CITY OF NAPLES AIRPORT AUTHORITY (NAA)
Board of Commissioners
Notice of Consultant Selection Committee Meeting

FINAL AGENDA
Airport Office Building, 2nd Floor Conference Room
200 Aviation Drive North
Naples, Florida

Wednesday, December 4, 2019
9 a.m.

Commissioner Donna M. Messer – Chair and NCC Liaison
Commissioner Michael Lenhard – Vice Chair and Consultant Selection Committee Chair
Commissioner James Rideoutte – Audit Committee Chair, Consultant Selection Committee Member
Commissioner Ted Brousseau – Legal Liaison
Commissioner Kerry C. Dustin, Audit Committee Member
Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

Welcome. If you wish to address the Consultant Selection Committee regarding an item listed on the Agenda, please complete a Speaker Registration form and hand it to the Executive Assistant prior to consideration of that item. We ask that speakers limit comments to 5 minutes and that large groups name a spokesperson whenever possible. All written, audio-visual, and other materials distributed to Committee members or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

NOTICE

Formal action may be taken on any item listed on the Agenda below, or added to the Agenda before or during the meeting, or discussed during the meeting without being added to the Agenda. Also, the sequence of items may be changed as the meeting progresses.

Any person who decides to appeal a decision of this Committee with respect to any matter considered at this meeting (or hearing) will need a record of the proceeding and may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be heard.

Any person with a disability requiring auxiliary aids or services in order to participate in this proceeding for meetings at the City Council Chamber may call the City Clerk's Office at 213-1015, or for meetings at the Airport Office Building, the NAA Executive Assistant's Office at 643-0733, with requests at least two business days before the meeting.

Information on Action Items and other items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North. Minutes of this meeting will be prepared for Board approval, usually at the next Regular Meeting.
A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. AGENDA (Add, delete or re-sequence items)

D. DISCUSSION ITEM

1. Interviews and Rankings of Qualified Respondents to North GA Ramp Rehabilitation - Design, Permitting, Bidding and Construction Administration Services - Request For Qualifications
   a. AVCON, INC. 9:05 a.m.
   b. Hanson Professional Services Inc. 9:45 a.m.
   c. American Infrastructure Development, Inc. (AID) 10:25 a.m.
   d. Hole Montes, Inc. 11:05 a.m.

E. PUBLIC COMMENTS (Public comments accepted for items not otherwise listed on the Agenda; 5 minute limit)

F. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

G. ADJOURN

Information on Discussion Items and other items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North. Minutes of this meeting will be prepared for Board approval, usually at the next Regular Meeting.

NOTE: The Consultant Selection Committee is comprised of Vice Chair Lenhard and Commissioner Rideoutte. All NAA Commissioners are welcome to attend and can “opt in” to participate and vote.
To: Honorable Chair of the Consultant Selection Committee and Commissioners.

From: Christopher A. Rozansky, Executive Director CR

By: Kerry Keith, Senior Director of Airport Development and Facilities KD

Meeting Date: December 4, 2019

Re: DISCUSSION ITEM

1. Interviews and Ranking of Responses to Engineering Services for North GA Ramp Rehabilitation – Design, Permitting, Bidding, and Construction Administration Services - Request for Qualifications (RFQ)

ACTION REQUESTED: Interview the four (4) responding firms and make a rank-order recommendation to the full Board for their meeting on December 19, 2019.

BACKGROUND: In compliance with State of Florida requirements, an RFQ for the engineering consultant services was issued on October 14, 2019. The RFQ was advertised and posted to our website.

Respondents had until November 12, 2019 to submit their response. Four (4) submittals were received and determined to be responsive to the RFQ. They included: Hole Montes, Inc., Hanson Professional Services Inc., AVCON, Inc., and American Infrastructure Development, Inc. The submittals are attached.

The first 10 minutes of the meeting will allow time for Commissioner comments and questions for staff regarding the RFQ and selection process followed by consultant presentations, Commissioner questions and presentation discussion. Each firm will have 15 minutes for their presentation.

After all presentations, the Committee will be asked to provide a ranking of the firms interviewed. With Board approval, staff will work with the selected firm and Authority legal counsel to finalize a contract. The results of the Consultant Selection Committee will be presented to the full Board for approval on December 19, 2019.

COMMUNICATIONS PLAN: The firms will be notified of the final ranking, and the results will be posted on our web site.
SUMMARY
REQUEST FOR QUALIFICATIONS

Professional Engineering Services

North GA Ramp Rehabilitation
Design, Permitting, Bidding and Construction Administration

INTRODUCTION:

The City of Naples Airport Authority (NAA) is interested in acquiring Professional Engineering Services from firms with demonstrated expertise in airport pavement rehabilitation design, permitting, bidding and construction administration for the North General Aviation Ramp Rehabilitation Project.

SCOPE OF SERVICES AND DELIVERABLES:

In general, the selected professional is expected to perform the following services:

A. Preliminary Design to include:

1. Inventory and preliminary investigation, including all permitting requirements;
2. Design surveys and topographic mapping;
3. Conduct geotechnical investigation and analysis;

B. Design Phase to include:

1. Design and development of construction plans;
2. Preparation of construction specifications and bid documents;
3. Preparation of Construction Safety and Phasing Plan (CSPP);
4. Bidding Services, including conducting Pre-Bid, any project addenda, evaluate bids and recommend award.

C. Construction Phase Services to include:

1. General administration of the construction contract, including bookkeeping, billing and coordination with project stakeholders;
2. Hold pre-construction conference;
3. Submittal and RFI reviews and approval; change orders;
4. Coordination of a QA testing program;
5. Site visits as required to design the project and document the construction;
6. Attend substantial completion and final inspections and compile punch list;
7. Preparation of conformed documents, as-built drawings and project close-out.
Naples Airport
North GA Ramp Rehabilitation Project Area
## Exhibit B

### Submittal Review Guidelines

<table>
<thead>
<tr>
<th>RESPONSE RANKING</th>
<th>YOUR SCORE</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quality of Submittal (A)</td>
<td>7.5</td>
<td></td>
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<tr>
<td>Experience and Qualifications (B)</td>
<td></td>
<td>20</td>
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<tr>
<td>- Project Manager and key team members are qualified to perform the work categories of the project</td>
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<tr>
<td>Specialized experience and technical competence in the type of work required (C)</td>
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<td>20</td>
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<tr>
<td>- Consultant has provided comparable projects with which they have been involved</td>
<td></td>
<td></td>
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<tr>
<td>- References and past performance evaluations</td>
<td></td>
<td></td>
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<tr>
<td>Consultant has demonstrated understanding of key elements of the Project (D):</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>- Consultant has provided a logical approach to the tasks and issues of the Project, including willingness to meet time requirements</td>
<td></td>
<td></td>
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<tr>
<td>- Plan for Cost Control</td>
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<tr>
<td>- Approach to construction safety and phasing plan</td>
<td></td>
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<tr>
<td>The capacity to accomplish the work in the required time (E)</td>
<td>15</td>
<td></td>
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<tr>
<td>- Consultant has adequate staff for this project</td>
<td></td>
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<tr>
<td>- Current workload of the consultant</td>
<td></td>
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<tr>
<td>Location of the Consultant and knowledge of the area and local issues; location criteria cannot be based on a political boundary (e.g. city or county limits)</td>
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<tr>
<td>- Location of Project Manager</td>
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<tr>
<td>Disadvantaged Business Enterprise (DBE) goal</td>
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</table>

**TOTAL** 100
STATEMENT OF QUALIFICATIONS FOR PROFESSIONAL ENGINEERING SERVICES for North GA Ramp Rehabilitation Design, Permitting, Bidding and Construction Administration
November 11, 2019

Mr. Kerry Keith  
Senior Director of Airport Development and Facilities  
**City of Naples Airport Authority**  
160 Aviation Drive North  
Naples, Florida 34104

Reference:  Professional Engineering Services  
North GA Ramp Rehabilitation – Design, Permitting, Bidding and Construction Administration

Dear Mr. Keith:

**AVCON, INC. (AVCON)** is pleased to submit herewith one (1) original, seven (7) copies and one (1) electronic version of the firm’s qualifications to provide Professional Engineering Services to the Naples Airport Authority for the North GA Ramp Rehabilitation Project at Naples Airport. For over 30 years, AVCON has provided Florida airports with the highest levels of service and support for airside pavements, lighting, and drainage. **AVCON is proud to pledge the firm’s full and unconditional dedication and commitment to the Authority to undertake this important project.**

**AVCON** has been involved in planning, design, and construction of airport projects with nearly every public agency and district in Southwest Florida, including Collier County, South Florida Water Management District (SFWMD), Florida Department of Transportation (FDOT) District 1, FDOT Aviation and Spaceports Office, and the FAA Airport District Office (ADO).

AVCON Team members were carefully selected to provide the highest value to the Authority and Naples Airport. AVCON has included the services and support of the following subconsultant team members:

- **E.F. Gaines Surveying Services, Inc.:** Surveying (certified WBE/DBE)
- **Lomski Engineering & Testing, Inc.:** Geotechnical Investigation and Engineering (certified DBE)

The AVCON Team has unparalleled qualifications to support the Authority on this assignment. Some highlights include:

- Project Manager and key staff experience
- Familiarity with the requirements of airfield pavement projects, eliminating any learning curve
- Proven response capabilities, only a phone call away from Airport staff
- Extensive, relevant, and award-winning project experience
- Excellent relationships with the FAA Orlando-ADO and FDOT District 1 personnel
- Knowledge of current regulations/requirements and permitting requirements
- Meaningful DBE participation

**AVCON will guarantee to do the best job, completing the project on time and within budget, and with the quality you expect—AVCON's successful track record speaks for itself.** The AVCON Team looks forward to the opportunity to serve the Authority and the Airport in this important role.

Sincerely,

**AVCON, INC.**

James A. Kriss, PE  
Vice President / QA/QC Manager

Robert Palm, PE  
Senior Project Manager
## CERTIFICATES, REGISTRATIONS, AND LICENSING

The table below lists all applicable certificates, registrations, and licensing required for work on this project.

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<tr>
<th>Name</th>
<th>License Type</th>
<th>License No.</th>
<th>Expiration Date</th>
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<td>AVCON, INC.</td>
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<tr>
<td>Robert (Bobby) Palm, PE AVCON</td>
<td>Professional Engineer (FL)</td>
<td>45963</td>
<td>02/28/2021</td>
</tr>
<tr>
<td>Craig Sucich, PE AVCON</td>
<td>Professional Engineer (FL)</td>
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<td>James (Jim) Kriss, PE AVCON</td>
<td>Professional Engineer (FL)</td>
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<td>02/28/2021</td>
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<tr>
<td>Michael Coppage, PE AVCON</td>
<td>Professional Engineer (FL)</td>
<td>73428</td>
<td>02/28/2021</td>
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<td>Carl Johnson, EC, ACE AVCON</td>
<td>Electrical Contractor</td>
<td>13003002</td>
<td>08/31/2020</td>
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<td>Mark Waller, PE AVCON</td>
<td>Professional Engineer (FL)</td>
<td>41256</td>
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<td>Daniel Cruz, PE AVCON</td>
<td>Professional Engineer (FL)</td>
<td>78313</td>
<td>02/28/2021</td>
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<tr>
<td>Elizabeth Gaines, PSM EF Gaines Surveying</td>
<td>Professional Surveyor and Mapper</td>
<td>LS4576</td>
<td>02/28/2021</td>
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KEY PERSONNEL

ROBERT (BOBBY) PALM, PE
Senior Project Manager

Mr. Palm has 35 years of experience as a project engineer and manager supporting general civil and related airport development. Mr. Palm’s design experience includes site development, stormwater planning and design, wastewater system design, and utility design. 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 State of Florida.

RELEVANT PROJECT EXPERIENCE:

NORTH GENERAL AVIATION APRON AND TIE-DOWN AREA REHABILITATION
Naples Airport, Naples, FL
Senior Project Manager
This project consisted of the design of pavement rehabilitation of the North GA Apron and Tie-down Area at Naples Municipal Airport (APF). The design included 21,500 square yards of asphalt pavement milling, full depth removal of 13,000 square yards of asphalt pavement, 3,600 tons of new asphalt paving, and removal and replacement of 200 aircraft tie-down anchors. AVCON performed this design in 2016, however bidding and construction did not move forward at that time. These areas have now been expanded to include the hangar taxilanes to the east as part of this current project.

AIRFIELD PAVEMENT REHABILITATION PROGRAM:
RUNWAY 14 – 32 REHABILITATION
Naples Airport, Naples, FL
Senior Project Manager
The design called for milling and resurfacing 3-inches and providing an Asphalt Rubber Membrane Interlayer (ARMI) to prevent crack reflection through the newly paved asphalt structure. The limits of the pavement rehabilitation included tie-ins to the 12 intersecting taxiway connectors and to the main intersection with the primary runway.

TAXIWAY A EXTENSION
Naples Airport, Naples, FL
Senior Project Manager
AVCON provided engineering planning, design, bid phase and construction phase services, including a new run-up pad to connect to the end of the previously lengthened end of Runway 23. Engineering services included pavement, airfield lighting, signing, and pavement marking design. The Taxiway A Extension was an integral portion of the construction that included 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.

MAINTENANCE FACILITY EXPANSION
Naples Airport, Naples, FL
Senior Project Engineer
AVCON provided the civil engineering design and permitting support for the expansion of the maintenance facility. This included the sitework, stormwater drainage, and utility extensions for an approximate doubling of the enclosed maintenance garage and exterior pavement for vehicle parking and equipment storage.

Professional Development
Education:
BS Civil Engineering
University of Central Florida

Professional Registrations:
Professional Engineer, FL

Professional Affiliations:
American Society of Engineers
Florida Engineering Society

Years Experience:
35

Years with AVCON:
20

Bobby has successfully worked on multiple projects with the Naples Airport Authority and the Naples Airport dating back to 2007.
CRAIG SUCICH, PE
Principal-in-Charge

- Mr. Sucich, PE is a civil engineer with over 20 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, 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.
- His recent and relevant experience includes the Southwest Apron Rehabilitation at Orlando Sanford International Airport which included design, bidding and construction phase services for a 213,300 sq yd concrete apron as well as removal of the old drainage structures and corrugated metal pipes and replacing them with Class V reinforced concrete pipe and aircraft rated structures.
- He currently serves as Project Manager on the Terminal Apron Rehabilitation project at Sebring Regional Airport where AVCON is responsible for Construction Phase and Resident Project Representative Services. The project consists of 107,000 sq yd of concrete pavement rehabilitation to accommodate the existing GA Based Aircraft, GA Itinerant Aircraft, and large aircraft operations associated with the MRO facilities on-site.

JAMES (JIM) KRISS, PE
QA/QC Manager

- Mr. Kriss has been involved with hundreds of different clients in the U.S. and abroad over the past 45 years.
- His experience includes all facets of aviation, pavements, utilities, structural systems, construction, cost estimating, and project management.
- Mr. Kriss has been a 31-year member of the Florida Airports Council, a 28-year member of the Airport Consultants Council, and an over 40-year participant in the Illuminating Engineering Society’s Aviation Lighting Committee.
- He brings forth his previous experience as a General Contractor to provide common sense designs, constructibility reviews and support throughout the construction phases of AVCON’s projects.
- Mr. Kriss will bring his vast experience on airfield construction to the team and ensure a strong QA/QC program throughout the project’s duration.
- He served as QA/QC Manager on the Rehabilitation of Runway 14-32 project at the Airport. He also worked on the 20-year Airfield Pavement Maintenance Program, Airfield Marking Plan, and Runway 5-23 Pavement Analysis projects at APF.
- Mr. Kriss has successfully worked on multiple projects with the Naples Airport Authority and the Naples Airport beginning in 2004.
- Additional QA/QC experience includes the Taxiway R Reconstruction and Terminal Apron Expansion at Orlando Sanford International Airport which included expansion of the existing apron to accommodate additional aircraft parking near the Terminal and the North MRO Apron Expansion at Brunswick Golden Isles Airport which comprised design of a 25,700 sq yd apron and drainage system.
MICHAEL COPPAGE, PE
Project Engineer

- Mr. Coppage has over 13 years of innovative civil engineering experience.
- He has comprehensive knowledge of FAA design criteria and regulation and is competent in Florida water management district permitting and procedures.
- Additionally, he is familiar with FDOT design standards and specifications.
- 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.
- His areas of expertise include drainage and site development design with a specialized background in airside and landside planning and design, construction management and inspection, and AIP grant administration.
- He recently served as Project Engineer for the Rehabilitation of Runway 9R-27L at Orlando Melbourne International Airport, Runway 14-32 Rehabilitation at Valkaria Airport in Brevard County, and for the Terminal Apron Hardstand Expansion at St Pete-Clearwater International Airport in Clearwater, FL.
- He also served as Project Engineer on the Taxiway B Reconstruction project at Zephyrhills Municipal Airport. The project consisted of removal of existing asphalt surface course and limerock base course, placement of new P-401GY (4-in) asphalt over 6-in P-211 Limerock base course, fillet widening, crack sealing and seal coating, new airfield markings, new LED lighting, and new LED signage.

CARL JOHNSON, EC, ACE
Senior Airfield Lighting Specialist

- Mr. Johnson has 40+ years of experience, and his areas of expertise include planning, design, construction, and maintenance of airfield electrical systems.
- He has completed the OSHA 30 Hour course, is a Licensed Electrical Contractor and is an AAAE Airport Certified Employee (ACE) in the field of Airfield Lighting Maintenance.
- He is a Principal Member of the NFPA 780 Technical Committee for Lightning Protection and Underwriters Laboratories Standards Technical Panel 96 which covers activity for UL 96, Standard for Lightning Protection Components, and UL 96A, Standard for Installation Requirements for Lightning Protection Systems. 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. This chapter focuses on the proper methods to implement effective lightning protection for airfield lighting circuits.
- Mr. Johnson has presented several papers on airfield lighting, electrical maintenance and electrical safety.
- Additionally, he serves as the lead instructor for the Florida Airports Council’s (FAC) Basic Airfield Electrical Safety Workshop.
- Mr. Johnson has successfully worked with the City of Naples Airport Authority and the Naples Airport since 2006.
- His recent and relevant experience includes Holland Sheltair Hangars 15/16 and FBO at Orlando Executive Airport, Runway 14-32 Rehabilitation at Valkaria Airport, Taxiway B Reconstruction at Zephyrhills Municipal Airport, and Taxiway G at Ormond Beach Municipal Airport.
MARK WALLER, PE
Senior Project Engineer

- Mr. Waller has over 30+ years of experience in engineering design, project management, construction management and personnel management.
- His areas of expertise include grant application and infrastructure Capital Improvement Plan preparation, and the design/project management of airside projects including development of airfield construction safety and phasing plans, rigid and flexible pavement design, runway/taxiway geometric configuration, stormwater design and airfield lighting and NAVAIDs.
- He has successfully managed over 200+ airport construction projects such as site work/earthwork, concrete and asphalt paving, drainage structure installation, stormwater drainage pipe installation, erosion control measures, airfield lighting and NAVAIDs.
- He also possesses expertise in airport landside construction projects including new and reconfigured entrance roadways and parking lots, development of critical landside project construction phasing, traffic control and passenger wayfinding plans to minimize the impact to the airport’s passengers during construction, roadway and parking area pavement design, stormwater design, and roadway and parking lot geometry, traffic signing and lighting.
- His recent relevant experience include the Air Cargo Apron and Connector Taxiway Construction, Taxiway W Rehabilitation and Reconstruction, Runway 9 and Taxiway N Reconstruction, and Runway 18L-36R Keel Section Reconstruction projects at Tampa International Airport in Tampa, FL.

