2010 Stormwater Master Plan (previously developed by Hanson) was updated to include definition of new impervious area. Coordination was conducted with the City of Pompano Beach, BCSWM, and SFWMD.

Mid-Field Drainage Study, Vero Beach Regional Airport, Vero Beach, FL. Water resources engineer responsible for data collection, basin delineation and plan review. The specific purpose of the study is to ensure understanding of potential impacts associated with proposed development occurring within the study area. Hanson used existing elevation data and permitted as-builts to develop an existing-conditions drainage basin delineation specifically focusing on the midfield area. Hanson provided a review of one such proposed development that recommended to partially fill an existing drainage conveyance canal in the midfield area. Hanson met on site and coordinated with the client and developer to reach a mutual understanding of the proposed development and agreed it wouldn't have a significant impact on the drainage system performance.

Cypress Street Outfall Model Peer Review, Southwest Florida Water Management District. Project manager. As a subconsultant, Hanson provided technical review of an XP-SWMM model developed for the Cypress Street Outfall — Regional Stormwater Improvements in the City of Tampa. Services included reviewing existing and proposed conditions models, summarizing flood reduction benefits, attending teleconferences, and assisting the prime consultant with hydrology and hydraulic portions of the third-party peer review report.



Education BS/1991/Civil Engineering/Ohio State University MBA/1997/University of Illinois, Springfield

Professional Registrations
Professional Engineer / FL, CO,
IL, MO
Certified Floodplain Manager
NPDES Qualified Person
National Council of Examiners,
Engineering and Surveying

Professional Affiliations
American Society of Civil
Engineers (ASCE)
Florida Engineering Society
American Water Resources
Association
Florida Stormwater Association
Association of State Dam Safety
Officials
National Association of Floodplain
Managers

Russell Hyatt, PSM, Survey

As Vice President of Hyatt Survey Services, Inc., Russell's duties include local, state and federal contract administration and overall quality control. In addition to his administrative duties, Russell is also responsible for the production of boundary, hydrographic and topographic surveys. He couples over 32 years of surveying experience with a four-year degree in Surveying and Mapping. His project experience has included commercial/municipal development surveys and geodetic surveys and beach/channel/port hydrographic surveys. Russell has extensive experience providing survey services to local, state and federal agencies such as the Pinellas, Hillsborough, Manatee, Sarasota, and Charlotte Counties, Florida Department of Transportation, Florida Department of Environmental Protection and the US Army Corps of Engineers–Jacksonville District. A partial listing of his project experience includes:

Fiber Optic Transmission System, Sarasota Bradenton International Airport, Sarasota, FL. Licensed surveyor for the installation of a fiber optic transmission system (FOTS) to connect the new ATCT to the instrument landing system (ILS) and NAVAIDs at both ends of Runway 14/32.

Aircraft Rescue and Firefighting (ARFF) Station, Sarasota Bradenton International Airport, Sarasota, FL. Licensed surveyor for the renovation of the existing ARFF station at the airport.

Rental Car Office Renovation, Sarasota Bradenton International Airport, Sarasota, FL. Licensed surveyor for the rental car office renovation project in the baggage wing of the airport terminal.

East Parking Lot Improvements, Sarasota Bradenton International Airport, Sarasota, FL. Licensed surveyor and project manager for services including topographic survey for east parking lot modifications.

Tree Removal Verification and Tallevast Road Rezone Projects, Sarasota Bradenton International Airport, Sarasota, FL. Licensed surveyor and project manager for services including the FPL legal descriptions and sketches, tree removal verification survey and boundary survey of Tallevast Road.

Topographic/Design Phase Projects at SRQ:

- Runway 14 Rehabilitation. Topographic survey of a portion of Runway 14 for future rehab.
- **Commercial Park Connector.** Topographic survey for the proposed offsite commercial park and connecting roadway.
- FEMA Elevation Certifications. Provided FEMA elevation certifications for several buildings located on airport property.
- National Car Rental Site. Provided a boundary and topographic survey for proposed fuel tank.
- Airport Terminal Entrance. Provided a topographic survey for new sidewalks.
- Monitoring Well Locations. Determined the locations of 175 monitoring wells within the SRQ properties.
- **LiDAR Ground Truthing.** Provided a Topographic survey for LiDAR verification.

Construction Phase Services at SRQ:

- Taxiway G and Taxiway J. As a sub-consultant to Woodruff & Sons, Hyatt Survey provided construction stakeout and as-builts.
- Buchanan Hangar. Provided construction stakeout and as-builts.



Education BS/1990/Survey and Mapping/ University of Florida

Professional Registrations Professional Surveyor and Mapper/FL

Professional Affiliations
Florida Surveying and Mapping
Society (Past President)
Tampa Bay Chapter of the Florida
Surveying and Mapping Society
(Past President)
University of Florida Surveying and
Mapping Advisory Committee
The Hydrographic Society of
America
National Society of Professional
Surveyors
American Society of Civil
Engineers

Jerry Kuehn, PE, Geotechnical

Jerry is responsible for determining scope of services and manpower requirements for geotechnical and groundwater projects. He is involved in siting, design, groundwater monitoring, in situ permeability testing, infiltration capacity testing, geophysical surveys and aquifer pump testing associated with liquid and solid waste disposal systems. He is also involved with physical soils testing, deep and shallow foundation design, pavement design recommendations, settlement analysis, slope stability analysis and excavation dewatering system design. He plans and supervises field and laboratory testing programs, performs engineering analysis, design and report-preparation tasks. Throughout Jerry's 39 years of experience with Ardaman he has worked on numerous geotechnical projects. A partial listing of his relevant experience includes:

- Master Plan and Drainage Consulting, Sarasota Bradenton International Airport, Sarasota, FL.: geotechnical and laboratory testing of crushed concrete.
- Runway 14 Rehabilitation, Sarasota Bradenton International Airport, Sarasota, FL: geotechnical engineering.
- **Coral Creek Airport, Placida, Florida:** geotechnical engineering for runways and structures.
- Pavement Management System, Lakewood Ranch CDD#2 & #5, Lakewood Ranch, Florida: geotechnical engineering for the development of a pavement management system for approximately 30 miles of roads.
- Roadway Repairs, Lakewood Ranch CDD#2 & 5, Lakewood Ranch, Florida: geotechnical engineering for repair of roadways after pavement failures on numerous roads within the subdivisions.



Education BS/1980/Civil Engineering/Purdue University MS/1981/Civil Engineering/Purdue University

Professional Registrations Professional Engineer/FL

Sofia Roman-Echevarria, El, Geotechnical

Sofia joined the Sarasota Branch Office of Ardaman & Associates, Inc. in January 2020. Her duties include assisting senior engineers on geotechnical engineering projects in the areas of proposal development, planning field exploration and laboratory testing programs, coordinating field activities, performing engineering analyses, and preparing draft reports. She also conducts field engineering assignments, including inspections related to site grading and foundation construction. A partial listing of her relevant experience includes:

- Master Plan and Drainage Consulting, Sarasota Bradenton International Airport: geotechnical and laboratory testing of crushed concrete.
- Roadway Repairs, Lakewood Ranch CDD#2 & 5, Lakewood Ranch, Florida: Geotechnical engineering for repair of roadways after pavement failures on numerous roads within the subdivisions.
- Prine Elementary School Parking Lot, Bradenton, Florida: Subsurface soil and groundwater table exploration to analyze the soil and drainage conditions to estimate seasonal high water table.



Education MS/2019/Civil Engineering/ University of Florida

Professional Registrations Engineering Intern/FL



Sarasota Manatee

December 28, 2020

Mr. Kent D. Bontrager, C.M., P.E. Senior Vice President, Engineering, Planning & Facilities Sarasota Manatee Airport Authority 6000 Airport Circle, Sarasota, FL 34243

Project Manager/Point of Contact Paul Piro, P.E.

813.635.5549, paul.piro@kimley-horn.com 655 North Franklin Street Suite 150, Tampa, FL 33602

Re: RFQ-02-2020-TCF - Professional Engineering Service for Taxiway Charlie and Foxtrot Rehabilitation

Dear Mr. Bontrager and Members of the Selection Committee:

Kimley-Horn is grateful to have been given the opportunity to partner with the Authority on your **Taxiway Bravo Rehabilitation project**, and we would like to express our sincere desire to serve the Authority again on the Taxiway Charlie and Foxtrot Rehabilitation project. With 38 years of experience in aviation airside engineering experience, I will lead and direct the Kimley-Horn Team's efforts on this task as Project Manager. I fully understand the importance of listening, bringing the right resources at the right time, and proactively driving results with a sense of urgency and closure. I will ensure that our Team's number-one focus is providing the Authority with an issue-free experience. To this end, I have carefully selected the individuals and firms indicated in the organizational chart for their unique skillsets and experiences relevant to this project. Every key staff member possess a history of working together on similar taxiway projects, including the SRQ Taxiway Bravo Rehabilitation project. We are pleased to fully dedicate this group of professionals to the Authority's needs. Should the project require additional resources beyond the staff presented here, Kimley-Horn is prepared to offer (at the sole behest of the Authority) our deep bench of experts, all of whom can be expediently focused on the project without "red tape."

Our team is supported by tried-and-true subconsultant partners: EG Solutions, Inc. (DBE) will provide stormwater permitting services and on-site inspections during construction; Tierra, Inc. (MBE) will provide geotechnical investigations and QA materials testing; Hyatt Surveying, Inc. (DBE) will provide topographic surveying; and ECHO UES, Inc. (DBE) will perform subsurface utilities investigations. Each of our subconsultant team members excel at their respective roles for this project and have partnered with Kimley-Horn previously on your Taxiway Brayo Rehabilitation project. We are fully aware of the critical importance of the 8% DBE Goal established by the Authority and are committed to meeting or exceeding this goal. Our Team has carefully studied and visited the site, reviewed available records, and engaged with key SRQ tenants and local FAA staff to inform our suggested project approach, as well as identified critical aspects to this project. Based on these due diligence efforts and our Team's experiences with successfully completing similar taxiway rehabilitations, we offer the following **keys to** success on the Taxiway Charlie and Foxtrot Rehabilitation project:

- A) Early and Frequent Stakeholder Engagement to Minimize Construction Impacts and Maintain Operations Nobody likes surprises when it comes to construction! In developing the design and construction phasing, our Team will seek the feedback and "buy-in" of your tenants, FAA (including local ATCT and Technical Operations personnel), SMAA's staff, and your airline partners to address their concerns within the contract documents before bids are received. Our Team has already initiated this process to inform our response to this RFQ. We understand that SRQ is an airport first and foremost, and the construction of this project needs to maintain your busy operations. As demonstrated in our project approach, our Team has given forethought to a potential construction phasing approach for your consideration.
- B) Anticipating Potential Issues Early While many aspects of this project are straightforward in nature, experience shows proactively exploring potential problems and achieving closure on open issues is essential to success, as well as avoiding delays and change orders during construction.
- C) Leveraging Lessons Learned—Our Team is grateful to have served the Authority previously on the Taxiway Bravo Rehabilitation project. We strive for continuous improvement of our work product and service to our clients, and our Team will ensure that the lessons learned from the Taxiway Bravo project are applied to the Taxiway Charlie and Foxtrot Rehabilitation project.

We know quality service is tied to dependable and responsive staff who are easily accessible. The Sarasota Manatee Airport Authority can count on Kimley-Horn to provide uncompromising quality, innovation, timely deliverables, and unwavering partnership on the Taxiway Charlie and Foxtrot Rehabilitation project.

Sincerely,

KIMLEY-HORN

Paul Piro, P.E. Project Manager

Vice President

655 North Franklin Street, Suite 150, Tampa, FL 33602

Kimley » Horn

813.620.1460

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Sarasota Manatee

Kimley-Horn was founded in 1967 and is a is a full-service, employee-owned, multidisciplinary consulting firm offering a broad range of engineering, planning, landscape architecture, and environmental services to clients in both the private and public sectors. Today, Kimley-Horn has more than 4,200 employees in 95 offices across the United States and in Puerto Rico, offering a full range of consulting services to local, regional, national, and international clients. Kimley-Horn began providing aviation consulting services in the early 1970s; since then, we have offered comprehensive consulting services across the world, from general aviation facilities to large commercial hubs. As one of the premier aviation planning and consulting firms in the nation, Kimley-Horn brings extensive airside, landside, and terminal expertise to meet your wide-ranging aviation needs. Our services routinely include the design of taxiways, runways, aprons, ingress and egress, roadway networks, parking garages, lighting, special signage, landscaping, utilities, and a variety of other landside and airside facilities.

Our professionals have strong relationships with the Federal Aviation Administration (FAA) and the Florida Department of Transportation, as well as a keen understanding of their policies and procedures. In fact, our Florida based aviation personnel include former FAA Orlando Area District Office (ADO) personnel who maintain personal relationships with the ADO staff.

Kimley-Horn delivers outcomes you can depend on—projects that can be successfully developed, permitted, and built on time and within budget. Kimley-Horn is recognized nationwide for the quality of its work environment, for its stature as a business enterprise, and for the outstanding work of its consulting staff. In 2020, Fortune Magazine ranked Kimley-Horn #16 on its list of "The 100 Best Companies to

Work for." In addition, Engineering News-Record ranked Kimley-Horn #17 overall of the top 500 US design firms and 8th among the 100 "pure design"

We pride ourselves in our ability to tailor comprehensive airside and landside services to our clients' needs. Kimley-Horn's approach gives our clients the best of both worlds - the resources of a large, nationally-ranked firm and the response of a local, dedicated professional team. With both aviation-specific engineering and planning services in-house and in Florida, you get the responsiveness, expertise, and experience needed to successfully serve the Authority.

EXPERIENCE WITH SIMILAR AIRPORT PROJECTS

Kimley-Horn is proud of the trust Sarasota Manatee Airport Authority (SMAA) has placed in us over the past years to perform a variety of aviation services ranging from design, rehabilitation, and relocation of your airfield pavements. We have developed an unparalleled historical knowledge of your airport and fostered strong relationships with your staff and stakeholders.

Kimley-Horn's history of working at SRQ includes past projects such as the relocation of Taxiway Bravo South, rehabilitation of Runway 4-22, extension of Runway 14-32 and Taxiway A, and the construction of Taxiways Juliet and Kilo, all of which finished on time and within budget. Most recently, our team has served SMAA as prime consultant and Engineer of Record on your Taxiway Bravo Rehabilitation project. As that project prepares to enter construction, we are excited for the opportunity to continue our partnership with SMAA on the Taxiway Foxtrot and Charlie Rehabilitation project.

Kimley-Horn has a reputation of successfully completing projects and task assignments, as well as providing sound advice to our aviation clients. Our success is due to a combination of effective project management, strong technical expertise, and a steadfast quality control program. Our local aviation experts based in Tampa have extensive experience in taxiway rehabilitation design and construction. We focus on providing detailed plans, specifications, and studies while being innovative in our project approaches. We believe the sampling of projects summarized on the following page actively illustrates our team's qualifications and experience relevant to the Taxiway Charlie & Foxtrot Rehabilitation project.

KIMLEY-HORN **AVIATION FACTS**

Ranked No. 5 of the top 25 airport design firms according to **Engineering New Record**

Over 200 aviation professionals nationwide

Successfully completed over 1,200+ runway, taxiway, and apron rehabilitation and reconstruction projects

Have been selected to work at 44 of the top 50 airports in the U.S.

TAXIWAY BRAVO REHABILITATION - SARASOTA BRADENTON INTERNATIONAL AIRPORT (SRQ)

Project Description and Team Role: Taxiway Bravo at the Sarasota Bradenton International Airport (SRQ) is a full-length, parallel taxiway to Runway 4-22. This project includes the rehabilitation of the Taxiway Bravo pavements north of Runway 14-32, including various taxiway crossings and pavement tie in locations. The scope of work includes asphalt milling at various depths, asphalt paving, airfield markings, and reconstruction of a portion of the concrete ramp pavements adjoining the taxiway.

In addition, the Taxiway Bravo edge light system will be upgraded with new LED edge light fixtures and a new home-run circuit back to the airfield electrical vault and will include the installation of a new constant current regulator to maximize efficiency of the new edge light system.

The project limits exist within a busy section of the airfield consistently utilized by the Rectrix FBO and other general aviation tenants at SRQ. As such, during the development of the project's construction phasing, close coordination with SMAA engineering, maintenance, and operations staff, as well as Rectrix management was essential to preserve access and usability of the Taxiway Bravo pavements to the greatest extent possible during construction.

Kimley-Horn completed an extensive geotechnical pavement coring program to analyze the various pavement sections within the project limits. Core strata were studied in detail to determine the appropriate mill depths required to properly restore the Taxiway Bravo pavements and avoid constructability issues, such as scabbing and shoving. In addition, while completing in-field, due diligence activities during design, Kimley-Horn determined the existing Taxiway Bravo edge light circuit was in need of replacement. With no impact to the design schedule, Kimley-Horn took on the additional scope, working towards receiving bids within the funding cycle of FAA. The design was completed in March 2020 and construction is ongoing with an estimated construction cost of \$2,100,000.



Client Information: Kent Bontrager, C.M., P.E.

Sarasota Manatee Airport Authority

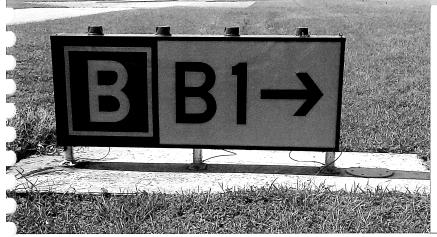
6000 Airport Cir. Sarasota, FL 34243

Contact Information: 941.323.2001, kent.bontrager@srg-airport.com

Team Members/Roles: Pau Paul Piro, P.E. (Project Manager), Jared Moreng, P.E. (Lead Airfield Civil

Engineer), Anees Rahman, P.E., (Lead Electrical Engineer), Steve Cornell, P.E. (Quality Control Officer), Tierra (Geotech/QA Testing), Hyatt Surveying Services (Topographic Survey), ECHO UES (Subsurface Utility

Exploration), EG Solutions (Construction Inspection)



Similarities/Relevance:

- √ Asphalt Taxiway Pavement Rehabilitation at SRQ (Mill and Overlay)
- √ SWFWMD Coordination/ERP
- √ Stakeholder Coordination and Construction Phasing
- √ Airfield Markings
- √ Taxiway Edge Lighting and Signage
- √ Contract Document Preparation
- √ Bidding Services
- √ Construction Administration
- Same Design Team as Proposed for Taxiway Charlie & Foxtrot Rehabilitation



TAXIWAY W REHABILITATION — TAMPA INTERNATIONAL AIRPORT (TPA)

Client Information: Scott Nesbitt, Project Director

Hillsborough County Aviation Authority

Tampa International Airport

PO BOX 22287 Tampa, FL 33622

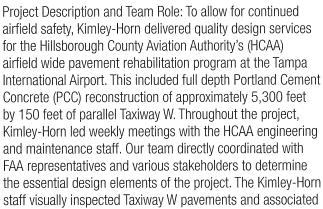
Contact Information:

Team Members/ Roles:

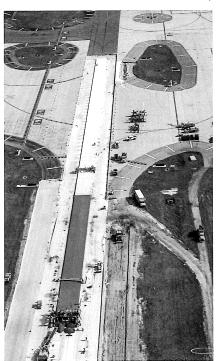
813,870,7832, snesbitt@tampaairport.com

Paul Piro, P.E. (Project Manager & Engineer of Record), Jared Moreng, P.E. (Lead Airfield Civil Engineer), Tierra (Geotech/QA Materials Testing),

ECHO UES (Subsurface Utility Exploration)



airfield electrical items to guide the design approach. Advanced coordination with the airport's operations team and airline representatives was required to ensure the construction phase minimized impacts to daily aircraft operations. In the early stages of design, Kimley-Horn defined topographic survey and geotechnical investigation requirements and coordinated the execution of these activities with airport staff. The field data gathered was incorporated into the project base map used to develop the project construction approach, construction phasing, project schedule, and bid quantities. In addition, Kimley-Horn established requirements for the Taxiway W demolition and the Taxiway J demolition, including finished surface grades, concrete jointing plans, drainage patterns, horizontal and vertical geometry, pavement layer thicknesses, airfield electrical layout, and airfield markings in accordance with FAA standards.



Similarities/Relevance:

- Taxiway Rehabilitation and Reconstruction
- Airfield Markings
- Taxiway Edge Lighting and Signage
- Construction Phasing and Sequencing
- SWFWMD Coordination/ERP

- **FAA Coordination**
- Contract Document Preparation
- **Bidding Services**
- Construction Administration
- Same Civil, Survey, and Geotech team
- Subsurface Survey

TAXIWAY E REHABILITATION — TAMPA INTERNATIONAL AIRPORT (TPA)

Client Information:

Scott Nesbitt, Project Director

Hillsborough County Aviation Authority

Tampa International Airport

PO BOX 22287 Tampa, FL 33622

Contact Information:

813.870.7832, snesbitt@tampaairport.com

Team Members/

Roles:

Paul Piro, P.E. (Project Manager & Engineer of Record), Jared Moreng, P.E. (Lead Airfield Civil

Engineer), Tierra (Geotech/QA Materials Testing)

Project Description and Team Role: Taxiway E is a 75' wide by 3,200' long asphalt taxiway primarily serving FBO and MRO facilities. As prime consultant, Kimley-Horn delivered the design contract documents and construction administration services provided for a nominal 2" mill and 2" asphalt overlay covering approximately 25,000 square vard of surface. Rehabilitation also included the demolition of connecting taxiways to eliminate hot spots. This also required reconfiguration of the taxiway's edge light and signage system. A significant design element included the exposure and structural investigation of twin 54" stormwater pipes installed 50 years ago. The design was completed in 2016 with construction completed in 2017 at a total cost of \$1,200,000.

Kimley-Horn was responsible for all management and technical aspects of this project. With an in-house production team consisting of one Lead Airfield Engineer, one Airfield Engineer, and two CAD Technicians, the Rehabilitation of Taxiway E was delivered to the Hillsborough County Aviation Authority under budget and on schedule. The design was supported by modeling movements of numerous large aircraft that require

Professional Engineering Services For Taxiway Charlie & Foxtrot Rehabilitation RFQ-02-2020-TCF



Sarasota Manatee Airport Authority

efficient access to the General Aviation Apron, including Air Force One, to ensure adequate ingress/egress into and out of the area utilizing the existing taxiway system. AviPlan Turn 2.0 software was used to ensure critical aircrafts could safely travel on the new taxiway connectors while maintaining required safety margins and mitigating the effects of jet blast. During construction, it was discovered much of the electrical circuitry adjacent to Taxiway E did not correspond to the record drawings. The Kimley-Horn team worked closely with the contractor and the Authority's Maintenance staff to develop the additional guidance required to keep the project moving despite encountering unforeseen conditions.



Similarities/Relevance:

- √ Taxiway Rehabilitation and Reconstruction
- √ Profile Mill and Overlay
- Airfield Markings
- √ Taxiway Edge Lighting and Signage
- √ Construction Phasing and Sequencing

- √ SWFWMD Coordination/ERP
- √ FAA Coordination
- √ Contract Document Preparation
- √ Bidding Services
- √ Construction Administration

TAXIWAY S REHABILITATION — TAMPA INTERNATIONAL AIRPORT (TPA)

Project Description and Team Role: Taxiway S is a 75' wide by 3,000' long asphalt taxiway providing service to the FBO facilities. As prime consultant, Kimley-Horn delivered design contract documents and construction administration services. The rehabilitation consisted of a nominal 2" mill and 2" asphalt overlay. This project's footprint included multiple, heavily utilized connectors off Taxiway S to service tenants, such as Sheltair, Signature Flight Support, U.S. Customs and Border Protection, and the Sykes hangar facilities. As such, the Taxiway S Rehabilitation Project included highly detailed phasing and sequencing with a complex MOT plan resulting from multiple stakeholder meetings during design development, and included feedback gained from Operations and Maintenance Staff, tenants at TPA, airlines, FAA, and ATCT. The design was completed in 2016 with construction completed in 2017 at a total cost of \$831,000. Kimley-Horn was responsible for the

Client Information:

Scott Nesbitt, Project Director

Hillsborough County Aviation Authority

Tampa International Airport

PO BOX 22287 Tampa, FL 33622

Contact Information:

813.870.7832, snesbitt@tampaairport.com

Team Members/

Roles:

Paul Piro, P.E. (Project Manager & Engineer

of Record), Jared Moreng, P.E. (Lead Airfield Civil Engineer), Tierra (Geotech/QA Materials

Testing)

preparation of the full set of construction documents. Included with the deliverable were the project's Construction Safety and Phasing Plan and the Engineer's Design Report. Significant coordination with stakeholders was led by the Kimley-Horn team. The team worked closely with the contractor and the Authority's maintenance staff to develop additional guidance required to keep the project moving despite encountering unforeseen conditions. This demonstrates Kimley-Horn completely understands the Authority requires a consultant who is responsive, exhibits a sense of urgency, and provides answers to questions at hand.

Similarities/Relevance:

- √ Airfield Asphalt Pavement Rehabilitation Profile Mill and Overlay
- √ Construction Safety and Phasing Plan (CSPP)
- √ Taxiway Geometric Design per AC 150/5300-13A
- √ Airfield Drainage Modeling

- Airfield Markings
- Stakeholder and Agency Coordination
- SWFWMD Coordination/ERP
- √ FAA/FDOT Coordination
- √ Airfield Lighting and Signage

TAXIWAY N RECONSTRUCTION — TAMPA INTERNATIONAL AIRPORT (TPA)

Project Description and Team Role: Taxiway N showed significant signs of failure and it was the desire of the Hillsborough County Aviation Authority for it to be reconstructed with a new asphalt pavement section. 1,000' of the taxiway was reconstructed to the FAA's Taxiway Design Group III geometry with all new edge lighting, signage, and markings. The design was completed in 2017 with construction completed in 2017 at a total cost of \$1,800,000. Kimley-Horn was responsible for the preparation of the full set of construction drawings.



John Mallory, Director of Construction Hillsborough County Aviation Authority

Tampa International Airport PO BOX 22287

Tampa, FL 33622

Contact Information:

Team Members/ Roles:

813.502.7582, jmallory@tampaairport.com

Paul Piro, P.E. (Project Manager & Engineer of Record), Jared Moreng, P.E. (Lead Airfield Civil Engineer), Anees Rahman, P.E. (Lead Airfield Electrical Engineer), Tierra (Geotech/QA Materials

Testing)



Included with the deliverable was the project's Construction Safety and Phasing Plan and the Engineer's Design Report. Through early and frequent coordination with Hillsborough County Aviation Authority's planning and design, maintenance, and operations staff, as well as FAA, ATCT, and FDOT, the Kimley-Horn team was able to design the new Taxiway N pavements in a manner that both met the updated FAA taxiway geometry standards and lowered both capital investment and ongoing maintenance costs for the Authority. The Kimley-Horn team analyzed multiple pavement section options for both initial capital investment (construction) costs and anticipated long-term maintenance costs.

Through this analysis, it was determined reconstructing Taxiway N with a P-401 asphalt pavement section would most efficiently serve the Authority's requirements. Furthermore, Kimley-Horn structured the contract documents to specify demolished airfield concrete pavements from the reconstruction of Taxiway N be stockpiled and delivered to the Authority's ownership.

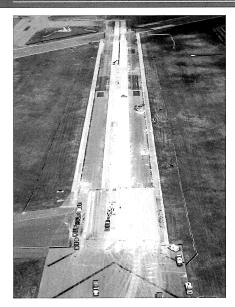
This material was then used as raw material for producing recycled concrete base course to be placed on a concurrent airfield project at TPA. This saved the Authority significant amounts of money and time in construction as the recycled concrete base course represented both a cost savings from traditional limerock base and permitted construction of base course to continue through the rainy season.

Similarities/Relevance:

- Airfield Asphalt Pavement Reconstruction Construction Safety and Phasing Plan (CSPP)
- Taxiway Geometric Design per AC 150/5300-13A
- Airfield Drainage Modeling
- Airfield Markings

- Stakeholder and Agency Coordination
- SWFWMD Coordination/ERP
- **FAA/FDOT Coordination**
- Airfield Lighting and Signage

RUNWAY 18-36 REHABILITATION — ST. PETE-CLEARWATER INTERNATIONAL AIRPORT (PIE)



Project Description and Team Role: At an age of over 20 years old, the Runway 18-36 pavements exhibited various distresses indicative of weathering, age, and aircraft related wear and tear. Design elements included full-depth asphalt runway pavement reconstruction, asphalt pavement rehabilitation via profile milling and P-401 overlay, widening of the existing paved shoulders from 15 feet to 25 feet in width, reconstruction of the Runway 18 blast pad, and reconstruction of all runway centerline and touchdown zone lighting. To accommodate air carrier traffic during the rehabilitation of Runway 18-36 pavements, the crosswind Runway 4-22 was extended by approximately 100 feet to provide 6,000 feet of distance for takeoffs and landings. Design efforts were completed by March 2019, and construction is estimated to be completed in late 2020 at a total construction cost of \$22,000,000.