DANIEL CRUZ, PE
Construction Administration

- Mr. Cruz is a Construction Inspector/Resident Engineer with 14 years of 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.
- Accreditations and training include 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; Earthwork Construction Inspection Level 2; and Changes to Runway and Taxiway Painting Procedures under Advisory Circular 150/5370-10, Item P-620.
- His recent and relevant experience includes Runway 14-32 Rehabilitation at Valkaria Airport, Taxiway B Reconstruction at Zephyrhills Municipal Airport, and Taxiway G at Ormond Beach Municipal Airport where he served as Construction Inspector.
ELIZABETH F. GAINES, PSM (EF GAINES SURVEYING)
Surveyor

- Ms. Gaines’ professional experience includes managing a wide variety of surveying projects throughout southwest Florida. She has performed boundary, topographic, route, mean high water and erosion control line surveys, prepared subdivision plats and condominium exhibits, coordinated construction layouts and performed G.I.S. (Geographic Information Services) support services.
- She has supervised multiple field crews and survey technicians. She has been in responsible charge (division manager) of survey operations for a regional office of an ENR 500 design engineering firm.
- Ms. Gaines’ professional experience includes managing a wide variety of surveying projects throughout southwest Florida. She has performed boundary, topographic, route, mean high water and erosion control line surveys, prepared subdivision plats and condominium exhibits, coordinated construction layouts and performed G.I.S. (Geographic Information Services) support services.
- Ms. Gaines has recent experience at the Naples Airport, including: Topographic Surveys for the following design projects: Runway 14-32 Drainage Improvements, GA-AOB Site Improvements, New Taxi-lane “F”, Tower Drive Drainage Modifications, Taxiway “D” Extension and Taxiway “A” Run-up Apron.

LONNIE LOMSKI
Geotechnical Engineer

- Mr. Lomski has over 25 years of experience involving geotechnical design parameters, construction materials testing, and construction inspection services.
- Mr. Lomski is currently acting as the Vice President in charge of construction and geotechnical services.
- Prior to this he held a variety of project management positions, including office leader, construction services manager, profit center managing leader, project manager, laboratory manager, CEI project administrator, and construction inspector.
- He has exceptional project management skills that have resulted in consistently completing major projects on-time and within, or under budget.
- During his career he has been recognized as a leader by partnering with clients and contractors to building exceptional relationships based on trust, responsiveness, and integrity.
- He has recent experience at Naples Airport. He served as Construction Quality Control Manager on the Taxiway D Realignment project. Mr. Lomski served as the Construction Quality Control Manager and was responsible for day-to-day communication with the contractor. The project consisted of the extension of the existing Taxiway D. Construction elements included stormwater drainage improvements, soil stabilization, lime rock base, lighting, and P401 asphalt placement.
- He also served as Geotechnical Project Manager on the Airside Pavement Rehabilitation and Terminal Access Road projects at Southwest Florida International Airport, where he was responsible for project coordination, sample data analysis, and report preparation.
SIMILAR PROJECTS

REHABILITATION OF RUNWAY 14-32 AND TAXIWAY A
Naples Airport, Naples, Florida

The $2.3M runway project consisted of design, bidding, and construction phase services for the Rehabilitation of Runway 14-32. The airport has two paved runways and a turf landing strip. Runway 5-23 is the primary runway and was rehabilitated in 2010. Runway 14-32 is the crosswind runway. Both the full-strength pavement and the asphalt shoulders were in relatively poor condition and in need of rehabilitation. The surface was badly oxidized with cracks penetrating mostly full depth down to the base. Therefore, the design called for milling and resurfacing 3-in and providing an Asphalt Rubber Membrane Interlayer (ARMI) to prevent crack reflection through the newly paved asphalt structure.

The limits of the pavement rehabilitation included tie-ins to the 12 intersecting taxiway connectors and to the main intersection with the primary runway. The newly rehabilitated runway was in excellent condition, and much of the connector taxiway pavement had been recently addressed and was in good condition. Therefore, the limits of rehabilitation were designed to only extend as necessary to meet the good pavement while providing a smooth profile transition. An analysis was performed of the taxiway connector geometry based on new FAA tapers. It was determined that the required tapers would extend the pavement well beyond what was needed due to the pavement condition, and due to cost considerations, the intersecting taxiway geometry was not updated to the current FAA standards.

The airport had not previously utilized an ARMI layer for deterrence of reflective cracking. Therefore, as part of the design, AVCON revisited the performance of its several previous ARMI projects and presented documentation in support of this method. During construction, the Contractor utilized a paving sub-contractor specializing in this pavement, which proved to be successful. Phasing of the project construction was also a critical concern as the work was performed during the airport's peak seasonal period. Paving at the primary parallel Taxiway A also had to be specifically timed to avoid aircraft crossing over the ARMI layer, and subsequent paving the Test Strip across the full width intersection before opening to traffic. Finally, while not the primary airport runway, the rehabilitation had to be completed timely so that the crosswind runway would be available when needed. The project was brought into completion within time and budget, with surplus funds available to address additional adjacent drainage and pavement repairs.

For the $3.8M Taxiway A Extension assignment, AVCON provided planning, design, bid phase and construction phase services, 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 included 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.
### Runway 14-32 Rehabilitation, Valkaria Airport

<table>
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<tr>
<th>Project Name / Location</th>
<th>Reference</th>
<th>Description</th>
<th>Dates of Professional Services</th>
<th>Key Personnel Involved</th>
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<tbody>
<tr>
<td>Runway 14-32 Rehabilitation, Valkaria Airport</td>
<td>Valkaria Airport Steve Borowski #1 Pilots' Place Valkaria, FL 32950 321.952.4590 <a href="mailto:steve.borowski@brevardcounty.us">steve.borowski@brevardcounty.us</a></td>
<td>The objectives of this $3.5M project were to extend the useful life of the existing pavements, update the pavement geometry, and enhance safety of air operations at the airport. AVCON provided design, bidding, and construction services. The project included 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. Also included was the removal of the 55-ft shoulders and the rehabilitation of a 10-ft wide shoulder on each side of the runway. Another component of the project involved installing a complete FAA Medium Intensity Runway Lighting (MIRL) system using LED technology for Runway 14-32. A new electrical vault with new electrical service connection was also constructed.</td>
<td>2016-2018</td>
<td>James Kriss, PE, QA/QC Manager; Carl Johnson, EC, ACE, Senior Airfield Lighting Specialist; Mark Goodacre, ACE, Senior Electrical Designer; Luca DeVerme, PE, Structural Engineer; Mary Soderstrum, AIA, Senior Airport Planner; Daniel Cruz, PE, Construction Inspector</td>
</tr>
</tbody>
</table>

### Taxiway B Reconstruction, Zephyrhills Municipal Airport

<table>
<thead>
<tr>
<th>Project Name / Location</th>
<th>Reference</th>
<th>Description</th>
<th>Dates of Professional Services</th>
<th>Key Personnel Involved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxiway B Reconstruction, Zephyrhills Municipal Airport</td>
<td>City of Zephyrhills Zephyrhills Municipal Airport Nathan Coleman 39450 South Avenue Zephyrhills, FL 33542 813.780.0030 <a href="mailto:ncoleman@ci.zephyrhills.fl.us">ncoleman@ci.zephyrhills.fl.us</a></td>
<td>This $2.6M 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 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 -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.</td>
<td>2016-2018</td>
<td>Mark Goodacre, ACE, Senior Electrical Designer; Daniel Cruz, PE, Construction Inspector; Mary Soderstrom, AIA, Senior Airport Planner; Michael Coppage, PE, Project Engineer</td>
</tr>
<tr>
<td>Project Name / Location</td>
<td>Reference</td>
<td>Description</td>
<td>Dates of Professional Services</td>
<td>Key Personnel Involved</td>
</tr>
<tr>
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</tr>
<tr>
<td>Airfield Runway and Taxiway Repairs, Naval Station Mayport</td>
<td>STV-BRPH Joint Venture / NAVFAC Southeast James Vilbert, PE, LEED-AP BD+C 205 West Welsh Drive Douglassville, PA 19518 610.385.8265 <a href="mailto:james.vilbert@stvinc.com">james.vilbert@stvinc.com</a></td>
<td>Runway 5-23 and Taxiway G (including 6 taxiway connectors) were significantly improved in this $13.2M project at Mayport Naval Station. Pavement rehabilitation methods included full-depth reclamation (FDR), mill and overlay, and isolation PCC crack repair and complete joint replacement. The existing asphalt pavement on both the runway and the taxiways exhibited severe, full-depth block cracking that resulted from multiple previous “mill &amp; fill” projects that did not address the deeper cracks in the pavement, therefore returning within only a few years of the overlay. The FDR approach provided for a complete, 20-year pavement rehabilitation solution for NAVFAC. The scope also included the removal of existing helipads, drainage improvements, remarking of the runway and taxiways all in accordance with United Facilities Guide (UFC) requirements.</td>
<td>2015-2018</td>
<td>James Kriss, PE, Principal-in-Charge; Robert Palm, PE, Senior Project Engineer; Hilary Maull, PE, Project Manager; Mark Goodacre, ACE, Senior Electrical Designer</td>
</tr>
<tr>
<td>Taxiway J Rehabilitation and Related Work, Orlando International Airport</td>
<td>Greater Orlando Aviation Authority Mark Birkebak, AIA 5855 Cargo Road Orlando, FL 32827 407.825.4058 <a href="mailto:Mbirkebak@goaa.org">Mbirkebak@goaa.org</a></td>
<td>This $20.3M project included rehabilitation of the midfield portion of Taxiway J, which includes two (2) taxiway bridges. The work consisted of improving existing asphalt pavement section(s) and geometry for taxiway-taxiway and apron-taxiway intersections within the limits of 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.</td>
<td>2016-2019</td>
<td>Hilary Maull, PE, Project Manager; James Kriss, PE, QA/QC Manager; Carl Johnson, EC, ACE, Senior Airfield Lighting Specialist; Mark Goodacre, ACE, Senior Electrical Designer; Luca DelVerme, PE, Structural Engineer; Robert Palm, PE, Senior Project Engineer; Craig Sucich, PE, Senior Project Engineer</td>
</tr>
<tr>
<td>Holland Sheltair Hangars 15/16 &amp; FBO, Orlando Executive Airport</td>
<td>Greater Orlando Aviation Authority Mary Maher 365 Rickenbacker Drive Orlando, FL 32803 407.894.9831 <a href="mailto:mmaher@goaa.org">mmaher@goaa.org</a></td>
<td>This $5.2M project consisted of the addition of Hangars 15 and 16 as part of the City of Orlando approved Master Plan for this area. Hangar 15 is 12,800 sq ft with 2,550 sq ft of associated office spaces. Hangar 16 is 9,800 sq ft with 2,100 sq ft of office space. The total gross area of the structures are 27,250 sq ft. The design of the entire site included a four story, 32,000 sq ft Fixed Base Operator featuring an 8,000 sq ft restaurant on the top floor. The hangar project included construction plans for Hangars 15 and 16, a sewer lift station, gravity sewer lines, water and fire line design, entrance road modifications to Livingston Street, and design of the associated parking for the two hangars and FBO building. The FBO project included site design, utility coordination, permitting, airspace evaluation, apron paving and lighting design, lav dump station design, and site CA services.</td>
<td>2015-2018</td>
<td>Robert Palm, PE, Senior Project Manager; James Kriss, PE, QA/QC Manager; Carl Johnson, EC, ACE, Senior Airfield Lighting Specialist; Mark Goodacre, ACE, Senior Electrical Designer; Mary Soderstrum, AIA, Senior Airport Planner</td>
</tr>
</tbody>
</table>
AVCON APF Experience

1. Runway 14-32 Rehabilitation
2. Taxiway A Extension
3. North G.A. Ramp and Tie-Down Area Rehabilitation
4. Hangar Restoration
5. East Apron Improvements
6. Taxiway B Realignment
7. South Quadrant T-hangar Area
8. Maintenance Facility Expansion (Site Work)
9. South Quadrant Pond System
10. West Quadrant Drainage
11. GR2-6 Pond
12. North Quadrant Utilities, North Quadrant Roads, Taxilane E Development
PROJECT UNDERSTANDING AND APPROACH TO ACCOMPLISH SCOPE OF WORK

The AVCON team represents the best suited firm to address the services associated with the proposed pavement rehabilitation at the north General Aviation (GA) area at Naples Municipal Airport (APF). In fact, AVCON has an excellent history of providing the same services requested in this RFQ on many other projects APF. Through several terms of service as one of the Authority's continuing engineering consultants as well as having been selected for specific project awards, AVCON projects have covered almost every area of the airport, as Exhibit 1 depicts.

KNOWLEDGE OF THE PROPOSED PROJECT AREA

AVCON’s understanding of the project begins with a detailed familiarity with the project area. The enclosed project approach to accomplish the scope of work is based on decades of successful projects similar to this assignment at Naples and elsewhere. AVCON has assisted the Naples Airport Authority in issues and challenges associated with the existing airport and airfield since 2000, including pavements, facilities, NAVAIDs, hangars and other features. AVCON projects relevant to this assignment include the Airport Pavement Maintenance Program Update (2007), Taxiway A Extension (2014), Runway 14–32 Pavement Rehabilitation (2015), Post Hurricane Wilma Hangar Damage Assessment and Restoration Report (2005), and most recently in 2016, design of much of the North GA Apron and Tie-down Area Rehabilitation that is the focus of the north and west areas of this RFQ.

The comprehensive Pavement Maintenance Program Update evaluated all of the airport’s airfield pavements. The report identified the latest year of original construction or rehabilitation, design pavement structure and PCI values based on an evaluation of sample areas of the respective pavements. More recently, the 2015 FDOT pavement condition survey rated the North GA Apron area pavements’ PCI values at 49 (Poor) to 76 (Fair). The 2016 design further noted pavement areas subject to full-depth asphalt cracks exposing the underlying base to deterioration, and surface oxidation that can lead to aggregate dislodgement and creation of FOD hazards. Based on the ages and conditions of the existing pavements, the areas are clearly in need of rehabilitation.
APPREACH TO ACCOMPLISH SCOPE OF WORK
The following sections outline the detailed AVCON approach to the project to ensure a comprehensive scope of work and to guarantee a successful project:

Preliiminary Services
The previous 2016 partial design included initial topographic survey and geotechnical investigations consisting of limited pavement coring from 2014 to assess and confirm pavement thicknesses and typical depth of cracking. These efforts are over five years old, and may need to be supplemented with a confirmation survey and additional pavement geotechnical effort. The confirmation survey will recover or re-establish survey control points, note any new changes or improvements in the area, and expand the previous survey to incorporate drainage structure invert along with perimeter discharge swales and ditches. It will also survey finished floor elevations of the hangars to verify elevations for pavement tie-ins, and any potential regrading to enhance drainage and eliminate residual “bird-baths”.

The additional geotechnical investigation will supplement the previous pavement coring information and may be expanded to determine lime rock base thicknesses and typical CBR values of the subgrade soils. Based on the previous design, it is anticipated that some of the areas will require complete removal of asphalt and reworking the lime rock base to prevent any reflective cracking potential as well as restore cross-sectional gradients. The lime rock will also need to be reworked where tie-down anchors will be removed and replaced. As an alternative to this, selected areas may be rehabilitated by full-depth reclamation (FDR), contingent on budget limitations. The advantages of the FDR process is the ability to mix both the asphalt and base course into a homogeneous mix creating a new base course and eliminating all of the historic cracking. The base course can be re-trimmed to create new uniform grading prior to application of a new asphalt wearing course.

Concurrent with Survey and Geotech, the AVCON team will re-walk the site to review existing conditions and other considerations to be incorporated in the design, noting irregular grading and drainage, floor/pavement interfaces, and ancillary features such as electrical equipment, fire hydrants, etc. AVCON will also review the concept of a PCC extension of the building slabs to create a new rain runoff splash pad to further enhance rain runoff away from the hangar floors. AVCON will develop a preliminary ROM cost estimate for the Authority’s consideration and validation of the anticipated basic costs of the project, including these design options.

Basic Services
Basic Services will consist of the design and development of Bidding and Construction Plans and Specifications, Engineer’s Report, and associated permitting with the AHJs as applicable. Preparation of a Construction Safety and Phasing Plan (CSPP) and an Airspace Study (FAA 7460) will also be performed. Generally, these documents are submitted to the FAA to ensure the project is executed in a safe manner consistent with the FAA Circulars governing construction in the active airport environment, and that the FAA is informed and concurs with the plan. Typically the Airport Sponsor will furnish the CSPP and 7460 to the FAA, or AVCON can do it on their behalf.
Design and development of the Contract Documents is usually performed in phases (30% Conceptual, 60% Design Development, 90% Construction Documents, and 100% Bid Documents). However, AVCON already has a starter survey and some limited geotechnical borings, having previously developed Bid Documents for portions of the Apron Tie Down Areas. Based on these previous services, the team can go directly to development of the remaining 60% and 90% submittals and permitting. The new confirmation survey and geotechnical information will be reviewed and added to the scope, and any remaining coordination with the airport will be accomplished to determine any final special elements to consider incorporating into the project. Some of these items may include:

- Whether or not there has been a change in aircraft traffic that warranted revisiting the pavement structure design;
- Whether the airport elects to construct a PCC buffer adjacent to hangar floor slabs, as some hangars currently have, for better grade transitions, storm runoff and as a buffer to pavement equipment operations;
- Whether areas are candidates to improve drainage by regrading and replacement of existing collection and conveyance structures;
- Whether the airport should consider better drainage collection and conveyance selections, such as pre-sloped slot drains or trench drains to replace existing drains;
- Determination if protective bollards are needed for exposed equipment and other elements where they are not currently provided;
- Confirmation of aircraft tie-down positions to remain as is, or to be modified.

Once concurrence and commitment on special elements is achieved, AVCON will proceed straight through to the 60% phase submittal of the Contract Documents for review and discussion with airport staff. Specific attention will be focused on the proposed Construction Staging, Phasing, and Contractor Haul Routes. These are critical to minimizing impacts to Airport Operations, providing adequate access for airport tenants, and having the least impact to off-airport roadways and the traveling public. AVCON’s concept for optimal phasing is to rehabilitate the GA Apron Tie-down areas first. Once complete, these areas will provide capacity to temporarily relocate hangar tenants for subsequent taxilane paving. AVCON already has a plan in place from the previous design for phasing the tie-down aprons in two main phases.

Phase 1A will impact access to the Sun Coast Aviation and Naples Air Center hangars. Therefore, this phase must be well planned, including some night work, so that planes may be tugged in and out during construction. Typical Aircraft Maintenance of Traffic Plans for Phases 1A and 1B are depicted in Exhibits SK-1 and SK-2. Once these two-apron tie-down areas are complete, the taxilanes may be rehabilitated one row at a time, to displace the fewest tenants from the hangars as possible.

After reviewing the 60% documents with the airport, and addressing any outstanding comments, the plans will be used to support a Letter Modification permit request to the SFWMD, if so required. Refer to the section below for a further discussion of permitting. The 60% documents will also support finalizing and submission of the CSPP and 7460 Airspace Study.

After addressing 60% comments, AVCON will proceed directly to a 95% phase submittal, including all special element details and technical specifications necessary for the construction. The 60% engineer’s estimate will be updated to reflect the 95% plans and specifications. AVCON maintains records of previously bid projects and has good relationships with qualified contractors to keep track of the latest industry pricing trends. The complete 95% submittal to the Authority will include the plans, project manual, engineer’s report, and engineer’s cost estimate. Upon review with airport staff, AVCON will respond to any outstanding comments, and make any final changes to the contract documents for bidding.

Prior to each phase submittal to the Authority, AVCON has a formal process for Quality Assurance Reviews by a senior level associate not directly involved in the project. This fresh set of eyes will see the plans as a potential bidding contractor might.
Red-lined comments from the reviewer are returned to the design team to formally respond to by either defending the item in question or making appropriate revisions to the plans and/or specifications. The red-lined comment responses are made in a different color ink and are highlighted once appropriately addressed. The completed QA sets are then electronically scanned and saved to document the process.
Environmental Permitting
The AVCON Team brings knowledge of the airport’s typical environmental concerns and will apply that knowledge to this project. Regarding stormwater issues, the airport lies within the South Florida Water Management District (SFWMD). The work will entail pavement rehabilitation. No new impervious surfaces are anticipated which would require new treatment or attenuation measures. Some drainage collection and conveyance systems may be modified, however system outfalls and overall conveyance to the airport’s downstream systems will remain unchanged. Receiving swales and ditches may be cleaned out and restored if necessary, however grades will not be significantly altered. All of this work should not require major permitting from the SFWMD. AVCON will coordinate the project with the District at the onset of design to determine if a minor letter modification will be required. If the District determines a letter modification is necessary, AVCON will submit it at the 60% complete phase. Letter modifications normally are an expedited process that will not impact the overall project schedule.

One important component of drainage design for any project is erosion and sediment control. Even with pavement milling and resurfacing and pavement reconstruction, perimeter protection is necessary to prevent sediment laden runoff from discharging into on-site treatment systems, or into offsite areas. It is anticipated that erosion and sediment control may be effectively addressed with standard silt fencing installed around project areas. Additionally, inlet barrier protection may be employed to prevent polluted runoff from exiting through the conveyance systems. Regular pavement sweeping will prevent concentrated accumulation of aggregate, soils and finer material, and will have a secondary benefit of FOD control. Finally, anti-soil tracking measures may be utilized at haul route entry/exit points to prevent disposition of material on local roadways. The above measures will be incorporated in the plans and specifications to ensure the Contractor follows through with pollution prevention measures.

Drainage Systems
Stormwater runoff is conveyed into the airport’s master treatment systems in several ways. Some run-off sheet flows off the pavement into swales and ditches that ultimately discharge into the master treatment system. The southwest GA Apron tie-down area and some hangar taxilanes are collected by in-pavement ditch bottom inlets. Other hangar taxilanes are served by trench drains and modified linear inlets. At some locations, differential settlement between the asphalt pavement and drainage structures has resulted in localized “bird-baths”. This uneven settlement also results in an undesired “bounce-effect” to taxiing aircraft. These issues may be corrected by repaving and restoring grades where possible. However very shallow slopes may prove difficult for the Contractor to control all of the bird bath issues. AVCON will evaluate each collection/conveyance system and will provide recommendations if some modifications are warranted. At some locations, existing inlets may be replaced with conventional pre-sloped trench drains, or slotted throat drains which only have a narrow slit opening in the pavement surface. Where either of these are employed, they will have as shallow a profile as possible to maintain discharge into the perimeter swales and ditches.

Conventional and Modified Linear Inlets
Phasing Plan
Generally, the project will consist of three main phases of construction to minimize impacts to the airport users and tenants. These phases will be consistent with the CSPP developed for the project. Construction requirements will also be developed that conform to the FAA Advisory Circulars governing construction activities on airports. These are AC 150/5370, AC 150/5210, and AC 150/5200, most current editions.

• Phase 1A will consist of the southwestern GA Apron tie-down area. Low profile barricades will be used to isolate the work zone. To allow pavement milling, the first part of this phase will be the removal of existing tie-down anchors. The holes may be partially backfilled using P-211 lime rock base or excavatable flowable fill. The pavement can then be milled. Where full depth cracking is present, asphalt milling will be for complete removal so that the existing base can be reworked. After milling, the area will be repaved with P-401 gyratory asphalt. The final parts of this phase will be re-installing new tie-downs, and after a 30-day cure period, remarking the pavement. A sub-phase of this area will be to first mill and repave in front of Sun Coast Aviation and Naples Air Center to maintain access for these tenants. This should be completed in a single evening of night work. The total estimated duration for Phase 1A is 30 days of active construction.

• Phase 1B will consist of the northwestern GA Apron tie-down area. The same procedures and steps of construction described above will be followed. A sub-phase of this area will be to first mill and repave an access lane along the northern hangar face for tenant access. This should be completed in a single evening of night work. The total estimated duration for Phase 1B is 30 days of active construction.

• Phase 2 will include sequential milling and repaving the taxilanes between hangars (Phases 2A through 2I). Tenants for each affected hangar will be provided an advance schedule of the proposed work and offered the choice of relocating aircraft to a tie-down spot, or leaving them in the hangar unavailable for access for the duration of construction estimated at 2 days per taxilane. Low profile barricades will be used to isolate work zones. Potential optional early work elements prior to milling and resurfacing include paving PCC ribbon buffers to interface with hangar floor slabs, bollard construction, and drainage structure demolition and replacement, as described above. An early sub-phase of this area will be to mill and resurface the existing taxilane located between the T-hangars and Phase 1A for optimum tenant accessibility. The total estimated duration for Phase 2 is 30 days of active construction, not including optional early work elements.

• The total time for active construction is estimated at 90 calendar days. A 30-day period for mobilization, submittals, and procurement, and a 30-day period from substantial to final completion for final pavement marking after the asphalt pavement cure period, clean-up, and demobilizing, brings the total estimated project duration to approximately 150 calendar days. This schedule will continue to be refined during the design phases.

Specifications and Front-End Documents
AVCON will develop accurate and appropriate technical specifications governing all aspects of the construction work. These will address the civil and other general requirements. The technical specifications form a part of the Project Manual that also contains the Front-end Documents including the approved contract language utilized by the Naples Airport Authority, as well as the contractor certifications required by funding sources.

An itemized Bid Schedule is also contained in the Project Manual. During Bidding, AVCON is prepared to assist the NAA with electronic distribution of bid documents, maintain contact information with prospective bidders, prepare an agenda, direct, and minute a Pre-bid Conference, document and respond to bidder’s questions, prepare and issue addenda, attend the bid opening, review and evaluate the bids received, and issue a recommendation of award to the Authority.
Construction Administration and Inspection
AVCON has a team of dedicated construction managers and inspectors, and is capable of providing complete resident services, or limited construction administration services, as put forth in this RFQ. AVCON is best prepared to administer the construction phase of this project. A team-oriented approach will be applied with the construction contractor; however, contract compliance will be enforced. The AVCON team will ensure clear and responsive communication with the contractor and the airport staff to facilitate a successful project. Overall services that are proposed include general administration of the Contract including processing pay requests, invoice reporting, and coordination with the NAA and other project stakeholders. Also included are preparation of the Conformed Documents, preparing an agenda, directing, and minute a Pre-construction Conference, reviewing and processing submittals, RFI’s, and Change Order Requests, coordinating Construction and Material Testing for project quality assurance, performing periodic site visits to ensure compliance with the project requirements and to document the construction, perform a substantial completion site visit, prepare a punch list, and verify compliance in a final site visit, review Contractor As-builts and prepare Record Drawings, and certify the project to stakeholder agencies and project close-out.

“As a demonstration to their commitment, on several occasions AVCON provided assistance to the airport above and beyond the normal engineering task orders to help improve the airport. Their technical knowledge coupled with their airport management experience makes AVCON a true full-service, one-stop-shop for all aviation needs. Not to mention their outstanding client service. Based on the expertise provided by AVCON, their commitment to excellence, and design innovation, I am pleased to give my highest recommendation to AVCON for all related consulting services.”

Ashley Udick, Interim Airport Director
Winter Haven Regional Airport

Schedule and Budget Compliance
The service provided by the AVCON Team will adhere to stringent standards for quality and will ensure strict compliance with schedule and budget. AVCON projects not only meet these time and funding parameters, but will also include effective design features that consider accessibility, ease of maintenance, reliability and longevity. As described above, AVCON’s past coordination with local contractors and recent work in today’s economic environment enable accurate estimates of construction costs based on current market conditions.

The AVCON staff is intimately familiar with the various issues, concerns, and challenges the Naples community faces on a regular basis. Today, these include a heightened focus on transparency and an increased demand for services despite budget limitations. In providing services to the airport, AVCON will be accountable to airport staff and respectful of the airport’s responsibility to be good stewards of all public funds. The AVCON Team is committed to delivering a successful project to the Naples Airport Authority on schedule and within the identified budget limitations.
ABILITY TO TAKE ON ADDITIONAL PROJECTS

All members of the AVCON Team are prepared to bring forth the full resources necessary to provide timely, responsible, and cost-effective planning and design solutions to meet the needs of the Naples Airport Authority and Naples Airport on this North GA Ramp Rehabilitation project. All members of the team have worked together on previous assignments, and are experienced in task order services on airports with highly successful results.

Senior Project Manager, Robert Palm, will allocate a total of up to 40% of his time to the Authority/Airport, with 50% of that time dedicated to project management and task leadership roles, as well as being available another 50% of the time for miscellaneous and technical tasks. During critical junctures of task assignments and when specific project requirements dictate, Mr. Palm will generally be available 100% of the time. Principal-in-Charge, Craig Sucich, will assure that all necessary resources from the team will be made available to service each task anticipated for this project.

The AVCON personnel listed in the availability chart below will be available for and shall be assigned to this project. We guarantee that AVCON and the team’s resources will meet and exceed project staffing needs.

**AVCON Team Commitment**
- Previous experience working together on past assignments with successful results—eliminating any learning curves and costly delays;
- Hands-on Project Manager that personally completes a majority of the design tasks;
- Ability to proactively work with clients to anticipate and respond promptly to their needs;
- Full access to technical staff and resources to meet all the needs of any project;
- Full-time involvement of personnel assigned to projects; and
- Efficient and cost-effective implementation of project design and production of construction documents.
As a certified MBE firm, AVCON is an active proponent of advancing opportunities for DBE, Small Business, and M/WBE firms in its work efforts. AVCON is committed to this effort not only because of the firm's history but also because adherence to these principles is a cornerstone of the AVCON way and makes good business sense. AVCON has demonstrated its commitment to achieving DBE, Small Business, and W/MBE participation on airport projects, some examples are provided below. AVCON has often gone to the firm's established DBE, Small Business, and W/MBE teammates (mostly survey, geotechnical, and environmental firms) to achieve or exceed project goals even when no goals exist.

In addition, the AVCON Aviation Planning Group is now able to develop FAA DBE plans in-house for the firm's airport clients. The following is a list of projects with achieved DBE or MBE goals (not including self-performance by AVCON).

<table>
<thead>
<tr>
<th>Project</th>
<th>Initial Goal</th>
<th>Final DBE Utilization %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rehabilitate Taxiway A and C, Construction, OBE</td>
<td>10%</td>
<td>17.9%</td>
</tr>
<tr>
<td>Rehabilitation Runway 4-22, Design, ZPH</td>
<td>10%</td>
<td>16.6%</td>
</tr>
<tr>
<td>Airfield Pavement Marking Condition Assessment &amp; Audit, MCO</td>
<td>17%</td>
<td>65%</td>
</tr>
<tr>
<td>Update Airfield Pavement Management Program, MCO</td>
<td>17%</td>
<td>20.8%</td>
</tr>
<tr>
<td>Air Carrier Terminal Apron Replacement, GSP</td>
<td>10%</td>
<td>50%</td>
</tr>
<tr>
<td>FTCC – Aviation Center, INT</td>
<td>30%</td>
<td>30%</td>
</tr>
</tbody>
</table>

AVCON commits to ensuring that DBE's, Small Businesses, and W/MBE's will have the maximum opportunity to participate in the performance of contracts under this agreement. The firms listed in the table below represent tried and tested DBE firms AVCON has worked with in the past. They will be responsible for Geotechnical & Surveying Services.

<table>
<thead>
<tr>
<th>DBE Firm</th>
<th>Role</th>
<th>Estimated % of Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lomski Engineering &amp; Testing, Inc.</td>
<td>Geotechnical Engineering</td>
<td>4%</td>
</tr>
<tr>
<td>E.F. Gaines Surveying Services, Inc.</td>
<td>Surveying Services</td>
<td>6%</td>
</tr>
</tbody>
</table>
Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

[ ] The bidder/offeror is committed to a minimum of 6% DBE utilization on this contract.

[ ] The bidder/offeror (if unable to meet the DBE goal of ___%) is committed to a minimum of ___% DBE utilization on this contract a submits documentation demonstrating good faith efforts.

Name of bidder/offeror’s firm: AVCON, Inc.

State Registration No. K22990

By (Signature) Vice President Title

FORM 2: LETTER OF INTENT

Name of bidder/offeror’s firm: AVCON, Inc.

Address: 5555 E. Michigan Avenue, Suite 200, Orlando

County: Orange State: FL Zip: 32822

Name of DBE firm: E.F. Gaines Surveying Services, Inc.

Address: 5235 Ramsey Way, Suite 10, Fort Myers

County: Lee County State: FL Zip: 33907

Telephone: 239-418-0126

Description of work to be performed by DBE firm:

Surveying

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ TBD.
Naples Municipal Airport – DBE Plan
Federal Fiscal Years: 2018-2020

Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By [Signature] [Title] Principal Surveyor / President

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)
Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

[ ] The bidder/offeror is committed to a minimum of ___% DBE utilization on this contract.

[ ] The bidder/offeror (if unable to meet the DBE goal of ___%) is committed to a minimum of ___% DBE utilization on this contract a submits documentation demonstrating good faith efforts.

Name of bidder/offeror's firm: AVCON, Inc.

State Registration No. K22990

By [Signature] Vice President [Title]

FORM 2: LETTER OF INTENT

Name of bidder/offeror's firm: AVCON, Inc.

Address: 5555 E Michigan Avenue, Suite 200, Orlando

County: Orange State: FL Zip: 32822

Name of DBE firm: Lomski Engineering and Testing, Inc.

Address: 17210 Toledo Blade Blvd., Port Charlotte

County: Charlotte State: FL Zip: 33954

Telephone: (941) 979-5744

Description of work to be performed by DBE firm:
- Geotechnical Services

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ TBD.
Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By ____________________________ Vice President ____________________________
(Signature) (Title)

If the bidder/offoror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)
STATEMENT OF DRUG-FREE WORKPLACE

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more bids, proposals, responses or that are equal with respect to price, quality, and service are received by the State of Florida or by any of its political subdivisions for the procurement of commodities or contractual services, a bid, proposal or reply received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in section 1.

4. In the statement specified in section 1., notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employees will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 of the Florida Statutes or of any controlled substance law of the United States or any state, for a violation occurring in the workplace, no later than five (5) days after such conviction.

5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by an employee who is so convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this program.

Select one or the other (not both) of the following certification statements. These statements are mutually exclusive.

☐ This firm DOES NOT comply with the above requirements for a drug-free workplace.

X As the person authorized to sign the statement, I certify that this Firm DOES fully comply with the above requirements.

______________________________
AYCON, INC.
Firm Name

______________________________
James A. Kriss, PE
Name of Authorized Individual

______________________________
Authorized Signature
Date

11/13/2019
SCRUTINIZED COMPANY CERTIFICATION

This certification is required pursuant to Florida Statute Section 287.135.

As of July 1, 2018, a company that, at the time of bidding or submitting a bid/response for a new contract/agreement, is on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or that is engaged in a boycott of Israel, created pursuant to Florida Statute Section 215.4725, or has been engaged in business operations in Cuba or Syria, is ineligible for, and may not bid on, submit a proposal/response for, or enter into or renew a contract/agreement with an agency or local governmental entity for goods or services of $1 million or more.

AVCON, INC. 59-2890463
Firm Name

5555 E. Michigan, Ave., Suite 200
Address

Orlando, FL
City, State Zip

I., James A. Kriss, PE, as a representative of AVCON, INC., certify and affirm that this company is not on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel, and has not been engaged in business operations in Cuba or Syria.

[Signature]
Authorized Signature

On this the 13 day of November, 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the abovenamed and swore that the statements contained in the foregoing document are true and correct.

Jennifer E. Sitz
Notary Public

My Commission Expires:

Ramp Paving 10/11/19

A-3
NON-COLLUSION AFFIDAVIT

STATE OF ___________________________

COUNTY OF ___________________________

I state that I, ________________, of ___________________________, am authorized to make this affidavit on behalf of my firm and its owner, directors and officers. I am the person responsible in my firm for the price(s) and amount(s) of this Response, and the preparation of the Response. I state that:

1. The price(s) and amount(s) of this Response have been arrived at independently and without consultation, communication or agreement with any other Respondent, potential Respondent, Proposal, or potential Proposal.