Kimley-Horn was responsible for the preparation of the full set of construction documents. The Kimley-Horn team began design efforts via extensive geotechnical investigation (Tierra) of the runway pavements, including the sampling of over 100 pavement cores and soil borings. In addition, Kimley-Horn conducted nondestructive testing (falling weight deflectometer) testing of the Runway 18-36 pavements, which were carefully analyzed to consider remaining useful life of the pavements and their ability to withstand loading by critical aircraft, as well as determining

Professional Engineering Services For Taxiway Charlie & Foxtrot Rehabilitation RFQ-02-2020-TCF



Sarasota Manatee

Client Information:

Scott Yarley, P.E., Airport Engineer St. Pete-Clearwater International Airport

14700 Terminal Blvd

Suite 221

Clearwater, FL 33762

Contact Information:

Team Members/ Roles: 727.453.7830, syarley@fly2pie.com

Paul Piro, P.E. (Project Manager & Engineer of Record), Jared Moreng, P.E. (Lead Airfield Civil Engineer), Anees Rahman, P.E. (Electrical Engineer), Steve Cornell, P.E. (Quality Control Officer), Tierra

Steve Cornell, P.E. (Quality Control Officer), Tierra (Geotech), ECHO UES (Subsurface Utility Exploration)

prescribed pavement rehabilitation measures. This includes areas of full depth reconstruction to subgrade level, as well as varying depths of milling and P-401 overlay. Through early and frequent engagement with stakeholders the team developed detailed Construction Safety and Phasing Plans to permit aircraft operations, including those of the air carriers and the United States Coast Guard (C-130 Hercules), to continually and safely operate at PIE throughout construction. The Kimley-Horn team assisted the Air Traffic Organization (ATO) and PIE with the Safety Risk Management Panel process, including regular informal coordination meetings with stakeholders.

Similarities/Relevance:

√ Airfield Asphalt Pavement Rehabilitation and Reconstruction – Profile Mill and Overlay

√ Construction Safety and Phasing Plan (CSPP)

Taxiway Geometric Design per AC 150/5300-13A

Airfield Pavement Design

Airfield Markings

Stakeholder and Agency Coordination

√ SWFWMD Coordination/ERP

FAA/FDOT Coordination

Airfield Lighting and Signage

RUNWAY 15-33 REHABILITATION AND EXTENSION - PUNTA GORDA AIRPORT (PGD)

Client Information:

Ron Ridenour, Projects Manager Charlotte County Airport Authority

28000 Airport Rd #1 Punta Gorda, FL 33982

Contact Information:

Team Members/

Roles:

941.380.7494, rridenour@flypgd.com

Pau Paul Piro, P.E. (Project Manager & Engineer of Record), Jared Moreng, P.E. (Lead Airfield Civil Engineer), Anees Rahman, P.E. (Lead Airfield Electrical Engineer), Steve Cornell, P.E. (Quality Control Officer), Tierra (Geotech/QA Materials Testing), Hyatt Surveying Services (Topographic Survey), ECHO UES (Subsurface Utility Exploration), EG Solutions, Inc. (Wetlands

Mitigation Engineer of Record)

Project Description and Team Role: The existing Runway 15-33 pavements exhibit various distresses indicative of weathering, age, and aircraft related wear and tear. As part of this project, Runway 15-33 was extended approximately 600' to an overall length of 6,281 feet, which will accommodate air carrier takeoffs and landings during the future reconstruction of Runway 4-22. In addition, Taxiways E, D, G, and H were reconfigured to provide standard taxiway geometry per AC 150/5300-13A, in concert with the recommendations of the airport's recently completed Master Plan Update. The airport perimeter fence and Woodlawn Drive to the south of the airport were reconfigured in accordance with the new limits of the Runway 15-33 Runway Protection Zone (RPZ) following the extension. The design was completed in 2019 with the construction substantially

completed in 2020 at a total cost of \$15,000,000. Kimley-Horn services included submission of plans, specifications, and engineer's construction cost estimate for the preliminary and final design. During each design phase, Kimley-Horn kept the client informed of project status and issues at regularly held progress meetings. Kimley-Horn provided oversight of the entire project throughout the design process. Kimley-Horn managed and directed project activities, including project documentation, timelines, and contact lists. Kimley-Horn had specific accountability for achieving the entire defined project objectives within the time and resources allocated. Kimley-Horn prepared the technical specifications and developed each pay item to ensure no unexpected surprises during construction.



Similarities/Relevance:

√ Airfield Asphalt Pavement Rehabilitation – Profile Mill and Overlay

✓ Construction Safety and Phasing Plan (CSPP)
 ✓ Taxiway Geometric Design per AC 150/5300-13A

√ Airfield Drainage Modeling

√ Airfield Markings

Stakeholder and Agency Coordination

√ SFWMD Coordination/ERP

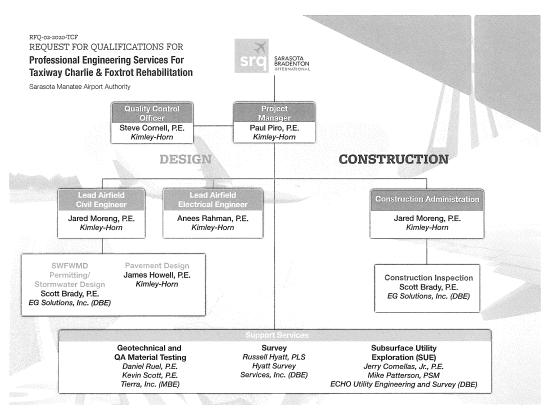
√ FAA/FDOT Coordination

Airfield Lighting and Signage



TEAM ORGANIZATION

Kimley-Horn's team is comprised of experts who are well-versed in all aspects of an aviation project from planning and geometric layout to design of airside pavements (runways, taxiways, ramps, and aprons), including associated stormwater design and permitting, utility systems modifications, pavement management, safety improvements, construction observation, and resident inspection. As indicated by the organization chart below, your Project Manager, Paul Piro, P.E., understands the value of assembling a strong project team structured to offer the highest level of responsiveness and personal service to you for the Taxiway Charlie & Foxtrot Rehabilitation project.



KEY PERSONNEL

Kimley-Horn understands that when you select an engineering consultant, you are really choosing people who offer technical expertise, hands-on experience with similar projects, and a demonstrated record of responsiveness that will make your project a success. We have provided resumes for the project team members in the Appendix and summary biographies below.



Paul Piro, P.E. - Project Manager

Paul is a senior aviation project manager with 38 years of experience in engineering for aviation, municipal, industrial, and commercial projects. His duties at Kimley-Horn include the design, coordination, and management of multidiscipline aviation design projects. Paul is accomplished in design and contract document development as part of major airport improvement projects. Paul's technical capabilities complement his management skills. Paul has experience leading multiple significant design projects with concurrent, pressing due dates to successful completion. He understands the value of keeping clients informed regarding schedule, budget, and project status. He has coordinated the efforts of large, multidisciplinary teams on various types of projects, and understands permitting, agency requirements, and processes.



Steve Cornell, P.E. - Quality Control Officer

Steve has 36 years of progressive experience with varying roles as an owner, consultant, and contractor in the planning, design, and construction of complex airport development programs. His extensive experience includes new greenfield airports as well as expansion, redevelopment, and rehabilitation of airside, landside, and terminal facilities for airport clients across the U.S. and on four continents abroad. Steve is an expert on the efficient and effective use of alternative project delivery methods. He co-authored the "Airport Owner's Guide to Project Delivery Systems" and has served as a subject matter expert at specialty conferences. Steve is passionate about the integration of advanced

technologies into the built airport environment; he has presented on this subject at global airport conferences and holds a U.S. Patent (US 9,085,375 B2) for the "Automated Terminal to Aircraft Conveyance System."



Jared Moreng, P.E. - Lead Airfield Civil Engineer and Construction Administration

Jared has more than 12 years of engineering and management experience in airfield and aviation projects. He specializes in project management, airfield civil design, development of construction phasing and sequencing, development of bidding and contract documents, and providing responsive, client-focused service at all stages of a project from inception to final closeout. In addition to his high level of familiarity with the design and bidding process for airport and FAA funded projects, Jared has served as a resident project representative and field engineer on numerous airfield pavement construction and rehabilitation projects, which enables him to produce designs with an eye for constructability.



James Howell, P.E. - Pavement Design

James has more than seven years of experience in project design, construction administration, and pavement management implementation. He has performed airfield pavement management program services at over 415 airports across FL, SC, CA, PR, TX, TN, OK, ID, VA, CO, IN, and NV. Additionally, he has personally performed PCI surveys at more than 150 public use airports according to FAA and ASTM D5340 requirements. James has received certification from Florida Department of Transportation for airfield inspection training and has successfully lead field investigations at both commercial and general aviation airports as part of the FDOT statewide airfield pavement management program.



Anees Rahman, P.E., NCEES - Lead Airfield Electrical Engineer

Anees has 33 years of experience in concept, preliminary, and final design of aviation NAVAIDS, lighting, and signage systems; control systems; electrical utilities design; stand-by power; underground power; communication design; electrical master plans; and construction management. He has dedicated his career to aviation engineering and brings extensive experience in the protection and/or relocation of existing NAVAIDS/electrical systems and their associated aboveground and belowground electrical utilities for both airport and FAA-owned facilities.



Scott Brady, P.E. - SWFWMD Permitting/Stormwater Design and Construction Inspection EG Solutions, Inc. (EGS) (DBE)

Mr. Brady has over 42 years of experience in civil engineering, emphasizing public sector projects. More than 34 years of his total experience is focused on airport projects, which includes assignments as program manager, project engineer, and consultant. His varied engineering functions have included engineering analysis, design documents preparation, permitting, cost estimating, CPM scheduling, bid analysis, grant assistance, field observation, construction claims evaluation and resolution, forensic engineering, expert testimony, research and instruction. He has worked on over 175 airport projects at over 50 airports. These have been located in 11 states in four FAA regions, with a concentration in the FAA Southern Region.

SUBCONSULTANTS



EG SOLUTIONS, INC. (EGS) (DBE) - SWFWMD Permitting/Stormwater Design And Construction Inspection EGS is a Lakewood Ranch, FL based aviation consulting firm. Each member of senior management has over 40 years of engineering and aviation experience. EGS is recognized as an industry leader in stormwater management consulting, design, constructing, and permitting for the transportation industry. EGS co-authored the current state rules for permitting of stormwater

ponds on the airside of airports. EGS was also the technical manager and author of the award-winning FDOT Statewide Airport Stormwater Best Management Practices Manual and Technical Report for the Statewide Airport Stormwater Study.



HYATT SURVEY SERVICES, INC. (DBE) - Topographical Survey

Hyatt Survey, Services, Inc. is a full-service certified DBE with the State of Florida Department of Transportation surveying and mapping company with a professional staff combining over 60 years of extensive experience in a variety of project areas.

Hyatt's current list of clients includes the US Army Corps of Engineers, the Florida Department of Transportation, South Florida Water Management District in addition to Hillsborough, Manatee, Sarasota and Charlotte Counties. Hyatt has been providing professional surveying services throughout the state of Florida for more than 18 years for municipal, commercial, and private sector clientele.



ECHO UES, INC. (ECHO) (DBE) - Subsurface Utility Exploration (SUE)

ECHO is responsible for the collection of high-quality and reliable utility and survey data necessary to assist in minimizing the risk of impacts to existing underground utilities and allowing for the survey foundation to ensure accurate design and

construction plans. ECHO's prior aviation experience includes SRQ Rehabilitation of Taxiway Bravo, St. Petersburg Clearwater International Airport Runway Rehabilitation Survey, St. Petersburg Clearwater International Airport Terminal Expansion, St. Petersburg Clearwater International Airport Taxiway, North Remote Overnight Aircraft Parking Apron, and more.



TIERRA, INC. (MBE) - Geotechnical Explorations And Quality Assurance (QA) Materials Testing

Tierra, Inc. will provide geotechnical engineering and construction materials testing. Tierra has provided geotechnical engineering, environmental consulting, and construction materials testing and inspection services

as a subconsultant on numerous airfield projects. Tierra is fully qualified to support materials testing per FAA standards. Tierra's technicians are certified through CTQP, ACI, and FDOT with 5 to more than 30 years of experience in geotechnical, construction, laboratory, and field materials testing and inspection services.

Sarasota Manatee Airport Authority

APPROACH

We have examined the project and its objectives, been on site, discussed operational requirements with key stakeholders, and have identified key project objectives as it relates to our Team for the benefit of the Authority. The RFQ states the project approach should demonstrate "understanding of the project objective, a discussion of key issues, project planning, project phasing, coordination with stakeholders, a timeline for deliverables, management during design and construction, and project closeout". Our written approach begins with establishing the project objectives and key issues, followed by an overview of our Team's procedural approach.

PROJECT OBJECTIVES

Kimley-Horn understands the main objective of this project is to fully rehabilitate the existing Taxiway Charlie and Foxtrot pavements as shown in the RFQ. Taxiway edge lighting and airfield signage, as well as associated transformers and conductors within the project area will also be evaluated and replaced as appropriate. In addition, surface and subsurface drainage patterns will need to be evaluated to determine any potential impacts to the pavement rehabilitation strategies.

Specific to the Taxiway Charlie pavements, the Kimley-Horn Team has walked the site in 2019 and performed Pavement Condition Index (PCI) and distress evaluations as part of Florida Department of Transportation Statewide Airfield Pavement Management Program in which SRQ is a perennial participant. The Kimley-Horn Team has visually identified distresses within the existing Taxiway Charlie and pavements including raveling of aggregates, alligator cracking, longitudinal separation of asphalt joints, and other indications of age/weathering. PCI values within the project limits were determined to range from 50 to 69 with average values for the area indicating "Fair" pavement condition.

In addition, the wide range of pavement conditions and ages within the project area indicates various strategies may be required to successfully and economically rehabilitate the Taxiway Charlie and Foxtrot pavements. **Kimley-Horn fully understands the critical importance of proactively controlling project design and construction costs** and will ensure that the proposed rehabilitation strategies and alternatives are cognizant of this requirement.

KEY ISSUES

Based on our Team's experience in successfully completing design efforts for the SRQ Taxiway Bravo Rehabilitation, as well as other similar projects in Florida, we have identified key issues that must be addressed by the selected engineering consultant in order to achieve a successful outcome to this project:

- > Early and Frequent Stakeholder Engagement Kimley-Horn fully understands that nobody knows your airport better than you, and the standard for a high-level of customer service and uncompromised safety does not change during construction. Our Team will seek partnership early on with project stakeholders, including Authority Engineering, Operations, and Maintenance Staff, FAA, FDOT, the Tower (ATCT), ARFF, SWFWMD, the City of Sarasota and Manatee County, airlines, Rectrix (Ross) Aviation, and other tenants who rely on Taxiway Charlie and Foxtrot for access to Runway 14-32. This engagement will continue, as appropriate, throughout the design, bidding, and construction phases to ensure the project progresses smoothly and without surprises.
- ➤ Effective Phasing Approach This project requires an approach to construction phasing that encompasses the need to maintain instrument approach capabilities to Runway 14-32, maintain tenant access, ensure efficient and safe airport operations, and deliver to the Authority the highest possible standard of quality in construction. Our Team has, as of this response, discussed ramp access issues with the leadership at Rectrix (Brian Dunn). Additionally, we have reviewed potential impacts to the Runway 14-32 ILS with Joe Pecora, SRQ's FAA Technical Operations representative. Finally, our Team reviewed the phasing concept presented in this proposal with Steve LeBato, SRQ's Air Traffic Control Tower (ATCT) manager. Based on feedback from these discussions, we have developed a potential phasing approach for the rehabilitation project for consideration by the Authority.
- ➤ Exploration of Opportunities for Value-Engineering Our Team will present various alternatives to accomplish project objectives and explore potential cost-reduction strategies that may be incorporated into the project. One example of a potential cost-reduction measure may include specifying the preservation of existing electrical conduit, conductor cables, counterpoise wiring, and light bases along Taxiway Charlie and Foxtrot, while replacing the transformers and light fixtures. Other areas where cost-savings may be realized include specification of alternative materials in construction or by specifying the Contractor retains ownership of saleable materials, such as asphalt millings produced during construction.

➤ Comprehensive Coring and Boring Program — In our experience, airfield asphalt pavement rehabilitation projects greatly benefit from obtaining sufficient core and boring data early in design, as well as a thorough understanding of the existing pavement layer types and thicknesses, condition of asphalt layers, depth of cracking, delamination between pavement layers, and groundwater conditions will enable a design approach that fully addresses all deficiencies while ensuring that design alternatives

remain within budget, both in project bidding and in construction.



In this respect, a comprehensive geotechnical program can be viewed as cheap insurance against costly change orders and schedule delays due to scabbing during milling, encountering unsuitable materials, or other constructability issues.

By examining the condition of the pavement layers, such as crack depths, points of delamination, and cohesion of aggregates, milling depths can be specified that minimize chances of problems during construction, such as scabbing. In addition, this process ensures new overlay pavements are well-bonded to the milled surface.

➤ A Comprehensive Understanding of Subsurface Utilities — Taxiways C and F have drainage pipe crossings beneath the existing pavement. The pipes vary in age, with many approaching 30 years of service life. As evidenced by the recently repaired subsidence on both Runway 14 and a segment of Taxiway C, these older drainage systems can experience raveling or subsurface erosion that creates voids beneath the pavement. Pipes which exhibit signs of soil infiltration through cracks or joints can be scheduled for replacement or repair while the taxiways are otherwise closed for the pavement rehabilitation. Of note, the existing stormwater pipe system within the project area was designed to serve a now-outdated development plan at SRQ. A review of the pipe sizes and capacities should be conducted using both the airport master plan and the master drainage plan (which is nearing completion) for reference. If deemed necessary as a result of this review, modifications to the existing stormwater pipes may be completed while the pavement is under rehabilitation, avoiding future disruptions to operations.

Our Team has learned recent construction projects at SRQ have encountered existing utilities which were not accurately reflected in available records. A relevant and recent example of this on another project adjacent to Taxiway C included a double 12-inch water main which available information implied was a single pipe and which field locates indicated would not pose a conflict. However, it was discovered deflections within the existing pipes resulted in shallow-cover conditions that required special installation of shallow-section taxiway edge light base cans. While thorough examination of records and site due-diligence activities is an essential part of this project, it is recommended provisions be made in the contract documents for additional utility locates and mitigating potential impacts to existing utilities during construction.

PROJECT PLANNING AND COORDINATION WITH STAKEHOLDERS

As part of the preliminary design process, Kimley-Horn will conduct a project design kickoff meeting in which the project schedule, deliverable milestones, objectives and scope of work are reviewed and discussed with the design team members, Authority staff, and funding agencies (FAA/FDOT). Starting with the kickoff meeting, Kimley-Horn will work closely with SMAA and funding agencies to ensure the design objectives, scope of work, and program budgets are clearly understood by all parties. In addition, our Team will work with the Authority's Master Planner as appropriate to ensure all proposed design alternatives are consistent with the recently updated SRQ Master Plan.

Our PM will work with the Authority and agency staff to outline critical dates within the project and ensure that all design activities are coordinated with SMAA and funding agency procurement deadlines. Activities such as pre-application deadlines for grant funding, FAA approval of the Construction, Safety, and Phasing Plan (CSPP) and Form 7460-1, SMAA Board approval dates, and City/County permitting or review requirements will be incorporated into the program schedule.

PROJECT PHASING

Any design alternatives to be evaluated and considered by the Authority must, at a minimum, maintain safety, satisfy the project design objectives, and minimize impacts to normal airport operations.

Our Team has met with key tenants who rely on Taxiway Charlie and Foxtrot access for continuity of their operations, met with SRQ's FAA ATCT manager and local technical operations staff, and has developed preliminary construction phasing that may be considered by the Authority for this project.

The sequence of the phasing shown below is influenced by the anticipated project schedule. Several important factors for this project's construction schedule include seasonal weather patterns, seasonal peak operations at SRQ, semi-annual asphalt plant closures, and FAA funding cycle considerations. Additionally, it was noted by SMAA engineering staff at the pre-proposal conference that the project may also include rehabilitation of the Taxiway Charlie connector pavements adjacent to Runway 14-32. As such, the preliminary phasing concepts shown below include sub-phases within the



Runway 14-32 safety area that, if included in the final scope of work for the project, would require intermittent closures of the runway during work hours. Given the critical importance of maintaining operations on Runway 14-32 throughout construction, we anticipate any activities within the Runway Safety Areas will require night work. As with any phasing plan, we anticipate continual refinement will be necessary as design efforts progress and feedback from stakeholders is received by the design team. However, the following project phasing approach may be considered as a starting point to continue these conversations:

> Phase 0: Mobilization

Following the Contractor's Notice to Proceed, Phase O, otherwise known as the Mobilization Phase, includes the establishment of the Contractor's staging area, haul routes, submission of shop drawings, airport badging of key Contractor staff, review and approval of the Contractor's Safety Plan Compliance Document (SPCD) required by the FAA, review and approval of the Contractor's Construction Management Plan (CMP) required by FAA, coordination between the Contractor's Quality Control plan and the Owner's Quality Assurance laboratory, development of the Contractor's schedule, and ordering of long-lead items. We anticipate that due to long-lead times experienced recently with the Taxiway Bravo Rehabilitation project with procuring certain equipment, particularly airfield electrical equipment, the Phase 0 duration for this project should ensure that "hard construction" on the airfield, along with potential disruptions to airport operations, does not start until all necessary equipment has been procured and stored on-site.

> Phase 1

Following the Contractor's Notice to Proceed and Phase 0, Mobilization, Phase 1 would include the beginning of major pavement rehabilitation efforts on Taxiway Charlie. Phase 1 work would include asphalt milling, asphalt overlay, airfield electrical replacement (taxiway edge lights, light bases, conduit, conductors, counterpoise wire, etc.), airfield signage replacements, and safety area grading and sodding as required. Following paving in Phase 1, the pavement markings would be re-striped with temporary application rates in order to permit aircraft access during subsequent phases.

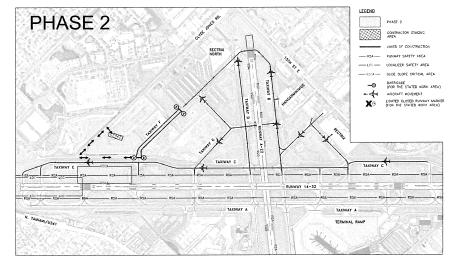
Notably, the contractor haul route shown would utilize the existing Taxiway Charlie and Foxtrot pavements, thereby avoiding

PHASE 1

equipment crossings of active airfield pavements or traversing airfield pavements outside the scope of the project. Additionally, based on our Team's discussions with Joe Pecora (FAA Technical Operations Manager for SRQ), we understand fog tends to be most prevalent in the area from approximately December through March, and that winds during these months tend to emanate from the north. As such, it is critical that the Runway 14-32 ILS, and especially the ILS approach to Runway 32, be preserved during the winter months. By completing work on Taxiway Charlie north of Runway 4-22 and south of Taxiway Foxtrot early in the project, we anticipate no impacts to the Runway 14-32 Instrument Landing System (ILS) until later in the project.

> Phase 2

Following Phase 1, Phase 2 would rehabilitate Taxiway Foxtrot within the project limits. Phase 2 would include asphalt milling, asphalt overlay, airfield electrical replacement (taxiway edge lights, light bases, conduit, conductors, counterpoise wire, etc.), airfield signage replacement as required, and safety area grading and sodding. Following paving in Phase 2, the temporary pavement markings would be applied. Similar to Phase 1, Phase 2 work would avoid any impacts to the Runway 14-32 ILS during the months of anticipated fog at SRQ. Additionally, Taxiway Charlie may be opened to aircraft taxiing during Phase 2, providing operational flexibility during construction.



> Phase 3

Phase 3 would mirror the scope of work in previous phases. However, a significant portion of work within Phase 3 takes place within the glide slope critical area for the Runway 14 approach. Additionally, if the Authority chooses to include taxiway connectors C and C1 within the project scope of work, construction will likely encroach into the localizer critical area for the Runway 32 approach.

Based on our Team's discussions with Steve LeBato (FAA Air Traffic Control Manager at SRQ), the air carriers are typically required to follow the glide slope approaches, if available, in all weather conditions. Therefore, we anticipate work taking place northwest of the Runway 14 glide slope antenna may need to be undertaken as night work.

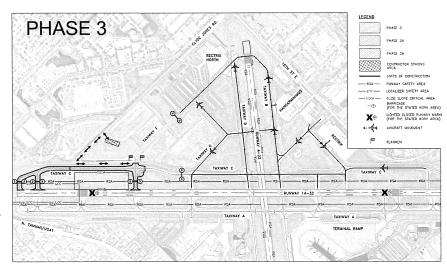
However, it may be possible to permit the contractor to continue paving operations on Taxiway Charlie beyond the glide slope critical area into daytime work hours to achieve continuous high-temperature paving, thereby minimizing cold asphalt joints.

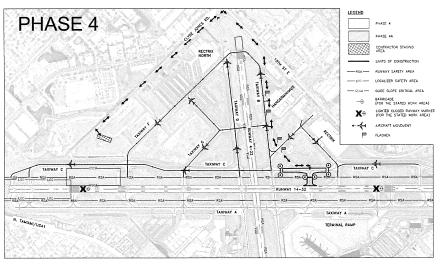
Our Team will thoroughly coordinate with SMAA, FAA, and ATCT to ensure any impacts to the ILS are carefully incorporated into the contract documents to ensure precise and safe execution of the plan during construction. Additionally, based on the preliminary project schedule included, we anticipate Phase 3 work will take place largely outside of months in which fog is typically encountered at SRO.

> Phase 4

Phase 4 would rehabilitate the remaining portion of Taxiway Charlie south of Taxiway Bravo and north of Taxiway Juliet. Following paving in Phase 4, the pavement markings would be re-striped with temporary application rates in order to permit aircraft egress prior to application of final pavement markings.

Contractor access to the Phase 4 work limits can be achieved by utilizing the airside vehicle service road south of Taxiway Bravo. Based on our Team's experience with designing SRQ's Taxiway Bravo Rehabilitation, we anticipate that the Runway 22 40:1 departure surface may impose restrictions on contractor equipment heights using the haul route during aircraft operations. Special attention will be taken





by our Team to clearly define the Phase 4 access haul routes to avoid the newly rehabilitated Taxiway Bravo pavements. Additionally, in reviewing the preliminary phasing with Brian Dunn at Rectrix, we understand aircraft circulation to and from their ramp must be maintained throughout construction. As such, the contract should include provisions to provide flagmen to control construction traffic across active taxiway pavements (such as Taxiway E and the ramp entrance to the Hangarminiums) and maintain aircraft access during Phase 4.

Final Markings Application Phase

Following the paving taking place in Phases 1-4, the concluding phase of the project would include the final coat of airfield markings applied over previously paved areas of Taxiways Charlie and Foxtrot. This work could be completed at night to minimize impacts to airport operations. Airfield markings applied to new asphalt immediately following paving typically experience discoloration due to "bleed through" of the asphalt mix's binder material. As such, the FAA pavement marking specifications require that final application of airfield markings be applied no earlier than 30-days following paving.

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PROGRAM SCHEDULE (DESIGN AND CONSTRUCTION)

Accurate development of the program schedule is perhaps one of the most critical elements during design that requires the input from SMAA Engineering, Maintenance and Ops. Every schedule prepared for a project at SRQ must consider:

- > Asphalt batch plant closures for semi-annual maintenance
- > Procurement of long lead items, especially airfield electrical components
- > Peak aircraft traffic during Thanksgiving, Christmas, Spring Break, "Season", and other Special Events at SRQ
- > FAA moratorium "black-out" dates in which navigational aids and other systems requiring federal technical support must be undisturbed
- Seasonal weather patterns at SRQ, and weather requiring Instrument Flight Rules (IFR)
- Cure durations for asphalt, concrete, and base materials
- Regularly scheduled runway closures for maintenance
- > Targeting SMAA Board Meeting dates for various approvals

Our Team will leverage the insight gained from stakeholder coordination efforts, as well as lessons learned from the Taxiway Bravo Rehabilitation and other similar projects to develop accurate, safe, and achievable construction schedules which formed the basis of the contract durations.

MANAGEMENT DURING DESIGN AND CONSTRUCTION

For the Taxiway Charlie and Foxtrot Rehabilitation Project, our Team's procedural approach to the work will be implemented in the following phases:

- Design Documentation Phase
- Preliminary Design Phase
- > Design Phase: Preparation of Plans and Specifications
- Bidding and Award Phase
- Construction Administration/Construction Inspection
- Project Closeout

During each phase of design, our Team will employ our industry-proven procedures for completeness, quality control, record keeping, technical problem resolution, and other vital support functions. As described below, these three elements will be present throughout the design process:

Progress Reports

During the design phases, progress reports containing an executive summary of completed work, projected work, special concerns, project budgets, and project schedules will be provided to the Authority on a monthly basis. These reports will be concise and will supplement the Engineer's Report that will be submitted at the completion of the 100% Construction Documents Phase.

Document Control

Our Team will place strong emphasis on effective, uniform record keeping, and thorough documentation throughout the project design, construction, and close out. Documentation, filing, and control of information for retrieval using our customized document control system will be implemented accordingly. This element will greatly assist tracking issues and their resolution during design and construction.

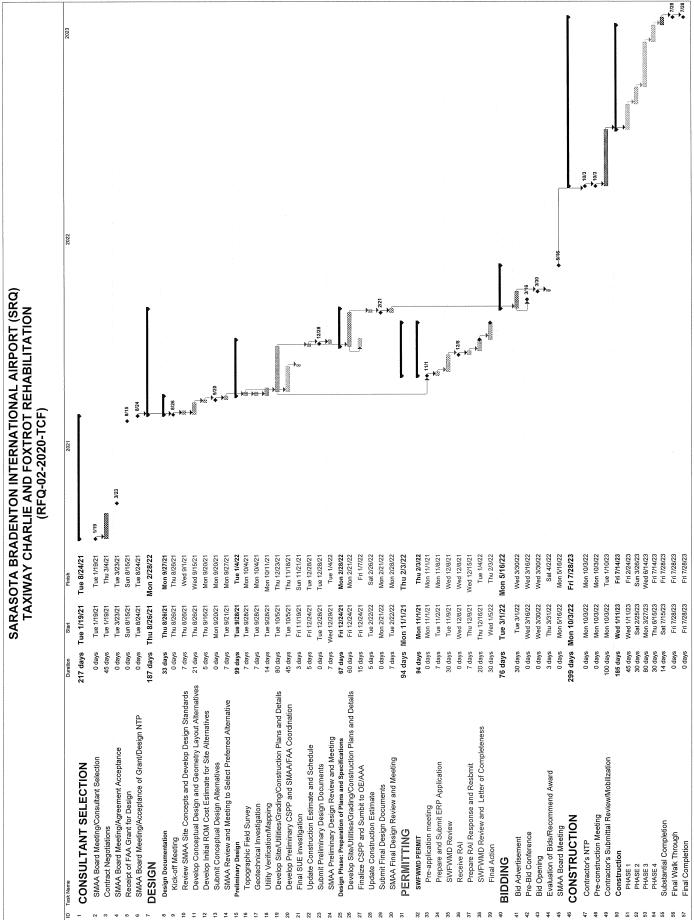
Quality Control

All project deliverables will typically go through three steps of review prior to being submitted to the Authority for staff review. As a first step, all drawings will be reviewed by an independent checker prior to being released for further review. This drawing check will focus on dimensions, scales, drawing references, spelling and other content-based elements. After drawing checks, discipline coordination sets will be distributed to each discipline involved. After incorporating discipline review comments, an internal quality control set of documents will be prepared and issued to our **Quality Control Officer**, **Steve Cornell**. After incorporating QC comments, the design deliverables will be produced for the Authority's staff review.

This QC review process will occur prior to submitting deliverables to the Authority for review to ensure an efficient review can occur based on quality documents.









Design Review Process Diagram



Our QC process will evaluate design deliverables at each benchmark submission. Additionally, at any time requested by the Authority, we will gladly provide evidence of our quality control reviews including markups, checklists and comment

DESIGN DOCUMENTATION PHASE

Completion of this phase will result in an agreed definition of the project and verification of the overall project including schedule and budget. Furthermore, this phase of the project will launch due diligence, utility investigation, topographic survey, geotechnical investigation, field investigations of pavement, electrical systems and markings.

Design Kick-Off Meeting and Due Diligence

Immediately upon issuance of a notice-to-proceed, we will hold a design kick-off meeting to allow for personnel introductions, identify specific stakeholders and to discuss project permitting requirements and design standards. At that time, we will address scheduling of field personnel for survey, geotechnical and other on-site investigations. SMAA's applicable record documents, FDOT studies, and other pertinent documentation and information in the vicinity of the project will be thoroughly reviewed in concert with an inventory of existing site features and conditions. Concurrently, our Team will begin the production of the contract documents. **Throughout the design**, Kimley-Horn will conduct coordination meetings with SMAA and other applicable parties at regular intervals to discuss design concepts, issues, and solutions that are best suited to the project requirements.

Project Schedule & Budget Review

Kimley-Horn is committed to provide the talent and resources necessary to keep this project on schedule and within budget. A project design schedule showing dates and durations for design components, deliverables/receivables, permits, reviews, and construction will be presented at the design kick-off meeting and submitted to SMAA for review and concurrence.

Develop Conceptual Design Alternatives

Kimley-Horn will develop conceptual alternatives and accompanying Rough Order of Magnitude (ROM) cost estimates for consideration by SMAA. All conceptual alternatives will incorporate the project design standards, budget requirements, and project objectives. At the completion of the design documentation phase, the preferred alternative, as selected by SMAA, will be further developed as the basis of the contract documents used for bidding.

PRELIMINARY DESIGN PHASE

Topographic Survey

At the direction of Kimley-Horn, Hyatt Surveying Services, Inc. (DBE) will conduct the collection of survey data and mapping information needed to analyze the parameters involved with the project. All survey data gathered will be according to FAA's AC 150/5300-16, 17, and 18 and collected using the primary and secondary airport control stations (PACS and SACS) that are setup on the NGS grid to allow for a smooth upload to FAA's Airport Data and Information Portal.

Geotechnical/Subsurface Investigation Program

Our Team will conduct a coordination meeting with all parties prior to the commencement of field-testing operations. At this meeting, a drilling schedule will be provided, and safety measures and security issues will be discussed. Underground utility information found during the records search will be discussed, and approximate locations will be identified in the field with SMAA personnel. Our Team will provide full-time supervision of the on-site testing program. The testing program will be coordinated with airport operations to minimize impacts to aircraft activities. To that end, our Team is prepared to execute the geotechnical investigation during night hours if needed.

Preliminary Construction Safety and Phasing Plan (CSPP)

Kimley-Horn will prepare a preliminary Construction Safety and Phasing Plan (CSPP) in accordance with AC 150/5370-2G and submit it to FAA and SMAA for review. Prior to final design, Kimley-Horn will prepare a complete CSPP that will be incorporated into the contract documents.

Our team has prepared CSPPs for numerous airport projects within Florida, and for your Taxiway Bravo Rehabilitation project. Once the project is advertised and awarded, the FAA requires the contractor to prepare a safety plan compliance document (SCPD) in advance of the

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Contractor's NTP. The SCPD documents how the contractor will adhere to the project safety requirements. This is an important component in the overall safety program during each project and cannot be overlooked.

Pavement Design

Kimley-Horn will conduct a detailed visual evaluation of the existing pavement and advise with coring and boring activities. Upon completion of the geotechnical investigation, Kimley-Horn will analyze the existing pavement conditions and proceed with the primary pavement designs. Subsequent activities will include analyzing the data, determining the condition of the pavement layers, developing alternative rehabilitation recommendations, and selecting the recommended rehabilitation alternatives. All pavement designs proposed by Kimley-Horn will be developed using the latest version of FAA's FAARFIELD pavement design software in conjunction with AC 150/5320-6F, or latest version, Airport Pavement Design and Evaluation.

As recently required by FDOT, Kimley-Horn will perform analysis of the rehabilitated Taxiway Charlie and Foxtrot pavements to update the Pavement Classification Number (PCN) for reporting purposes.

Regulatory Permitting

At the completion of the Preliminary Design Phase, **Scott Brady**, **P.E.** with **EG Solutions**, **Inc.** (**DBE**) will initiate effort towards the needed regulatory permitting. This effort will run concurrently with the Design Phase. Stormwater permitting is not required on a pure pavement rehabilitation project that makes no changes to either the amount or the type of pavement. However, changes to taxiway pavement geometries in Advisory Circular 150/5300–13A from those in effect when Taxiways C and F were originally constructed may require additional pavement, particularly in intersection areas. This may require water management permitting with SWFWMD, Manatee County and/or Sarasota County depending on the location of pavement additions. Pavements located in the North and East Drainage Quadrants of the airport, which are all of Taxiway F and most of Taxiway C will be permitted by adjusting the ledgers of the airport's master drainage permit, SWFWMD ERP Number 43009458.045. This will involve minor calculations for equivalent load since taxiway pavement has different concentrations of both nitrogen and phosphorus than the baseline, airport airside values in the ledger. Provided any added pavement areas are classified as "de minimis" as expected, current pipe sizes and discharge locations may be sufficient to obtain the needed ERP permit.

DESIGN PHASE: PREPARATION OF PLANS AND SPECIFICATIONS

The information obtained during program Preliminary Design Phase will be reviewed and refined during the Design Phase. This phase will encompass the services required to furnish SMAA with a set of contract documents, including technical specifications, drawings, construction phasing and safety plans, completed permit application forms for filing permits, draft engineer's report, and cost estimates to reflect any adjustments to the project since the Preliminary Design Phase.

Site Access and Staging Area

Determining the contractor's access to the work areas will be discussed and coordinated with SMAA staff during this phase for each construction package. We want to avoid designating a haul route or staging area that interferes with aircraft operations, ARFF routes, and tenant ground support movements. Additionally, the location of the contractor staging and materials storage area should seek to minimize haul distances to-and-from each phase to avoid inflated bid prices from the contractor.

Grading and Drainage Design

Our Team does not anticipate any significant grading or drainage pattern modifications for this project. Work areas will be designed in accordance with FAA standards and the new pavement will match the existing grades at all tie-in locations. Our Team will confirm proposed grades will conform to FAA design standards. To confirm the adequacy of surface runoff and compliance with FAA grading criteria in accordance with FAA AC 150/5300-13, "Airport Design," we will perform a design slope analysis of the pavements within the work area. The slope analysis is an effective tool to clearly identify areas of the pavement requiring grading refinements.

Airfield Lighting and Signage

Kimley-Horn will pay particular attention to construction materials that may have a long-lead requirements, and will implement this specific lesson learned from the Taxiway Bravo Rehabilitation project. Our PM will make full use of the Team's resources to ensure the design is complete, compliant with the AC, and any potential schedule impacts are identified during the design process. Special consideration will be directed towards the existing edge light circuitry. Kimley-Horn will first coordinate with Dan Bulfin at SRQ to examine insulation resistance (IR) and lighting load calculations of the Taxiway Charlie and Foxtrot lighting circuits. The results of these calculations will be analyzed, considered, and incorporated into the final airfield lighting circuit design. If no circuit data is available from SMAA, Kimley-Horn will perform the necessary in-field tests to determine the condition of the existing taxiway circuit conductors. The taxiway edge light system will be evaluated and the recommendations for replacement will span from cable and isolation transformer replacement to full light base re-installation if necessary.

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Deliverables

Activities and deliverables submitted to SMAA during this phase will be the development of the final recommendation and ongoing coordination with staff. Items completed up to this point will include:

- Working group/coordination meetings and minutes
- √ Permitting agency coordination
- √ Final pavement design
- √ Updated opinion of probable cost
- √ Updated construction schedule

- √ Final Construction Plans
- √ Final Construction Safety and Phasing Plan (CSPP)
- √ Project Manual (Front-End and Technical Specifications)
- √ Final Engineer's Report
- Quality control review

BIDDING SERVICES

Kimley-Horn will assist SMAA, as requested, in advertising for and obtaining bids or proposals for the contract for construction, materials, equipment, and services. We will attend the pre-bid conference and prepare addenda (as necessary). Our Team will also provide services required by the Authority to assist in processing, evaluating, and recommending award of construction contract for this project.

CONSTRUCTION PHASE SERVICES

Upon receipt of the Authority's approval of our Team's recommendation of construction contract award, a notice-of—intent (NOI) will be issued to the successful contractor, thus commencing the construction administration phase of the project. Professional services to be rendered by our Team during this phase include, but are not limited to, weekly meetings; preparation of FAA-required construction management plan; site visits; review of contractor submittals; preparation and administration of the construction contract; preparation of RFIs, field directives, and change orders; review recommended payment amounts to the Contractor; and preparation of record (as-built) drawings for the completed project.

EG Solutions, Inc., will provide full-time construction inspection services for the Taxiway Charlie and Foxtrot Rehabilitation project. Continuing the trend that began with the Taxiway Bravo Rehabilitation project, Kimley-Horn is proud to partner with EG Solutions, Inc.

PROJECT CLOSEOUT

Our Team understands the rigorous internal audits SMAA correctly conducts on its projects to assure compliance with state and federal standards.

Substantial Completion

Kimley-Horn will, promptly after notice from the Contractor whom considers the Work ready for its intended use, in company with SMAA and Contractor, conduct a site visit to determine if the work is substantially complete. Work will be considered substantially complete following satisfactory completion of all items with the exception of those identified on a final punch list. If after considering any objections of SMAA Staff, Kimley-Horn considers the Work substantially complete, Kimley-Horn will notify SMAA and Contractor.

Final Notice of Acceptability of the Work

Kimley-Horn will conduct a final site visit to determine if the completed work of the Contractor is generally in accordance with the plans and specs so that our Team may recommend, in writing, final payment to the Contractor. Accompanying the recommendation for final payment, Kimley-Horn shall also provide a notice that the Work is generally in accordance with the Contract Documents to the best of Kimley-Horn's knowledge, information, and belief based on the extent of its services and based upon information provided to Kimley-Horn upon which it is entitled to rely.

FAA and FDOT Close Out

Kimley-Horn will prepare a project closeout book summarizing compliance with FAA and FDOT construction standards, except approved modifications. Summarize project costs and changes. The expected table of contents is as follows:

- > Section 1 Final Inspection/Substantial Completion
 - 1.1 Final Acceptance Letter
 - 1.2 Certificates of Substantial Completion
- Section 2 Construction Quantities and Costs
 - 2.1 Summary of Construction Costs
 - 2.2 Summary of Final Construction Quantities
 - 2.3 Final Application for Payment
 - 2.4 Final Release Form
 - 2.5 Consent of Survey for Final Payment and Power of Attorney

- ightharpoonup Section 3 Construction of Quality Assurance
 - 3.1 Material Certifications and SubmittalsSection
- > 4 Engineering Cost Summary
 - 4.1 Summary of Engineering Costs
 - 4.2 Summary of Resident Project Representative Time
- Section 5 Disadvantage Business Enterprise Participation 5.1 DBE Reporting Form
- Section 6 Record Drawings





PHONE INTERVIEW

With Kimley-Horn, you can truly expect more and experience better. We put clients at the forefront of our business, and you can expect a high level of responsiveness, communication, and quality. Kimley-Horn understands open, clearly defined channels of communication and prompt response to your requests will be essential to achieve desired project results. If the Authority chooses to conduct a phone interview, Paul Piro, P.E. serving as Project Manager and Jared Moreng, P.E. serving as Lead Airfield Civil Engineer will be available to discuss their experience and detailed approach to this project. Paul and Jared, in conjunction, will serve as liaison with the Authority throughout project development. They will manage the project in its entirety, anticipate problems, develop creative solutions, and implement a comprehensive work plan based upon project scoping phases, including a list of project tasks, scheduling requirements, and personnel requirements necessary to complete the Taxiway Charlie & Foxtrot Rehabilitation project on time and within budget.

DEMONSTRATED ABILITY TO MEET THE DBE GOAL

Kimley-Horn has a company policy of meeting or exceeding our clients' Disadvantaged Business Enterprises (DBE) participation goals. We strongly believe in the initiative to support diversity firms and continuously seek to involve our minority subconsultants in meaningful roles. When clients have established specific goals for DBE involvement, we have met or exceeded those goals by tasking our DBE partners with significant assignments. In 2020, Kimley-Horn has used 372 DBE/MBE/WBE firms paying a total of \$19.8 million with an overall DBE participation rate of 18.47%. For the rehabilitation of Taxiway Charlie & Foxtrot, all of our subconsultants are certified DBE/MBE, reflecting our commitment to assist in the development of minority businesses. By having a pool of four DBE/MBE subconsultants with varying skill sets, we will be able to ensure our team can exceed the Authority's overall 8% DBE goal for this contract. Below is a sampling to illustrate our commitment to partnering with DBE firms and exceeding our clients' goals.

PLAN TO MEET DBE REQUIREMENTS FOR THIS CONTRACT

DBE SUBCONSULTANTS	AUTHORITY'S DBE GOAL	KIMLEY-HORN'S DBE PARTICIPATION GOAL
EG Solutions, Inc. (DBE)	8%	12%
Hyatt Surveying, Inc. (DBE)		
ECHO UES (DBE)		

PAST EXPERIENCE EXCEEDING CLIENT'S DBE GOALS

NAME OF PROJECT	NAME OF PROJECT CLIENT NAME		KIMLEY-HORN'S ACTUAL DBE PARTICIPATION		
Taxiway Bravo Rehabilitation	Sarasota Bradenton International Airport	9%	9% (as of 12/28/2020)		
Runway 4R-22L Reconstruction	Detroit Metropolitan Wayne County Airport Authority	15%	31%		
Preliminary Design Airfield Electrical Replacement (LED Transition)	Indianapolis Airport Authority	14%	39.25%		
Airfield Rehabilitation FY 15, FY 16 & FY17	Hillsborough County Aviation Authority, Tampa International Airport	8%	30%		
Airport Layout Plan Update	City of Hollister, Hollister Municipal Airport	None	36%		
South Terminal Complex Airfield Design	Orlando International Airport	20%	38%		
Runway 9R-27L Extension and Associated Taxiways	O'Hare International Airport	30%	40%		
Taxiways B and C Construction Management	County of Tuolumne, Columbia Airport	5%	10%		



Sarasota Manatee Airport Authority

OTHER FACTORS

Kimley-Horn has a history of supporting SRQ by providing engineering and design services on a variety of critical, high-profile aviation projects. We understand you require a proactive consultant team and tailored solutions for airside efficiency, such as maximizing the use of creative designs, materials, and construction techniques to provide economical solutions while minimizing impact to airport operations. We are committed to serving as your trusted advisor and providing the highest level of service possible to ensure future prosperity. Kimley-Horn is more than a consultant. We are your long-standing partner. We would be honored to serve the Sarasota Manatee Airport Authority once again and seamlessly deliver the Taxiway Charlie & Foxtrot Rehabilitation project on schedule and within budget.

WHAT OUR CLIENTS SAY

"Throughout the design and continuing into the construction of both the Runway 18-36 Rehabilitation program at PIE and the Runway 15-33 Rehabilitation and Extension program and PGD, the Kimley-Horn team has held a steadfást presence. I can vouch for Kimley-Horn's professionalism in treating our operational needs as a priority. I would recommend Kimley-Horn to any airport in need of an excellent consultant with an eye for maintaining critical operations and safety during construction.» - Thayne Klingler, Director, Airport Affairs at Allegiant

"They have been very timely with their submittals and worked within scope and budget on the projects assigned. Some of the services they provided include planning, pavement designs, electrical, grading and drainage, geometry, and construction phase services. Their evaluations and recommendations have proven to be consistently accurate as well as the best options. I would recommend Kimley-Hom to any airport in need of an excellent consultant and trusted advisor.» - Ron D. Ridenour Jr., CIP Project Manager at PGD

Kimley-Horn worked with our staff and stakeholders, including air carriers, FAA, ATCT, and our tenants to develop construction phasing for the Runway 18-36 Rehabilitation program that minimized impacts to airport operations and preserved our busy air carrier schedule throughout construction. They have provided our airport with the necessary information required by the FAA to acquire funding and key approvals in a timely fashion. They have continued to treat our airport's priorities with the highest concern, and I would not hesitate to recommend Kimley-Horn as the consultant of choice for any airport." - Mark E Sprague, C.M., Deputy Director – Airport Operations & Facilities at PIE

EXPERIENCED AND COHESIVE TEAM

Our Team members have a history of successfully working together and delivering taxiway rehabilitation projects. The Kimley-Horn Team presented to you is made up of the same professionals who have served the Authority on the Taxiway Bravo Rehabilitation project at SRQ. The matrix below provides a sample of our Team's recent experience with projects of similar size, type, and scope.

	Paul Piro, P.E.	Jared Moreng, P.E.	Steve Cornell, P.E.	Anees Rahman, P.E.	James Howell, P.E.	EG Solutions, Inc.	Tierra, Inc.	Hyatt Survey Services, Inc.	
Taxiway Bravo Rehabilitation (SRQ)	X	X	X	X	X	X	X	Х	X
Taxiway W Rehabilitation (TPA)	X	X					Х		X
Taxiway E Rehabilitation (TPA)		X				000000000000000000000000000000000000000	Х		
Taxiway S Rehabilitation (TPA)		X					X		
Taxiway N Reconstruction (TPA)		X		X			Х		
Runway 18-36 Rehabilitation (PIE)		X	X	X	Х		X		X
Runway 15-33 Rehabilitation and Extension (PGD)		X	X	Х	Х	Х	Х	Х	X

APPENDIX

Resumes

Certificate of Insurance

Paul Piro, P.E.

Project Manager



Sarasota Bradenton International Airport (SRQ), Taxiway Bravo Rehabilitation, Sarasota, FL — Project Manager. Taxiway Bravo at the Sarasota Bradenton International Airport (SRQ) is a full-length, parallel taxiway to Runway 4-22. This project includes the rehabilitation of the Taxiway Bravo pavements north of Runway 14-32, including various taxiway crossings and pavement tie-in locations. The scope of work includes asphalt milling at various depths, asphalt paving, airfield markings, and reconstruction of a portion of the concrete ramp pavements adjoining the taxiway. The Taxiway Bravo edge light system will be upgraded with new LED edge light fixtures and a new home-run circuit back to the airfield electrical vault and will include the installation of a new constant current regulator to maximize efficiency of the new edge light system. In addition, while completing in-field, due diligence activities during design, Kimley-Horn determined the existing Taxiway Bravo edge light circuit required replacement. With no impact to the design schedule, Kimley-Horn took on the additional scope, working towards receiving bids within the funding cycle of FAA.

Tampa International Airport (TPA), Taxiway W Reconstruction, Tampa, FL — Project Manager. Kimley-Horn executed professional design services for the airfield pavement rehabilitation program at the Tampa International Airport (TPA). Services under this contract included the design for full-depth reconstruction of concrete, asphalt, and composite pavements on approximately 5,300 linear feet of Taxiway W, as well as associated electrical infrastructure, paved shoulders, and airfield markings. In addition, Kimley-Horn conducted drainage, construction inspection, cost estimating, scheduling, surveying, geotechnical, and materials testing.

St. Petersburg-Clearwater International Airport (PIE), Runway 18-36 Rehabilitation and Runway 4-22 Extension, Clearwater, FL— Project Manager. Kimley-Horn is leading airfield civil engineering, pavement design, airfield markings, and construction phase services for the St. Petersburg-Clearwater International Airport (PIE). The project involves the rehabilitation and reconstruction of asphalt pavements on 9,730 linear feet of Runway 18-36, as well as associated electrical infrastructure, paved shoulders, and airfield markings. Project elements include a 100-linear-foot extension of Runway 4-22 to increase the total length to a minimum of 6,000 linear feet to allow aircraft access to the runway during the prolonged closure of Runway 18-36, as well as critical and expedited development of an early bid package for the installation of temporary PAPIs to support the construction phasing requirements of the greater program and minimize the duration of Runway 18-36's closure. Other services consist of drainage, cost estimating, scheduling, surveying, geotechnical, and materials testing.

Punta Gorda Airport (PGD), Rehabilitation and Extension of Runway 15-33, Punta Gorda, FL— Project Manager. Kimley-Horn provided design, bidding, and construction administration services for the Punta Gorda Airport (PGD). The project encompassed rehabilitation and reconstruction of asphalt pavements on 5,688 linear feet of Runway 15-33 and involved design extensions of Runway 15-33 by 593 linear feet, as well as associated electrical infrastructure, paved shoulders, installation of new PAPIs, coordination with FAA for development of revised approach procedures, and airfield markings. This project required the reconfiguration of Taxiways G and D to



SPECIAL QUALIFICATIONS

- Has 38 years of engineering experience in aviation, municipal, industrial, and commercial projects
- Technical experience in site engineering components of aviation development projects, including terminal renovation and new construction, airfield pavement rehabilitation for concrete aprons and bituminous ramps, crack seal and seal coating for taxiways and runways, AOA security fencing, rehabilitation of airfield pavements and landside roadway/utility improvements

PROFESSIONAL CREDENTIALS

- Master of Science, Water Resources and Environmental Engineering, Villanova University, 1996
- Bachelor of Science, Civil Engineering,
 Merrimack College, 1984
- Professional Engineer in Florida, #53407, September 4, 1998
- Professional Engineer in Connecticut, Delaware, Maine, Massachusetts, New Jersey, Pennsylvania, South Carolina, and Texas

PROFESSIONAL AFFILIATIONS

- American Society of Civil Engineers (ASCE)
- Society of American Military Engineers (SAME)
- Florida Airport Council (FAC)

accommodate access to the newly extended runway. Other services included drainage, wetland mitigation, cost estimating, scheduling, surveying, geotechnical, and materials testing. Kimley-Horn met the strict deadline for the FAA grant application. The Kimley-Horn team prepared the contract documents and coordinated with PGD staff, while exceeding their expectations for quality and service. Construction was recently completed in November of 2020.

Tampa International Airport (TPA), Taxiway N Reconstruction, Tampa, FL— Project Manager. Kimley-Horn performed design, bidding, and construction administration services for the Hillsborough County Aviation Authority (HCAA) as Engineer-of-Record for the reconstruction of Taxiway N at the Tampa International Airport (TPA). Services included the design for full-depth reconstruction of concrete and asphalt pavements on approximately 1,100 linear feet of Taxiway N, as well as associated electrical infrastructure, drainage improvements, and airfield markings. In addition, Kimley-Horn conducted construction inspection, cost estimating, scheduling, surveying, geotechnical investigation, and materials testing. As Project Manager, Paul coordinated all aspects of design with both Authority staff and internally regarding the design of required geometry modifications, design of new Portland Cement Concrete (PCC) and asphalt pavement sections, design of airfield markings, drainage design, construction phasing, scheduling, quantities, and estimates.

Tampa International Airport (TPA), Taxiway E Rehabilitation, Tampa, FL—Project Manager. Taxiway E is a 75' wide by 3,200' long asphalt taxiway that primarily serves the FBO and MRO facilities. Kimley-Horn delivered the design contract documents and construction administration services that provided for a nominal 2" mill and 2" asphalt overlay covering approximately 25,000 SY of surface. Rehabilitation also included the demolition of connecting taxiways to eliminate hot spots. This also required the reconfiguration of the taxiway's edge light and signage system. A significant design element included the exposure and structural investigation of twin 54" stormwater pipes installed 50 years ago. The design was completed in 2016 with construction completed in 2017 at a total cost of \$1,200,000.

Tampa International Airport (TPA), Taxiway S Rehabilitation, Tampa, FL— Project Manager. Taxiway S is a 75' wide by 3,000' long asphalt taxiway that provides service to the FBO facilities. Kimley-Horn delivered design contract documents and construction administration services. The rehabilitation consisted of a nominal 2" mill and 2" asphalt overlay. This project's footprint included multiple, heavily utilized connectors off Taxiway S, to service tenants Sheltair, Signature Flight Support, U.S. Customs and Border Protection, and the Sykes hangar facilities. As such, the Taxiway S Rehabilitation Project included highly detailed phasing and sequencing with a complex MOT plan that resulted from multiple stakeholder meetings during design development, and included feedback gained from Operations and Maintenance Staff, tenants at TPA, airlines, FAA, and ATCT. The design was completed in 2016 with construction completed in 2017 at a total cost of \$831,000.

Tampa International Airport (TPA), East Airfield Pavement Rehabilitation and Airfield Markings, Tampa FL— Project Manager. In addition to the removal and reinstallation of pavement markings airfield wide, the project comprised the design and preparation of contract documents for the rehabilitation of asphalt pavements within the East Airfield. The project incorporated 68,000 square yards of taxiway removal, 106,000 square yards of asphalt mill/overlay, detailed/comprehensive construction phasing, new taxiway connectors, and over 600,000 square feet of airfield markings. This assignment required foresight and strategic coordination with a myriad of airport departments, tenants, and FAA. Paul was solely responsible for all management and technical aspects for the duration of the project. With an in-house production crew consisting of two project engineers and two CAD technicians, Kimley-Horn delivered the project to the Aviation Authority under budget and on time.