2. Neither the price(s) nor the amount(s) of this Response, and neither the approximate price(s) nor approximate amount(s) of this Response, have been disclosed to any other firm or person who is a Respondent, potential Respondent, Proposal, or potential Proposal, and they will not be disclosed before Proposal opening.

3. No attempt has been made or will be made to induce any firm or persons to refrain from submitting a Response for this contract, or to submit a price(s) higher that the prices in this Response, or to submit any intentionally high or noncompetitive price(s) or other form of complementary Response.

4. The Response of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from, any firm or person to submit a complementary or other noncompetitive Response.

5. Neither my firm nor its affiliates, subsidiaries, officers, directors, partners, owners, representatives, employees or parties in interest are currently under investigation by any governmental agency and have not in the last three years been found liable for any act prohibited by state or federal law in any jurisdiction involving conspiracy or collusion with respect to the proposal or bid on any public contract, except as follows:

I state that I and the named firm understand and acknowledge that the above representations are material and important, and will be relied on by the City of Naples Airport Authority, for which this Proposal is submitted. I understand and my firm understands that any misstatement in this affidavit is, and shall be treated as, fraudulent concealment of the true facts relating to the submission of this Proposal.

Authorized Signature

On this the __________ day of ________________, 20__, before me, the undersigned Notary Public of the State of ________________. personally appeared the above named and swore that the statements contained in the foregoing document are true and correct.

My Commission Expires: ________________

Ramp Paving 10/11/19
Pursuant to Section 287.055(5)(a), Florida Statutes, for any lump-sum or cost-plus-a-fixed fee professional services contract over the threshold amount provided in Section 287.017, Florida Statutes for CATEGORY FOUR, the Department of Transportation (Department) requires the Consultant to execute this certificate and include it with the submittal of the Technical Proposal, or as prescribed in the contract advertisement.

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Department determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Department, whichever is later.

---

AVCON, INC.  

_________________________

Name of Consultant

By: ________________________  

_________________________  

11/13/2019  

Date
NAPLES AIRPORT
North GA Ramp Rehabilitation
INTRODUCTIONS

CRAIG SUCICH, PE
PRINCIPAL-IN-CHARGE

• **20+ years** of experience
• Areas of expertise include:
  • Airfield Pavement Evaluation and Rehabilitation Alternatives Analyses, Non-aviation Development, Airfield Events
  • FAA, FDOT, and airport management coordination
  • Extensive experience managing general engineering consulting contracts

ROBERT (BOBBY) PALM, PE
SENIOR PROJECT MANAGER

• **30+ years** of experience
• Areas of expertise include:
  • Taxiway, Apron, and Aircraft Ramp Design
  • Aircraft Hangars
  • Landside Development and Improvements
  • Security Fencing and Access Gates
  • Drainage and Stormwater Planning and Design
  • Wastewater System Design
  • Utility Coordination and Design
  • Roadways and Parking

Has successfully worked on multiple projects for the Authority since 2007
Established over 30 years ago

Full-service engineering and planning firm with 95+ professional and support staff

Florida-based with offices across the state

Successfully working on projects at Naples Airport dating back to 2001

History Of Excellence:
- Proven record
- Experience in on-call services
- Long-term relationships
HISTORY OF EXCELLENCE

• Orlando Business Journal Book of Lists
  • Central Florida’s Top 25 Engineering Firms (2006-2018)

• ACEC-FL – 3 Grand Awards
  • Terminal Ramp Expansion, SFB (2008)
  • SR 600 Rehabilitation, Volusia County (2014)
  • South Airport Automated People Mover and Garage C, MCO (2019)
    2019 Grand Conceptor Award – Overall best engineering project from the State of Florida

• AAAE Southeast Chapter Awards
  • Rehabilitation of Runway 5-23 and Associated Taxiways, FMY
    (2018 General Aviation Project of the Year)
  • SunState Aviation Group III Aircraft Storage Hangar and Office, ISM
    (2014 General Aviation Project of the Year)

• Asphalt Contractors Association of Florida
  • Taxiway B Reconstruction, ZPH (2019 Special Project Award)
  • Runway 6-24 Rehabilitation, ISM (2015 Special Project Award)
NAPLES AIRPORT EXPERIENCE

1. Runway 14-32 Rehabilitation
2. Taxiway A Extension
3. North G.A. Ramp and Tie-Down Area Rehabilitation
4. Hangar Restoration
5. East Apron Improvements
6. Taxiway B Realignment
7. South Quadrant T-hangar Area
8. Maintenance Facility Expansion (Site Work)
9. South Quadrant Pond System
10. West Quadrant Drainage
11. GR2-6 Pond
12. North Quadrant Utilities, North Quadrant Roads, Taxi-lane E Development

ADDITIONAL PROJECTS:

- Perimeter Fence and Access Control
- GA Terminal and Commercial Terminal Emergency Generators
- GA Terminal Structural Evaluation
- Post Hurricane Hangar Assessments and Repairs
- Stormwater Permitting and Permit Modifications
- Regional Jet Operational Impact Analysis
- ACOE Permit Renewal
- Airfield Pavement Assessment
- ALP Modifications
- Commercial Terminal Indoor Air Quality Assessment
- Emergency NAVAIDs Repairs and Beacon
- Runway 5-23 Length Study
- Runway 5-23 Visibility Minimum Impact Study
- Wildlife Management Plan
UNDERSTANDING OF ISSUES

- Pavements 30+ Years Old
- Nominally <2.0” to 2.5” Thick
- **Full Depth Cracks**
- **Oxidation/Alligator Cracking**
- Foreign Object Debris
- **Slopes <1.0%, Poor Drainage and Birdbaths**
- Pavement Settlement Greater than Structures/Rutting
- Elevation Differential “Lips” at Hangar Slabs
PROJECT APPROACH

EXISTING SURVEY
• 2013 Survey Depicted Here

SUPPLEMENTAL SURVEY
• Recover/Reestablish Survey Control Points
• Survey Stormwater/Sanitary Structure Inverts
• Hangar Finish Floor Elevations
• Utility Locate at Proposed Stormwater Improvements
• Identify Changed Conditions Since 2013

EXISTING GEOTECHNICAL INVESTIGATION
• 4 Pavement Cores at Apron Tie-Down Areas
• 3 Pavement Cores at Hangar Taxi-lanes

SUPPLEMENTAL GEOTECHNICAL INVESTIGATION
• Additional Pavement Cores for Asphalt and Crack Depths
• Check P-211 Base Thickness
• General Quality of Bond Between Base and Asphalt
• Unusual Conditions
EXISTING PLANS TO BE VALIDATED/UPDATED

TYPICAL CONTRACTOR'S HAULING, STAGING, AND WORK ZONE PLAN

LEGEND

TYPICAL AIRCRAFT MAINTENANCE OF TRAFFIC PLANS

LEGEND
VALIDATE/UPDATE EXISTING PHASE DURATIONS AND ADD TAXILANE PHASES

OPERATIONAL CONSTRAINTS:

1. The contractor shall be the responsible party for obtaining all necessary permits, licenses, and insurance required for the conduct of work on the project. The contractor shall be responsible for all costs associated with obtaining and maintaining such permits, licenses, and insurance. The contractor shall also be responsible for all costs associated with obtaining and maintaining any necessary construction equipment or materials on the project site.

2. The contractor shall be responsible for obtaining any necessary permits, licenses, and insurance required for the conduct of work on the project. The contractor shall be responsible for all costs associated with obtaining and maintaining such permits, licenses, and insurance. The contractor shall also be responsible for all costs associated with obtaining and maintaining any necessary construction equipment or materials on the project site.

ADDITIONAL REQUIREMENTS:

1. The contractor shall be responsible for obtaining and maintaining all necessary permits, licenses, and insurance required for the conduct of work on the project. The contractor shall be responsible for all costs associated with obtaining and maintaining such permits, licenses, and insurance. The contractor shall also be responsible for all costs associated with obtaining and maintaining any necessary construction equipment or materials on the project site.

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PHASING SUMMARY

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COMPARISON OF PARTIAL FULL DEPTH REMOVAL WITH COMPLETE FULL DEPTH REMOVAL
• 5-6 Uniform Paving Lanes and Uniform Paving Direction
• Complete Full-Depth Removal
• Rework Lime Rock Base to Correct Birdbaths
• Milling and Paving Efficiencies
Higher PCI Rating = Better Condition

Simple Mill and Resurface Potential if >2.0” Thickness

Full Depth Removal Where Grade/Slope is Needed

Survey Verification of F.F.E. for Grading to Fixed Elevation

Potential Drainage Improvements
  - Should not require new permit
  - SFWMD letter modification will be coordinated if required
Extensive, relevant, and award-winning experience

Dedicated, hands-on Project Manager

Unmatched understanding of this project

Proficient with Construction Inspection/Administration on GA airports

Unmatched FAA and FDOT grant experience and knowledge of regulations
Questions?
HISTORY OF INNOVATION

- **P-401 SuperPave**
  - No FAA Standard Specification
  - Improved Performance
  - AVCON has provided design and construction services on over 700,000 tons of SuperPave

- Implemented the saw-cut requirement for cold or damaged joints
- Contractor Verification Surveys
- Control of milling depths
- Prevention of asphalt quantity overruns
- Formal process

“*The Contractor shall exercise the use of grade/depth controls to ensure the specified depths of milling are achieved. The Contractor shall survey the initial, milled and paved surfaces per the General Survey Requirement note provided on Sheet C1.0.0. If the average milling depths are exceeded by 1/8”, the Owner may elect to deduct from the asphalt tonnage the additional amount due to reduced control of depth during milling operations.*"
NAPLES PROJECT EXPERIENCE

1. Runway 14-32 Rehabilitation
2. Taxiway A Extension
3. North G.A. Ramp and Tie-Down Area Rehabilitation
4. Hangar Restoration
5. East Apron Improvements
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8. Maintenance Facility Expansion (Site Work)
9. South Quadrant Pond System
10. West Quadrant Drainage
11. GRQ-6 Pond
12. North Quadrant Utilities, North Quadrant Roads, Taxilane E Development

ADDITIONAL APF PROJECTS:
- Perimeter Fence and Access Control
- GA Terminal and Commercial Terminal Emergency Generators
- GA Terminal Structural Evaluation
- Post Hurricane Hangar Assessments and Repairs
- Stormwater Permitting and Permit Modifications
- Regional Jet Operational Impact Analysis
- ACOE Permit Renewal
- Airfield Pavement Assessment
- ALP Modifications
- Commercial Terminal Indoor Air Quality Assessment
- Emergency NAVAIDs Repairs and Beacon
- Runway 5-23 Length Study
- Runway 5-23 Visibility Minimum Impact Study
- Wildlife Management Plan

AVCON TEAM

Robert Palm, PE  
Sr. Project Manager  
30+ yrs experience  
12 yrs of APF experience  
Areas of Expertise: Airfield Improvements, Security, Aircraft Hangars, Roadways, and Parking

Craig Sucich, PE  
Principal-in-Charge  
20+ yrs experience  
Areas of Expertise: Airfield Pavement Evaluation and Rehab Alternatives Analysis, Non-airport Development

James Kriss, PE  
QA/QC Manager  
40+ yrs experience  
15 yrs of APF experience  
Areas of Expertise: Pavements, Utilities, Structural Systems, Construction, and Cost Estimating

Carl Johnson, EC, ACE  
Sr. Airfield Lighting Specialist  
30+ yrs experience  
13 yrs of APF experience  
Areas of Expertise: Airfield Electrical Systems

Daniel Cruz, PE  
Construction Inspector  
14 yrs experience  
Areas of Expertise: Management, Inspection, and Quality Control of Construction Projects

Mark Waller, PE  
Sr. Project Engineer  
30+ yrs experience  

Geotechnical Engineering

Surveying
STATEMENT OF QUALIFICATIONS
PROFESSIONAL ENGINEERING SERVICES
NORTH GA RAMP REHABILITATION
DESIGN, PERMITTING, BIDDING AND
CONSTRUCTION ADMINISTRATION

CITY OF NAPLES
AIRPORT AUTHORITY

NOVEMBER 12, 2019
November 12, 2019

Kerry Keith  
Senior Director of Airport Development and Facilities  
City of Naples Airport Authority  
160 Aviation Drive North  
Naples, FL 34104

Dear Mr. Keith:

The City of Naples Airport Authority (NAA) is undertaking yet another progressive and vitally necessary capital improvement project with the North General Aviation (GA) Ramp Rehabilitation Project. No other portion of the airport is as densely populated with aircraft as this area, and this project will greatly improve the pavement conditions for the 69 tenant/transient aircraft tie-downs and the 129 T-hangar tenants and numerous corporate hangar tenants that call this part of the airport home. This high-profile project will require a project team that not only can design a quality pavement rehabilitation, but a team that understands the complex construction phasing required to mitigate the operational impacts on nearly 200 of the airport’s users. For this critical project, you need a team that knows your airport, that has operational expertise on staff, and that has a proven record of accomplishment of delivering your projects.

Hanson Professional Services Inc. (Hanson) has been delivering successful projects at your airport for the past seven years. Our project staff has spent well over 1,000 man-hours physically on your airport. Mike Harris, your project manager, knows this region of the airport and the needs to be addressed by this project very well. Tom Coughenour, your resident project representative, is also familiar with the project area. In addition to the Hanson staff whom you know well, we have also brought a pavement design expert onto our team to ensure that we have the best rehabilitation solution for you.

Another important factor in this project is the schedule. This project will need to be constructed in the off-season to minimize operational impacts on the airport and inconvenience to the tenants within the area of the project limits. Hanson will make this project our number one priority. As your project principal, I am prepared to allocate as much staff as needed to complete this project within the time constraints we agree to with you.

As always, we are your partner and our goal is your success. We have no exceptions to the terms and provisions of the Professional Services Agreement. If you have any questions regarding our proposal, please give me a call at 321.214.9315 or email me at bswafford@hanson-inc.com.

Respectfully submitted,
Hanson Professional Services Inc.

Blake Swafford, PE  
Vice President
The Hanson Team brings depth of experience in key project areas with proven success; familiarity with local conditions, issues and concerns facing Naples Airport (APF); and a commitment to provide the necessary staffing to ensure the highest level of responsiveness to APF.

Hanson Professional Services Inc. (Hanson) is a national employee-owned consulting firm providing a full range of engineering, planning and construction management services to public and private clients around the world. The firm, founded in 1954, employs nearly 500 engineers, planners, scientists, surveyors, land acquisition specialists, construction specialists and technicians. Hanson has provided engineering, planning and construction management services for more than 50 years to airports large and small. We offer the services and support of approximately 60 aviation professionals, including technical and administrative staff with expertise in all elements of aviation planning, design and construction management. Our staff also provides full capabilities in airport and aeronautical surveying and mapping, environmental planning, mitigation program development and implementation, land acquisition, land development, and asset management. This project will be serviced from Hanson’s Sarasota and Orlando offices with support from other offices in Florida and nationwide.

The Hanson team has been assembled to address NAA’s goals and objectives with an experienced, service-oriented team that keeps budget and schedule in the forefront while providing a quality product. Resumes of the key personnel, shown in the organizational chart below, are included in the following section.

Tierra South Florida, Inc. (TSF) is a full-service consulting geotechnical and construction materials testing engineering firm with capabilities to provide test borings, engineering analyses and reports, laboratory soils testing, and construction materials testing. TSF is a certified Disadvantaged Business Enterprise (DBE) with the Florida Department of Transportation (FDOT) and a certified Minority Business Enterprise (MBE) with the State of Florida’s Office of Supplier Diversity. TSF’s main office is in West Palm Beach, Florida with branch offices in Miami Lakes and Orlando, Florida. TSF will perform the subsurface evaluation for the pavement rehabilitation and will be available to perform material quality assurance testing during construction.

E.F. Gaines Surveying Services, Inc. (EFG) is a licensed surveying and mapping firm located in Fort Myers that has provided design-related surveying services to both public and private sector clients since 2002. Elizabeth F. Gaines, PSM, the owner and founder of the firm, has more than 30 years of surveying experience. EFG is a certified DBE with the FDOT and a Woman Business Enterprise (WBE) with the Florida Office of Supplier Diversity. EFG will provide topographic surveying services for the project. They have worked on numerous projects at Naples Airport, including nine projects with Hanson, and are familiar with the requirements for working on your airfield and have the capacity to complete the work within the proposed schedule.

Amherst Consulting Company, LLC (Amherst), founded in 2002, is a full-service engineering firm specializing exclusively in planning, programming, design and construction management for commercial service and general aviation airports in Florida. As proven experts in the design and construction of airfield pavements, they strive to deliver proven, innovative solutions while optimizing pavement performance and ensuring clients’ investments are protected. They provide cost-effective solutions to airfield pavement reconstruction and rehabilitation projects, as well as new construction. Amherst will bring this experience to the project team to provide support to Hanson, including assistance with pavement design and quality assurance reviews for design of the pavement rehabilitation.
Mike Harris, 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. He has completed numerous airport design and planning projects and is knowledgeable regarding airport airspace requirements and obstruction analysis procedures. A partial listing of his relevant projects includes:

**Naples Airport, Taxiway A Improvements and Holding Bay, Naples, FL.** Project Manager responsible for improvements to Taxiway A at Runway End 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” Sanitary Sewer Force Main and 8” Water Main. Coordination with NAA, FAA, FDOT, SFWMD, and City of Naples Utilities Department was required throughout the project.

**Naples Airport, Taxiway D Extension, Naples, FL.** Project Manager 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 include: 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.

**Naples Airport, Storm Damage Assessment and Recovery, Naples, FL.** Project Manager responsible for providing design, bidding, and construction administration for repairs to airport-owned buildings caused when Hurricane Irma impacted Naples Airport in September 2017, causing extensive damage to various structures across the airport. An initial damage assessment was conducted to determine the condition and extent of damage to the Commercial Airline Terminal, GA Terminal, several bulk aircraft storage hangars, 14 T-hangar buildings, and various other airport-owned structures. Services for the project included preparation of plans, specifications, bid documents, construction cost estimates, bid assistance, construction administration, construction observation, and project closeout.

**Arcadia Municipal Airport, T-hangar Taxilane Rehabilitation and Drainage Improvements, Arcadia, FL.** Airport designer for the design and construction services to reconstruct existing taxilanes, bring the geometry up to current Federal Aviation Administration (FAA) standards and provide a safe operating environment for aircraft movements from the existing T-hangars to the parallel taxiway, main apron and primary runway. The project included the removal and replacement of approximately 6,600 square yards of existing asphalt, deteriorated subgrade and base material. The project improved the stormwater drainage system to remove runoff from the taxilanes and prevent flooding in the T-hangars. The project also provided new pavement markings and modifications to the airfield lighting.

**Arcadia Municipal Airport, Pavement Rejuvenation and Runway Marking Improvements, Arcadia, FL.** Airport designer for the application of an asphalt pavement rejuvenation product and subsequent pavement marking application for Runway 6/24, taxiway and apron pavements. Additional work included pavement marking removal, crack cleaning and sealing, and incidentals.

**Winter Haven Regional Airport-Gilbert Field, Rehabilitation of Runway 11/29, Winter Haven, FL.** Airport designer for the rehabilitation of Runway 11/29 at Winter Haven Regional Airport. The project included narrowing the runway from 100 feet to 60 feet; redesign of the connections from the runway to taxilanes A, C1, C2, D and F to meet current Federal Aviation Administration (FAA) design standards for fillets; removal of a taxiway connector at D2 that does not meet current FAA requirements; and design modifications to taxilanes 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.
Blake Swafford, PE, Project Principal

Blake is a vice president and senior project manager for Hanson’s aviation market. With 22 years of experience, Blake has comprehensive knowledge in the administration and operation of 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, terminal improvements and industrial parks. As a former executive director of an industrial building authority, he was responsible for the development of several industrial parks totalling over 300 acres. A partial listing of his relevant projects includes:

Naples Airport, Taxiway D Extension, Naples, FL. Project principal for project to provide professional engineering services 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. 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.

Naples Airport, Taxiway D Realignment and Drainage Improvements, 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.

Winter Haven Regional Airport-Gilbert Field, Rehabilitation of Runway 11/29, Winter Haven, FL. Project manager responsible for the rehabilitation of Runway 11/29 at Winter Haven Regional Airport. 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 does not meet current FAA requirements; and design modifications to taxiways C1 and D to meet standards. The project also includes milling and replacing approximately 50,000 square yards of asphalt. Additional tasks include 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.

Vero Beach Regional Airport, Taxiway E Ramp, Vero Beach, FL. Project manager responsible for the design, bidding and construction phase services for the construction of the Taxiway E Ramp. This ramp is being 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, storm water management design and permitting, electrical modifications, signage, pavement markings, cost analysis, bidding services and construction phase services. The project consists of approximately 100,000 square feet of new pavement and will include connections to the adjacent taxiway.

Snohomish County Airport - Paine Field, Commercial Airline Ramp Configuration - Phase I & II, Everett, WA. Project manager. In Phase I, included converting an existing ramp and taxilane that was used for deicing and overflow parking, into a 2 gate commercial aircraft ramp with two RON positions, a vehicle service road (VSR), layout for ground service equipment (GSE) and an 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 AOA and TSA restricted areas. The project included an analysis of the parking lot layouts and access control points. Phase II of the project included the conceptual layout for 6 additional commercial aircraft gates, a VSR, layout for GSE and access taxilanes. For Phase II an analysis of required landside access roadways and conceptual parking lot layouts were completed.

Education
BS/1996/Civil Engineering Technology/Southern Polytechnic State University
MS/1997/Civil Engineering/University of Tennessee

Professional Registrations
Professional Engineer/GA, FL

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
Barry Stolz, PE, Aviation Engineer
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. A partial listing of his project experience includes:

- Naples Airport, Taxiway D Extension, Naples, FL
- Naples Airport, Taxiway A Improvements and Holding Bay, Naples, FL
- Valkaria Airport, Runway 10/28 Reconstruction, Valkaria, FL
- Winter Haven Regional Airport-Gilbert Field, Rehabilitation of Runway 11/29, Winter Haven, FL
- St. Louis Regional Airport, Reconstruct Bituminous T-hangar Taxi-1ane Pavements, East Alton, IL
- Stanton Airport, Rehabilitate Taxiways and Apron, Stanton, KY

Doug Wilcoxon, PE, Aviation Engineer
As a civil engineer with 27 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:

- Naples Airport, Taxiway A Improvements and Holding Bay, Naples, FL
- Naples Airport, Taxiway D Realignment and Drainage Improvements, Naples, FL
- Naples Airport, Taxiway D Extension, Naples, FL
- Winter Haven Regional Airport-Gilbert Field, Rehabilitation of Runway 11/29, Winter Haven, FL
- Arcadia Municipal Airport, T-hangar Taxi-1ane Rehabilitation and Drainage Improvements, Arcadia, FL

Todd Zimmerman, PE, Airfield Pavement Engineer
Todd’s 30 years of experience include serving as project manager and lead design engineer for major airport projects including site preparation, pavement rehabilitations, lighting, navigational aids, and utility relocations. His technical expertise includes planning, programming, design and construction for airport pavement projects at air carrier and general aviation facilities including roadways, taxiways, runways and aprons. A few of his relevant projects include:

- Lakeland Linder Regional Airport, Airside Center Apron, Taxiway E1 Improvements, Lakeland, FL
- Lakeland Linder Regional Airport, Runway 9/27 Rehabilitation, Lakeland, FL
- Vero Beach Regional Airport, Rehabilitation of GA Aprons (Phases 1, 2 & 3), Vero Beach, FL
- Vero Beach Regional Airport, Taxiway E Expansion, Vero Beach, FL

Brian Wozniak, PE, CFM, Stormwater Design and Permitting
Brian has 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 as project manager at Hanson since joining the firm in 2010, primarily serving municipal clients. He also has been involved in project-specific website development and public outreach. A partial listing of his project experience includes:

- Vero Beach Regional Airport, Mid-Field Drainage Study, Vero Beach, FL
- Vero Beach Regional Airport, Taxiway E Ramp Drainage, Vero Beach, FL
- Winter Haven Regional Airport-Gilbert Field, New 10-Unit T-hanger, Winter Haven, FL
- ISTHA Jane Addams Memorial Tollway (I-90) Widening & Kennedy Expressway Reconstruction, Boone & McHenry Counties, IL
Justin Dewey, PE, CFM, Stormwater Design and Permitting
Justin has experience in aviation and roadway drainage design, flood routing/analysis, hydraulic and hydrologic analysis of watersheds and plans preparation. He provides design and permitting services for numerous airport projects including drainage rehabilitation projects, stormwater master plans, stormwater pollution prevention plans and drainage studies. Justin works closely with the local, state and federal regulatory agencies including Florida’s five Water Management Districts and the Federal Department of Environmental Protection. He has extensive experience with multiple production/design software packages, including AutoCAD, GEOPAK, MicroStation, ArcGIS, ICPrv3 and 4, EPA-SWMM, XP-SWMM, SRH-2D, HY-8, Culvert Master, ASAD, and GEOPAK Drainage. A partial listing of his project experience includes:

» Vero Beach Regional Airport, Mid-Field Drainage Study, Vero Beach, FL
» Vero Beach Regional Airport, Taxiway E Ramp Drainage, Vero Beach, FL
» Arcadia Municipal Airport, T-hangar Taxi lane Rehabilitation and Drainage Improvements, Arcadia, FL
» Madisonville Regional Airport, Apron Rehabilitation, Madisonville, KY
» Tallahassee Regional Airport, Runway 9/27 Reconstruction and Runway 18/36 Extension Program, Tallahassee, FL
» Tallahassee Regional Airport, Facility Improvements, Tallahassee, FL

Tom Coughenour, Construction Administration/Observation
Tom is the Construction Observation Discipline Manager for Hanson in addition to providing resident project representative services to the aviation market. With more than 30 years of experience, he has extensive construction management expertise with airside aviation projects, serving clients from Florida to the Midwest. Tom’s construction experience includes managing the project construction observation and project support personnel, coordinating and overseeing required material testing, and providing project documentation services according to each client’s specifications and guidelines. His diligent communication with the client throughout the project ensures that the project and client objectives are met. A partial listing of his project experience includes:

» Naples Airport, Taxiway D Realignment and Drainage Improvements, Naples, FL
» Naples Airport, Taxiway D Extension, Naples, FL
» Punta Gorda Airport, Apron Expansion, Punta Gorda, FL
» Indianapolis International Airport, Rehabilitation of Runway 5L/23R and Taxiways A, C and D, Indianapolis, IN
» Indianapolis International Airport, Taxiway B Rehabilitation, Indianapolis, IN
» Sarasota Bradenton International Airport, Passenger Boarding Bridge Replacement, Sarasota, FL

Raj Krishnasamy, PE, Geotechnical Engineer
President and Principal Engineer of TSF, Raj is a Florida State Registered Geotechnical Engineer with over 32 years of experience. His experience consists of successfully completing over 5,000 public and private projects, including over 150 aviation projects and design-build projects over $2 billion in construction costs. A few of his relevant projects include:

» Fort Lauderdale-Hollywood International Airport, Expansion of Runway 10R-28L, Broward County, FL
» North Palm Beach County General Aviation Airport, Wetland Wildlife Hazard Mitigation Areas Grading and Drainage Improvements, Palm Beach County, FL
» Spruce Creek Airport, Taxiway Cessna and Taxiway Beech, Port Orange, FL
» Fort Lauderdale-Hollywood International Airport, North Airfield Rehabilitation, Broward County, FL
» Valkaria Airport, Apron and Taxiway B Rehabilitation, Brevard County, FL
» Palm Beach International Airport, Runway 10L-28R Rehabilitation, Palm Beach County, FL
Francois Thomas, PE, S.I., Geotechnical Engineer
Mr. Thomas has 26 years of experience in geotechnical engineering, construction materials testing and inspection services, managing numerous projects involving subsurface investigation, laboratory testing programs and evaluating construction activities throughout South Florida. He has extensive experience in deep and shallow foundation systems, soil stabilization methods, grouting, and pavement sections evaluation. He has been involved in construction monitoring and supervision for private and government facilities and has been involved in construction/foundation installation for airport, commercial, municipal, healthcare, retail and school facilities, and has monitored the construction of numerous civil and structural designs involving earthwork, concrete, masonry and asphalt operations. A partial listing of his project experience includes:

» Fort Lauderdale Executive Airport, Taxiway Echo Rehabilitation, Broward County, FL
» Fort Lauderdale-Hollywood International Airport, QAMT South Runway WP302 Site Preparation and NAVAIDS Infrastructure, Broward County, FL
» Belle Glades State Municipal Airport, Runway 9/27 Rehabilitation, Belle Glade, FL
» Fort Lauderdale Executive Airport, Taxiway Delta and Charlie Rehabilitation, Broward County, FL
» Palm Beach International Airport, Taxiway D and E Rehabilitation, Palm Beach County, FL
» Pompano Beach Airpark, Relocation of Taxiway Kilo, Broward County, FL

Kumar Vedula, PE, Geotechnical Engineer
Kumar has over 23 years of experience providing engineering services for a wide variety of geotechnical projects involving foundation design, slope stability analysis, WEAP analysis and interpreting PDA reports, excavation support, and construction inspection. His extensive experience includes foundation inspections (shallow and deep foundations), soil modification (dynamic compaction, stone columns), preloading, excavations, backfilling, and post construction monitoring. Mr. Vedula has served as a principal inspector on numerous surcharging and settlement evaluations of organic laden soils assignments. His project experience includes 300+ geotechnical engineering studies for various projects types. A partial listing of his project experience includes:

» Fort Lauderdale-Hollywood International Airport, Expansion of Runway 19R/28L, Broward County, FL
» Palm Beach International Airport, Airfield Rehabilitation, Palm Beach County, FL
» Palm Beach International Airport, Runway 19L/28R Rehabilitation, Palm Beach County, FL
» Palm Beach International Airport, Taxiway D and E Rehabilitation, Palm Beach County, FL
» Fort Lauderdale Executive Airport, Taxiway Delta and Charlie Rehabilitation Project, Broward County, FL

Liz Gaines, PSM, Surveying
Liz has more than 30 years of experience in boundary, hydrographic, topographic and construction surveys, with the last 22 years being in direct management of business, personnel and projects. She has supervised multiple field crews and survey technicians, managing a wide variety of surveying projects throughout southwest Florida. She has performed boundary, topographic, route, mean high water and erosion control line surveys, prepared subdivision plats and condominium exhibits, coordinated construction layouts and performed G.I.S. (Geographic Information Services) support services. A partial listing of her project experience includes:

» Naples Airport, Runway 14/32 Drainage Improvements, Naples, FL
» Naples Airport, GA-AOB Site Improvements, Naples, FL
» Naples Airport, New Taxi Lane F, Tower Drive Drainage Modifications, Naples, FL
» Naples Airport, Taxiway D Extension, Naples, FL
» Naples Airport, Taxiway A Run-up Apron, Naples, FL
» Arcadia Municipal Airport, T-hangar Taxi Lane Rehabilitation, Arcadia, FL
SECTION C - RECENT SIMILAR PROJECTS

Naples Airport - New Taxi lane F
Naples, FL
Hanson provided professional engineering services for the construction of a new Taxi lane F (approximately 450 feet in length and 50 feet in width) off of Taxiway B between the Collier County Sheriff’s Hangar and the ASG Inc. Hangar. Services include field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, electrical modifications, signage, pavement markings, bidding and construction services.

Naples Airport - Taxiway D Extension
Naples, FL
Hanson provided professional engineering services 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. 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.

Naples Airport - Taxiway A Improvements
Naples, FL
Hanson provided design, permitting, bidding, and construction phase services for improvements to Taxiway A at Runway End 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” Sanitary Sewer Force Main and 8” Water Main. Project elements included grading, drainage, paving, airfield electrical, utility installation, pavement marking, and erosion control.

Services for the project included preparation of plans, specifications, bid documents, construction cost estimates, coordination of survey and geotechnical services, bid assistance, grant application assistance, construction administration, full time construction observation, and project closeout. Coordination with NAA, FAA, FDOT, SFWMD, and City of Naples Utilities Department was required throughout the project.

Vero Beach Regional Airport - Construction of Taxiway E Ramp
Vero Beach, FL
Hanson provided design, bidding and construction phase services for the construction of the Taxiway E Ramp at the Vero Beach Regional Airport. The project consisted of approximately 100,000 square feet of new pavement and included connections to the adjacent taxiway. 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, including a resident project representative. Hanson was responsible for designing the next phase of the project, which will include a 30,000 square foot corporate hangar along with vehicular parking and other site improvements.
Arcadia Municipal Airport - T-hangar Taxilane Rehab
Arcadia, FL
Hanson was responsible for the design and construction services to reconstruct five sections of taxilanes, bringing the geometry up to current Federal Aviation Administration (FAA) standards, and providing access for aircraft movements from the existing T-hangars to the parallel taxiway, main apron and primary runway. The project included the removal and replacement of approximately 6,600 square yards of existing asphalt, deteriorated subgrade and base material. Stormwater drainage system improvements were made to remove runoff from the taxilanes and prevent flooding in the T-hangars. The project also provided pavement marking and brought the signage up to current FAA and Florida Department of Transportation standards.

Winter Haven Regional Airport-Gilbert Field - Rehabilitation of Runway 11/29
Winter Haven, FL
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 does not meet current FAA requirements; and design modifications to taxiways C1 and D to meet standards. The project also includes milling and replacing approximately 50,000 square yards of asphalt. Additional tasks include 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.

Valkaria Airport - Runway 10/28 Reconstruction
Valkaria, FL
Hanson was responsible for the pavement reconstruction of Runway 10/28. This project reconstructed the existing runway pavement, which was failing and had exceeded its original design life, with a reported Pavement Condition Index of 10. The pavement reconstruction consisted of full depth reclamation (cold in-place recycling) of the existing asphalt pavement to construct the stabilized base for the new asphalt pavement section. The project was designed following FAA requirements for design and construction and included the reconstruction of pavements, grading and drainage improvements, pavement marking, guidance sign installation, and the installation of a PAPI system.

St. Louis Regional Airport - Reconstruct Bituminous T-hangar Taxilane Pavements
East Alton, IL
Hanson was responsible for the design and construction services for the reconstruction of T-hangar taxiways (2 bays), a taxiway leading to the main ramp, apron pavement and an airside service road. Bid alternates were utilized for reconstruction of the apron pavement with concrete versus bituminous pavement. The apron pavement serves a critical FBO service hangar, therefore the apron pavement reconstruction was accelerated to be completed within a two-week timeframe. The project includes pavement milling, pavement removal, bituminous and concrete paving, marking, and correction of drainage issues along the taxiway.

Stanton Airport - Rehabilitate Taxiways and Apron
Stanton, KY
Hanson was responsible for the design, bidding and construction phase services of the project, which included rehabilitation of the taxiway to Runway 6/24, apron pavement reconstruction, and rehabilitation of hangar access taxiway pavements. The work includes bituminous pavement milling, pavement removal, earthwork grading, pavement widening, aggregate placement, bituminous paving, airfield lighting and signage, pavement marking and incidental landscaping.
FIRM’S UNDERSTANDING OF THE SERVICES REQUESTED - The North GA Ramp in the East Quad of the airport serves a vital role for the GA community at the Naples Airport. In addition to providing access to and from the taxiway/runway system, it provides aircraft storage both on the ramp and in hangars. The pavement structure consists of a bituminous pavement surface over an aggregate base. The pavements scheduled to be rehabilitated as part of this project have reached the end of their functional life, as demonstrated by recent Pavement Condition Index ratings of 40 to 50, corresponding to a general condition rating of poor. The proposed project will provide design, bidding, permitting, and construction administration for the pavement rehabilitation project.

The design phase of the project will include evaluating the existing pavements and drainage features and topographic survey, geotechnical evaluation, recommendations for pavement rehabilitation, and preparing construction plans and specifications for the proposed rehabilitation. In addition, we recommend evaluating the layout for the small GA aircraft parking areas to maximize the available areas and optimize flow from the ramp and adjacent hangar areas to the taxiways and runways. The design will include preparing a Construction Safety and Phasing Plan (CSPP) depicting the proposed phasing of the construction to minimize disruption to normal airport operations. Hanson understands this is a critical component of the project due to the high level of activity at the Naples Airport and the impact this project will have on airport tenants. The CSPP is discussed in detail in the Approach section below.

The project will also include bidding and construction administration services. During the bidding phase, Hanson will support NAA staff by conducting a prebid meeting, answering bidder questions, evaluating bids, and making a recommendation for award of the contract. Once the project is awarded, Hanson will provide typical construction administration services during the project including meetings with NAA staff and the contractor, coordination of the construction materials testing program, review of submittals and Requests for Information (RFIs), site visits, and project closeout.