Tampa International Airport (TPA), Airside F Apron Slab Replacement, Joint Replacement, Spall Repair, Tampa, FL— Project Manager. Kimley-Horn delivered professional design services for HCAA's airfield wide pavement rehabilitation program at the Tampa International Airport (TPA). Throughout this assignment, Paul administered design services for the replacement of shattered Portland Cement Concrete (PCC) slabs on the Airside F apron area and total joint replacement. The work area encompassed 17 active gates. Paul was directly responsible for coordinating with Authority staff to ensure a complete bid package. Furthermore, Paul facilitated the field survey and geotechnical requirements with the Authority's overall geotechnical program for the project.



Steve Cornell, P.E.

Quality Control Officer



Sarasota Bradenton International Airport (SRQ), Taxiway Bravo Rehabilitation, Sarasota, FL — Quality Control Officer. Taxiway Bravo at the Sarasota Bradenton International Airport (SRQ) is a full-length, parallel taxiway to Runway 4-22. This project includes the rehabilitation of the Taxiway Bravo pavements north of Runway 14-32, including various taxiway crossings and pavement tie-in locations. The scope of work includes asphalt milling at various depths, asphalt paving, airfield markings, and reconstruction of a portion of the concrete ramp pavements adjoining the taxiway. The Taxiway Bravo edge light system will be upgraded with new LED edge light fixtures and a new home-run circuit back to the airfield electrical vault and will include the installation of a new constant current regulator to maximize efficiency of the new edge light system. In addition, while completing in-field, due diligence activities during design, Kimley-Horn determined the existing Taxiway Bravo edge light circuit required replacement. With no impact to the design schedule, Kimley-Horn took on the additional scope, working towards receiving bids within the funding cycle of FAA.

Punta Gorda Airport (PGD), Rehabilitation and Extension of Runway 15-33, Punta Gorda, FL— Quality Control Officer. Kimley-Horn provided design, bidding, and construction administration services for the Punta Gorda Airport (PGD). The project encompassed rehabilitation and reconstruction of asphalt pavements on 5,688 linear feet of Runway 15-33 and involved design extensions of Runway 15-33 by 593 linear feet, as well as associated electrical infrastructure, paved shoulders, installation of new PAPIs, coordination with FAA for development of revised approach procedures, and airfield markings. This project required the reconfiguration of Taxiways G and D to accommodate access to the newly extended runway. Other services included drainage, wetland mitigation, cost estimating, scheduling, surveying, geotechnical, and materials testing. Kimley-Horn met the strict deadline for the FAA grant application. The Kimley-Horn team prepared the contract documents and coordinated with PGD staff, while exceeding their expectations for quality and service. Construction was recently completed in November of 2020.

St. Petersburg-Clearwater International Airport (PIE), Runway 18-36 Rehabilitation, Clearwater, FL — Quality Control Officer. Kimley-Horn provided airfield civil engineering, pavement design, airfield markings, and bid and construction phase services for the rehabilitation of Runway 18-36. The project involved the rehabilitation of the existing bituminous asphalt pavement; reconstruction of the centerline, touch down zone, and runway edge lighting systems; reconstruction of the runway distance remaining signs; reconstruction of the existing airfield signage; and widening of the paved shoulders; and the extension of Runway 4 for use by an aircraft carrier during construction.

San Juan Luis Muñoz Marín International Airport (SJU), Taxiway H Reconstruction Project – Design, Carolina, PR — Quality Control Officer. Kimley-Horn is providing design and construction phase services for the SJU TWY H Reconstruction. Taxiway H is the parallel taxiway to Runway 10-28. The project consists of the full depth PCC pavement reconstruction of the western portion of the taxiway approximately 3400 ft long and 75 ft wide and associated taxiway connectors. The scope includes



SPECIAL QUALIFICATIONS

- Has 36 years of progressive experience with varying roles as an owner, consultant, and contractor in the planning, design, and construction of complex airport development programs
- Extensive experience includes new greenfield airports, as well as expansion, redevelopment, and rehabilitation of airside and landside facilities
- Expert in the efficient and effective use of alternative project delivery methods and terminal facilities for airport clients across the U.S. and on four continents abroad

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, University of South Florida
- Professional Engineer in Florida #39434, March 18, 1988

PROFESSIONAL AFFILIATIONS

- Airport Consultants Council (ACC)
- American Association of Airport Executives (AAAE)
- Airports Council International North America



Steve Cornell, P.E.

Relevant Experience Continued

geotechnical investigations, survey, subsurface utility exploration, construction specifications and plans, bid, permitting and construction phase services. Project construction cost is approximately \$25 million.

Eugenio Maria De Hosotos Airport (MAZ) Rehabilitation of Runway 9-27, Mayaguez, PR— Quality Control Officer. Kimley-Horn is providing engineering and construction phase service for the rehabilitation of Runway 9-27 and Taxiways A, B, C, D, E and F. This includes pavement structural work, horizontal and vertical geometric changes to the airfield pavements for compliance with FAA Advisory Circular (AC) 150/5300-13A "Airport Design" for an Airport Runway Design Code of B-II, electrical and lighting works and pavement markings.

Tampa International Airport (TPA), Remain Overnight (RON) Aprons, Tampa, FL — Quality Control Officer. The Hillsborough County Aviation Authority selected Kimley-Horn to prepare bid documents for the design of two Remain Overnight (RON) aprons at Tampa International Airport. The Airside F RON and the North RON were sized to accommodate five and eight Aircraft Design Group (ADG) III commercial aircrafts, respectively. The North RON included an additional apron to serve general service equipment for the airfield. The aprons and their associated taxiway connectors were designed to the current FAA Advisory Circulars. Design tasks associated with the project included geometric configuration, pavement design, stormwater management, airfield lighting design, airfield markings, construction phasing, and an engineer's opinion of probable construction cost. Kimley-Horn also conducted an environmental due diligence and listed species survey at both RON locations. As part of the Documented Categorical Exclusion, a commitment to survey for migratory bird nests was made to ensure there are no active avian nests protected under the Migratory Bird Treaty Act located within the construction limits. A field reconnaissance was conducted to review existing environmental conditions and to determine property use by listed species, including the presence of nesting avian species. A summary of the findings was provided.

Orlando International Airport (MCO), STC South Terminal C Phase 1, Orlando, FL — Senior Project Manager. Kimley-Horn is providing engineering and construction phase services for the airside design of the new South Terminal C. The scope includes the design of apron and taxiway pavements, pavement markings, airfield electrical, a hydrant fueling system, sanitary sewer, fire hydrant loop, drainage design, airside roadway system, and an AOA security fence. The taxiways will provide access between the new terminal and the existing airfield. Kimley-Horn assisted the airport in the location and geometry of the new taxiways to meet the FAA requirements for Runway Incursion Mitigation (RIM). The first stage of Phase I of the South Terminal C will consist of 16 gates and roughly 91 acres of pavement. In addition, we also are serving as subconsultant on the landside portion of the same effort.

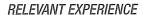
Houston Intercontinental Airport (IAH), International Terminal Redevelopment Program, Houston, TX — Manager of Projects. Steve served as a member of the Executive Program Management Team tasked with leadership of the Houston Intercontinental Airport's International Terminal Redevelopment Program (ITRP). The key to the program's success was to "Support the Houston Airport System's Vision Statement to establish Houston as a five-star global air service gateway where the magic of flight is celebrated." This project consists of rehabilitation and expansion of the existing international terminal (Terminal D), reconfiguration and expansion of the Federal Inspection Services (FIS) building, and reconfiguration of the adjacent terminal roadway system. Associated projects included a new Program Management Office building, reconfiguration and expansion of the airport central utility plant, and the redesign of the airport terminal utility system for implementation of the ITRP.

San Diego International Airport (SAN), San Diego, CA — Senior Project Manager. Led design and construction management for rehabilitation of the 9,400-foot Runway 9-27. As the only runway at the airport, the rehabilitation had to be planned, design, and constructed for nightly closures between 11:00pm and 6:00am daily. Extensive collaboration was conducted with all stakeholders affected by the project, including: airport operations, FAA, airlines and cargo operators to ensure the construction could be accomplished with the least possible operational impact. On a nightly basis, 1,500-foot by 25-foot sections of the runway were removed by milling, new asphalt pavement was placed, compacted and cooled, new in-pavement lighting was installed, temporary markings were placed, and the runway was cleaned, inspected and opened to traffic each morning for a period of six months. The project was awarded the ASCE, California Chapter Project of the Year.



Jared Moreng, P.E.

Lead Airfield Civil Engineer; Construction Administration



Sarasota Bradenton International Airport (SRQ), Taxiway Bravo Rehabilitation,
Sarasota, FL— Lead Airfield Civil Engineer. Taxiway Bravo at the Sarasota Bradenton
International Airport (SRQ) is a full-length, parallel taxiway to Runway 4-22. This
project includes the rehabilitation of the Taxiway Bravo pavements north of Runway
14-32, including various taxiway crossings and pavement tie-in locations. The scope
of work includes asphalt milling at various depths, asphalt paving, airfield markings,
and reconstruction of a portion of the concrete ramp pavements adjoining the taxiway.
The Taxiway Bravo edge light system will be upgraded with new LED edge light fixtures
and a new home-run circuit back to the airfield electrical vault and will include the
installation of a new constant current regulator to maximize efficiency of the new
edge light system. In addition, while completing in-field, due diligence activities
during design, Kimley-Horn determined the existing Taxiway Bravo edge light circuit
required replacement. With no impact to the design schedule, Kimley-Horn took on the
additional scope, working towards receiving bids within the funding cycle of FAA.

Tampa International Airport (TPA), Taxiway W Reconstruction, Tampa, FL — Lead Airfield Civil Engineer. Kimley-Horn provided professional design services for HCAA's airfield pavement rehabilitation program at Tampa International Airport. Services under this contract included the design for full-depth reconstruction of concrete, asphalt, and composite pavements on approximately 5,300 linear feet of Taxiway W, as well as associated electrical infrastructure, paved shoulders, and airfield markings. Other services included drainage, construction inspection, cost estimating, scheduling, surveying geotechnical, and materials testing. Jared was responsible for leading and informing the Project Manager with regards to the design of required geometry modifications, design of new Portland Cement Concrete (PCC) and asphalt pavement sections, design of airfield markings, drainage design, construction phasing, scheduling, quantities, and estimates.

St. Petersburg-Clearwater International Airport (PIE), Runway 18-36 Rehabilitation and Runway 4-22 Extension, Clearwater, FL — Lead Airfield Civil Engineer. Kimley-Horn is leading airfield civil engineering, pavement design, airfield markings, and construction phase services for the St. Petersburg-Clearwater International Airport (PIE). The project involves the rehabilitation and reconstruction of asphalt pavements on 9,730 linear feet of Runway 18-36, as well as associated electrical infrastructure, paved shoulders, and airfield markings. Project elements include a 100-linear-foot extension of Runway 4-22 to increase the total length to a minimum of 6,000 linear feet to allow aircraft access to the runway during the prolonged closure of Runway 18-36, as well as critical and expedited development of an early bid package for the installation of temporary PAPIs to support the construction phasing requirements of the greater program and minimize the duration of Runway 18-36's closure. Other services consist of drainage, cost estimating, scheduling, surveying, geotechnical, and materials testing.

Punta Gorda Airport (PGD), Rehabilitation and Extension of Runway 15-33, Punta Gorda, FL— Lead Airfield Civil Engineer. Kimley-Horn provided design, bidding, and construction administration services for the Punta Gorda Airport (PGD). The project



SPECIAL QUALIFICATIONS

- Civil engineering professional with more than 12 years of experience in aviation projects
- Specializes in project management, construction phasing and sequencing, civil and airfield design, and high-quality client-focused service

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering,
 Colorado State University, 2008
- Professional Engineer in Florida, #81611, August 10, 2016
- Professional Engineer in Colorado, #PE.0048319, December 17, 2013
- Professional Engineer in Texas, #118164, September 1, 2014

PROFESSIONAL AFFILIATIONS

- Society of American Military Engineers (SAME)
- Florida Airports Council (FAC) Operations Committee Member



Jared Moreng, P.E.

Relevant Experience Continued

encompassed rehabilitation and reconstruction of asphalt pavements on 5,688 linear feet of Runway 15-33 and involves design extensions of Runway 15-33 by 593 linear feet, as well as associated electrical infrastructure, paved shoulders, installation of new PAPIs, coordination with FAA for development of revised approach procedures, and airfield markings. This project required the reconfiguration of Taxiways G and D to accommodate access to the newly extended runway. Other services included drainage, wetland mitigation, cost estimating, scheduling, surveying, geotechnical, and materials testing. Kimley-Horn met the strict deadline for the FAA grant application. The Kimley-Horn team prepared the contract documents and coordinated with PGD staff, while exceeding their expectations for quality and service. Construction was recently completed in November of 2020.

Tampa International Airport (TPA), Taxiway N Reconstruction, Tampa, FL — Lead Airfield Civil Engineer. Kimley-Horn performed design, bidding, and construction administration services for the Hillsborough County Aviation Authority (HCAA) as Engineer-of-Record for the reconstruction of Taxiway N at the Tampa International Airport (TPA). Services performed included the design for full-depth reconstruction of concrete and asphalt pavements on approximately 1,100 linear feet of Taxiway N, as well as associated electrical infrastructure, drainage improvements, and airfield markings. In addition, Kimley-Horn conducted construction inspection, cost estimating, scheduling, surveying, geotechnical investigation, and materials testing. As Lead Airfield Engineer, Jared worked in lockstep with the Project Manager in coordinating all aspects of design with both Authority staff and internally regarding the design of required geometry modifications, design of new Portland Cement Concrete (PCC) and asphalt pavement sections, design of airfield markings, drainage design, construction phasing, scheduling, quantities, and estimates.

Tampa International Airport (TPA), Taxiway E Rehabilitation, Tampa, FL — Lead Airfield Civil Engineer. Taxiway E is a 75' wide by 3,200' long asphalt taxiway that primarily serves the FBO and MRO facilities. Kimley-Horn delivered the design contract documents and construction administration services that provided for a nominal 2" mill and 2" asphalt overlay covering approximately 25,000 SY of surface. Rehabilitation also included the demolition of connecting taxiways to eliminate hot spots. This also required the reconfiguration of the taxiway's edge light and signage system. A significant design element included the exposure and structural investigation of twin 54" stormwater pipes installed 50 years ago. The design was completed in 2016 with construction completed in 2017 at a total cost of \$1,200,000.

Tampa International Airport (TPA), Taxiway S Rehabilitation, Tampa, FL — Lead Airfield Civil Engineer. Taxiway S is a 75' wide by 3,000' long asphalt taxiway that provides service to the FBO facilities. Kimley-Horn delivered design contract documents and construction administration services. The rehabilitation consisted of a nominal 2" mill and 2" asphalt overlay. This project's footprint included multiple, heavily utilized connectors off Taxiway S, to service tenants Sheltair, Signature Flight Support, U.S. Customs and Border Protection, and the Sykes hangar facilities. As such, the Taxiway S Rehabilitation Project included highly detailed phasing and sequencing with a complex MOT plan that resulted from multiple stakeholder meetings during design development, and included feedback gained from Operations and Maintenance Staff, tenants at TPA, airlines, FAA, and ATCT. The design was completed in 2016 with construction completed in 2017 at a total cost of \$831,000.

Tampa International Airport (TPA), East Airfield Pavement Rehabilitation and Airfield Markings, Tampa FL — Lead Airfield Civil Engineer. In addition to the removal and reinstallation of pavement markings airfield wide, the project comprised the design and preparation of contract documents for the rehabilitation of asphalt pavements within the East Airfield. The project incorporated 68,000 square yards of taxiway removal, 106,000 square yards of asphalt mill/overlay, detailed/comprehensive construction phasing, new taxiway connectors, and over 600,000 square feet of airfield markings. This assignment required foresight and strategic coordination with a myriad of airport departments, tenants, and FAA. With an in-house production crew consisting of two project engineers and two CAD technicians, Kimley-Horn delivered the project to the Aviation Authority under budget and on time.

Tampa International Airport (TPA), Airside F Apron Slab Replacement, Joint Replacement, Spall Repair, Tampa, FL — Lead Airfield Civil Engineer. The Airside F Apron at the Tampa International Airport (TPA) spans approximately 135,000 square yards of Portland Cement Concrete (PCC) pavements and serves the Airside F Terminal. Kimley-Horn visually inspected the pavements to assess concrete distress locations, types, severity, and condition of the joint material. This airfield pavement rehabilitation project included full-depth removal and replacement of shattered concrete slabs, repair of nearly 300 concrete spalls, and the removal and replacement of concrete joints. The project contained significant construction phasing and sequencing coordination with the Airport Authority, airfield operations staff, airfield maintenance staff, ATCT, and airline tenants.



Anees Rahman, P.E., NCEES

Lead Airfield Electrical Engineer



Sarasota Bradenton International Airport (SRQ), Taxiway Bravo Rehabilitation, Sarasota, FL — Lead Airfield Electrical Engineer. Taxiway Bravo at the Sarasota Bradenton International Airport (SRQ) is a full-length, parallel taxiway to Runway 4-22. This project includes the rehabilitation of the Taxiway Bravo pavements north of Runway 14-32, including various taxiway crossings and pavement tie in locations. The scope of work includes asphalt milling at various depths, asphalt paving, airfield markings, and reconstruction of a portion of the concrete ramp pavements adjoining the taxiway. The Taxiway Bravo edge light system will be upgraded with new LED edge light fixtures and a new home-run circuit back to the airfield electrical vault and will include in the installation of a new constant current regulator to maximize efficiency of the new edge light system. In addition, while completing in-field, due diligence activities during design, Kimley-Horn determined the existing Taxiway Bravo edge light circuit was in need of replacement. With no impact to the design schedule, Kimley-Horn took on the additional scope, working towards receiving bids within the funding cycle of FAA.

St. Petersburg Clearwater International Airport (PIE), Runway 18-36 Rehabilitation, Clearwater and Runway 4-22 Extension, Clearwater, FL — Lead Airfield Electrical Engineer. Kimley-Horn provided airfield civil engineering, pavement design, airfield markings, electrical engineering and construction phase services for the St. Petersburg-Clearwater International Airport (PIE). The project involved the rehabilitation and reconstruction of asphalt pavements on 9,730 linear feet of Runway 18-36, as well as associated electrical infrastructure, paved shoulders, and airfield markings. Project elements included a 100-linear-foot extension of Runway 4-22 to increase the total length to a minimum of 6,000 linear feet to allow aircrafts access to the runway during the prolonged closure of Runway 18-36. Other services consisted of drainage, cost estimating, scheduling, surveying, geotechnical, and materials testing.

Punta Gorda Airport (PGD), Rehabilitation and Extension of Runway 15-33, Punta Gorda, FL— Lead Airfield Electrical Engineer. Kimley-Horn provided design, bidding, and construction administration services for the Punta Gorda Airport (PGD). The project encompassed rehabilitation and reconstruction of asphalt pavements on 5,688 linear feet of Runway 15-33 and involves design extensions of Runway 15-33 by 593 linear feet, as well as associated electrical infrastructure, paved shoulders, installation of new PAPIs, coordination with FAA for development of revised approach procedures, and airfield markings. This project required the reconfiguration of Taxiways G and D to accommodate access to the newly extended runway. Other services included drainage, wetland mitigation, cost estimating, scheduling, surveying, geotechnical, and materials testing. Kimley-Horn met the strict deadline for the FAA grant application. The Kimley-Horn team punctually prepared the contract documents and coordinated with PGD staff, while exceeding their expectations for quality and service. Construction was recently completed in November of 2020.

Norfolk International Airport (ORF), Taxiways C and V Rehabilitation, Norfolk, VA
— Lead Airfield Electrical Engineer. Kimley-Horn developed design documents for the rehabilitation of Taxiways C and V. Improvements consisted of demolition of existing



SPECIAL QUALIFICATIONS

- Has 33 years of experience in aviation electrical engineering, including performing NAVAIDS/electrical system studies, inspections, testing, designs, cost estimating, and construction phase services
- Technical qualifications and experience include protection and/or relocation of existing NAVAIDS/electrical systems and their associated above ground and below ground electrical utilities for both Airport- and FAA-owned facilities
- Experience working with airport management, airport electrical maintenance personnel, FAA, utility companies, and airport electrical equipment manufacturers
- Other areas of expertise include NAVAIDS, power distribution systems, control systems, architectural lighting, security systems, access control systems, and voice and data systems

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Electrical Engineering, University of Illinois at Chicago, 1986
- TX / Professional Engineer
- IN / Professional Engineer
- MI / Professional Engineer
- FL / Professional Engineer
- IL / Professional Engineer
- AL / Professional Engineer
- MS / Professional Engineer
- MN / Professional Engineer

PROFESSIONAL AFFILIATIONS

- American Council of Engineering Companies (ACEC)
- National Council of Examiners for Engineering and Surveying (NCEES)



Anees Rahman, P.E., NCEES

Relevant Experience Continued

concrete pavement, full-depth asphalt replacement along Taxiway C, updating taxiway geometry for the Taxiway C and 5 End connectors, introducing a new bypass taxiway and complete upgrade of the medium intensity taxiway lighting (MITL) system with LED technology. Kimley-Horn coordinated with the FAA and supports the Norfolk Airport Authority with grant applications for the work. Our team prepared environmental documents, construction drawings, project specifications, an engineer's design report, an engineer's opinion of probable construction costs, a construction safety and phasing plan, and an update to the airport layout plan.

Tampa International Airport (TPA), East Airfield Rehabilitation and Airfield Markings, Tampa FL — Lead Airfield Electrical Engineer. In addition to the removal and reinstallation of pavement markings airfield wide, the project comprised the design and preparation of contract documents for the rehabilitation of asphalt pavements within the East Airfield. The project incorporated 68,000 square yards of taxiway removal, 106,000 square yards of asphalt mill/overlay, detailed/comprehensive construction phasing, new taxiway connectors, over 600,000 square feet of airfield markings and upgrades to the airfield electrical and NAVAIDs systems. This assignment required foresight and strategic coordination with a myriad of airport departments, tenants, and FAA. With an in-house production crew consisting of a Project Manager, two civil engineers, one electrical engineer and two CAD technicians, Kimley-Horn delivered the project to the Aviation Authority under budget and on time.

Tampa International Airport (TPA), Remain Overnight (RON) Aprons, Tampa, FL — Lead Airfield Electrical Engineer. The Hillsborough County Aviation Authority selected Kimley-Horn to prepare bid documents for the design of two Remain Overnight (RON) aprons at Tampa International Airport. The Airside F RON and the North RON were sized to accommodate five and eight Aircraft Design Group (ADG) III commercial aircrafts, respectively. The North RON included an additional apron to serve general service equipment for the airfield. The aprons and their associated taxiway connectors were designed to the current FAA Advisory Circulars. Design tasks associated with the project included geometric configuration, pavement design, stormwater management, airfield lighting design, airfield markings, construction phasing, and an engineer's opinion of probable construction cost. Kimley-Horn also conducted an environmental due diligence and listed species survey at both RON locations. As part of the Documented Categorical Exclusion, a commitment to survey for migratory bird nests was made to ensure there are no active avian nests protected under the Migratory Bird Treaty Act located within the construction limits. A field reconnaissance was conducted to review existing environmental conditions and to determine property use by listed species, including the presence of nesting avian species. A summary of the findings was provided.

Punta Gorda Airport (PGD), Airfield Lighting Vault and Airfield Maintenance, Troubleshooting and Safety Training, Punta Gorda, FL — Lead Airfield Electrical Engineer. Anees provided training to the Airport management and maintenance staff regarding safety, maintenance, and troubleshooting of the existing airfield electrical vault and airfield circuits. The training took approximately two (2) hours in a classroom setting followed by onsite training in the vault and on the airfield. The training was followed up with load analysis of existing regulator loads and recommendation of potentially downsizing the regulators and installation of 5-kV cutouts and grounding switches for safety and troubleshooting.

General Engineering Consulting Services for St. Petersburg-Clearwater International Airport (PIE), Clearwater, FL — Lead Airfield Electrical Engineer. Kimley-Horn has served as general engineering consultant for PIE since 2008. Services have included project management and coordination, design services, field investigation, pavement inspection, FAA coordination, construction plans and specifications, bidding assistance, grant preparation, and cost estimating. Projects under this contract have included the rehabilitation of Taxiways A and B, the rehabilitation of a service road drainage structure, tree clearing of Runway 4, and grant application assistance.

McCarran International Airport (LAS), Runway 7L-25R and Taxiway C Reconstruction, Clark County, NV — Lead Airfield Electrical Engineer. This project included reconstructing approximately 12,400 linear feet of Runway 7L-25R, approximately 2,400 linear feet of the parallel Taxiway C, and 17 connector taxiways. The pre-existing asphalt pavements associated with this project had deteriorated and were replaced with portland cement concrete pavement (PCCP). A small portion of failing PCCP was also replaced in kind. A field pavement condition inspection on Runway 7L-25R and the taxiway network was completed, as well as destructive (cores and geotechnical investigations) testing. Several value engineering (VE) meetings were conducted with the Clark County Department of Aviation and stakeholders. A decision to use the millings generated from the asphalt pavement removal to stabilize the infield areas was also made. Kimley-Horn assisted with FAA funding justification and grant assurance requirements.



James Howell, P.E.

Pavement Design

RELEVANT EXPERIENCE

Orlando International Airport (MCO) STC South Terminal C Phase 1, Orlando — Pavement Design Engineer. South Terminal C Phase 1 is in a new greenfield site which will include 19 airside international/domestic swing gates, a landside terminal, rental car facilities, associated roadway and bridge structures, parking garage expansion, central energy plant, central receiving facility and ground support equipment facility. The airfield portion of the project, led by Kimley-Horn as the Engineer of Record, consists of the airfield concrete apron and associate infrastructure for aircraft parking and circulation at the terminal, and the taxiways and taxilanes for access to and from the new South Terminal C complex existing airfield. Project included approximately 575,000 square yards of Rigid Portland Cement Concrete pavement. In addition to the airside elements, Kimley-Horn is the Engineer of Record on the landside terminal building civil improvements. Off-site improvements include site development for a Rent-A-Car (RAC) facility outside the Terminal C area. Construction Value estimated at \$291,025,014. Construction completion anticipated 2021.

Motor Pool Maintenance Facility Pavement Assessment at Orlando International Airport (MCO), Orlando, FL — Pavement Design Engineer. Kimley-Horn completed a pavement assessment on the Motor Pool Maintenance Facility in August of 2014. The on-site inspection consisted of a pavement condition index (PCI) inspection and an observation of vehicle inventory at the time of the survey on the approximately 3.5-acre site. Tasks for this project included pavement condition analysis, maintenance and rehabilitation recommendations, conceptual pavement design and opinion of probable cost. James was responsible for pavement design efforts and development of opinion of probable costs using the Florida Department of Transportation Flexible Pavement Design Manual and Specifications.

FDOT Aviation Office Statewide Airfield Pavement Management Program - System *Update* — Deputy Project Manager. Kimley-Horn has performed pavement inspections in accordance with the ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys, FAA Advisory Circular 150/5380-7B Airport Pavement Management and AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements. The program consists of 95 participating public airport facilities and the performance of condition analysis; 10-year performance modeling, 10-year major rehabilitation planning, and maintenance recommendations using PAVER. James is responsible for all day-to-day performance of every task associated with the SAPMP. Reported directly to the ASO-PM for all matters concerning technical tasks, quality control, subconsultant coordination, airport communications, project meetings and contract reporting. James' additional duties include personal inspections of participating airports according to the ASTM 5340 standard and the FAA Advisory Circular 150/5380-7B: continuing the implementation and advancement of PAVER to perform condition analyses, future pavement performance, and Major M&R for statewide airports: and developing detailed capital improvement budget plans for each airport assessed. He determined specific pavement rehabilitation policies, performed cost analyses for major construction projects, and developed a comprehensive set of FDOT-specific pavement performance prediction curves based off cumulative historic construction and inspection data for airports in Florida.