APPROACH TO ACCOMPLISHING THE SCOPE OF WORK AND WILLINGNESS TO MEET TIME REQUIREMENTS - The rehabilitation of the North GA Ramp appears to be a relatively straightforward project consisting of, in simple terms, asphalt pavement removal and replacement. However, this project is anything but simple. There are several key issues that our team’s experience and understanding of will best position NAA for success of the project.

One critical element to this project will be the proposed schedule. Due to the high levels of seasonal activity at the Naples Airport, this project will need to be accomplished during the off-season months. Understanding that the NAA would need to have construction of this project completed by October 2020, Hanson has developed a project schedule and approach that meets this timeline. You will note this project schedule is aggressive and requires a quick start after selection, but Hanson is prepared and has the resources committed to meeting this timeline. Our proposed approach and timeline are as follows:

1. **Preliminary Project Engineering Activities/Preliminary Design; January – March 2020 (60 days)**
   - Review recent pavement evaluation reports, record drawings, and performance records.
   - Conduct pre-design meeting with NAA staff and stakeholders they deem appropriate to discuss initial parameters for design, performance requirements, operational constraints, and schedule.
   - Perform field surveys, including topographic survey and visual reconnaissance of pavements and drainage.
   - Perform subsurface testing and analysis.
   - Prepare preliminary pavement rehabilitation alternatives/pavement sections.
   - Complete project layout and geometrics.
   - Conduct meeting with NAA representatives and stakeholders to discuss construction phasing and operational issues. Prepare draft construction safety and phasing plan.
   - Prepare outline technical specifications for the project.
   - Prepare stormwater permitting plans and preliminary coordination with South Florida Water Management District (SFWMD).
   - Prepare preliminary Opinion of Probable Construction Cost and construction schedule based on the preliminary design.
   - Conduct an in-house review for technical calculations and coordination of drawings.

2. **Design; March – May 2020 (60 days)**
   - Conduct meeting with NAA representatives to review and finalize rehabilitation options.
   - Complete the final pavement section design for selected option.
   - Complete design plans.
   - Complete Construction Safety and Phasing Plan and coordinate with NAA and affected tenants as deemed appropriate.
   - Complete any required permitting through SFWMD.
   - Complete Technical Specifications and Bid Documents.
   - Prepare final Opinion of Probable Construction Cost and construction schedule.
   - Conduct a constructability review of plans and specifications.
   - Conduct an in-house review for technical calculations and coordination of drawings.
SECTION D - PROJECT UNDERSTANDING AND APPROACH

3. Bidding; May – June 2020 (30 days)
   » Address NAA comments and issue Bid Documents.
   » Conduct Pre-Bid Meeting.
   » Prepare Addenda and provide clarifications to bidders.
   » Tabulate bids and provide Recommendation of Award.
   » Contract Approval by NAA at June 18, 2020 Board Meeting.

4. Construction; July - October 2020 (estimated 120 days)
   » Attend pre-construction conference.
   » Review contractor submittals for general conformance with the design concept.
   » Conduct periodic site visits.
   » Respond to Contractor’s RFI and provide clarification of design intent.
   » Review Pay Applications.
   » Participate in weekly or bi-weekly construction progress meetings.
   » Assist NAA with construction observation and construction coordination as required.
   » Project Closeout.

A second key issue in this project is the development of the rehabilitation methods for the ramp and T-hangar taxilanes. Our team will perform a visual evaluation of the existing pavement at the beginning of the project to identify areas of distress and other areas of special concern. Based on observations of the existing pavement during our previous work in this area, there are several locations where the existing pavement exhibits cracking, undulation, rutting, or other conditions that may be due to inadequate pavement thickness or less subgrade/subbase support than required for the current use. An example of this distress is shown in the picture at left. Hanson will use Tierra South Florida, Inc. (TSF) to perform subsurface evaluation for the project and will pay close attention to these areas when developing the geotechnical evaluation program. Results of the subsurface evaluation will be used for the pavement evaluation and design of the pavement section. Hanson has included on our team Todd Zimmerman, a pavement expert with more than 30 years of pavement design experience, to supplement our internal staff capabilities and to provide input and Quality Assurance reviews for the pavement evaluation and design. Pavement overstress, adequate pavement thickness, aircraft operations, traffic patterns, and/or specific aircraft will be considered in the final pavement design.

Another key component for this project is drainage of the pavement. The project will require attention to detail with regards to the proposed pavement grades to ensure that the pavement properly drains to the site drainage features (inlets, trench drains, etc.). Observations of the existing taxilanes between hangar buildings indicate that there are several areas where adequate surface drainage is not provided. Examples of these areas are shown in the pictures below. Due to the relatively flat grades of the pavement between hangars, fixed elevation of the hangars and drainage structures, a detailed design of the pavement grades to avoid ponding will be crucial. Inadequate drainage causes moisture intrusion into the pavement and is a major factor in pavement overstress and long-term durability.

Pavement distress adjacent to Hangar 2400/2500

Water ponding adjacent to Hangar 2200/2300

Water ponding adjacent to Hangar 2500/2600
Consideration will also be given to construction of a concrete apron along the face of the existing hangars, as shown below at right. Hanson has had positive experience when including this element in T-hangar taxilane paving projects because the concrete apron, which is usually 4’-5’ wide from the face of the building, provides a consistent grade along the face of the hangar from which to construct the new asphalt pavement. The grades for the concrete apron are easier to control and further improve drainage along the face of the building. Several of the hangars appear to have poor drainage along the face of the hangar which has caused substantial distress to pavement directly in front of the hangar doors. This is shown in the picture below.

The concrete apron also serves a second function, which allows the paving contractor a defined surface to pave along and to better compact the asphalt. Placement of asphalt along hangars is often difficult due to the variations in the face of the metal building, which often leads to building damage by equipment operating so close to the building and/or inadequate compaction of the pavement along the face of the building. Hanson intends to work with airport staff to determine if this is a design feature that should be included in the project. One location where it may be beneficial is along several of the T-hangars that have varying floor elevations across the face of the hangar, an example of which is shown in the picture below.
PLANNED FOR COST CONTROL - Hanson understands the need to control project costs. Often this is only addressed during one phase of the project, such as during design or during construction. Hanson will look at controlling costs through all phases of the project - during design, bidding, and the construction of the project.

During the early design phase, the Hanson team will evaluate the existing pavement structure to determine the most cost-effective pavement rehabilitation methods for the project. Proposed pavement sections will be designed to accommodate the aircraft utilizing the North GA Ramp and meet FAA standards, while minimizing the amount of asphalt required for the rehabilitation section. The existing aggregate subbase will be evaluated by the team’s geotechnical engineers to determine if it can be reused. Based on historical knowledge of the pavements, the aggregate subbase should be able to be reused with material added or removed to meet new pavement grades (except in poor subgrade areas). Undistributed quantities of subgrade/subbase repair will potentially help avoid costly change orders.

Hanson intends to design the proposed pavement rehabilitation to maintain the existing drainage system. Pavement grades will be set using the current inlet and trench drain grades to avoid unnecessary replacement of drainage components. Utilizing the existing drainage system, which has been observed to be functional, will help keep project costs down, and replacement or upgrade of the existing drainage components will only be done if absolutely necessary due to function or condition.

Preparation of project bidding documents, consisting of plans and specifications, are another opportunity where Hanson can help NAA control project costs. Often overlooked, preparation of clear, concise, accurate, and easy to understand plans will streamline the estimating process for potential bidders resulting in lower bids. This is an aspect of plan preparation that Hanson is very aware of as we prepare our documents. We’ve experienced that even documents which are ‘technically correct’ but not put together well will cause bids to be higher due to contractor uncertainty. Well designed and detailed construction plans also minimize the potential for change orders during construction. This is one reason we have our construction staff perform a constructability review prior to bidding, which is another opportunity to identify items which may lead to unforeseen cost changes during construction.

During construction, Hanson will work with NAA staff and contractor personnel to minimize project cost overruns and realize any value engineering opportunities. Our construction administration team, led by Mike Harris, Project Manager, and Tom Coughenour, Resident Project Representative, have over 50 years of combined experience on airport construction projects. This experience in dealing with contractors and common construction issues will allow them to manage your project and remain within budget.

UNIQUE APPROACH TO CONSTRUCTION SAFETY AND PHASING IN A BUSY AIRPORT ENVIRONMENT - The most critical aspect of this project will be maintaining airport operations during the project. The proposed project work area will impact the small aircraft GA ramp parking areas with 69 tie-down locations, seven T-hangar buildings consisting of 129 tenant hangar units, the ramp for the Naples Air Center Flight School hangar, several corporate tenant hangars and the Naples Executive Condo Hangars. In addition, pavement rehabilitation will affect access into and out of the NAA Executive 3 hangar and access to the North Self Fueler. As a consultant that is familiar with your airport operations and has worked with your operations and facilities staff in the past, we will be able to structure an approach to project phasing that is suited to your airport. We would propose a phased approach to the project, detailed in the bid documents and reviewed with bidders at the prebid meeting, which breaks the work into areas large enough for the contractor to progress the work at a reasonable pace, but not too large to disrupt operations in any given area for an extended period of time. Early in the design phase of the project, we would anticipate a meeting to include Airport Development and Facilities staff, the Senior Director of Airport Operations, the Operations Manager, FBO Manager, and Business Manager to discuss the project phasing. This would include determining the amount of GA aircraft parking that needs to be maintained during the project, the number of T-hangar tenants that can be reasonably displaced at a time, and the length of time that tenants can be displaced due to construction activity.

Our general phasing approach would include breaking the small aircraft GA parking area rehab into two or three phases that would be rehabilitated first. Since this project would occur off-season, this should maintain enough parking area for itinerant small aircraft during this work. Following rehabilitation of the parking areas, work would progress to the hangar areas, again breaking the rehabilitation into smaller phases that would allow for work to progress while disrupting a minimal number of tenants at a time. During the hangar rehabilitation phases, the completed aircraft parking areas would be available for hangar tenants that need access to their aircraft and cannot be temporarily located to other hangar units.

Critical milestone deadlines would be placed on phases affecting larger hangars, such as the Executive 3 Hangar and the maintenance/corporate hangars along Aviation Drive North. Since it is not possible to relocate these operations, the construction at these locations will be phased to require the contractor to complete the work in the shortest amount of time possible, while balancing considerations with respect to construction cost. Phasing for work affecting these tenants would be coordinated with the tenants through NAA to obtain buy-in for closure times.

A conceptual phasing plan has been developed for the project based on the approach described above. The conceptual phasing plan is depicted on the following page.
CONCEPTUAL PHASING - NORTH GA RAMP REHABILITATION

Phases 1-3
» Demo, grade, and repave main ramp area
» Work phased to minimize operational impacts and maintain available parking
» Work directly in front of Executive 3 Hangar and Rexair/Flight school will be shorter duration sub-phases

Phase 4
» Demo, grade, and repave main access taxiway
» Night work due to operational impacts (no access during work)
» Work phased in 2 smaller phases that can be accomplished in one night each

Phases 5-8
» Demo, grade, and repave T-hangar taxilanes
» Work phased to minimize number of tenants impacted at one time and minimize closure time
» Work impacting condo hangars (Phase 5A) will be shorter duration sub-phase
» Tenants to be moved to available hangars or ramp areas
» Access at Gate 4E to be maintained (brief closure when working directly at gate)
WORKLOAD - Our project team’s present and anticipated workload includes accommodating NAA’s North GA Ramp Rehabilitation project. The Hanson team has the resources to complete design, permitting and construction services within budget and on schedule, as our track record with APF proves. In addition to the key team members outlined in our organizational chart, Hanson’s team has regional resources that can be used on your projects, if necessary, to achieve an accelerated schedule. With over 70 employees in the State of Florida and 500 employees nationwide, Hanson has the depth of resources to support your project manager Mike Harris and to ensure the project is completed within the time constraints that you set. Over the past five years, we have never missed a mutually agreed-upon deadline for any of our projects at APF. Furthermore, our clients have never lost a grant due to a missed deadline. Our team’s anticipated future workload for the professionals shown in our organizational chart is illustrated below. We are prepared to continue to allocate the staff and resources necessary to keep pace with your project’s needs.

BREADTH AND QUALITY OF SERVICES - At Hanson, our Corporate Quality Assurance (CQA) Program provides the basis for our quality of services. The program provides a planned and systematic approach for the accomplishment of work consisting of five elements or components that include planning, training, performance, verification and corrective action. As illustrated below, the input into the system consists of Client Requirements and the output is the client’s Expected Product. The activities of each element are documented in records to provide evidence of implementation and completion. Our goal is to do the job right the first time.

A quality assurance project plan (QAPP) will be executed for this contract, incorporating the provisions of our CQA program. The QAPP will cover the overall project quality requirements, and will be implemented at the design task level. Hanson’s philosophy is that quality is not an “add on” at the end of the project. Performing quality work and implementing a quality assurance program are the responsibilities of all of Hanson’s staff members and can be achieved only through a cooperative effort and commitment to quality by all personnel. Should the project have special requirements for quality not specifically covered by the Program, Hanson’s quality assurance personnel will develop any supplemental quality controls needed.

Our QA/QC provisions are by intent a requirement to be included in our project management plans at project start up. A key to implementing effective QA/QC programs is the requirement to keep constant lines of communication open with NAA and any other project stakeholder groups. Hanson fully understands the complexity of managing projects that affect airport operations and tenants. As a means of ensuring strict quality management, the QAPP will include at a minimum the following provisions:

» project communications and coordination requirements, including coordination commitments with NAA;
» roles and responsibilities of each key team member;
» internal standards and formats for team deliverables to achieve NAA requirements; and
» provisions for internal senior technical specialty review for each project deliverable prior to delivery to NAA.

At the task level, quality control measures will correspond to task content and deadline demands. At a minimum, each deliverable to the client will undergo a senior-level review by a subject matter expert other than the Hanson project manager, who will verify the deliverable conforms to the task work order requirements, FAA/FDOT standards, any additional NAA criteria and provide a grammatical and editorial review. The project manager will be responsible for helping to ensure that the project QAPP is continually up to date.

Through Hanson’s current GEC contract, we have gained invaluable experience and insight into the processes and communications necessary to effectively and efficiently manage projects at APF. We will rely heavily on our experienced key personnel to help ensure the project is completed on time, on budget and with minimal impacts to airport operations.
Hanson is committed to meeting the goals and objectives of the NAA’s Disadvantaged Business Enterprise (DBE) program. We have a long history of collaborating with disadvantaged business enterprises and as a result have a large network of partners with extensive capabilities nationwide. While Hanson is not certified by the Florida Unified Certification Program as a disadvantaged business enterprise, we understand the value that DBEs and small businesses bring to the local economy and community and have chosen a team of DBEs with local ties and extensive expertise. The Hanson team includes the following DBE firms:

<table>
<thead>
<tr>
<th>Firm Name</th>
<th>Certification</th>
<th>Service to Provide</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tierra South Florida, Inc.</td>
<td>Florida UCP DBE</td>
<td>Geotechnical/ Construction Testing</td>
</tr>
<tr>
<td>E.F. Gaines Surveying Services, Inc.</td>
<td>Florida UCP DBE</td>
<td>Surveying</td>
</tr>
</tbody>
</table>

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. We are equally committed to working with DBE businesses whenever possible. Over the last three years, Hanson has extended contracts to DBEs and small businesses worth in excess of $21.5 million. In our efforts to guarantee the achievement of DBE goals, our team leverages the following resources.

» Training - During project manager training, we include a training section on the importance of DBE requirements in contracts and collaborating with DBEs and small businesses.

» Forums - We participate in workshops, conferences and other events with various federal, state and local agencies to meet with area DBEs, building relationships for future partnering opportunities.

» Database - We maintain a database that includes a variety of DBEs. When project managers or principals begin to formulate teams, they can search the database for teaming partners.

In addition to identifying highly qualified DBEs, providing extensive contracts to DBEs, and routinely exceeding DBE goals, Hanson has gone above and beyond any local, state or federal requirements in implementing an innovative and progressive mentor-protégé program. On a recent project we included a local small business in a predominant role under our mentor-protégé program to assist in providing an enhanced opportunity. Hanson also provides sponsorship and partnership participation with local chapters of the Women’s Transportation Seminar (WTS), an organization that actively promotes women to find opportunity and recognition in the transportation industry.

We are committed to exceed the 8.95% goal established by NAA for this project.

Below illustrates Hanson’s past performance of minority participation on some recent similar projects:

- **Naples Municipal Airport Taxiway A and Water Management System Improvement, Planning, Design and Construction**
  - DBE Goal %: 3.8%
  - DBE Actual %: 9%

- **Leesburg International Airport Runway 3/21 Rehabilitation and Taxiway Connector**
  - DBE Goal %: 17%
  - DBE Actual %: 22.9%

- **Valkaria Airport Taxiway B and Apron Rehabilitation**
  - DBE Goal %: 10%
  - DBE Actual %: 12.25%

Hanson has been awarded a score of A+ for use of DBEs on Florida Department of Transportation projects.
Naples Municipal Airport – DBE Plan
Federal Fiscal Years: 2018-2020

Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION
The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

X The bidder/offeror is committed to a minimum of 8.95% DBE utilization on this contract.

The bidder/offeror (if unable to meet the DBE goal of ___%) is committed to a minimum of ____% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

Name of bidder/offeror’s firm: Hanson Professional Services Inc.

State Registration No. 7961

By ___________________________ Aviation Market Principal
(Signature) Title

FORM 2: LETTER OF INTENT
Name of bidder/offeror’s firm: Hanson Professional Services Inc.

Address: 6230 University Parkway, Suite 202

County: Sarasota State: FL Zip: 34240

Name of DBE firm: Tierra South Florida, Inc.

Address: 2765 vista Parkway, Suite 9

County: Palm Beach State: FL Zip: 33411

Telephone: 561-687-8536

Description of work to be performed by DBE firm:

Geotechnical and Construction Materials Testing.

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ TBD.

Affirmation
The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By ___________________________
(Signature) President

(Title)

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.
Naples Municipal Airport – DBE Plan
Federal Fiscal Years: 2018-2020

Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION
The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

X The bidder/offeror is committed to a minimum of 8.95% DBE utilization on this contract.

The bidder/offeror (if unable to meet the DBE goal of ___%) is committed to a minimum of ___% DBE utilization on this contract a submits documentation demonstrating good faith efforts.

Name of bidder/offeror’s firm: Hanson Professional Services Inc.

State Registration No. 7961

By ______________________ Aviation Market Principal
(Signature) Title

FORM 2: LETTER OF INTENT
Name of bidder/offeror’s firm: Hanson Professional Services Inc.

Address: 6230 University Parkway, Suite 202

County: Sarasota State: FL Zip: 34240

Name of DBE firm: E.F. Gaines Surveying Services, Inc.

Address: 5235 Ramsey Way, Suite 10

County: Lee State: FL Zip: 33907

Telephone: 239-418-0126

Description of work to be performed by DBE firm:

Surveying Services

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ TBD.

Affirmation
The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By ______________________ Principal Surveyor / President
(Signature) (Title)

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.
STATEMENT OF DRUG-FREE WORKPLACE

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more bids, proposals, responses or that are equal with respect to price, quality, and service are received by the State of Florida or by any of its political subdivisions for the procurement of commodities or contractual services, a bid, proposal or reply received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in section 1.

4. In the statement specified in section 1., notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employees will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 of the Florida Statutes or of any controlled substance law of the United States or any state, for a violation occurring in the workplace, no later than five (5) days after such conviction.

5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by an employee who is so convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this program.

Select one or the other (not both) of the following certification statements. These statements are mutually exclusive.

☐ This firm DOES NOT comply with the above requirements for a drug-free workplace.

☒ As the person authorized to sign the statement, I certify that this Firm DOES fully comply with the above requirements.

Hanson Professional Services Inc.

Firm Name

Blake Swafford

Name of Authorized Individual

Authorized Signature

11/8/19

Date
SCRUTINIZED COMPANY CERTIFICATION

This certification is required pursuant to Florida Statute Section 287.135.

As of July 1, 2018, a company that, at the time of bidding or submitting a bid/response for a new contract/agreement, is on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or that is engaged in a boycott of Israel, created pursuant to Florida Statute Section 215.4725, or has been engaged in business operations in Cuba or Syria, is ineligible for, and may not bid on, submit a proposal/response for, or enter into or renew a contract/agreement with an agency or local governmental entity for goods or services of $1 million or more.

Hanson Professional Services Inc. 37-084417  FID or EIN No.

Firm Name

6230 University Parkway, Suite 202

Address

Sarasota, FL 34240

City, State, Zip

I, Blake Swafford, as a representative of Hanson Professional Services Inc., certify and affirm that this company is not on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel, and has not been engaged in business operations in Cuba or Syria.

Authorized Signature

On this the 8th day of November 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the abovenamed and swore that the statements contained in the foregoing document are true and correct.

Notary Public

My Commission Expires:

ELIZABETH R. LEGG
Commission # GG 916384
Expires November 17, 2023
Bonds Total $5000.00 Insurance 800-365-7019
NON-COLLUSION AFFIDAVIT

STATE OF ________________________________

COUNTY OF ________________________________

I state that I, ____________________________, of ____________________________, am authorized to make this affidavit on behalf of my firm and its owner, directors and officers. I am the person responsible in my firm for the price(s) and amount(s) of this Response, and the preparation of the Response. I state that:

1. The price(s) and amount(s) of this Response have been arrived at independently and without consultation, communication or agreement with any other Respondent, potential Respondent, Proposal, or potential Proposal.

2. Neither the price(s) nor the amount(s) of this Response, and neither the approximate price(s) nor approximate amount(s) of this Response, have been disclosed to any other firm or person who is a Respondent, potential Respondent, Proposal, or potential Proposal, and they will not be disclosed before Proposal opening.

3. No attempt has been made or will be made to induce any firm or persons to refrain from submitting a Response for this contract, or to submit a price(s) higher that the prices in this Response, or to submit any intentionally high or noncompetitive price(s) or other form of complementary Response.

4. The Response of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from, any firm or person to submit a complementary or other noncompetitive Response.

5. Neither my firm nor its affiliates, subsidiaries, officers, directors, partners, owners, representatives, employees or parties in interest are currently under investigation by any governmental agency and have not in the last three years been found liable for any act prohibited by state or federal law in any jurisdiction involving conspiracy or collusion with respect to the proposal or bid on any public contract, except as follows:

I state that I and the named firm understand and acknowledge that the above representations are material and important, and will be relied on by the City of Naples Airport Authority, for which this Proposal is submitted. I understand and my firm understands that any misstatement in this affidavit is, and shall be treated as, fraudulent concealment of the true facts relating to the submission of this Proposal.

______________________________
Authorized Signature

On this the ______ day of November ____________, 20__19, before me, the undersigned Notary Public of the State of ____________________________, personally appeared the abovenamed and swore that the statements contained in the foregoing document are true and correct.

______________________________
Notary Public

My Commission Expires: ____________________________

ELIZABETH R. LEGG
Commission # GG 916394
Expires November 17, 2023
Bonded thru Troy Fire Insurance 500-345-7019
Pursuant to Section 287.055(5)(a), Florida Statutes, for any lump-sum or cost-plus-a-fixed fee professional services contract over the threshold amount provided in Section 287.017, Florida Statutes for CATEGORY FOUR, the Department of Transportation (Department) requires the Consultant to execute this certificate and include it with the submittal of the Technical Proposal, or as prescribed in the contract advertisement.

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project’s agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Department determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Department, whichever is later.

Hanson Professional Services Inc.

Name of Consultant

By: ___________________________  11/8/2019

Date
Hanson is hands on in engineering, planning and allied services. We roll up our sleeves and do what it takes to help you succeed.

Our in-depth industry experience enables us to realize efficiencies, anticipate needs and overcome challenges. “Hands on” means we’re accessible, invested and part of your team. It’s what you can expect from us — it’s how we work.

Hanson – Hands On.™
CITY OF NAPLES AIRPORT

AUTHORITY

NORTH GA RAMP REHABILITATION

DECEMBER 4, 2019
Proven Experience at APF

- GEC since 2014
- Completed 25+ projects
- Knowledge of Naples Airport procedures/issues
- Familiar to NAA staff

Experienced Team

[Logos of EFG, Tierra, and Amherst]
Project Understanding

- Project scope includes Design, Bidding, Permitting and Construction Administration
- Pavement Condition Index: Poor
- Project area is very densely populated
- Phasing
  - Impact to tenants/businesses
  - Impact to operations
- Cost control
- Schedule (construction during off-season)
Project Understanding - Schedule

January – March (60 days)

March – May (60 days)

May – June (30 days)

July – October (120 days)

Preliminary Engineering

Design

Bidding

Construction
Project Approach

✓ Preliminary Engineering
  • Conduct surveys, subsurface testing and pavement evaluation

✓ Design - Key Issues
  • Rehabilitation methods
  • Drainage
  • Work adjacent to hangars
  • Accommodate proposed development
  • Ramp parking layout
  • Phasing

✓ Bidding
  • Constructability review

✓ Construction Administration
Design – Key Issues

✔ Rehabilitation Methods
  ▪ Visual evaluation of pavement
  ▪ Subsurface testing
  ▪ Develop pavement rehabilitation alternatives
    ▪ Mill and overlay
    ▪ Pavement removal and replacement
    ▪ Possible In-Place Full Depth Reclamation (FDR) of existing asphalt/base
  ▪ Review alternatives w/ Airport Staff
  ▪ Develop final pavement rehabilitation sections
Design – Key Issues

✓ Drainage
  - Identify trouble areas
  - Verify positive drainage to inlets during design
  - Install new drainage structures where required
  - Upgrade substandard drainage structures
Design – Key Issues

✓ Work Adjacent to Hangars
  ▪ Concrete apron along face of hangar
    ▪ Simplifies paving
    ▪ Constructability

▪ Considerations
  ▪ Cost
  ▪ Impact to schedule
Example Concrete Apron
Design – Key Issues

✓ Accommodate Proposed Development
  - East Quad Clearspan Hangars
  - New connector taxiway

✓ Ramp Parking Layout
  - Evaluate for operational efficiency
  - Maximize parking
  - Type of tie-down system
Project Approach - Phasing

Items to consider for phasing

✓ Need to minimize operational impacts
✓ Need to expedite work on phases affecting larger hangars/businesses
✓ Phase to displace minimal number of tenants while allowing work to progress
✓ Balance time/phasing considerations with respect to construction costs
✓ Maintain adequate parking area for itinerant aircraft
✓ Get tenant buy-in for scheduled closures
Cost Control

✔ Choice of appropriate rehabilitation methods/pavement section
✔ Reclamation of existing pavement/base material if possible
✔ Reuse of existing drainage system
✔ Preparation of bid documents
  ▪ Clear, concise, easy to understand plans
✔ Constructability review
✔ Detailed/documentated Quality Assurance process
Why Hanson?

✓ Thorough project understanding
  ✓ Schedule
  ✓ Operational impacts
  ✓ Coordination with tenants/businesses
  ✓ Phasing
✓ Existing partnership
  ✓ GEC since 2014
  ✓ Project Manager you know
✓ Airport familiarity
  ✓ Have spent 1,000+ hours on your airport
✓ Experienced team
  ✓ Extensive pavement design experience
  ✓ Long working history with subs
Thank You!

Questions?
Statement of Qualifications
Professional Engineering Services

NORTH GA RAMP REHABILITATION

DESIGN, PERMITTING, BIDDING AND CONSTRUCTION ADMINISTRATION

NAPLES AIRPORT AUTHORITY
Naples Airport
A. TRANSMITTAL LETTER

November 12, 2019

Mr. Kerry Keith
Senior Director of Airport Development and Facilities
City of Naples Airport Authority
160 Aviation Drive North
Naples, FL 34104

Subject: Statement of Qualifications – North GA Ramp Rehabilitation
Naples Airport Authority – Naples Airport

Dear Mr. Keith:

We appreciate the opportunity to present this proposal to show our qualifications and experience related to the rehabilitation of the General Aviation ramp at Naples Airport. American Infrastructure Development, Inc. (AID) has recently completed several apron rehabilitation and expansion projects. These projects included a detailed phasing plan to help minimize impact to airport tenants, especially around T-Hangars where access to the units will be limited during the paving operations. We worked with the Airport staff, the FBO’s, and the Contractors during construction to adhere to the phasing plans. This included providing periodic exhibits to the stakeholders on the project schedule and sequence of pavement rehabilitation between and around the T-hangars and hangars. Constant communication has helped to minimize tenant impacts and to help keep the projects on schedule. We would appreciate the opportunity to apply our recent experience to this project and work with you to come up with the most efficient phasing plan to successfully complete this project.

Since its inception in 2009, AID has worked at over 60 airports throughout the U.S. and has completed multiple apron rehabilitation and expansion projects in Florida and in other states. Mohsen Mohammadi, Ph.D., P.E. our proposed Project Manager with over 30 years of experience, has been involved with all these projects either as the Project Manager, Engineer of Record, or Independent Quality Control/Constructability Reviewer. His knowledge of airports and his excellent communications skills will ensure the success of this project. Mohsen will lead the Design Team from our Tampa office at the address provided below. Mohsen can always be reached at his direct line, (813) 244-6609, or his email, mohsen@aidinc.us.

Mohsen will be assisted on this project by highly qualified engineers with similar experience. AID has sufficient staff to assign to this project to ensure delivering the highest quality contract documents on schedule. Depending on the available budget, our engineers may propose a multi-year plan to complete this project. We will utilize the experience of our Subconsultant, EG Solutions, in preparing this plan. EG Solutions staff has worked at your Airport for many years and can provide valuable insight on this project at every phase of design and construction.

AID acknowledges that no addendum has been issued for this RFQ. AID also takes no exceptions to the terms and provisions of the Professional Services Agreement included in the RFQ. Our Business License to practice Engineering in Florida is provided in the following page. If you have any questions or require additional information regarding this proposal, please contact me or our Project Manager, Mohsen.

Sincerely,
American Infrastructure Development, Inc.

Sabina C. Mohammadi
President – CEO
3810 Northdale Boulevard, Suite 170
Tampa, Florida 33624
(813) 374 – 2200
sabina@aidinc.us
State of Florida
Department of State

I certify from the records of this office that AMERICAN INFRASTRUCTURE DEVELOPMENT, INC. is a corporation organized under the laws of the State of Florida, filed on February 16, 2009.

The document number of this corporation is P09000015113.

I further certify that said corporation has paid all fees due this office through December 31, 2019, that its most recent annual report/uniform business report was filed on March 15, 2019, and that its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Fifteenth day of March, 2019

Secretary of State

Tracking Number: 3050777007CU

To authenticate this certificate, visit the following site, enter this number, and then follow the instructions displayed.

https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication
American Infrastructure Development, Inc. (AID). AID will serve the Authority from our Corporate Office located in Tampa, Florida. Our Engineers, Planners, and Inspectors will be immediately available to work on this project. AID has 8 office locations: 6 offices throughout Florida (Tampa, Clearwater, Orlando, Venice, West Palm Beach and Lake City), St. Croix (USVI) and Washington, D.C. Since its inception, AID has focused primarily on aviation related projects. We have worked at over 60 airports throughout the country providing planning and design services on airside and landside projects.

Our client mix includes Cities, Counties, and Airport Authorities. Working with public sector clients has enabled a unique perspective and extensive knowledge of procedures used by government agencies in administering contracts, bidding and award processes, and construction management.

Our Team will be led by our Principal-In-Charge, Sabina Mohammadi. Mohsen Mohammadi, Ph.D., P.E. will serve as the Project Manager. All communications between the Authority and our Team will be through Mohsen. The Authority will have full and continuous access to AID staff.

As the Prime Consultant, AID will provide overall Project Management, Planning, Design, and Construction Administration Services. AID has significant in-house experience on the following tasks:

- Airport General Consulting
- Runway and Taxiway Design
- Runway/Taxiway Extensions
- Apron Pavement Rehabilitation
- New Taxiways & Apron Design
- Landside Roads and Parking Design
- Stormwater Modeling and Permitting
- Airport and Land Use Planning
- Construction Administration Services
- Geotechnical Engineering
- FAA and FDOT Grant Assistance
- Grant Compliance during construction
- Inspection (RPR) Services

Our proposed Subconsultants will provide additional services as required by the Authority, including geotechnical, survey, and electrical design services. AID will utilize additional consultants the Authority may require for this project. The AID staff, under Mohsen’s leadership, will work with the proposed Subconsultants to provide the disciplines needed on this project.

Our Organizational Chart depicting AID Key staff and Subconsultants is shown at the end of section. A brief summary of our Key Project Team members and our Subconsultants is provided in this section.

Our staffing plan is to utilize the following proposed Key Project Team Members throughout the course of this project. The staff listed will be available for the duration of this Contract. Their participation will depend on different phases of the project. For example, our design staff will dedicate as much as 100% of their time during the design of a project to meet the schedule and deadlines established by the Authority and the funding agencies.
MOHSEN MOHAMMADI, PH.D., P.E. | PROJECT MANAGER
AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.

EDUCATION: Ph.D. in Civil/Structural Engineering; M.S. in Civil/Structural Engineering; B.S. in Civil Engineering

EXPERIENCE: Total: 30, AID: 10


PROFESSIONAL ORGANIZATIONS: Florida Airports Council, Society of American Military Engineers, Florida Engineering Society, Florida Institute of Consulting Engineers, National Society of Professional Engineers

Mohsen, a Principal with AID, has 30 years of diverse experience in the transportation industry. His experience encompasses many fields in Civil and Structural Engineering, including Program Management, Airport Design (rehabilitation, reconstruction, and new construction and extensions of Runways, Taxiways, and Aprons), Navigational Aids Design/Relocation, Construction Management, Roadways and Drainage Design, Bridges and other Structural Design. He has provided Engineering Consulting Services for numerous agencies in Florida, including Venice Municipal Airport, Brooksville-Tampa Bay Regional Airport, Albert Whitted Airport, Peter O. Knight Airport, Plant City Airport, Tampa International Airport, Palm Beach County Department of Airports (4 airports), St. Pete-Clearwater International Airport, Sarasota Bradentont International Airport, Daytona Beach International Airport, Tallahassee Regional Airport, Jacksonville Aviation Authority (4 airports), and Okaloosa County Airports (3 airports). Mohsen has an excellent long-term relationship with the FAA Orlando Airports District Office and FDOT District 1 coordinating on grants, airfield pavements, navigational aids, and project closeouts. Mohsen is a Private Pilot.

The following present a summary of some recent apron and other airfield pavement rehabilitation projects Mohsen has been involved with:

APRON REHABILITATION, VENICE MUNICIPAL AIRPORT, VENICE, FLORIDA
Mohsen served as the Project Manager for the reconstruction of 65,000 square yards of aircraft parking apron. The project included the removal of 41,000 square yards of 1940’s concrete pavement and re-using the crushed concrete as the base course for the new asphalt surface. The project also included the full depth reclamation of 23,000 square yards of an existing asphalt and base course to be used as a stabilized base under the new asphalt surface course. The project required multiple phases of construction to minimize impact to aircraft parked on the apron and to the Hangars and T-Hangars. A new tie-down layout was produced to maximize the number of aircraft parking positions. The project also included the installation of a new Compass Rose. Responsibilities included coordination with the design team and subconsultants, airfield design including pavement and geometric design, Modifications of Design Standards, preparation of Construction Safety and Phasing Plan, and Construction Administration Services. The project was completed in 2018. Total construction cost was $4.5M.

RUNWAY 4-22 AND OTHER PAVEMENT REHABILITATION, PETER O. KNIGHT AIRPORT, TAMPA, FLORIDA
Mohsen served as Project Manager for the rehabilitation of Runway 4-22, Taxiway A and Connectors, Aircraft Tie-down Apron, Taxiway C, Taxiway E, and T-Hangar Taxilanes. The project consisted of full depth reclamation of all the asphalt pavement to be used as a base course for the new asphalt surface course. A detailed phasing plan was required for the runway and taxiway rehabilitation and the rehabilitation of the tie-down apron and taxilanes. Weekly coordination with the FBO and the Owner was required to ensure all the tenants were aware of pavement closures. The phasing plan included the temporary relocation of the aircraft in the T-hangars to allow reconstruction of the taxilanes. Responsibilities included coordination with the design team and subconsultants, airfield pavement geometric design, Modifications of Design Standards, preparation of Construction Safety and Phasing Plan, and Construction Administration Services. The project was completed in 2018. Total construction cost was $4.6M.
APRON, TAXIWAY B, AND T-HANGAR TAXILANES REHABILITATION, CRYSTAL RIVER AIRPORT, CRYSTAL RIVER, FLORIDA

Mohsen served as the Project Manager for the rehabilitation of the existing Aircraft Tie-Down Apron, Taxiway B, and Taxilanes. The project included the asphalt mill and overlay of the apron and the full depth reclamation of Taxiway B and Shade-Hangar Taxilanes. A detailed construction phasing plan was generated to minimize impact to aircraft operations on the apron and hangar tenants. A new tie-down layout was also prepared to maximize the number of aircraft parked on the apron. Responsibilities included overall project management, design reviews, and Construction Administration Services. The project was completed in 2019. Total construction cost was $750K.