SPECIAL QUALIFICATIONS

- Has more than seven years of experience in project design, construction administration, and pavement management implementation
- Has performed airfield pavement evaluation pavement condition index (PCI) surveys and analysis at more than 160 public use airports
- Areas of expertise: pavement management programs, PAVER, PCI surveys, GIS implementation, Pavement Instructor
- Received Level II Advance Training Certification from the Colorado State University PAVER Center
- FDOT certified instructor for airfield pavement inspection and repair training
- Has successfully lead field investigations at both commercial and general aviation airports, including SRQ twice as part of the FDOT statewide airfield pavement management program
- Computer software experience includes AutoCad Civil 3D, ICPR, PAVER (Pavement Condition Index and M & R Planning), ArcMap and ArcPad GIS Applications
- Has performed airfield pavement management services at more than 400 public use airports across the country

PROFESSIONAL CREDENTIALS

- Master of Engineering, Civil Engineering, University of Florida, 2013
- Bachelor of Science, Civil Engineering, University of Florida, 2012
- Professional Engineer in Florida, #81814, October 20, 2016
- PAVER Certified Advance Level II
- Florida Department of Transportation APMS PCI Survey Certified
- FDOT certified for airfield inspection training



James Howell, P.E.

Relevant Experience Continued

Runway 9-27 Rehabilitation Belle Glade State Municipal Airport, Belle Glade, FL — Pavement Design Engineer. Kimley-Horn provided design services to correct deficiencies. Full-depth pavement reconstruction was performed to address the pavement distresses. The original runway was demolished and realigned 35 feet to the south and 100 feet to the east, allowing the airport to correct its object-free area and obstruction issues. The runway was also widened to 60 feet to address FAA requirements and shortened slightly, on the west end, to mitigate other approach obstruction issues. The final dimensions for the runway are 3,450 feet by 60 feet, meeting all FAA General Aviation Facility requirements. Kimley-Horn also provided construction phase services and a full-time resident project representative to observe work. This project won the 2017 Airport of the Year Award from the Florida Department of Transportation Aviation and Spaceports Office.

Puerto Rico Port Authority Islandwide Airport Pavement Maintenance Management Program, San Juan, PR — Project Engineer for Condition Analysis. The Puerto Rico Port Authority selected Kimley-Horn to provide airport pavement management program services at nine public use facilities. Engineering assessments performed consisted of a pavement condition index survey in accordance with the ASTM D5340-12 and the determination of a PCN in accordance with the FAA AC 150/5335-5C. James participated in the condition analysis, database calibration, and M&R planning for the nine islandwide airports.

Nashville International Airport (BNA) Pavement Management System, Nashville, TN — Project Engineer. Kimley-Horn updated the existing airport pavement management program for the Nashville International Airport's (BNA) airside pavements in 2015 and was recently direct-selected to update the program at BNA and develop a new program for John C. Tune Airport (JWN) in 2018. James contributed to the success of this project by performing Team Lead duties for the PCI surveys. James' efficient and professional execution as a Team Lead helped ensure that quality data was collected in compliance with all project deadlines. In addition to his Team Lead duties, James is performing PAVER Analysis including M&R Policy Development, PCI Performance Forecasting, and Analysis Reporting.

Airport Pavement Management Program Services (2016-2020), Clark County, NV — Project Manager. James lead all aspects of the recent APMP update. This included record inventory of the airports' pavement conditions and providing performance forecasts by design, construction, and maintenance history and traffic loadings. Prepared reports on airport runway, taxiway, and apron pavement strength based on ACN-PCN method. Provided the County with recommended routine maintenance requirements and a list of recommended pavement rehabilitation projects for the next 5 years. James coordinated day and nighttime inspections with closures and provided updated PCN calculations for all four runways at LAS.

Runway 8-26 Rehabilitation at San Juan Luis Munoz Marin International Airport (SJU), San Juan, PR — Pavement Design Engineer. Kimley-Horn provided design of the pavement rehabilitation of Runway 8-26 and associated taxiway connectors. The project consisted of the rehabilitation of the center 9,300 feet of Runway 8-26, the taxiway connectors, and electrical work. The project included the mill and overlay of asphalt pavement on the runway and concrete rehabilitation work on the taxiway connectors as well as associated lighting and electrical work, pavement markings, grading, phasing as well as cost estimates, technical specifications and bidding assistance.

Dallas Love Field (DAL), Airfield Pavement Maintenance Management System Update 2018, Dallas, TX — Project Analyst. Kimley-Horn updated an existing airfield PMMS for DAL's airside pavements. James served as an inspection team leader responsible for coordinating PCI survey efforts, communicating effectively with all applicable airport staff, and safely collecting quality PCI data. James was responsible for pavement condition analysis, maintenance, and rehabilitation recommendations, and producing comprehensive reports that included conceptual capital improvement projects and conceptual-level opinions of probable cost.



Mr. Brady has over 42 years of experience in civil engineering, emphasizing public sector projects. More than 34 years of his total experience is focused on airport projects, which includes assignments as program manager, project engineer, and consultant. His varied engineering functions have included engineering analysis, design documents preparation, permitting, cost estimating, CPM scheduling, bid analysis, grant assistance, field observation, construction claims evaluation and resolution, forensic engineering, expert testimony, research and instruction. He has worked on over 175 airport projects at over 50 airports. These have been located in 11 states in four FAA regions, with a concentration in the FAA Southern Region.

Mr. Brady has extensive experience focused on geotechnical and water resources engineering. In these practice areas he has completed over 300 projects in the Southeast and Mid-Atlantic states ranging from small structures and drainage systems to nuclear plants and major rivers. Specific projects have included soil construction and stabilization, pavements, slope stability, retaining structures, seismic soil-structure interaction, sinkhole studies, shallow and deep foundations, hazardous materials remediation, well fields, dams, bridge hydraulics, floodplains and water quality studies.

Mr. Brady also worked for a government corporation (Tennessee Valley Authority) and taught or lectured in the university and/or technical education systems in three states. He instructed the Geotechnical and Water Management Engineering areas of the Professional Engineer Exam Review Course sponsored by the American Society of Civil Engineers Suncoast Branch. He has also taught courses in management and leadership.

In 2012, Mr. Brady was co-recipient of a Corporate Eagle Award from the Florida Airports Council for his contributions toward Florida's stormwater legislation. Mr. Brady was the program manager/technical program manager for all phases of the Florida statewide airport stormwater study done by FDOT with FAA funding. His role within that project included technical evaluations of the data collected and authoring, co-authoring and/or editing reports, manuals, Florida Administrative Code rule language and legislative language from the study. His most important role for the project was to coordinate and bring together six state and federal agencies with diverse charters, goals and objectives that resulted in the current rule and potentially upcoming rules for airport water management.

Project Feature:

Sarasota Bradenton International Airport, Stormwater Management System - Planning, Design, Permitting, and Construction, Sarasota, FL. Project Manager. This project reduces/modifies ponds that are attractants for hazardous wildlife thereby improving safety while allowing approximately 111 acres of aviation business development consisting of aprons, taxilanes, hangars and offices, access roads and parking, thus increasing



Scott T. Brady, P.E. Senior Technical Consultant



Education

B.S./1977/Civil Engineering/ Georgia Institute of Technology M.S./1978/Civil Engineering/ Georgia Institute of Technology

Professional Registrations

Professional Engineer/FL 34966
Professional Engineer/GA
Professional Engineer/TN
Commercial Pilot, single engine, land and sea, instrument rated

Professional Affiliations

American Society of Civil Engineers Aircraft Owners and Pilot Association Florida Airports Council

Awards and Recognition

- Nomination for FAA Southern Region "Most Innovative/Creative Environment Award"
- Consultant /Construction Phase Project Manager – Runway 14-32 Rehabilitation at Sarasota-Bradenton Airport – 1990 National Asphalt Paving Association 1st Place Quality Paving Award for Airfield Project
- Corporate Eagle Award Florida Airport Council, 2014 and 2015
- Program Manager for the 2014 and 2015 Bryan J. Cooper Environmental Award projects

airport revenue. This is about 55 acres greater than would otherwise be available using presumptive design criteria. The improvements also reduce flooding impacts in the surrounding area and are based on alternative design criteria developed and tested at the FAA Demonstration Pond completed at Naples Municipal Airport as part of a larger construction project. It also uses information from the Statewide Airport Stormwater Study and Rule 62-330.449 Florida Administrative Code based on that study. The work is concentrated in North Quad Option 2 and West Quad Option 2. The project also replaces failed pipes in parts of the system. Project cost: \$8,800,000. 2020.





A partial listing of additional relevant project experience:

Florida Department of Transportation

- 2021 FDOT Statewide Airport Stormwater Study Update
- Statewide Airport Stomwater Study
- District V General Consulting Services

Sarasota Bradenton International Airport

- Master Drainage Plan Update
- Runway 14 End Rehabilitation
- Runway 14/32 Rehabilitation

Bartow Municipal Airport

- Master Drainage Plan
- New Terminal Entrance Road and Apron

Daytona Beach International Airport

Master Drainage Plan

Naples Airport

- Taxiway D Realignment and Drainage Improvements
- Taxiway A Improvements and Holding Bay
- Taxiway A and Water Management System Improvement Planning, Design and Construction
- Runway 14/32 Safety Area and Drainage Improvements

Orlando International Airport

Water Quality Study

Pompano Beach Air Park

Master Drainage Plan Update

Punta Gorda Airport

- Master Drainage Plan
- Wetlands Mitigation

St. Lucie County International Airport

Geotechnical Study, Pavement Design and Drainage Design for New Runway, Parallel Taxiway and Access Road

Valkaria Airport

General Aviation Terminal, Hangar Complex, and Apron Expansion

Venice Municipal Airport

Master Drainage Plan



HYATT SURVEY SERVICES, INC.

Russell Hyatt, PSM

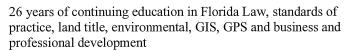
Survey and Mapping Support

Hyatt Survey Services, Inc.

Years of Experience: 32

Education:

Bachelor of Science, Survey and Mapping, University of Florida, 1990



Distinguishing Attributes:

 Mr. Hyatt has 32 years of professional surveying and mapping experience relating to transportation planning, construction and engineering. He, also has experience as an expert witness in depositions regarding survey and property titles.

Certifications/Registrations:

• Professional Surveyor and Mapper, FL. LS#5303

Affiliations:

- Florida Surveying and Mapping Society (Past President)
- Manasota Chapter of the Florida Surveying and Mapping Society
- Tampa Bay Chapter of the Florida Surveying and Mapping Society (Past President)
- University of Florida Surveying and Mapping Advisory Committee
- The Hydrographic Society of America
- National Society of Professional Surveyors
- American Society of Civil Engineers

EXPERTISE:

As Vice President of Hyatt Survey Services, Inc., Russell's duties include local, state and federal contract administration and overall quality control. In addition to his administrative duties, Russell is also responsible for the production of boundary, hydrographic and topographic surveys. He couples over 32 years of surveying experience with a four-year degree in Surveying and Mapping. His project experience has included commercial / municipal development surveys and geodetic surveys and beach/channel/port hydrographic surveys. Russell has extensive experience providing survey services to local, state and federal agencies such as the Pinellas, Hillsborough, Manatee, Sarasota, and Charlotte Counties, Florida Department of Transportation, Florida Department of Environmental Protection and the U.S. Army Corps of Engineers-Jacksonville District.

Current Availability: 60%



SRO Runway 14 Rehab

Client: Michael Baker, Inc.,

Description: Topographic Survey of a portion of Runway 14 for

TOPOGRAPHIC/DESIGN PHASE PROJECTS:

future rehab.

SRO Commercial Park Connector

Client: American Infrastructure Development

Description: Topographic survey for the proposed offsite

commercial park and connecting roadway.

SRQ FEMA Elevation Certifications

Client: SRQ Manatee Airport Authority

Description: Provided FEMA Elevation certifications for several

buildings located on airport property.

SRQ National Car Rental Site

Client: JDK Construction, Hyatt Survey

Description: Provided a Boundary and topographic survey for

proposed fuel tank.

SRQ Airport Terminal Entrance

Client: The LPA Group

Description: Provided a Topographic survey for new sidewalks.

SRQ Monitoring Well Locations

Client: SRQ Manatee Airport Authority

Description: Determined the locations of 175 monitoring wells

within the SRQ properties.

SRO LiDAR Ground Truthing

Cleint: Leica Geosystems

Description: Provided a Topographic survey for LiDAR

verification.

CONSTRUCTION PHASE SERVICES:

SRQ Taxiway "G" & Taxiway "J"

As a sub-consultant to Woodruff & Sons, Hyatt Survey provided

construction stakeout and asbuilts

SRQ Buchanan Hangar

Client: Kellogg and Kimsey

Description: Provided construction stakeout and asbuilts.

OTHER AIRPORT PROJECTS:

Tampa Port Authority ConRAC Facility and Taxiway "J"

Client: Kimmins Contracting Corp.

Description: Provided construction stakeout and asbuilts.

Tampa Port Authority Sidewalk Replacement/Ramp Repair

Client: Restocon

Description: Provided construction stakeout services.

St. Pete/Clearwater Airport Hardstand Replacement

Client: GLF Construction

Description: Provided construction stakeout services







Jeraldo Comellas, Jr., PE President

Contract Role: SUE Lead

Years' Experience: 34

Education BS / Civil Engineering / 1986 University of South Florida

AA / Engineering / 1982 Hillsborough Community College

Professional Registrations

PE - FL - #45838

PE - MS - #27049

PE - LA - #41310

Professional Affiliations

- Florida Engineering Society
- American Society of Civil Engineers
- American Society of Highway Engineers
- Society of Hispanic Professional Engineers

Summary of Experience

Mr. Comellas is President of ECHO UES Inc. (ECHO) and serves as the leader of the business with primary control of the company's staff, assets, and financial resources. He has 34 years of civil engineering and survey experience and heads up the hiring of leadership, expansion of the business as well as risk management.

Mr. Comellas is highly experienced in managing multi-service projects, ensuring clients' needs and deadlines are met. Mr. Comellas founded ECHO and with a few strategic partners established two offices located in Tampa and Oviedo, Florida. Always keeping a strong focus on quality and delivery, he has played an instrumental role in launching and growing ECHO's footprint for subsurface utility engineering and surveying services in the transportation design and design-build project industry. Mr. Comellas' knowledge and experience obtained during his nearly 20 years with the Florida Department of Transportation (FDOT D1 & D7) and his 15 years in the private consultant engineering sector has contributed to his past success serving the FDOT in managing subsurface utility engineering and utility coordination contracts.

Mr. Comellas will serve as the SUE Lead. In this role, he will support the Engineer of Record, as needed, with scope and estimate development, the financial oversight of the projects in addition to ensuring adequate equipment and staff are available to meet scheduled tasks.

Significant Projects

SRQ Jet Blast Deflector Project, Sarasota, FL: Mr. Comellas served in a QA/QC role where ECHO provided Subsurface Utility Engineering (SUE) and Survey services. The project consisted of construction extending the existing jet blast deflector fence by 600 linear feet to protect the employee parking and ground transportation areas.

SRQ Rehabilitation of Taxiway Bravo, Sarasota, FL: Mr. Comellas was project manager for subsurface utility engineering services that determined the location of existing underground utilities potentially in conflict with the proposed SRQ Rehabilitation of Taxiway Bravo design.

- St. Pete-Clearwater International Airport Terminal Expansion, Clearwater, FL: Mr. Comellas was in a project management and client relationship role providing Subsurface Utility Engineering (SUE) and Surveying services for specific areas located within the new construction limits of the St. Pete-Clearwater International Airport Terminal Improvement. Services provided under this contract included the locating of underground utilities, topographic survey, and High Frequency Concrete Scanning services for floor penetrations for plumbing purposes.
- St. Petersburg-Clearwater International Airport Professional Continuing Engineering Services, Pinellas County, FL: Mr. Comellas currently provides SUE project management responsibilities and QA/QC reviews of deliverables developed from the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design and completion of final construction documents for this project.

TPA Airside F Remote Overnight Aircraft Parking Apron, Tampa, FL: Mr. Comellas was project manager for subsurface utility engineering services that determined the location of



existing underground utilities potentially in conflict with the proposed TPA Airside F Apron design located southwest of the existing TPA terminal.

TPA North Remote Overnight Aircraft Parking Apron, Tampa, FL: Mr. Comellas was project manager for subsurface utility engineering services that determined the location of existing underground utilities potentially in conflict with the proposed TPA North Apron design located north of the existing TPA terminal.

TPA Main Terminal Curbside Expansion, New Energy Plant & Related Work, Tampa, FL: Since 2005, Mr. Comellas has been in project management and client relationship roles providing subsurface utility engineering services for the HCAA. This is a recent project where SUE services were provided. Mr. Comellas' was project manager where his responsibilities were QA/QC reviews of deliverables developed from the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design and completion of final construction documents for the Hensel Phelps/HNTB/Beck design build team.

TPA Demolition of Red Side Rental Car Garage and Airside D Shuttle Guideway, Tampa, FL: Mr. Comellas was in a SUE Project Manager role for this project where ECHO provided SUE services to the Kimmins/Atkins design build team. Specifically, the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) of underground utilities in support of the Demolition of the Red Side Rental Car Garage and Airside D Shuttle Guideway.

TPA Rental Car Fuel Tank Removal, HCAA, Tampa, FL: Mr. Comellas was in a SUE Project Manager role for this project where ECHO provided SUE services through the RS&H GEC contract. Specifically, the designating (Cl/ASCE 38-02 Quality Level B) and locating (Cl/ASCE 38-02 Quality Level A) of underground utilities in support of the removal of underground fuel tanks, structures, and pipes adjacent to the Airside A Sort Facility and Long-Term Parking Garage.

TPA North Terminal, HCAA, Tampa, FL: Mr. Comellas provided the QA/QC reviews of deliverables developed from the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design documents for RS&H.

TPA GSE / Baggage Claim Facility, HCAA, Tampa, FL: For this project, Mr. Comellas provided the QA/QC reviews of deliverables developed from the designating (Cl/ASCE 38-02 Quality Level B) and locating (Cl/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design and completion of final construction documents for R.W. Armstrong.

TPA 12" Reclaim Water Main Installation, HCAA Tampa, FL: To support design efforts of this utility installation, Mr. Comellas provided the QA/QC reviews of deliverables developed from the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design and completion of final construction documents for the R.W. Armstrong.

TPA Taxiway 'A' Bridge, HCAA, Tampa, FL: To support design efforts of this TIA improvement, Mr. Comellas provided the QA/QC reviews of deliverables developed from the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design and completion of final construction documents for RS&H.

TPA Monorail Improvements Taxiway 'J' Removal, HCAA, Tampa, FL: To support design efforts of this TIA improvement, Mr. Comellas provided the QA/QC reviews of deliverables developed from the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design and completion of final construction documents for RS&H.





Mike Patterson, PSM Vice President

Contract Role: Senior Surveyor

Years' Experience: 19

Education BS / Surveying / 2001 Pennsylvania State University

Professional Registrations Florida Professional Surveyor & Mapper – LS 6560

Professional Affiliations

- Florida Surveying & Mapping Society
- Florida Engineering Society
- American Society of Civil Engineers

Training

- Transportation Worker Identification Credentials (TWIC)
- Florida Phosphate Producers
- Duke Energy PowerSafe Training
- Intermediate Maintenance of Traffic

Summary of Experience

Mr. Patterson has over 19 years of experience providing surveying, mapping, and subsurface utility engineering (SUE) professional services on a multitude of transportation projects throughout Florida. He began his career working as a survey technician and worked his way into a leadership position overseeing large SUE contracts for the Florida Department of Transportation (FDOT D7 & D1). This experience has assisted him to develop standards and procedures for field and office work leading to increased efficiency and quality of the deliverables while always maintaining a focus on safety.

Mr. Patterson will serve as Senior Surveyor and assist the team with the oversight of the field and office efforts involved. His wide-ranging experience provides the ECHO team with in-depth insight into the life cycle of this project, from scope development through final deliverable.

Significant Projects

SRQ Jet Blast Deflector Project, Sarasota, FL: Mr. Patterson served in a project surveyor role where ECHO provided Subsurface Utility Engineering (SUE) and Survey services. The project consisted of construction extending the existing jet blast deflector fence by 600 linear feet to protect the employee parking and ground transportation areas.

SRQ Rehabilitation of Taxiway Bravo, Sarasota, FL: Mr. Patterson was the project surveyor for the survey component of this project consisting of subsurface utility engineering (SUE) services required to determine the location of existing underground utilities potentially in conflict with the proposed SRQ Rehabilitation of Taxiway Bravo design.

St. Petersburg-Clearwater International Airport Professional Continuing Engineering Services, Pinellas County, FL: Mr. Patterson currently serves as a project surveyor providing survey and mapping services on a task work order basis. He oversees the design survey, right-of-way control survey, and designates (CI/ASCE 38-02 Quality Level B) and locates (CI/ASCE 38-02 Quality Level A) subsurface utility engineering efforts to support the engineer of record's efforts.

TPA Main Terminal Curbside Expansion, New FAA Parking Lot, New Energy Plant and Loading Dock Replacement, Demolition of Administrative Building, Tampa, FL: Mr. Patterson was responsible for the supervision of the collection of high quality and reliable survey data necessary to assist our design build team in minimizing the risk of conflicts and impacts to existing underground utilities and allowing for the survey foundation to ensure accurate design and construction plans.

TPA Demolition of the TPA Red Side Rental Car Garage and Airside D Shuttle Guideway Design Build Project, Tampa, FL: Mr. Patterson served in a project management and client relationship role providing survey and mapping services necessary for the demolition of the garage structure, vehicle exit ramp and the remaining segment of Airside D shuttle guideway. This project was considered complex in nature due to the physical constraints and extremely close proximity to



active TPA operations on all sides of the garage. Consideration and associated measures were required to maintain safety of TPA operations at all times during field data collection activities or traffic detouring.

TPA Rental Car Fuel Tank Removal, HCAA, Tampa, FL: Mr. Patterson was the surveyor of record of this project consisting of removing six (6) underground fuel tanks, two (2) fuel vaults, and six (6) fuel lines servicing the TPA rental car fuel facility. The fuel lines underneath the George J. Bean Parkway were capped and remained in place. The fuel lines were identified along with other utilities where horizontal locations and depths were provided within the project limits.

TPA Airside F Remote Overnight Aircraft Parking Apron, Tampa, FL: Mr. Patterson was in a project surveyor role providing surveying services that mapped the location of existing underground utilities potentially in conflict with the proposed TPA Airside F Apron design located southwest of the existing TPA terminal.

TPA North Remote Overnight Aircraft Parking Apron, Tampa, FL: Mr. Patterson was in a project surveyor role providing surveying services to map the designated and located existing underground utilities potentially in conflict with the proposed TPA North Apron design located north of the existing TPA terminal.

St. Pete-Clearwater International Airport Terminal Expansion, Clearwater, FL: Mr. Patterson was in a project surveyor role providing surveying services for specific areas located within the new construction limits of the St. Pete-Clearwater International Airport Terminal Improvement. Services provided under this contract included the locating of underground utilities, topographic survey, and High Frequency Concrete Scanning services for floor penetrations for plumbing purposes.

TPA 12" Reclaim Water Main Installation, HCAA Tampa, FL: To support design efforts of this utility installation, Mr. Patterson was in a project surveyor role for this project where ECHO supplied deliverables developed from the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design and completion of final construction documents for the R.W. Armstrong.

TPA Taxiway 'A' Bridge, HCAA, Tampa, FL: To support design efforts of this TIA improvement, Mr. Patterson was in a project surveyor role for this project where ECHO supplied deliverables developed from the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design and completion of final construction documents for RS&H.

TPA Monorail Improvements Taxiway 'J' Removal, HCAA, Tampa, FL: To support design efforts of this TIA improvement, Mr. Patterson was in a project surveyor role for this project where ECHO supplied deliverables developed from the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design and completion of final construction documents for RS&H.

TPA North Terminal, HCAA, Tampa, FL: Mr. Patterson was in a project surveyor role for this project where ECHO supplied deliverables developed from the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design documents for RS&H.

TPA GSE / Baggage Claim Facility, HCAA, Tampa, FL: Mr. Patterson was in a project surveyor role for this project where ECHO supplied deliverables developed from the designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering and supporting survey services to map the horizontal and vertical position of underground utilities to support the engineer of record efforts associated with the final design and completion of final construction documents for R.W. Armstrong.

Daniel R. Ruel, PE

Geotechnical Engineer



Summary of Capabilities

Geotechnical Engineering Civil Engineering Project Management FDOT Project Management

Years of Experience

With Tierra: 7 years

Education

B.S., Civil Engineering, University of South Florida, 2011

Professional Organizations/Registrations/Awards

Fundamentals of Engineering – 2011 Florida Professional Engineer, No. 82404 Mr. Ruel has worked in the field of Geotechnical and Structural Engineering for more than seven (7) years, starting as an Intern, gaining experience in soils testing, classification, materials testing, and project management. Mr. Ruel's experience includes working on FDOT, County, and City projects, as well as private roadway and bridge projects. Through these projects Mr. Ruel has analyzed slope stability, settlement, deep foundation design (drilled shafts and driven piles), shallow foundation design, laboratory testing and research, and forensic geotechnical investigations.

Airport Project Experience

Sarasota Bradenton International Airport: Exterior Signage and Wayfinding

Sarasota Bradenton International Airport: Jet Blast Deflector

Sarasota Bradenton International Airport: Fuel Farm Upgrades

Sarasota Bradenton International Airport: Fuel Tank Improvements

Sarasota Bradenton International Airport: Taxiway Bravo Rehabilitation

Sarasota Bradenton International Airport: Parking Lot Expansion

Sarasota Bradenton International Airport: Construct North Quad Access Roadway

St. Petersburg-Clearwater International Airport General Engineering Contract

Punta Gorda Airport T-Hangar and Taxilane

St. Petersburg-Clearwater International Airport Existing Underground Fuel Tank GPR

Tampa International Airport Evaluation of Spalling Concrete

Tampa International Airport United Airlines MRO Hangar

Tampa International Airport Asphalt Cracking Visual Review

Plant City Airport New Fuel Farm

Peter O' Knight Airport General Aviation Maintenance Facility Rehabilitation

Tampa International Airport Remain Overnight North Air Cargo and Airside F Parking Aprons

Tampa International Airport Airfield Maintenance Equipment Storage Building

Zephyrhills Municipal Airport Runway 1-19 Extension

St. Petersburg-Clearwater International Airport Overflow Parking Lot

Tampa International Airport Fuel Tank Removal Asphalt Evaluation

Tampa International Airport Airfield and Roadway Pavement Rehabilitation

Hernando County Airport Entrance Road Improvements

St. Petersburg-Clearwater International Airport Taxiway Rehabilitation

Tampa Executive Airport Fire Suppression Tank Rehabilitation

Albert Whitted Airport Hangars 2A, 2B, 5A, 5B, 6, 7 and 8 with Parking Lot and Drainage

Brooksville-Tampa Bay Regional Airport Taxiway A Rehabilitation

Wauchula Airport Automated Weather Observing System II

LaBelle Municipal Airport Apron Rehabilitation

St. Petersburg-Clearwater International Airport Runway 18-36 Rehabilitation

Brooksville-Tampa Bay Regional Airport Apron and Access Road

Albert Whitted Airport Taxiway C Rehabilitation

Brooksville-Tampa Bay Regional Airport Taxiway B Rehabilitation

Plant City Airport Runway 10-28 and other Pavement Rehabilitation

Plant City Airport East Apron Pavement Rehabilitation

Albert Whitted Airport Shade Hangars 15 & 16 and Shifted Driveway

KEVIN H. SCOTT, P.E.

Senior Geotechnical Engineer



Summary of Capabilities

Geotechnical Engineering

Civil Engineering

Foundation Engineering

Project Management

Engineering Management

Ground Subsidence Investigations

Construction Materials Testing and Inspection

Years of Experience

With Tierra: 10 Years
With Other Firms: 7 Years

Education

BS, Civil Engineering, University of South Florida, 2000

Professional Organizations/Registrations

Florida Professional Engineer, No. 65514 National Society of Civil Engineers Mr. Scott has over 17 years' experience in geotechnical investigation and evaluation for roadway and bridge design, industrial, landfill, borrow sites, commercial, high rise, and residential projects. His experience includes shallow and deep foundation analyses, retaining wall design, settlement analyses, and pavement evaluation. In addition to his geotechnical experience, Mr. Scott has also provided project management and project consulting services for construction materials testing and inspection projects including high rise, industrial, roadway, commercial and residential projects.

Airport Project Experience

Sarasota Bradenton International Airport: Fuel Tank Improvements

Sarasota Bradenton International Airport: Taxiway Bravo Rehabilitation

Sarasota Bradenton International Airport: Parking Lot Expansion

Sarasota Bradenton International Airport: Construct North Quad Access Roadway

Tampa Executive Airport: Fire Suppression Tank Rehabilitation

Punta Gorda Airport: Rehabilitation of Runway 15-33

Wauchula Airport: Automated Weather Observing System 2 (AWOS-II)

St. Petersburg-Clearwater International Airport: Runway 18-36 Rehabilitation

LaBelle Municipal Airport: Airport Rehabilitation

Brooksville-Tampa Bay Regional Airport: Apron and Access Road

LaBelle Municipal Airport: Rodeo Drive Access Road and Drainage Improvements

Brooksville-Tampa Bay Regional Airport: Taxiway B Rehabilitation

Albert Whitted Airport: Shade Hangars 15 & 16 and Shifted Driveway

St. Petersburg-Clearwater International Airport: Taxiway Rehabilitation, Phase 2

Albert Whitted Airport: Taxiway C Rehabilitation

St. Petersburg-Clearwater International Airport: New Maintenance Facility

Peter O Knight Airport: Runway 4-22, Taxiway and Apron Pavement Rehabilitation

Wauchula Municipal Airport: Rehabilitate, Mark and Light Runway 18-36

St. Petersburg-Clearwater International Airport: Taxiway T, Phase 2

Tampa International Airport: Airfield and Roadway Pavement Rehabilitation

Hernando County Airport: Entrance Road Improvements

Albert Whitted Airport: Hangar Developments

Wauchula Municipal Airport: Hangar Access Road

St. Petersburg-Clearwater International Airport: Terminal Hardstand Expansion, Phase 2

St. Petersburg-Clearwater International Airport: Gates 7-10 Holding Areas, Terminal Improvements

St. Petersburg-Clearwater International Airport: Remote Parking Lot Expansion

Tampa International Airport: Asphalt Pavement Rehabilitations Tug Tunnel

Albert Whitted Municipal Airport: Rehabilitate Runway 7-25 and Connector Taxiways

Client#: 25320 KIMLHORN

ACORD.

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 3/28/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

	, , ,					
PRODUCER		CONTACT Jerry Noyola				
Greyling Ins. Brokerage/EPIC		PHONE (A/C, No, Ext): 770-552-4225 FAX (A/C	, No): 866-550-4082			
3780 Mansell Road,		E-MAIL ADDRESS: jerry.noyola@greyling.com				
Alpharetta, GA 300	22	INSURER(S) AFFORDING COVERAGE	NAIC#			
		INSURER A : National Union Fire Ins. Co.	19445			
INSURED		INSURER B : Aspen American Insurance Company	43460			
Kimley-Horn and Associates, Inc. 421 Fayetteville Street, Suite 600	•	INSURER C: New Hampshire Ins. Co.	23841			
	•	INSURER D: Lloyds of London	85202			
Raleigh,	C 27601	INSURER E:				
		INSURER F:				
COVERAGES	CERTIFICATE NUMBER: 20-21	REVISION NUMBER	<u>:</u>			

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMIT	S
Α	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR			5268169	04/01/2020	04/01/2021	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence)	\$1,000,000 \$500,000
	X Contractual Liab						MED EXP (Any one person)	\$25,000
		_					PERSONAL & ADV INJURY	\$1,000,000
1000	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	\$2,000,000
	POLICY X PRO- JECT X LOC						PRODUCTS - COMP/OP AGG	\$2,000,000
	OTHER:							\$
Α	AUTOMOBILE LIABILITY			4489663	04/01/2020	04/01/2021	COMBINED SINGLE LIMIT (Ea accident)	\$ 2,000,000
	X ANY AUTO						BODILY INJURY (Per person)	\$
1	OWNED SCHEDULED AUTOS						BODILY INJURY (Per accident)	\$
!	X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	\$
								\$
В	UMBRELLA LIAB X OCCUR			CX005FT20	04/01/2020	04/01/2021	EACH OCCURRENCE	\$5,000,000
	X EXCESS LIAB CLAIMS-MAD	≣					AGGREGATE	\$5,000,000
	DED X RETENTION \$0							\$
С	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY			015893685 (AOS)	04/01/2020	04/01/2021	X PER OTH-	
Α	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?	N/A		015893686 (CA)	04/01/2020	04/01/2021	E.L. EACH ACCIDENT	\$1,000,000
	(Mandatory in NH)] [E.L. DISEASE - EA EMPLOYEE	\$1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - POLICY LIMIT	\$1,000,000
D	Professional Liab			B0146LDUSA2004949	04/01/2020	04/01/2021	Per Claim \$2,000,00	0
	incl. Poll. Liab.						Aggregate \$2,000,00	0

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER	CANCELLATION
Sample Certificate	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE
	DAH. Collings

Sarasota Manatee Airport Authority Balance Sheet December 31, 2020

Assets Current Assets	
Cash & Investments	\$26,397,211
Accounts Receivable	2,927,023
Grants Receivable	669,708
Accrued Interest Receivable	11,607
Inventory	157,967
Prepaid Insurance	195,171
Prepaid Expense & Other Assets	1,026,070
Total Current Assets	31,384,757
Non-Current Assets	
Customer Facility Funds	<i>4,291,779</i>
Passenger Facility Funds	<i>31,179</i>
Airport Facilities & Equipment	327,608,530
Accumulated Depreciation	(188,004,813)
Intangible Assets, net	223,826
Construction in Progress	22,100,775
Total Non-Current Assets	166,251,277
Total Assets	<i>\$197,636,034</i>
Deferred Outflow of Resources - Pension	1,494,686
Deferred Outflow of Resources - Pension Liabilities and Net Position	1,494,686
Liabilities and Net Position Current Unrestricted Liabilities	
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable	1,189,165
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable Unearned Income	1,189,165 26,586
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable Unearned Income Accrued Expenses & Other Liabilities	1,189,165 26,586 1,016,497
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable Unearned Income	1,189,165 26,586
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable Unearned Income Accrued Expenses & Other Liabilities	1,189,165 26,586 1,016,497
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable Unearned Income Accrued Expenses & Other Liabilities Total Unrestricted Liabilities	1,189,165 26,586 1,016,497
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable Unearned Income Accrued Expenses & Other Liabilities Total Unrestricted Liabilities Non-Current Liabilities	1,189,165 26,586 1,016,497 2,232,248
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable Unearned Income Accrued Expenses & Other Liabilities Total Unrestricted Liabilities Non-Current Liabilities Net Pension Liabilities	1,189,165 26,586 1,016,497 2,232,248 5,809,631
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable Unearned Income Accrued Expenses & Other Liabilities Total Unrestricted Liabilities Non-Current Liabilities Net Pension Liabilities Total Non-Current Liabilities	1,189,165 26,586 1,016,497 2,232,248 5,809,631 5,809,631
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable Unearned Income Accrued Expenses & Other Liabilities Total Unrestricted Liabilities Non-Current Liabilities Net Pension Liabilities Total Non-Current Liabilities	1,189,165 26,586 1,016,497 2,232,248 5,809,631 5,809,631
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable Unearned Income Accrued Expenses & Other Liabilities Total Unrestricted Liabilities Non-Current Liabilities Net Pension Liabilities Total Non-Current Liabilities Total Liabilities	1,189,165 26,586 1,016,497 2,232,248 5,809,631 5,809,631 8,041,879
Liabilities and Net Position Current Unrestricted Liabilities Accounts Payable Unearned Income Accrued Expenses & Other Liabilities Total Unrestricted Liabilities Non-Current Liabilities Net Pension Liabilities Total Non-Current Liabilities Total Liabilities Net Position	1,189,165 26,586 1,016,497 2,232,248 5,809,631 5,809,631 8,041,879

Sarasota Manatee Airport Authority Budget/Year to Date Actual For the Period Ending December 31, 2020

	This Month This Year	Total Budget	Year to Date This Year	Budget Less Actual YTD	Actual YTD %
Airline Rentals, Fees and Charges					
Landing Fees - Signatory	\$35,825	\$442,280	\$89,646	\$352,634	20.3%
Landing Fees - Nonsignatory Landing Fees - Nonscheduled	5,373 351	132,125 0	13,996 702	118,129 (702)	10.6% 0.0%
Preferential Apron Fees	0	165,911	0	165,911	0.0%
Concourse Circulation	182,664	3,163,179	547,632	2,615,547	17.3%
Baggage Claim Area	93,291	1,071,841	281,641	790,200	26.3%
Gate Use Fees - Signatory	26,058	197,400	50,052	147,348	25.4%
Terminal and Gate Fees - Nonsignatory	73,018	1,593,700	175,780	1,417,920	11.0%
Airline Terminal Rent - Signatory	44,410	1,349,744	133,534	1,216,210 119,768	9.9% 23,2%
Airline Terminal Rent - Nonsignatory Total Airline Revenues	13,065 474,055	156,009 8,272,189	36,241 1,329,226	6,942,963	16.1%
Non-Airline Revenue	·				
Air Cargo Facility	4,607	76,638	13,822	62,816	18.0%
Subtotal	4,607	76,638	13,822	62,816	18.0%
Airfield					
Fuel Flowage Fees	41,292	178,800	89,857	88,943	50.3%
Ground Lease Airfield	14,511	174,129	43,532	130,597	25.0% 30.7%
T-Hangar Facilities Fixed Base Operators - Rent	77,068 59,222	750,000 710,563	230,309 177,666	519,691 532,897	25.0%
Fuel Service - ASIG	3,035	25,490	9,104	16,386	35.7%
Subtotal	195,127	1,838,982	550,468	1,288,514	29.9%
Terminal Building	133,127	1,030,302	330,400	1,200,514	2010 70
RAC Counter Space	14,500	174,000	43,499	130,501	25.0%
Other Terminal Rents	18,730	244,439	56,189	188,250	23.0%
Advertising	13,432	120,000	45,403	74,597	37.8%
Restaurant Services	30,460	122,500	81,093	41,407	66.2%
Gift Shop	26,155	115,800	69,453	46,347	60.0%
Miscellaneous	53	300	109	191	36.3%
Vending	438	6,500	1,011	5,489	15.6%
Subtotal	103,768	783,539	296,756	486,783	37.9%
Terminal Area	240.040	1,253,926	072 422	200 404	60 70/
Car Rental % Audit Settlement	340,940 0	1,255,926	873,432 0	380,494 0	69.7% 0.0%
Auto Parking	157,351	738,100	552,191	185,909	74.8%
Ground Transportation	24,685	68,878	43,458	25,421	63.1%
Fuel Flowage Fees - Menzies	44,023	90,000	72,982	17,018	81.1%
RAC Ready Car Spaces	4,620	55,440	13,860	41,580	25.0%
Parking Stickers/Hang Tags	4,093	23,765	14,721	9,044	61.9%
Taxi Cab Service	1,348	0	1,348	(1,348)	0.0%
RAC Buildings Land Rent	42,220	506,633	126,659	379,975	25.0%
Subtotal	619,280	2,736,742	1,698,649	1,038,093	62.1%
Non-Aviation Area	== == .	E00.000		222 227	20.00
University Self Storage Income	57,594	500,000	166,173	333,827	33.2%
Buildings - Non-Aviation	11,177 0	134,088 0	33,531 0	100,557 0	25.0% 0.0%
Common Area Maint - Comm Parke Land - Non-Aviation	42,222	502 , 918	125,998	376,920	25.1%
Subtotal	110,993	1,137,006	325,702	811,304	28.6%
Total Operating Revenue	1,507,831	14,845,096	4,214,623	10,630,473	28.4%
rotar operating northing					
Investment Income + Other Income					
Investment Income	20.254	350,000	76,016	273,984	21,7%
Interest Earned - Operating Interest Earned - Other	39,254 0	330,000	76,016	273,964	0.0%
Subtotal	39,254	350,000	76,016	273,984	21.7%
Other Income		550,000			
Passenger Facility Charges	249,213	3,483,810	473,531	3,010,279	13.6%
Customer Facility Charges	157,718	1,893,666	392,490	1,501,176	20.7%
Grant Revenue - Other	. 0	, , 0	0	0	0.0%
Grant Revenue - FAA	3,507,790	0	4,649,807	(4,649,807)	0.0%
Grant Revenue - FDOT	0	0	0	0	0.0%
Miscellaneous Income	1,143	10,000	1,513	8,487	15.1%
Miscellaneous Income - LEO	9,382	12.000	9,382	(9,382)	0.0%
I.D. Badges Profit/Loss on Disposal	2,437 1,787	12,000 15,000	7,089 5,741	4,911 9,259	59.1% 38.3%
Gain or Loss on Sale of Investments	1,787	15,000	0	9,239	0.0%
Extraordinary Items	0	0	0	0	0.0%
Asset Writedown/Up on Investments	(2,020)	Ö	(7,210)	7,210	0.0%
Subtotal	3,927,450	5,414,476	5,532,342	(117,866)	102.2%
Subtotal Investment Income &		•			
Other	3,966,704	5,764,476	5,608,358	156,118	97.3%
Total Revenues	5,474,535	20,609,572	9,822,981	10,786,591	47.7%

Sarasota Manatee Airport Authority Budget/Year to Date Actual For the Period Ending December 31, 2020

	This Month This Year	Total Budget	Year to Date This Year	Budget Less Actual YTD	Actual YTD %
Utilities	45 440	E02 000	90 101	E02 010	13.8%
Electric-Utility Refuse Collection	45,440 6,564	583,000 73,500	80,191 11,695	502,810 61,805	15.9%
Water and Sewer	7,035	92,100	14,576	77,524	15.8%
Subtotal	59,039	748,600	106,462	642,138	14.2%
Personnel					
Salary/Wages	1,211,200	8,095,383	2,249,524	5,845,859	27.8%
Health Insurance	161,564	1,981,175	491,029	1,490,146	24.8%
Retirement Social Security	197,534 52,728	1,670,000 488,022	465,039 112,703	1,204,961 375,319	27.8% 23.1%
Medicare	14,602	117,383	29,704	87,679	25.3%
Disability	393	5,938	1,288	4,650	21.7%
Unemployment	0	24,286	0	24,286	0.0%
Worker's Compensation	22,091	278,863	66,274	212,589	23.8% 0.0%
Employment Expenses	1,660,112	5,000 12,666,050	3,415,562	5,000 9,250,488	27.0%
Subtotal	1,000,112	12,000,030	3,413,302	3,230,400	2710 70
Administration Advertising	14,005	157,550	25,091	132,459	15.9%
Air Carrier Incentive	0	0	0	0	0.0%
Bad Debts Expense	0	5,000	0	5,000	0.0%
CEO Auto Expenses	1,315	17,100	3,847	13,253 29,504	22.5% 10.6%
Public Relations	1,371 32,395	33,000 180,000	3,496 68,285	29,504 111,715	37.9%
Customs Data Processing	44,451	95,000	57,062	37,938	60.1%
Software Licenses/Annual Support	3,581	159,650	101,318	58,332	63.5%
Dues and Subscriptions	5,150	108,675	83,368	25,307	76.7%
Employee Service Awards	69	5,525	992	4,533 6,826	18.0% 13.6%
Entertainment Insurance - Property	0 47,349	7,900 596,415	1,074 142,048	454,367	23.8%
Insurance - Property Insurance - General Liability	5,659	73,886	16,976	56,910	23.0%
Insurance - Surety Bonds	3,736	43,638	11,114	32,524	25.5%
Insurance - Vehicles	5,407	72,239	16,220	56,019	22.5%
Legal Expense	74,077	350,000	133,035	216,965	38.0% 0.0%
Loss & Safety Program	0	200 18,100	0 1,395	200 16,705	7.7%
Marketing Trade Show Registration Miscellaneous	13,967	30,500	18,263	12,237	59.9%
Office Supplies and Equipment	2,632	43,125	7,288	35,837	16.9%
Postage	88	6,200	529	5,671	8.5%
Professional Services	28,674	424,825	82,431	342,394 403	19.4% 59.7%
Records Retention Sponsored Events	0	1,000 4,900	597 400	4,500	8,2%
Staffing - Contracted	0	0	0	0	0.0%
Taxes	0	35,000	19,871	15,129	56.8%
Telephone Service	23,345	248,860	54,195	194,665	21.8%
Training	2,836	109,740 189,150	6,216 3,752	103,524 185,398	5.7% 2.0%
Travel Uniforms	1,875 2,748	50,500	6,095	44,405	12.1%
Subtotal	314,729	3,067,678	864,957	2,202,721	28.2%
Operations					
Air Conditioning	1,570	27,500	20,177	7,323	73.4%
Carpentry	592	14,500	2,934	11,566	20.2%
Common Area Maint - Comm Parke	614 9,214	10,000 41,700	1,273 22,970	8,727 18,730	12.7% 55.1%
Electrical Equipment Rental	9,214 850	11,500	3,480	8,020	30.3%
Equipment Repair	8,143	115,650	17,748	97,902	15.3%
Loading Bridge Repair	2,224	45,000	4,347	40,653	9.7%
Conveyor & Belts	0	16,000	22 0	15,978 15,000	0.1% 0.0%
Terminal Audio & Paging Repairs Repairs Generator	0 0	15,000 8,000	0	8,000	0.0%
FAA Mandated Security Measures	ő	500	Õ	500	0.0%
Fence and Gate Repair	483	17,000	824	16,176	4.8%
Interior Planting	. 72	300	72	228	24.1%
Irrigation System	5,471	5,800	7,295 243,301	(1,495) 1,035,376	125.8% 19.0%
Janitorial Service Landscape Maintenance	90,706 5,391	1,278,677 35,100	11,770	23,330	33.5%
Miscellaneous Construction	7,464	62,650	19,787	42,863	31.6%
Paint and Markings	39	64,000	30,753	33,247	48.1%
Permits & Licenses	0	3,800	113	3,687	3.0%
Paving and Pavement Repairs	0 65.263	58,500	0 76 390	58,500 (51,989)	0.0% 313.1%
Plumbing Radio Equipment Repairs	65,262 0	24,400 3,300	76,389 370	2,930	11.2%
Service Contracts	42,889	817,163	298,963	518,200	36.6%
Shipping & Freight	. 0	0	0	. 0	0.0%
Shuttle Service	496	8,000	979	7,021	12.2%
Vehicle Repairs	2,002	59,000	6,522	52,478	11.1%
Subtotal	243,483	2,743,040	770,089	1,972,951	28.1%

Sarasota Manatee Airport Authority Budget/Year to Date Actual For the Period Ending December 31, 2020

	This Month This Year	Total Budget	Year to Date This Year	Budget Less Actual YTD	Actual YTD %
Supplies					
Fabrication Supplies	322	14,500	1,058	13,442	7.3%
Extinguishing Agent	0	15,000	0	15,000	0.0%
First Aid Supplies	110	3,500	206	3,294	5.9%
Gas & Fuel	3,943	89,000	8,928	80,072	10.0%
Identification	624	11,000	624	10,376	5.7%
Janitorial Supplies	10,163	161,850	28,811	133,039	17.8%
Lighting	1,172	21,300	2,188	19,112	10.3%
Lighting - Airfield	3,432	45,000	11,752	33,248	26.1%
Miscellaneous Supplies	173	7,500	632	6,868	8.4%
Miscellaneous Terminal Furnishings	0	2,000	0	2,000	0.0%
Non-Capital Equipment	2,309	22,050	4,612	17,438	20.9%
Safety Supplies	45	3,000	259	2,741	8.6%
Shop Supplies	337	11,000	1,814	9,186	16.5%
Signage	0	40,500	7,964	32,536	19.7%
Small Tools and Equipment	3,290	24,300	7,207	17,093	29.7%
Vegetation Control	0	15,000	1,548	13,452	10.3%
Ammunition/Wildlife Disbursement	305	8,000	701	7,299	8.8%
Subtotal	26,225	494,500	78,305	416,195	15.8%
Total Operating Expenses	2,303,588	19,719,868	5,235,374	14,484,494	26.5%
Profit (Loss) from Operations	3,170,947	889,704	4,587,607	(3,697,903)	515.6%
Depreciation and Amortization					
Amortization	7,625	91,501	22,875	68,626	25.0%
Depreciation	854,850	10,151,817	2,566,134	7,585,683	25.3%
Total Depreciation and Amortization	862,475	10,243,318	2,589,010	7,654,309	25.3%
Other Expenses					
Marketing	15,000	1,150,000	39,562	1,110,438	3.4%
Total Other Expenses	15,000	1,150,000	39,562	1,110,438	3.4%
Net Profit (Loss)	\$2,293,472	(\$10,503,614)	\$1,959,035	(\$12,462,649)	-18.7%

Sarasota Manatee Airport Authority For the Month of December 2020 **Investment Portfolio**

Yield @ Market		1.39	
Market <u>Value</u>	(3)	2,016,880	2,016,880
Int. <u>Rec'd</u>	(2)	2,333.33	2,333.33
Maturity <u>Date</u>		8/25/2021	
Purchase <u>Date</u>		8/25/2016	
Acquisition <u>Cost</u>		2,000,000	2,000,000
Yield	(1)	1.400	1.400
Par Value Orig Face		2,000,000	2,000,000
Coupon		1.400	
Cusip/Invest		3136G3Y33	
Description		FNMA Note	Total Investments

US Government Bond Equivalent Yield.
 Interest on Notes is paid semi-annually, accrued monthly.
 Market value on non-restricted funds are provided by the Custodian, US Bank.

Sarasota Manatee Airport Authority Investment Analysis - Portfolio Activity Report For the Month of December 2020

Market Price
Purchase price
<u>Yield</u>
Cusip/Invest
<u>Description</u>
<u>Date</u>
Date

Gain or (Loss) on Sale

Securifies Purchased:

NONE

Securities Closed:

2,000,000 2,000,000 1.910 5532 12/3/2015 Certificate of Deposit CenterState CD

0

SARASOTA MANATEE AIRPORT AUTHORITY FINANCE & ADMINISTRATION STAFF REPORT JANUARY 25, 2021 REGULAR MEETING FOR THE MONTH OF DECEMBER 2020

FINANCE & HUMAN RESOURCES

DECEMBER 2020

<u>Budget/Financial Information</u>: Included in the Board packet are the unaudited financial statements for **December**. Summary information contained therein for **December** is as follows: Operating revenues were approximately 13.6% higher than anticipated in the FY 2021 budget. Operating expenses were approximately 6.2% higher.

COVID-19 related waivers for December were \$600,934.13 and deferrals were \$5,042.18.

As part of the ongoing development of investment policies and procedures, reports have been developed based on information provided by Sarasota County Clerk of the Court. The current disclosure reflects an Investment Portfolio Analysis, along with a Portfolio Activity Report. Staff continues to work closely with the Clerk's office.

<u>Passenger Facility Charge (PFC):</u> A separate detail which reflects PFC collections for the month of **December** and cumulative to date.

Grant Administration: Attached.

HUMAN RESOURCES DEPARTMENT ACTIVITY FOR THE MONTH OF DECEMBER 2020

OPEN POSITIONS

POSITION	NUMBER OF POSITIONS	NUMBER OF APPLICANTS	POSITIONS FILLED	APPLICANTS HIRED	STARTING DATE
Maintenance Technician	1	23	1	Leonardo Ramos	12/9/2020
Traffic Control Specialist	4	12			
TOTALS	5	35	1		

TERMINATED/RESIGNATION/RETIREMENT

NAME	HIRE DATE	EFFECTIVE DATE	POSITION
Steven Worsham	10/27/2020	12/29/2020	Police Officer PT

The following positions(s) are funded in the FY 21 Budget, but have not been authorized to fill at this time.

POSITION	NUMBER OF POSITIONS	DEPARTMENT
Equipment Operator	1	Facilities



SARASOTA MANATEE AIRPORT AUTHORITY MONTHLY INVESTMENT REPORT

November 2020

Prepared by Karen E. Rushing, Clerk of the Circuit Court and County Comptroller



Summary of Investment Strategy: A resurgence of the Coronavirus has resulted in many states setting new records for infections and hospitalizations. With talk of increased restrictions and new lockdowns in California, the potential for the virus to derail the recently strong economic rebound has increased. Treasury yields have begun to rise to the top of the recent trading range due to the sizable amount of issuance needed to cover increased spending on virus mitigation as well as the large stimulus package from the spring. The Federal Reserve meets in December with many market participants wondering if the recent rise in rates may prompt the Fed to move its purchases out the curve into longer dated maturities to contain the rise in yields. Purchasing longer dated securities is another tool for the Fed to employ in order to keep the economic recovery moving forward.

KEY ECONOMIC INDICATORS

- > ISM Manufacturing came in at 59.3 in October, well above expectations of 56.0.
- Non-Farm Payrolls rose by 638k in October which was above expectations of a 580k increase.
- > Average hourly earnings were up 4.5% in October. This was in line with expectations.
- > Producer prices ex-food and energy, year over year rose 1.1% in October which was below expectations of a 1.2% increase.
- > Retail sales ex auto and gas rose 0.2% in October which was below expectations of a 0.6% increase.
- Existing home sales rose by 4.3% in October. This was well above expectations of a 1.1% decline.
- > ISM Services Index was below expectations in October, coming in at 56.6 versus expectations of 57.5

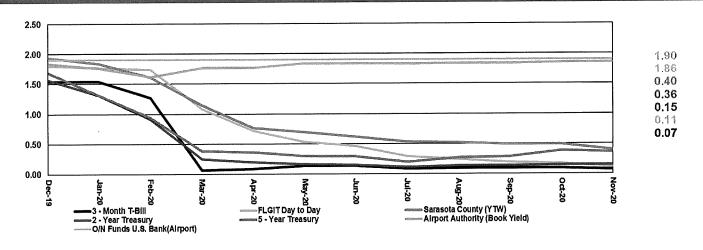
NEWS and EVENTS

- > The number of Americans hospitalized for Covid-19 surpassed 90,000 for the first time, as the coronavirus pandemic's largest, most widespread U.S. surge pushes rural health care to its limits.
- > Jobless claims rose for the second straight week, a sign the nationwide surge in virus cases was starting to weigh on the labor-market recovery.
- > U.S. home sales rose to a 14-year high last month as ultralow borrowing costs and the sudden shift in living preferences during the pandemic powered the market.
- > U.S. retail sales rose in October at their slowest pace since the spring, another sign the economic recovery is losing steam as coronavirus cases surge across the country.

PORTFOLIO COMPOSITION



YIELD COMPARISON





November 2020



PORTFOLIO STATISTICS

*Includes Cash

	June	July	August	September	October	November
Portfolio at Cost	\$ 21,797,896	20,381,769	22,653,080	23,387,239	21,882,830	27,622,414
Market Value Portfolio	\$ 21,828,956	20,412,399	22,680,410	23,411,329	21,903,270	27,641,314
Yield Based Upon Cost	1.84%	1.83%	1.84%	1.84%	1.85%	1.86%
Interest Received (Cash Basis)	\$ 33,683	31,441	35,037	36,199	34,149	43,237
Interest Received Fiscal Year to Date						\$ 77,386

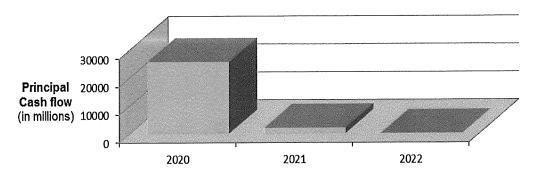
SHOCK ANALYSIS

The portfolio shock analysis is a proactive risk management tool, utilized to evaluate how the Airport Authority's current portfolio would react to certain defined interest rate scenarios. This tool enables us to monitor the county's interest rate risk exposure to ensure it is aligned with the requirements of the investment policy. The table below presents the base scenario on how the portfolio is performing in the current interest rate environment, accompanied by scenarios of interest rate increases, and decreases. Cash is included in this analysis using Bloomberg analytics.

	Down 50 Basis Points	Down 25 Basis Points	Base	Up 25 Basis Points	Up 50 Basis Points
Book Value	\$ 27,622,414	\$ 27,622,414	\$ 27,622,414	\$ 27,622,414	\$ 27,622,414
Market Value	27,648,380	27,644,948	27,641,314	27,637,680	27,634,248
Gain/(loss) unrealized	7,066	3,634	0	(3,634)	(7,066)
Market price	100.094	100.082	100.068	100.055	100.043
Book Yield	1.86	1.86	1.86	1.86	1.86
WAL	0.05	0.05	0.05	0.05	0.05
Effective Duration	0.06	0.06	0.06	0.06	0.06
Effective Convexity	0.0	0.0	0.0	0.0	0.0

CASH FLOW FORECAST

The cash flow forecast chart is a graphical representation of the annual projected cash flows of the Airport Authority's investment portfolio resulting from expected investment maturities and calls. This management tool is utilized to evaluate portfolio liquidity, to make sure there is sufficient cash on hand to meet day-to-day expenses, and optimize reinvestment of excess funds.



Sarasota Manatee Airport Authority Sarasota Bradenton International Airport (SRQ) PFC Collections by Carrier

		Collected since	no by Carrior		Collected since
Carrier	Dec-20	inception	Carrier	Dec-20	inception
Aces Airlines		24.86	Korean Air		16,775.23
Aer Lingus Aero California	4.39	1,328.39 8.64	Kuwait Airways Lacsa		2.92 36.54
Aero Costa Rico		2.92	Laker Airways		803.00
Aeroflot - Russian Airlines		882.28	Lan Airlines		21.95
Aeromexico	34.79	3,729.83	Lan Argentina		4.39
AeroPeru Aeropostal Venezuela		19.02 17.52	Lan Chile Lan Peru		157.61 21.95
Air Aruba		11.68	LATAM Airlines Group		26.34
Air Canada		1,020,619.12	Leisure Air		33,007.40
Air France		30,872.02	Lineas Aereas Privadas Argentinas	3	11.68
Air India Air New Zealand		2.88 1,973.36	Lone Star Lot Polish Airlines		69.52 1,415.09
Air Pacific Ltd.		135.81	LTU		74.88
Air Portugal		308,10	Lufthansa		6,713.34
Air Serbia	13.17	184.38	Malaysia Malays Umagadan		406.88 241.88
Air Sunshine Air Trans At		109,075.76 144,133.51	Malev Hungarian Mark Travel Corp.		10,856.56
AirTran Airways		5,850,221.51	Mesa Airlines		132.20
Alaska Airlines	8.67	6,088.57	Compania Mexicana		438.74
Alitalia All Nippon Airways (ANA)		3,969.83 501.01	MGM Grand Air Miami Air Int'l		302.40 5,515.47
Allegiant Air	89,415.52	1,753,355.65	Midway Airlines		601.52
Aloha	00,0.02	46.64	Midwest		1,922.08
America West		116,500.91	Mountain West		11.68
American (AMR)	61,190.44	3,849,532.27	National Airlines		5.84 5.84
ATA Airlines, Inc. Asiana Airlines		2,527,486.80 668.85	Nicaraguense de Aviacion North American Airlines		443,39
ATA Leisure Corp.		90,614.78	Northwest		1,996,108.91
Austrian Airlines		636.04	Olympic Airways		165.43
AV Atlantic		1,027.84	Pan American		5,84
Avensa Avianca		43.20 118.00	Panamena De Aviacion Paradise Island		4.39 28.80
Aviateca, S.A.		5.84	PenAir (Penninsula Airways)		13,17
Big Sky		2.92	Private Jet		3,715.56
British Airways	8,23	10,737.78	Qantas	3.95	3,784.48
Brussels Airlines BWIA		87.69 78.84	Qatar Reno Air	70.24	1,655.25 35,332.00
Canada 3000		100,572.36	Republic Airlines		3,612.86
Canadian Airlines		64,977.45	Royal Air Maroc		69.66
Canair		20,334.88	Royal Aviation		10,170.36 29.20
CanJet Cape Air / Hyannis Air Service		120,295.00 242.90	Royal Jordanian Sabena		393.92
Carnival Air Lines		1,883.40	SAHSA		5.28
Casino Air Link		887.68	SAS (Scandivavian)		3,878.96
Casino Express		8,389,66	Saudi Arabian Airlines		7.31 280.28
Cathay Pacific Cayman Airways		3,145.87 101.96	Sevicios Avensa Silver Airways Corp		114.14
Champion Air (MLT, Inc.)		9,343.96	Singapore		2,926.69
China Airlines		2,336.20	Skyservice		9,903.84
Colgan Air, Inc.		151.86 21,805.38	South African Airways Southeast Airlines		4,309.11 6,234.20
ComAir Compania		33.75	Southwest	7,260.72	574,417.95
Conquest		5.76	Sun Country	8,924.87	193,665.40
Continental Airlines		3,580,174.07	Sun Pacific Int'l (HMHF)		3,612.04
Continental Micronesia		44.05 11.56	Sunworld Int'l Airlines SwissAir		224.84 5,266.55
Copa Croatia Airlines		8.78	Taca Int'i Air		348.76
Czech Airlines (Aviation Industry	/ Consultants)	2,516.42	TAM Airlines (Aviation Industry	13.17	1,030.22
Delta Air Lines	48,190.62	29,062,048.86	TAP Air Portugal		220.87
El Al Israel Airlines		1,267.91 58,861.12	Tower Air Trans Brasil Airlines		17.52 20.44
Elite Emirates	21.84	3,726.75	Trans Brasil Airlines Trans World Airways		781,609.36
Empire	M I I W T	757.44	Turk Hava (Turkish)		1,272.59
Eva Airways		735.34	Ultrair	00.50===	2.88
ERA Aviation		84.84 316.08	United US Air Shuttle	30,590,00	2,486,427.27 2.92
Etihad Airways Express One		8,387.70	US Air Snuttie US Airways		8,883,648.83
Falcon Express		1,454.16	USA 3000		79,178.04
Faucett		8.76	V Australia (Virgin Blue)		386.32
Finnair		356,78	Varig		668.53 83.41
Florida Coastal Airlines Front Page Tours		8,516.60 245.28	Vietnam Airlines Virgin Atlantic		4,702.98
Frontier Airlines	2,707.30	331,697.86	Viscount Air Service		2,006.04
G-P Express		89.28	Viscount Air Tours		353.32
Gold Transportation Services		26,702.01	Vision		2,809.60 59.525.15
Great Lakes Aviation Hahn Air		44.06 2,956.82	WestJet World Airways		59,525.15 35.04
Hawailan Airlines		969.86	Total	248,499.73	69,094,519.64
Iberia		1,145.75	PFC checking Interest	713.18	1,726,821.69
Island Air		30.73	PFC investment Interest		1,526,893.55
Insel Air JAL (Japan Airlines)		4.39 874.91	Securities-bought Securities-sold		32,071,184.66 32,058,520.85
Jet Alrways		114.14	Securities interest		224,518.18
Jet Blue		4,863,984.55	Service charges		6,970.26
JetsGo		6,418.18	Expenditures	660,000.00	72,521,939.82
Kenya		21.95	Balance	=	31,179.17

41.81

KLM

6,066.70

Sarasota Manatee Airport Authority PFC Monthly Status Report - Revenue and Expenditures Month ended December 31, 2020

Charge effective date: September 1, 1992 Total Collection Authority: \$ 83,313,937 Current Current Charge Approved Approved Revenue Interest Total Total Total **Expiration Date** Use Dec-20 Dec-20 Collections Interest Revenue Approved applications Impose Appl. 1 June 29, 1992 92-01-I-00-SRQ Oct 1, 2001 38,715,000 June 27, 1995 92-01-I-01-SRQ 0 92-01-I-02-SRQ 2,642,400 0 Sept. 8, 1995 0 Dec. 15, 1995 92-01-I-03-SRQ (19,369,507) July 27, 1998 92-01-I-04-SRQ (250,000) 0 0 92-01-I-05-SRQ Dec. 1, 1999 (450,000)0 92-01-I-06-SRQ Dec. 28, 2000 0 June 17, 2009 92-01-I-07-SRQ (7,342,881) October 8, 2009 92-01-I-08-SRQ (621) 1,817,614 13,944,391 0 12,126,777 13,944,391 95-02-U-00-SRQ 5,395,493 Appl. 2 Jan. 31, 1995 0 Sept. 8, 1995 95-02-U-01-SRQ 0 2,642,400 July 27, 1998 95-02-U-02-SRQ 0 (86,868)(2,002,722) June 17, 2009 95-02-U-04-SRQ 0 October 8, 2009 95-02-U-05-SRQ (621)0 0 5,947,682 Appl. 3 Dec. 15, 1995 95-03-C-00-SRQ Apr 1, 2002 400,000 14,350,000 July 27, 1998 95-03-C-01-SRQ 250,000 86,868 Dec. 1, 1999 95-03-C-02-SRQ 450,000 0 95-03-C-03-SRQ 0 Dec. 28, 2000 95-03-C-05-SRQ 0 (5,690,098) June 17, 2009 (349,939) 95-03-C-05-SRQ October 8, 2009 8,746,770 74,388 750,061 750,061 675,673 00-04-C-00-SRQ Feb 1, 2014 36,126,915 36,126,915 Appl. 4 Oct. 3, 2000 2,368,148 Feb. 22, 2002 00-04-C-01-SRQ 2,368,148 July 23, 2009 00-04-C-02-SRQ 22,194,884 22,194,884 Dec. 7 2017 00-04-C-02-SRQ (887,886) (887,886) 56,292,069 1,566,598 57,858,667 59,802,061 59,802,061 248,499.73 713.18 8,817,424 19-05-C-00-SRQ 8,817,424 Appl. 5 May 7, 2019

		Use	Estimated	Total	Expenditures	Total		
Project		Appl	. Implementation	Approved to	Month end	Expended	Balance	
number	Description	#	Date	Use	Dec-20	to Date	to Use	Status
101A	FAR Part 150 program	2	Oct 1, 1991	1,474,904		1,474,904	0	Project complete
105	Environmental assessment	2	Mar 28, 1994	63,132		63,132	0	Project complete
106	RPZ land acquisition	2	Sep 28, 1994	3,562,521		3,562,521	0	Project complete
108	Rehabilitate Taxiway A	2	Jan 1, 1993	819,836		819,836	0	Project complete
113	Rehabilitate Taxiway I now F	2	Jul 1, 1992	27,289		27,289	0	Project complete
	Total			5,947,682	0	5,947,682	0	•
101B	FAR Part 150 program	3	Oct 1, 1991	3,063,506		3,063,506	0	Project complete
102	Airfield drainage		Oct 1, 1996	148,676		148,676	0	Project complete
107	Lengthen runway 14/32/barriers		Dec 1, 1997	4,784,527		4,784,527	0	Project complete
117	Develop, of Regional Impact		Sep 18, 1995	750,061		750,061	0	Project complete
• • •	Total			8,746,770	0	8,746,769	0	
			•					Collection and use approved for terminal related debt service.
118	Terminal development debt service	4	Oct 1, 2000	60,689,947	660,000	57,827,488	1,974,573	Amount budgeted for FY 2021 is \$3,483,810
	Amendment			(887,886)				
	• • • • • • • • • • • • • • • • • • • •			59,802,061	660,000	57,827,488	1,974,573	
5.01	Passenger Loading Bridge	5	Dec 1, 2021	2,579,924				
5.02	Air Traffic Control Tower		Dec 1, 2022	6,192,800				
5.03	Administration Cost Reim		Dec 1, 2021	44,700				
0.00	Total	ŭ	,	8,817,424	0	0	8,817,424	•
	Total all applications		•	\$83,313,937	\$660,000	\$72,521,940	\$10,791,997	

\$83,313,937

\$83,313,937

\$248,500

\$713

\$69,094,520 \$

3,458,599

\$72,553,119

Sarasota Manatee Airport Authority

Finance Department December 31, 2020 Grant Administration

FEDERAL AVIATION ADMINISTRATION

, 00	Over 1 am a cont. \$4.400.053
AIP-55	ARFF Station Construction & Taxiway B North Rehab Design

Grant amount: \$1,480,253

Total project costs to date: \$ 1,980,306.28 Grant funds requested: \$ 1,332,227.70

Executed: July 31,2019

AIP-56 Update Airport Master Plan

Grant amount: \$879,803

Total project costs to date: \$ 902,468.70 Grant funds requested: \$ 778,682.06

Executed: July 31, 2019

AIP-57 Stormwater Systems Improvements

Grant amount: \$7,399,829

Total project costs to date: \$ 7,765,460.90 Grant funds requested: \$ 6,659,846.10

Executed: July 31, 2019

AIP-58 Rehabilitate Taxiway B Construction Phase

Grant amount: \$2,326,045

Total project costs to date: \$ 17,019.72 Grant funds requested: \$ 15,780.01

Executed: June 16, 2020

AIP-59 CARES Act Grant

Grant amount: \$23,294,336

Total project costs to date: \$ 13,650,318.54 Grant funds requested: \$ 13,650,318.54

Executed: May 4, 2020

FLORIDA DEPARTMENT OF ECONOMIC DEVELOPMENT

HL113 SRQ Maintenance Hanger

Grant amount: \$3,000,000

Grant funds requested: \$ 615,107.66

Executed: July 1, 2019

Expires: June 30,2021 (extended one year from original date)

FLORIDA DEPARTMENT OF TRANSPORTATION

North Quad Access Road

437061-1-94-01 Grant amount: \$2,279,518 (50% reimbursement)

Grant funds requested: \$ 2,028,288.37

Executed: April 13, 2017 Expires: June 30, 2021

Air Center Aprons

440648-1-94-01 Grant amount: \$500,000 (50% reimbursement)

Grant funds requested:

Executed: August 20, 2019 Expires: June 30, 2023

Master Plan Update

441791-1-94-01 Grant amount: \$48,878 (5% reimbursement)

Grant funds requested: \$ 14,650.04

Executed: August 20, 2019 Expires: June 30, 2022

ARFF Facility Renovation

441858-1-94-01 Grant amount: \$78,972 (5% reimbursement)

Grant funds requested: \$ 56,663.62

Executed: September 18, 2018 Expires: June 30, 2021

Security Enhancement

444247-1-94-01 Grant amount: \$887,500.00 (50% reimbursement)

Grant funds requested: \$ 400,582.96

Executed: March 27, 2019 Expires: June 30, 2022

Way Point Sign

444680-1-94-01 Grant amount: \$75,000 (50% reimbursement)

Grant funds requested: \$ 42,939.41

Executed: August 20, 2019 Expires: June 30, 2021

Fuel Farm Expansion

445152-1-94-01 Grant amount: \$1,314,194 (50% reimbursement)

Grant funds requested: \$ 127,351.20

Executed: February 7, 2019 Expires: June 30, 2021

Stormwater System Improvements

446350-1-94-01 Grant amount: \$411,102 (5% reimbursement)

Grant funds requested: \$ 256,454.77

Executed: September 10, 2019 Expires: June 30, 2023

PURCHASING DECEMBER 2020

<u>BIDS/QUOTES</u>: Kiosk has had some printer issues which we are addressing. We have requested a few corrections on the screens which Livewire is working on for us. New printer was installed and most of the software requests we have asked for have been implemented. Looks like the printer issues have been resolved. We are expecting some new software updates in the first quarter of 2021 that should improve our ability to update holiday charges and improve some of the entry screens functionality.

The Authority Board approved the Terminal Bathroom Remodel. Construction should begin in late October. The project will be done in three phases and all phases should be complete by late November. Bathroom fixtures will all be touchless. New design will also feature the towel dispensers to be over the sinks and the garbage cans will be placed under the counters making it easier for our passengers which should help keep the bathroom floors drier and less paper on them. Contractor is having issues with the getting the custom counters and mill work and project has been delayed by about three weeks. The Phase One Bathrooms were complete the first week of December. Only issue so far is getting the touchless soap dispensers to work consistently. This problem has been solved. Phase Two demo has started. So far, our passengers have had favorable comments on the bathroom upgrades. It was decided to raise the mirror height so access to the hand towels was easier for passengers. The change has been incorporated into the Phase Two bathrooms and the mirrors at the end of the project in Phase One will also be adjusted.

Working on installing sneeze guards and hand sanitizer station throughout the Terminal as we start Phase 1 restrictions in Florida. All the sneeze guards and hand sanitizer stations are installed. Trying to procure Touchless Dispensers for these stations. FAA will be shipping 73,000 paper masks for use by our passengers. They will also be giving the Authority 1300 cloth masks for our employees to use. We have purchased Touchless Hand sanitizer Dispensers for our stands to help our passengers remain safe and comfortable in our terminal. The new Temperature Monitors have been working well. We have been working with our cleaning company to improve staffing levels and detail to maintain the Terminal at needed levels. We have seen some positive results the past few weeks with the addition of trained floor techs and a continued emphasis on upgrading the cleaning staff. Owens has replaced their manager with one who has more experience with training employees and working in hard to hire markets.

Informal written quotes requested from prospective suppliers to provide airport lighting/lamps, artificial plants, batteries, computer hardware, technical support and software related items, electrical fixtures, extinguishing agents, firefighting gear, landscaping supplies, loading bridge repairs and supplies, industrial supplies, MRO items, office chairs, paint and paint supplies, promotional and advertising novelties, rental equipment, tires, tractor, uniforms, etc. and other misc. repairs and services.

<u>WAREHOUSE</u>: The Warehouse continues to add and delete items stocked in inventory and to generate purchase orders to replenish stock based on monitoring of inventory levels: **0** new items added, and we have reduced the number of items in the warehouse by **0**. Purchasing is reviewing all stock items to further reduce non-Purchasing is reviewing all stock items to further reduce non-usage/slow moving items as needed. Year end inventory count went well with no major issues. This year we reduced the ending inventory value to \$133,431 down from \$137,874 last year. Number of stocking units was 860.

• On-line auction activity through GovDeals for surplus/obsolete items: There were \$1,701.00 of sales in the month of December 2020.

DEPARTMENT PROJECTS:

We have increased our PPE Supplies to levels to needed levels to be able to supply the Authority if needed. We received our supply of 1,300 masks from the FAA to be used by Airport employees. We have received 73,000 more masks from the FAA to be used by airlines for our passengers. We still have a majority of the Masks that are for the Airlines use. Our supplies of PPE items are at good levels just in case Florida and our area has a second wave, which is predicted nationally. We have instructed our Janitorial Service to continue the high level of wipe downs and sanitizing all touch surfaces.

We have been updating our inventory levels to make sure we have needed supplies in the event that Corona Virus effects our staff. We have held meetings with our Janitorial Company to increase levels of wiping down and sanitizing our guest areas, especially where our guests touch surfaces throughout the terminal. So far, we have been able to get needed supplies and the Janitorial Company has done an outstanding job on keeping all the Authorities buildings clean and sanitized. We have reviewed the projected passenger increases we are expecting and working with Owen's to ensure they have the needed staffing levels to meet this increased volume. We are reviewing with Owen's the need to increase pay scales to meet the current market levels in our area to help with staffing.

CONTRACTS ISSUED: None.

SUMMARY OF DEPARTMENT ACTIVITY FOR THE MONTH:

PURCHASING:

- Purchase Orders Issued: 81
- Blanket Purchase Orders Issued: 5
- Emergency Purchase Orders Issued: 0
- Change Orders Issued: 0
- Contracts Issued: 0

WAREHOUSE/RECEIVING:

- Inventory Stock Transaction Issued: 709 units
- Courier Activity: 92 runs totaling 259 miles

NOTICE TO THE BOARD: Per the Purchasing Policy, all purchases \$35,000.01 - \$150,000.00 require at least three written quotes. All exceptions shall be noted to the Authority at its next regular meeting. The following are exceptions to this policy for December 2020: **None.**

AGENDA ITEM NO. 10D

SARASOTA MANATEE AIRPORT AUTHORITY ARFF, OPERATIONS & POLICE DEPARTMENTS JANUARY 25, 2021

OPERATIONS DEPARTMENT - PROJECT/ACTIVITY/INCIDENT REPORT FOR THE MONTH OF DECEMBER

Projects and Activities

- Working with Integrated Fire & Security Solutions, to oversee the access control system replacement project. Coordination with tenants to minimize disruptions in their areas when card readers are replaced.
- Operations conducted multiple vehicle and aircraft escorts throughout the month.
- Operations conducted multiple "drivers training" sessions on the airfield.
- Operations responded to multiple jet bridge problems. Most were able to be resolved within a few minutes.
- Operations responded to multiple wildlife calls throughout the month.
- Operations conducted a semi-annual Vulnerability Assessment.
- Dec. 2: Tested all terminal courtesy telephones, repair order sent for four (4) telephones.
- Dec. 7: Closed Runway 14/32 overnight for completion of painting work.
- Dec. 8: USAF Rescue Coordination Center advised of a possible active ELT at SRQ. Ops searched the airfield and did not detect a signal.
- Dec. 7 8: Annual FAA Part 139 Certification Inspection completed. Due to COVID-19 it was a virtual inspection, and the airport had no discrepancies.
- Dec. 15 & 17: Ops coordinated the closure of portions of NW TWY A for the re-painting of TWY markings.

Alerts and Incidents

- Dec. 9: Ops responded to disabled (flat tire) Cessna 172 on TWY C. Escorted mechanics to change tire.
- Dec. 13: Ops responded to disabled (brake failure) Cessna 172 in RWY22 Safety Area. Escorted tug from UFS.
- Dec. 18: ATCT advised FOD on SW TWY D. Ops responded and removed a fuel tester.
- Dec 27: Ops observed a pick-up truck exit the Long Term Parking Lot by driving through a gap in the fence. Reviewing CCTV footage, AIRCOM/OPS was able to view a license plate and turned information over to APD.
- Dec 30: Ops responded to an arriving Delta flight for a bird sucked into an engine during taxi in. DNA collected and sent for identification.

Miscellaneous Activities

- 25 NOTAMs were issued during the month of December.
- AIRCOM dispatched & Ops responded to 13 Medical Runs, 4 requiring SCFD response.
- 52 CHRC (fingerprint checks) were conducted.
- 69 new I.D. badges were issued and 67 were renewed.
- 163 Security Threat Assessments were completed.
- 313 Computer Based Training Classes were conducted during the month.

FIRE DEPARTMENT JANUARY 2021

SAFETY INCI	DENT/RESPONSES FOR THE MONTH OF	DECEMBER 2020	
type of response	AREA OF RESPONSE	NUMBER OF RESPONSES	TOTAL YEAR TO DATE
EMT FIRST AID RESPONSES:	Aboard Aircraft	1	15
	Parking lot	1	5
	ARFF walk-in	0	0
	"B" Concourse	5	55
	Baggage Wing	2	13
	TSA Checkpoint	1	13
	2 nd floor lobby	0	4
	EMT room	0	0
	Restaurant	0	3
	Curbside	1	11
	Escalator	0	3
	Ticket wing	2	13
	Other	3	35
		16	170
FIRE RESPONSES:	Terminal	0	0
	Aircraft	0	0
	Vehicle	0	2
	Bushes	0	2
	Other	0	0
FIRE ALARM RESPONSES:	Fire Alarms	0	1
	Smoke Detector / Smell of Smoke	0	8
	TOTAL FIRE / ALARM:	0	13
HAZARDOUS MATERIALS RESPONSES:	Oil	0	0
	Fuel Spill	0	7
	Other	0	0
	TOTAL HAZARDOUS MATERIAL:	0	7
AIRCRAFT EMERGENCY RESPONSES:	Alert I	0]
	Alert II	0	9
	Alert III	0	1
	TOTAL AIRCRAFT EMERGENCY:	0	11
SUPPLEMENT REPORT		0	0
	TOTAL RESPONSES	16	201

POLICE DEPARTMENT JANUARY 2021

POLICE ACTIVITIES DECEMBER 2020

CRIMES	
ASSAULT/BATTERY	0
BOMB THREATS	0
CAR THEFTS	6
DAMAGE TO PROPERTY	0
DISORDERLY CONDUCT	5
FIELDS INTERVIEWS	3
DOMESTIC VIOLENCE	0
NARCOTICS	0
PERSONAL PROPERTY THEFT	0
RETAIL THEFT	0
SUSPICIOUS PERSON	13
SUSPICIOUS VEHICLE	7
TRESPASS	0
WEAPONS	0
OTHER CRIMES	0
TOTAL:	34
PATROLS	The same seed to the
AOA	110
CONCOURSE PATROL	234
SECURITY CHECKPOINT	205
GROUND TRANS	69
PARKING LOTS	243
PERIMETER (INSIDE)	52
ROADWAY	185
BAGGAGE AREA PATROL	234
TACTICAL PATROLS	71
SECURITY PATROLS	418
TOTAL:	1821
CHECKPOINTS	
AOA BREACH	0
ASSIST TRINITY MISC.	0
CHECKPOINT BREACH	0
DOOR ALARMS	7
DRUGS	0
EXIT LANE ALARM	23
EXIT LANE BREACH	0
HOLD BAGGAGE CALLS	0
NO FLY LIST	0
OTHER PROHIBITED ITEMS	0
SUSPICIOUS ITEMS	0
OTHER	0
TOTAL	30

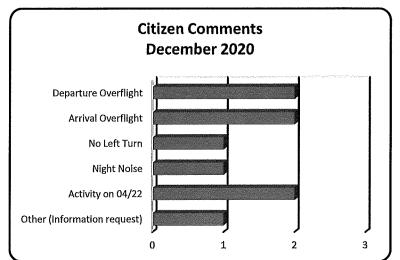
INSPECTIONS			
COMMERCIAL INSPECTION	175		
GATE INSPECTION	65		
GT INSPECTION	175		
SIDA CHECK	118		
OTHER INSPECTIONS	0		
TOTAL:	533		
TRAFFIC			
DISABLED VEHICLE/TOWING	0		
PARKING TICKETS	2		
TRAFFIC CRASHES	2		
TRAFFIC CITATIONS	0		
WARNINGS	0		
OTHER TRAFFIC	0		
OTHER TRAFFIC	U		
TOTAL:	4		
TOTAL:			
TOTAL: ASSISTANCE	4		
TOTAL: ASSISTANCE BAKER/MARCHMAN ACT	0		
TOTAL: ASSISTANCE BAKER/MARCHMAN ACT CUSTOMERS	0 5		
TOTAL: ASSISTANCE BAKER/MARCHMAN ACT CUSTOMERS MOTORISTS	0 5 2		
TOTAL: ASSISTANCE BAKER/MARCHMAN ACT CUSTOMERS MOTORISTS OUTSIDE AGENCIES	0 5 2 11		
TOTAL: ASSISTANCE BAKER/MARCHMAN ACT CUSTOMERS MOTORISTS OUTSIDE AGENCIES SMAA EMPLOYEE/DEPT	0 5 2 . 11		
TOTAL: ASSISTANCE BAKER/MARCHMAN ACT CUSTOMERS MOTORISTS OUTSIDE AGENCIES SMAA EMPLOYEE/DEPT TENANTS	0 5 2 11 1		
TOTAL: ASSISTANCE BAKER/MARCHMAN ACT CUSTOMERS MOTORISTS OUTSIDE AGENCIES SMAA EMPLOYEE/DEPT TENANTS MEDICAL CALLS	0 5 2 11 1 11		
TOTAL: ASSISTANCE BAKER/MARCHMAN ACT CUSTOMERS MOTORISTS OUTSIDE AGENCIES SMAA EMPLOYEE/DEPT TENANTS MEDICAL CALLS LOST & FOUND LOGGED	0 5 2 11 1 11 15 42		

WEAPONS			
EXPLOSIVES	0		
FIREARM PARTS/AMMO	0		
FIREARMS AT CHECKPOINT	3		
UNDECLARED WEAPONS	0		
OTHER WEAPONS	1		
TOTAL:	4		
ARRESTS			
ARRESTS FELONY	2		
ARRESTS JUVENILE	0		
ARRESTS MISD	0		
E-WARRANTS	0		
SAO REFERAL	0		
NOTICE TO APPEAR	1		
OTHER ARRESTS	0		
TOTAL:	3		

NOISE MONITORING AND FLIGHT TRACKING FOR THE MONTH OF DECEMBER

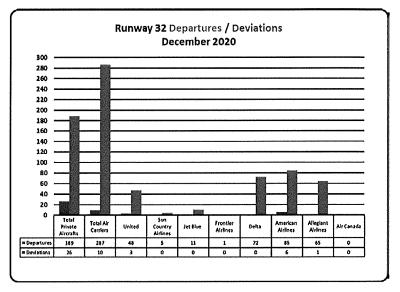
The chart to the right displays the distributions of noise complaints for the month of December 2020. There were 8 calls and 1 email which generated 7 complaints and 1 request for information by the Noise Abatement Hotline or by the Operations Department.

Of the total complaints, 56% from Manatee County and 44% from Sarasota County. The average number of calls received for the month were 0.29 calls per day.



Hight Tracking & Runway 32 Deviation data is for **December 2020**. There were **10 air carrier and 26 private jet deviations** observed during this period.

In December 2020, American (AAL) had 6 deviations, United (UAL) had 3 deviations and Allegiant (AAY) had 1 Select operators not deviation. complying with Standard Instrument Departure (SID) are sent a notification informing them of the SID, and requesting information on the deviation (Development Order 99-50 N8). This office continues to work representatives from the airlines, private iets and the SRQ ATCT to ensure compliance with SRQ5 & SRKUS Four Departure Procedures (NADP Runway 32).



RUNWAY UTILIZATION

The overall runway utilization for the month of **DECEMBER 2020** is distributed as follows:

Operations	Runway 04	Runway 22	Runway 14	Runway 32
Arrivals	5%	3%	66%	27%
Departures	16%	4%	56%	24%

AGENDA ITEM NO. 10E

SARASOTA MANATEE AIRPORT AUTHORITY **DEVELOPMENT/COMMUNITY RELATIONS & ACTIVITY REPORT JANUARY 25, 2021**

SRQ AMBASSADORS

In January, volunteer services were suspended due to COVID-19. In addition, no tours were offered.

MEDIA RELATIONS

Met with or contacted this month by reporters from the Sarasota Herald-Tribune, the Bradenton Herald, ABC7, SNN TV, Bay News 9 and News Channel 8.

Mark Stuckey, Executive Vice President, Chief of Staff: December 21 – January 19, 2021

12/21	Meeting with Properties and concessionaire consultant
1/5	Attended new commissioner orientation session
1/6	Teleconference with United Airlines network planning
1/7	Meeting with TSA AFSD regarding projected passenger traffic increases
	Attended conference call with BACVB and Aqua Marketing
	Issued press release – new United nonstop service to Houston (IAH)
1/8	Meeting with Manatee EDC
1/11	Meeting with Elite Airways network planning
1/12	Issued Allegiant press release – new nonstop service to Peoria, IL (PIA)
	Attended Master Plan Update Meeting
1/13	Held meeting with tenants to discuss projected passenger traffic increases
	Held meeting with US Customs
1/14	Attended conference call with BACVB and Aqua Marketing
1/19	Attended conference call with FAC State Affairs group

Fredrick Piccolo, President, CEO: January 5 - January 21, 2021

1/5	Host new Commissioner Orientation meeting at DMA east
1/6	Teleconference: ACI-NA COVID 19- Small Hub Committee
1/8	SANCA (Suncoast Aquatic Nature Center) New member Candidacy meeting
1/14	SPEAKER: ManaSota League of Cities Zoom meeting
	Sarasota Council of Governments Zoom Meeting
1/20	SANCA Board of Directors meeting at Nathan Benderson Park
1/21	Bradenton EDC BOD Zoom Meeting

Mr. Piccolo participates in various impromptu media interviews throughout the month

ACTIVITY REPORT DECEMBER 2020

ACTIVITY REPORT SARASOTA-MANATEE AIRPORT AUTHORITY SARASOTA BRADENTON INTERNATIONAL AIRPORT

DECEMBER

ACTIVITY MONTH:

% CHANGE	-11.22%	-6.00%	-8.41%	25.31%	-7.91%	-7.46%	-7.78%		-37.05%	-37.17%	-37.11%
TIVITY BER 2019	17,423	10,618	83,908	2,098	94,047	37,820	131,867		979,810	987,140	1,966,950
12 MONTHS ACTIVITY THRU DECEMBER 2020	15,468	9,981	58,532	2,629	86,610	34,999	121,609		616,798	620,188	1,236,986
% CHANGE	-11.22%	-6.00%	-8.41%	25.31%	-7.91%	-7.46%	-7.78%		-37.05%	-37.17%	-37.11%
2019 YEAR TO DATE	17,423	10,618	806'89	2,098	94,047	37,820	131,867		979,810	987,140	1,966,950
2020 YEAR TO DATE	15,468	186'6	58,532	2,629	86,610	34,999	121,609		616,798	620,188	1,236,986
% CHANGE	-10.92%	8.33%	15.17%	-2.96%	7.37%	-20.94%	-0.51%		-50.24%	-45.51%	-47.76%
2019	2,060	1,008	4,978	203	8,249	3,181	11,430		108,387	119,628	228,015
2020	1,835	1,092	5,733	197	8,857	2,515	11,372		53,931	65,183	119,114
•	AIRCRAFT OPERATIONS ITINERANT AIRLINES	ALK IAXI	GENERAL AVIATION	MILITARY	TOTAL ITINERANT	GENERAL AVIATION (Local)	TOTAL OPERATIONS	TOTAL PASSENGERS:	NO	OFF	TOTAL

SARASOTA BRADENTON INTERNATIONAL AIRPORT TOTAL PASSENGERS - DECEMBER 2020 MONTH / YEAR-TO-DATE COMPARISON

	MONT	Н	and the second		YEAR-TO -DATE	ni arra	YTD MKT SHARE	
AIRLINES	2020	2019 %	CHG	2020	2019	% CHG	2020	2019
[MAJOR CARRIERS]								
AIR CANADA	0	6,989	-100.0%	24,989	48,067	-48.0%	2,6%	2.9%
ALLEGIANT	37,815	53,869	-29.8%	372,435	342,411	8,8%	38.8%	20.8%
DELTA	24,657	56,979	-56.7%	291,281	715,769	-59,3%	30,3%	43.5%
ELITE AIRWAYS	0	541	-100.0%	839	7,700	-89,1% -34,1%	0.1% 5.8%	0.5% 5.1%
FRONTIER	930	16,125	-94.2%	55,192	83,802	-34.1% -53,3%	7.8%	9.8%
JETBLUE	7,035	16,096	-56.3%	75,312	161,359		6.4%	7.7%
UNITED	2,036	18,671	-89.1%	61,156	127,154	-51.9% -56,8%	7.1%	9.6%
AMERICAN	8,443	17,822	-52.6%	68,013	157,424		1.2%	0.1%
SUN COUNTRY	2,572	2,331	10.3%	11,332	2,331	386,1% -41.6%	100.0%	100.0%
MAJOR TOTAL:	83,488	189,423	-55.9%	960,549	1,646,017	-41.076	100,078	100.0%
(AFFILIATE AIRLINES)								
GOJET - United	0	0	0.0%	1,057	8,074	-86.9%	0.4%	2.6%
MESA AIRLINES-United Express	3,170	3,519	-9.9%	24,508	6,713	265.1%	8.9%	2.1%
PSA AIRLINES -American	6,694	10,769	-37.8%	105,317	95,966	9.7%	38.4%	30,3%
REPUBLIC-American	3,066	3,999	-23.3%	23,924	59,892	-60.1%	8.7%	18.9%
Republic - United	8,400	9,182	-8.5%	47,192	73,508	-35,8%	17.2%	23.2%
Republic-Delta	2,013	5,909	-65.9%	5,326	11,860	-55.1%	1.9%	3.7%
SKY WEST - United	428	96	345.8%	13,768	4,505	205,6%	5.0%	1.4%
SKY WEST - American	0 +	0	0.0%	0	11,025	-100.0%	0.0%	3.5%
SKY WEST - Delta	0	0	0.0%	0	16,050	-100.0%	0.0%	5.1%
ENDEAVOR-Delta	1.021	0	100.0%	1,623	7,994	-79.7%	0.6%	2.5%
ENVOY-American	10,512	4,787	119.6%	51,532	21,425	140,5%	18.8%	6.8%
21110111111								CONTROL OF THE PERSON NAMED IN
REGIONAL TOTAL:	35,304	38,261	-7.7%	274,247	317,012	-13.5%	100.0%	100.0%
DOMESTIC-CHTR]								
SUN COUNTRY	322	331	-2.7%	2,190	3,921	-44.1%	0.8%	100.0%
SUBTOTAL:	322	331	-2.7%	2,190	3,921	-44.1%	0.8%	100.0%
CHARTER TOTAL:	322	331	-2.7%	2,190	3,921	-44.1%	0.2%	0.2%
GRAND TOTAL:	119,114	228,015	-47.8%	1,236,986	1,966,950	-37.1%	100.0%	100,0%

SARASOTA BRADENTON INTERNATIONAL AIRPORT TOTAL YOY PASSENGER COMPARISON - BY MONTH

	YOY 53.0%	54.4%	22.6%	-94.7%	-75.2%	-64.2%	-57.6%	-57.1%	-47.2%	-30.8%	-41.8%	-47.8%	-37.1%
	147,440	150,607	197,889	183,119	161,435	147,615	147,068	135,467	125,361	160,327	182,607	228,015	1,966,950
	559	868	975	1,353	1,041	1,097	1,425	1,175	773	635	818	872	11,621
6]	46,580	51,108	67,714	42,956	37,277	28,060	26,718	26,704	20,698	34,349	46,148	63,921	492,233
2019	100,301	98,601	129,200	138,810	123,117	118,458	118,925	107,588	103,890	125,343	135,641	163,222	1,463,096
	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL:
	225,655	232,549	153,246	9,742	39,988	52,845	62,405	58,115	66,249	110,883	106,195	119,114	1,236,986
	290	735	202	0	158	0	123	123	254	286	236	322	3,029
20	70,390	71,664	45,899	3,013	12,187	11,182	15,990	16,832	20,293	25,736	29,866	37,340	360,392
2020	154,675	160,150	107,145	6,729	27,643	41,663	46,292	41,160	45,702	84,861	76,093	81,452	873,565
	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL:

AGENDA ITEM NO. 10F

SARASOTA MANATEE AIRPORT AUTHORITY ENGINEERING, PLANNING & FACILITIES ACTIVITY REPORT January 25, 2021

ENGINEERING

→ Master Drainage Plan (MDP)/Stormwater System Improvements

The MDP evaluated the Airport's drainage system and determined a master system that would allow for 90+ acres of development, while reducing ponds and other wildlife hazards. Project is substantially complete, and the contractor is working on punch list items. Staff has begun working on closeout documents.

→ Terminal Renovation & Upgrades (Phase 7.2)

An RFQ was advertised to select an architectural and engineering firm to develop plans and specifications for upgrades and renovations to the Terminal. The upgrades and renovations will include the police department, the new Board room, 3rd floor administration offices, observation deck, and the badging offices. The Board selected Sweet Sparkman Architects. Phase 7.1 construction is nearing completion, and the scope for the second phase (includes renovation of the third floor, observation deck, glass block replacement, and other terminal upgrades) has begun. Sweet and Sparkman have completed preliminary design, finishes have been selected, and 60-percent architectural drawings have been submitted. The project was suspended and has now been restarted. Final design should be completed in early CY 2021.

→ SRQ Parking Lot Modifications

This project was designed to expand the Long-term Parking Lot, Shade Lot, Facilities Lot, and make modifications at the curbside for valet dropoff. Design drawings were completed and the project was bid. Bids were opened on March 6th, 2020 and Staff brought the low responsive bid to the March, 23rd Board meeting for Authority approval. A supplemental agreement was prepared to reduce the scope of work to milling and overlaying the existing parking facility, modifying the curbside for the valet dropoff, and expanding the Facilities Parking Lot. The contractor is complete with the mill and overlay of the existing parking facility, and is substantially complete with the valet and the expansion of the Facilities Parking Lot. Staff has re-advertised the expansion portion to the long-term and overflow lot due to recent increase in airline traffic. Staff anticipates bringing low-responsive bidder to the January Board meeting.

→ Fuel Farm Expansion

This project was designed to expand the existing fuel farm up to an additional 306,000 GAL. The design was completed and permit applications were submitted. The project was advertised for bidding and bids were opened on March 11, 2020. Staff brought the low responsive bidder to the March 2020 Board meeting for Authority approval. The Board has executed a contract to construct two of three storage tanks, for additional 204,000 GAL's of storage. The contractor has begun work on foundations for both tanks and the control building, and concrete is being placed. Contractor is preparing to install under tank liner, cathodic protection, and leak detection pipe sleeves for the two tanks.

→ North Quad Development Project

The North Quad Development Project will construct roadway, utilities, and earthwork for future development within the 92-acres in the north portion of the airside land. Wright Construction was the low responsive bidder for the project, and their bid was approved by the Authority Board at the November 2018 meeting. Contracts have been executed, a pre-construction meeting was conducted on March 4, and an NTP was issued for April 1, 2019. Contractor has completed site clearing, rough grading, water and sewer lines are installed, and roadway work. FPL has relocated primary power and has installed the overhead power work. Contractor has remobilized to complete the remaining power hook-ups, and is waiting for FPL to install the power meter. Staff anticipates completion in January.

Taxiway Bravo North Rehabilitation

The Taxiway Bravo Project will rehabilitate Taxiway Bravo north of Runway 14-32 to Runway 22. Kimley-Horn (KH) was ranked first at the March Board meeting. KH has completed the final design plans and the project was bid. The Board approved AJAX Paving as the low responsive bidder at the May, 2020 Board meeting. Staff has issued an NTP of September 17th for this project, and the contractor submitted their material submittals for review. Contractor has been unable to secure electrical items from their suppliers due to impacts from COVID. Contractor arrived onsite January 4th, 2021 and has begun phase 1 of the project.

→ Access Control Project

The Access Control Project will replace the current access control resulting in a unified security system with fully integrated video surveillance, physical access control, and access credential media issuance capabilities. AVCON has completed design, project was advertised for construction bids, and approval of the low responsive bidder was approved at the November Board meeting. A preconstruction meeting was conducted on January 23rd and an NTP was issued February 3rd. Contractor has installed new gate controllers, installed fiber backbone, and has prepared the servers. The contractor has replaced door controllers inside the terminal and is now working on the facilities buildings.

→ Wayfinding Sign Project

The Wayfinding Sign project will replace and upgrade the signage around Airport Circle, along with the Bradenton Connector, General Spaatz Boulevard, Rental Car Road, Air Cargo Avenue, Air Cargo Road, and Old Bradenton Road. Signs will be upgraded to include latest international symbols, and their format will be similar to the new signage recently installed in the Gateway Entrance Project. Final design drawings have been received. Project has been advertised and staff anticipates bringing the low responsible bidder to the January Board meeting.

Blast Deflector Project

The Blast Deflector project will design and permit a blast fence near the ground transportation area. Michael Baker International was ranked first at the August 2019 Board meeting. Staff negotiated scope and fee and brought a contract for approval to the September 2019 board meeting. Michael Baker has completed final design plans, and the project has been advertised. Bids were opened on July 1, 2020 and eight bids were received. Project bids were rejected due to COVID-19, and has now been re-advertised. Staff anticipates bringing the low responsive bidder to the March 2021 board meeting.

→ Rental Car Office Renovations

An RFQ was advertised to solicit design professionals to renovate the rental car offices in the baggage wing of the Terminal. Key elements will include modifying counter to meet ADA requirements, refinishing walls, ceilings, and flooring, replacing HVAC system, signing, and installing kiosks terminals. Staff selected Sweet Sparkman Architects (SSA) at the January Board meeting, and staff negotiated a scope and fee, and brought their contract to the March Board meeting for approval. Staff conducted a design kick-off meeting with stakeholders. SSA has prepared two concepts for office layout, the Rental Car companies have selected their preference. SSA is preparing Final drawings, and project will be bid in early 2021.

→ Baggage Handling System Project

The Baggage Handling System Project will consolidate the three-existing mini-inline systems into one fully inline system. This project will allow all bag belts in ticketing to feed to one checked baggage inspection room, and will allow for redundant screening machines. Vic Thompson Company (VTC) was ranked first at the August Board meeting and a contract has been executed for the initial phase of work. VTC has prepared and submitted an application package to seek funding from TSA. TSA and Staff have negotiated a Design OTA and anticipates signing OTA in early January.

SRQ Restroom Renovation Project

The SRQ Restroom Renovation Project will modify the existing restrooms making each public restroom within the terminal touchless. It will also relocate the trash receptacles under the sink to eliminate water from the floors and make cleaning quicker and easier for janitorial staff. This project has been designed and advertised for informal bids. The bid opening for this project is July 1, 2020. Stellar Development was the low bid, and was approved by Board at the Special Board Meeting in July. Contractor has complete the initial two phases and is working on the final phase. The project should be substantially complete by the end of January.

→ Whitfield Driveway Removal Project

The Whitfield Driveway Removal project removes concrete driveways remaining on SRQ property that were acquired during the Noise Abatement Project. The driveways are mainly located within the Whitfield Ballentine Neighborhood. The project was awarded to Landmark Construction and is substantially complete.

PLANNING

Master Plan Update

The Board selected AECOM at the September Board meeting to update the Airport's Master Plan. The Consultant provided their scope for review in early December, and staff has received an Independent Fee Estimate (IFE). Staff has conducted a negotiation meeting and finalized scope/fees, and Board approved at the May Board meeting. AECOM has gathered Airport statistics and other required information, and has submitted their first of six working papers. The forecast and Airport inventory has been submitted to FAA for their approval, and AECOM has completed the Facility Requirements. AECOM evaluated alternatives and is preparing cost estimates for various alternates. AECOM and staff have prepared initial timeline for improvements and the financial feasibility study is underway. Staff anticipates a public presentation at the March Board meeting.

→ Boundary Survey

The Board selected AID at the November Board meeting to conduct a boundary survey and update the Exhibit A for the Airport Layout Plan (ALP). Staff has conducted a negotiation meeting and finalized scope/fees, and Board approved at the May Board meeting. The contract has been executed and AID is completing title work, has completed 95% of the field survey, and has submitted a preliminary map.

→ 2021 FAA Pre-Application for AIP Funding

Staff has submitted a pre-application for 2021 FAA AIP funding. Staff is requesting funding for two taxiway rehabilitation projects, Taxiway Charlie and Foxtrot.

→ 2021 FDOT JACIP

Staff has updated the FDOT JACIP for FY 2021-2025, based upon results from the MPU.

FACILITIES

- PROJECTS: The Facilities Department is currently working on multiple projects and scheduled maintenance items.
 - o ATCT: ATCT personnel are not on-site except for controllers (usually 2). Monitoring facility for issues. Obtaining pricing for chiller replacement. Dishwasher replaced.
 - o Graphics: Continuing to assist all departments and tenants with various signage projects and CAD requests. Signage for restroom renovations. Preparing signage for upcoming moves. Working closely with Marketing on various projects
 - Loading Bridge: Monitoring for issues. Seasonal repairs and maintenance in anticipation of increased usage.

- Public Works: Mowing entire property. Various landscape maintenance and improvement projects in and around terminal. Maintaining Whitfield/Uplands twice a month. Honeywell trimming and mowing. Several irrigation breaks and repairs. Palm tree replacement curbside.
- o Airfield: Lighting inspections continuing. Ramp and taxiway marking painting. Sign face replacements completed.
- Conveyor Coverage: Coverage by three man shift during the week and two man each shift both weekend days. All repairs being expedited and coverage changes being explored
- o Industrial Trades: Performing PM's on all AOA gates. Replacing roof drains curb side. JetBlue ticket counter offices remodel and move completed, Southwest ticket counter completed, Southwest BSO underway, Southwest concourse offices underway, DAS room build out is ongoing. TSA Checkpoint roll up door repair is complete. TSA checkpoint modifications are underway.
- Vehicle Fleet: New Facilities Sweeper Truck waiting on parts. ARFF fleet prepared for road trip to Jacksonville for controlled burn exercise. Exercise and drill successfully completed.
- o Parking: Replacing all Analog cameras with new cameras.
- o Janitorial: Monitoring progress. Making suggestions for seasonal staffing. Meeting with management.

→ TOTAL WORK ORDERS: 460

VEHICLE MAINTENANCE/EQUIPMENT REPAIR - 17 PMs, 41 work orders

<u>SIGN/CADD</u> – 9 PMs, 15 work orders

AIRSIDE (Airfield) - 35 PMs, 16 work orders

LANDSIDE (Landscape, Equip Oper, Public Works) - 58 PMs, 17 work orders

INDUSTRIAL TRADES – 133 PMs, 119 work orders

AGENDA ITEM NO. 10 G

SARASOTA MANATEE AIRPORT AUTHORITY INTERNAL AUDIT/RECORDS RETENTION DEPARTMENT AND INVESTMENT COMPLIANCE REPORT JANUARY 25. 2021 REGULAR MEETING

The following is a recap of Internal Audit Department projects and activities during December 2020:

External Audit: Continued to assist the external auditors from Plante Moran PLLC who, working remotely, completed most of the remaining tasks relative to the audit of the Authority's fiscal 2020 financial statements as well as single audit procedures relative to federal and state grant programs.

Monthly Investment Activity Compliance Report: A certificate of deposit at Center State Bank with a par value of \$2.0 million and an original term of five years matured on 12/3/20. The proceeds were deposited to the Authority's NOW account at SunTrust Bank/Truist. The stated interest rate on the maturing CD was 1.90%. Pursuant to a banking services agreement with SunTrust Bank, the Authority's NOW account earns a fixed rate of 1.90% on all balances through 9/30/2021.

<u>Parking:</u> Parking operations are reviewed and tested monthly by Internal Audit. A total of 25 all-day parking cards were distributed to the Purchasing Department. Thirty-one complimentary parking cards were distributed to current and former SMAA commissioners and elected officials within Sarasota and Manatee Counties. At month end, there was one vehicle in the parking lot being monitored for abandonment.

<u>Records Requests:</u> The Records Department received and processed 6 external/public record requests and 1 internal record requests during December.

<u>Management of Paper Records:</u> The Records Department received and logged in 21 central file records during December. One additional box of records was received, scanned, and processed electronically to the Authority's Enterprise Content Management System. The associated paper records were shredded. Two bags of documents equaling 3.0 cubic feet of non-record material (duplicates, drafts, or obsolete/superseded) was shredded per Authority directives and in accordance with Government-in-the-Sunshine regulations. Preparation for the annual records destruction continued during the month. The annual destruction is planned for late January 2021.

Continuing Education: During December, the department completed IT security training.

AGENDA ITEM NO. 10 H

SARASOTA MANATEE AIRPORT AUTHORITY INFORMATION TECHNOLOGY DEPARTMENT JANUARY 2021

System upgrades and implementation:

- Evaluation to determine redundancy and environmental needs for Network Operation Centers- Planning implementation of new server cabinets with new AC and fire suppression technologies- Airside complete. Evaluate 3rd floor NOC.
- Hardware refresh of computer systems- 150+ systems upgraded. Ongoing
- Security Awareness online training- Renewed/ Ongoing
- Anti-phishing solution to improve email security monitoring
- Datacenter backup solution upgrade- in progress
- Maintenance Connection Upgrade- Evaluate timing for Phase 2 mobility- On hold
- Video wall replacement project- Install new 98" monitor- Complete

Common Use:

- Coordination with Amadeus on Preventive Maintenance on systems- Complete
- Evaluate upgrade to PCs and MAP printers- Upgrade all the Common Use Gate PCs-Installation in progress
- Order and install equipment for Southwest Ticket Counter-Installation in progress
- Coordinate with jetBlue on their ticket counter relocation-Complete.

Phone System:

- Evaluation of replacement of pay phones with Courtesy phones- Complete
- ShoreTel phones will continue their upgrade to new Mitel phones- Ongoing

SRQ Web Page:

Ongoing updates- Home screen updates, Updated pictures, Interactive map- Complete

IT Assessment

• Ongoing: Updating policies and procedure to comply with NIST, CJIS and CIS frameworks.

Training:

- Network +\ MCP Certification- In progress
- CCNA Certification- In progress
- MCSA\MCSE Training- in progress
- CJIS Training-Complete

Project Coordination:

- Implemented SharePoint to replace previous SMAA Intranet- Complete
- Conversion to digital record with Internal Audit- working with Purchasing and Internal Audit to evaluate potential vendors for scanning of documents including CAD files.
- FOTS cabinet upgrades- identify replacement UPS/ Cooling options- In progress
- FIDS Outdoor LED project- In progress
- Development of App for SRQ to provide flight information to passengers, staff- Complete
- Messaging archive update project- Ongoing
- Work with Operations supporting the Parking lot camera project- in progress
- Installation of 6 new Common Use workstations at the ticket counter to support Southwest ongoing operations- In progress.
- Installation of new copper/fiber cabling to support Southwest "Go Live" on 2/14-in progress.

AGENDA ITEM NO. 101

SARASOTA MANATEE AIRPORT AUTHORITY REAL ESTATE DEVELOPMENT & PROPERTIES STAFF REPORT JANUARY 25, 2021 REGULAR MEETING

Southwest Airlines: Southwest selected the lease spaces needed for its planned operation. A signatory Agreement has been submitted to Southwest and the agreement has been returned signed and will be on the January Board agenda for consideration and approval.

<u>JetBlue Airways:</u> JetBlue ticket relocation has been completed. The Exhibit to substitute the space has been completed.

<u>COVID Related Activities:</u> Rental Car operators to remain on straight 10% fee thru the first quarter of 2021, including the arrangement of CFC's paying for the rental car operators ground/facility rents. All three rental car extensions of rental adjustment are anticipated to be on the Board Agenda.

<u>TSA:</u> TSA submitted a five-year lease extension for Properties to review and process. This agreement is anticipated to be on the Agenda for the January Board for consideration and approval.

<u>Property #7/NEC University & Bradenton Rd:</u> SMAA is preparing DRI zoning submittals for this property and a formal pre-application will be scheduled for January. Leasing/listing agreement in discussion with CBRE for the outparcels.

<u>Property #12/NWC University & Bradenton Rd:</u> The wetlands and drainage easements are under investigation as to remove/modify for development. This property will be mixed use and include such uses as restaurants, office and hotels along with airport facilities. Properties has included this property in the DRI zoning application underway with Property 7.

Rental Car Consolidation/Status: Planning and design for Phase I for the remodel of ticketing, offices and a covered walkway is underway. Selection of a consultant for Phase II is also complete. MAG and land rent have been suspended through December 31, 2020, with only percentage of monthly gross revenues due. A three-month extension of rental relief is anticipated. Annual MAG has been recalculated and will apply as the recovery continues at SRQ.

<u>Fuel Farm:</u> Fuel Farm expansion project continues to proceed with modified tank specifications. Discussions are underway for an amendment with Menzies to adjust/modify the rent and other obligations including extending the lease term.

<u>Airport Hotel #2:</u> SRQ2, LLC, construction continues at the workspace hotel, Kompose, at 975 University Parkway and will be opening for business next month.

North Quad: Marketing concept plan under consideration within the Master Plan. The next step is to analyze and determine the most suitable aviation uses for the park to pursue. Discussions with aviation brokers and developers to commence after recovery is complete.

Team Success: The modification of the DRI and GDP was approved by Manatee county. And the Tenant has commenced with earthwork to prepare the site for development.

<u>Concessions:</u> The concessions MAG continues to be suspended thru December 31 with actual percentage rent only. The MAG will automatically be reinstated 90 days after normal passenger travel resumes. Properties is interviewing for a potential Concessions consultant for the expansion of food and beverage. An RFQ is planned to be prepared and issued in the next 6 months with design and construction to follow with a contemplated opening/redevelopment two years out.

<u>Property #10/M-lot:</u> The low bid was awarded for both MTC sitework (only) and the 3rd hangar to accommodate general uses. The MTC Ground Lease with Improvements is out for review by the tenant. MTC anticipates approvals by the end of first quarter 2001. SMAA is proceeding with the 3rd hangar with a bid modification.

<u>Property #2/Tallevast:</u> Properties is marketing this property to industrial tenants. Properties is exploring/discussing potential leasing/listing with brokers, as well as JV opportunities. A traffic light is underway, to be installed by others and will serve as traffic control at the main entrance of this future development property.

<u>Parking:</u> The Parking operations continue to recover and will be monitored and adjustments to operation/labor will be made as traffic recovers.

<u>Honeywell Building:</u> Recently, an LOI has been received from a small aviation parts company to lease this building. A draft lease is underway. SMAA has set aside a concept to repurpose this building since this tenant fits into the SMAA aviation development strategy.

Expansion of FBO: Additional hangars are contemplated at Dolphin. Dolphin has submitted to SMAA/county for additional hangars. Review of zoning/plans are complete. In addition, Ross Aviation indicates interest in expansion of hangars as well, however, no plans forth coming as of this time.

<u>General:</u> Insurance notices, tenant inquiries, showing of properties, construction permits, meetings with surveyors, appraisers, contractors and engineering consultants, collections and past due notices, notices of insurance renewals and compliance, loss prevention committee, meetings with insurance claimants, planning and staff meetings.

General Aviation:

- → Compliments: 1
- → Complaints: 0
- → Maintenance/Repairs Requested/Performed: 3
- → Total number of tenants: 161
- → Total rentable spaces: 167
- → 103 tenants utilizing auto credit card method of payment.
- → Former J4-107 co-tenant now co-tenant with D2-103.

T-HANGAR MONTHLY STATUS REPORT For the Month of December 2020

ltem .		No.	Wait	Leased	Monthly	Monthly	Annual
		Leased	List	%	Rate	Rent	Rent
T-Hangars							
51'5 W Oversize	4	4	21	100%	\$1,700.00	\$6,800.00	\$81,600.00
48' W Large	27	27	25	100%	\$574.00	\$15,498.00	\$185,976.00
42' W Standard Plus							
w/additional 176 sq. ft. storage area	4	4	0	100%	\$519.00	\$2,076.00	\$24,912.00
42' W Standard	121	121	33	100%	\$419.00	\$50,699.00	\$608,388.00
42' W Standard							
Discounted rate for CAP & EAA	2	2		100%	\$250.00	\$500.00	\$6,000.00
Storage Rooms	7	3		43%	\$100.00	\$300.00	\$3,600.00
Storage Rooms							
Discounted rate for CAP & EAA	2	2		100%	\$10.00	\$20.00	\$240.00
TOTALS	167	163	79			\$75,893.00	\$910,716.00