APRON REHABILITATION, HENRY E. ROHLSEN AIRPORT, ST. CROIX, USVI

Mohsen served as the Project Manager for the reconstruction of the existing air carrier, air cargo, military, and general aviation aprons. This project is constructed in multiple phases due to funding availability. Phases 1 through 4 have been completed and include asphalt and concrete pavement reconstruction of the air carrier and general aviation aprons. The remaining aprons will be rehabilitated as funding becomes available. Construction phasing plan included coordination with the airlines and Airport Operations to temporarily change gate positions to avoid any impact to aircraft operations. Responsibilities included the overall project management, coordination with the FAA on grant Pre-Applications, Applications, and compliance during construction, coordination with FAA ATCT on Safety Risk Management (SRM) process, preparation of the Construction Safety and Phasing Plan, and Construction Administration Services. Phase 1 through Phase 4 of this project were completed in 2014 through 2019. Total Construction cost to-date is $12.9M.

RUNWAY 10-28 AND OTHER PAVEMENT REHABILITATION, PLANT CITY AIRPORT, PLANT CITY, FLORIDA

Mohsen served as Project Manager for the rehabilitation of Runway 10-28, Taxiway A and Connectors, Aircraft Tie-down Apron, and T-Hangar Taxilanes. The project consisted of the asphalt mill and overlay of all the pavements. Extensive phasing plans were required for the runway and taxiway rehabilitation and the rehabilitation of the tie-down apron and taxilanes. Weekly coordination with the FBO and the Owner was required to ensure all the tenants were aware of pavement closures. A new tie-down layout and taxilane centerline markings were generated for the apron to maximize parking position and open areas for temporary aircraft parking. The phasing plan included the temporary relocation of the aircraft in the T-hangars to allow rehabilitation of the taxilanes. Responsibilities included coordination with the design team and subconsultants, airfield pavement geometric design, preparation of Construction Safety and Phasing Plan, and Construction Administration Services. The project will be completed in February 2020. Total construction cost is $3.9M.

NEW FIXED BASED OPERATOR FACILITY (SIGNATURE FLIGHT SUPPORT - NETJETS), PALM BEACH INTERNATIONAL AIRPORT – WEST PALM BEACH, FLORIDA

Mohsen served as Engineer of Record for the landside and airside design of improvements at PBI to support a new Fixed Base Operator. The project included a Taxiway extension and new Aircraft Parking Apron; new stormwater system; roadway intersection modifications to provide connection to Palm Beach County’s arterial road; and an extension of internal airport service road. Responsibilities include overall management of the civil design team; coordination with PBI, SFWMD, and the Architect; and construction administration. The first phase of this project was completed in 2012. Total construction cost was $10.3M. Since 2012, the aircraft parking apron was expanded in two phases, one completed in 2017 and the second phase completed in 2019.
Sabina is the President-CEO of American Infrastructure Development, Inc. (AID). She is the Principal-In-Charge of many of the Company’s projects. She has 30 years of management experience and has worked at over 60 airports in the United States, Puerto Rico, and the Virgin Islands. Her experience includes managing projects, programs, personnel, as well as implementing Quality Control/Assurance processes while working with the Department of Transportation and the Federal Aviation Administration. Since founding AID in 2009, Sabina has been Principal-In-Charge on many similar projects. Sabina is a Private Pilot.

**GENERAL ENGINEERING AND ARCHITECTURAL CONSULTING, HENRY E. ROHLSSEN INTERNATIONAL AIRPORT—ST. CROIX, US VIRGIN ISLANDS**

Sabina serves as the Principal-In-Charge and Quality Assurance for all airport engineering services provided by AID at Henry E. Rohlsen Airport. Projects included the Rehabilitation of Runway 10-28, 1.3M square feet of aircraft parking apron, as well as the design and construction of an ARFF Facility. A security improvement project was also conducted which included the evaluation of the existing drainage canal crossings east of Runway 10-28 and the design for a security fencing. Other work includes assistance in all aspects of FAA Grants, Grant Compliance, and permitting. Ongoing projects include the design for the terminal building expansion.

**FBO COMPLEX, SITE DEVELOPMENT (UTILITIES, DRAINAGE, AND PARKING), AND TAXIWAY CONNECTORS**

**MINETA SAN JOSÉ INTERNATIONAL AIRPORT—SAN JOSÉ, CALIFORNIA**

Sabina served as the Quality Assurance Manager for the design of a new private terminal loop road, parking facility, water main, fire main, sanitary main, aircraft parking apron, taxiway, and low impact development drainage design. The project included Civil/Site design for 29 Acres of a new FBO Facility. Permitting effort included coordination with the FAA, City of San José, City of Santa Clara, Water/Utilities Department, Santa Clara County Health Department, City of San Jose Fire Marshal, City Public Works, Traffic, and Drainage Departments. An Airspace Checklist was also submitted to and approved by FAA.

**MARK JANSEN, P.E., LEED BD+C | PROJECT ENGINEER**

American Infrastructure Development, Inc.

**EDUCATION:** B.S. in Civil and Environmental Eng.; M.S. in Civil Engineering  | **EXPERIENCE:** Total: 23, AID: 7

**PROFESSIONAL ENGINEERING LICENSE:** FL/56095, GA/034997 | LEED® Accredited Professional/10411328

**PROFESSIONAL ORGANIZATIONS:** Florida Airports Council (Committees: Federal Affairs, Statewide, Corporate)

Mark Jansen, P.E. has 23 years of experience managing projects from concept and permitting to construction administration. He is experienced in the engineering design of aviation and other transportation facilities, with specialization in pavement design, evaluation, and materials characterization and hangar building design coordination. Mark also specializes in pavement management and non-destructive testing and evaluation, readily applying sophisticated mechanistic pavement designs as well as AASHTO, FAA, ICAO, and US Army Corps of Engineers procedures.
Mark served as the Project Manager for the design of a new private terminal loop road, parking facility, water main, sanitary main, aircraft parking apron, taxiway, and low impact development drainage design. The project included Civil/Site design for 29 Acres of a new FBO Facility. Permitting effort included coordination with the FAA, City of San José, City of Santa Clara, Water/Utilities Department, Santa Clara County Health Department, City of San Jose Fire Marshal, City Public Works, Traffic, and Drainage Departments. An Airspace Checklist was also submitted to and approved by FAA. (Total: $88M, Site/Civil $25M)

Mark served as the Project Manager for the landside improvements to Palm Beach International Airport to support a new FBO Terminal. Project elements included a parking facility, entrance roadway, utilities (water, sewer, dry utilities), and drainage infrastructure design to support the facilities including 4-10’ diameter culverts and dry retention stormwater facilities designed to recover in less than 24 hours. Project also included roadway intersection modifications, traffic signaling and pedestrian improvements and water and sewer main modifications, to provide connection to Palm Beach County’s Arterial road as well as the extension of internal airport roadway. This project was the first implementation of PBIA’s master drainage plan within the constrained drainage conditions of the C51 Canal.

Mr. Holley is a Project Manager at AID. He has served on a wide variety of projects at airports ranging in size from small GA facilities to large international hubs and military installations. He is well versed with the current FAA, ICAO, and Military UFC guidelines with skills encompassing Pavement Design, Geometric Layout of Facilities, Utility Design, Project Management, and Construction Administration. Kyle’s most recent experience has been at Albert Whitted, Brooksville-Tampa Bay Regional, Venice Municipal, St. Pete-Clearwater International, Tampa International, MacDill Airforce Base, Luis Munoz Marin International in Puerto Rico, and Henry E. Rohlsen International in St. Croix, US Virgin Islands.

Kyle was a key member of the design team for this new 30-acre private development incorporating a new aircraft apron, fuel farm, terminal building and seven new aircraft hangars. Project responsibilities included the design and grading of the airside apron and coordinating with the design-build team to save costs and construction time for the facility. Total cost was $88M.
REPAIR (SUSTAIN) FAILING RUNWAY 4-22 PAVEMENTS, MACDILL AIR FORCE BASE—TAMPA, FLORIDA

Kyle served as the Engineer of Record for the rehabilitation of Runway 4-22 at MacDill Air Force Base in Tampa, Florida. The project included the mill and overlay of the asphalt portion of the 11,421-foot runway. The design and construction were completed ahead of schedule. High Definition Survey was utilized during design and three-dimensional design models were uploaded into the contractor's GPS enabled Trimble equipment to reduce construction, layout, and staking time and minimize closures to the Runway. The construction cost of the project was $8.5M.

ELTON SMITH, P.E. | AIRFIELD ENGINEER
AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.

EDUCATION: B.S. in Mechanical Engineering | EXPERIENCE: Total: 13, AID: 5

PROFESSIONAL ENGINEERING LICENSE: Florida/71920

PROFESSIONAL ORGANIZATIONS: Florida Airports Council, Society of American Military Engineers

Elton’s expertise is characterized by his knowledge of a variety of engineering disciplines and his ability to provide solutions to complex challenges. Elton performed a variety of civil site tasks, including channel and pond design, roadway drainage design, and the preparation of stormwater management plans for subdivisions and large mining operations. He has also been involved in the design of utilities and drainage on many projects with AID. Elton’s expertise is with hydrologic and hydraulic modeling of projects such as site-wide water balance models and large-scale watershed modeling.

FBO COMPLEX, SITE DEVELOPMENT (UTILITIES, DRAINAGE, AND PARKING), AND TAXIWAY CONNECTORS, MINETA SAN JOSÉ INTERNATIONAL AIRPORT—SAN JOSÉ, CALIFORNIA

Elton served as the Drainage Engineer for the design of a new private terminal loop road, parking facility, water main, fire main, sanitary main, aircraft parking apron, taxiway, and low impact development drainage design. The project included Civil/Site design for 29 Acres of a new FBO facility. Permitting efforts included coordination with the FAA, City of San José, City of Santa Clara, Water/Utilities Department, Santa Clara County Health Department, City of San Jose Fire Marshal, City Public Works, Traffic, and Drainage Departments. An Airspace Checklist was also submitted to and approved by the FAA.

CUSTOMS AND BORDER PROTECTION FACILITY, BOCA RATON AIRPORT—BOCA RATON, FL

Elton served as Engineer of Record for the site civil design of the Customs and Border Protection building, entrance road, parking lot, apron and taxiway connectors. The design included a dry stormwater pond, storm sewer system, water connection, and sanitary sewer connection. The project was permitted through the South Florida Water Management District and the City of Boca Raton. The project challenges included the design of a practical security perimeter, coordination among several disciplines on the design team, and design of ADA access while maintaining security.
EG Solutions, Inc. (EGS), a DBE Firm, will assist AID in every phase of this project due to their extensive knowledge of the Airport and Staff. EGS will assist in the review of all documents developed in every phase of the project performing Quality Control and Constructability reviews. EGS is a Lakewood Ranch, FL based aviation consulting firm. Each member of senior management has over 40 years of engineering and aviation experience. Most of this experience has been on Florida aviation projects.

EGS’s work at Naples Airport for Taxiway A Extension and Water Management Improvements was awarded the **2015 GA Airport J. Bryan Cooper Environmental Award** from the Florida Airports Council.

Scott Brady, P.E., a Senior Technical Consultant with EGS, will work closely with Mohsen and the Key Team Members to ensure quality submittals to the Authority.

Scott has over 40 years of experience in civil engineering, emphasizing public sector projects. More than 32 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.

A partial listing of his relevant project experience for the City of Naples Airport Authority at the Naples Airport includes Taxiway D Realignment and Drainage Improvements, new Taxilane F, Runway 14-32 Threshold Improvements, Taxiway D Extension, Taxiway A Improvements and Holding Bay, and Runway 14-32 Safety Area and Drainage Improvements.

**Hillers Electrical Engineering, Inc. (HEE)** has successfully completed several projects with AID at many airports in Florida. HEE has also been involved with recent projects at APF. HEE will serve the Authority from their office in Boca Raton, Florida. All work performed by HEE will be led by Amy Champagne-Baker, P.E. or Jim Kappes, P.E.

**E.F.Gaines Surveying Services, Inc. (EFGaines)** is a licensed surveying and mapping firm located in Fort Myers, Florida. EFGaines has been providing design related surveying services to both public and private sector clients since 2002. Elizabeth F. Gaines, PSM, the owner and founder of the firm, has over 30 years of surveying experience and is well known in the Southwest Florida design community. EFGaines has provided surveying services at several airports including at Naples Airport on Runway 14-32 Drainage Improvements, Taxiway “D” Extension, Falcon Lane Improvements, Taxiway “D” Realignment, and Runway 5-23 Drainage Improvements.

**Ardaman & Associates, Inc. (Ardaman)** offers a broad range of professional engineering services including: Geotechnical engineering, Construction materials testing and inspection, Hydrogeology and surface water hydrology, and Soil/groundwater contamination assessments/remediation. One of their recent projects is at APF which included Taxiway D Realignment. Ardaman provided geotechnical exploration and construction materials testing services for approximately 1,800 feet of new taxiway parallel to Runway 5-23. Mr. Ivan Sokolic, P.E. will lead the effort during the design for geotechnical investigations. Mr. Gregory Hainsworth, P.E. will lead the effort during construction for material testing.
C. SIMILAR PROJECTS

1. APRON REHABILITATION
Venice Municipal Airport, Venice, Florida

City of Venice, Florida
Mr. Mark Cervasio, Airport Director
(941) 486-2711
mcervasio@flyvnc.com

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Project Features:

- Design, bidding, construction administration, inspection, and Q/A testing services
- Grant assistance (Pre-Applications and Grant Applications)
- Grant compliance during construction
- Apron pavement rehabilitation and expansion
- Drainage improvements
- Aircraft tie-down layout and taxilane reconfiguration
- Construction Safety and Phasing Plan (CSPP)
- Tenant and other stakeholders’ coordination

American Infrastructure Development served as the Prime Consultant and Engineer of Record for the reconstruction of 65,000 square yards of aircraft parking apron. The project included the removal of 41,000 square yards of 1940’s concrete pavement and re-using the crushed concrete as the base course for the new asphalt surface. The project also included the full depth reclamation of 23,000 square yards of an existing asphalt and base course to be used as a stabilized base under the new asphalt surface course.

Project required multiple phases of construction to minimize impact to aircraft parked on the apron and to the Hangars and T-Hangars. A new tie-down layout was produced to maximize the number of aircraft parking positions. The project also included the installation of a new Compass Rose. Responsibilities included coordination with the design team and subconsultants, airfield design including pavement and geometric design, Modifications of Design Standards, preparation of Construction Safety and Phasing Plan, and Construction Administration Services.
2. RUNWAY 4-22 AND OTHER PAVEMENT REHABILITATION
Peter O. Knight Airport, Tampa, Florida

Hillsborough County Aviation Authority
Mr. Scott Nesbitt, P.E., Project Director
(813) 870-7832
SNesbitt@TampaAirport.com

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Project Features:

- Design, bidding, construction administration, inspection, and Q/A testing services
- Modification of Design Standards
- Grant compliance during construction
- Apron, T-Hangar Taxi lanes, Runway, and Taxiway pavement reconstruction
- Drainage improvements
- Aircraft tie-down layout
- Construction Safety and Phasing Plan (CSPP)
- Tenant and other stakeholders’ coordination

American Infrastructure Development, Inc. served as the Prime Consultant and Engineer of Record for the rehabilitation of Runway 4-22, Taxiway A and Connectors, Aircraft Tie-down Apron, Taxiway C, Taxiway E, and T-Hangar Taxi lanes. The project consisted of full depth reclamation of all the asphalt pavement to be used as a base course for the new asphalt surface course. Extensive phasing plans were required for the runway and taxiway rehabilitation and the rehabilitation of the tie-down apron and taxi lanes. Weekly coordination with the FBO and the Owner was required to ensure all the tenants were aware of pavement closures. The phasing plan included the temporary relocation of the aircraft in the T-hangars to allow reconstruction of the taxi lanes.

Responsibilities included coordination with the design team and subconsultants, airfield pavement geometric design, Modifications of Design Standards, preparation of Construction Safety and Phasing Plan, and Construction Administration Services.
3. APRON, TAXIWAY B, AND T-HANGAR TAXILANES REHABILITATION
Crystal River Airport, Crystal River, Florida

Citrus County
Mr. Quincy Wylupek, Engineering Project Manager
(352) 527-5488
quincy.wylupek@bocc.citrus.fl.us

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Project Features:

- Design, bidding, construction administration, inspection, and Q/A testing services
- Modification of Design Standards
- Apron, T-Hangar Taxilanes, and Taxiway pavement reconstruction
- Aircraft tie-down layout
- Construction Safety and Phasing Plan (CSPP)
- Tenant and other stakeholders’ coordination

American Infrastructure Development, Inc. served as the Engineer of Record for the rehabilitation of the existing Aircraft Tie-Down Apron, Taxiway B, and Taxilanes. The project included the asphalt mill and overlay of the apron and the full depth reclamation of Taxiway B and Shade-Hangar Taxilanes. A detailed construction phasing plan was generated to minimize impact to aircraft operations on the apron and hangar tenants. A new tie-down layout was also prepared to maximize the number of aircraft parked on the apron. Responsibilities included overall project management, design reviews, and Construction Administration Services.
American Infrastructure Development, Inc. served as the Prime and Engineer of Record for the reconstruction of the existing air carrier, air cargo, military, and general aviation aprons. This project is on-going and has been constructed in multiple phases due to funding availability. Phases 1 through 4 have been completed and include asphalt and concrete pavement reconstruction of the air carrier and general aviation aprons. The remaining aprons will be rehabilitated as funding becomes available.

Construction phasing plan included coordination with the airlines and Airport Operations to temporary change gate positions to avoid any impact to aircraft operations. Responsibilities included the overall project management, coordination with the FAA on grant Pre-Applications, Applications, and compliance during construction, coordinating with FAA ATCT on Safety Risk Management (SRM) process, preparation of the Construction Safety and Phasing Plan, and Construction Administration Services. Phase 1 through Phase 4 of this project were completed in 2014 through 2019.
5. RUNWAY 10-28 AND OTHER PAVEMENT REHABILITATION

Plant City Airport, Plant City, Florida

Hillsborough County Aviation Authority
Mr. Scott Nesbitt, P.E., Project Director
(813) 870-7832
SNesbitt@TampaAirport.com

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Project Features:

- Design, bidding, construction administration, inspection, and Q/A testing services
- Grant compliance during construction
- Apron, T-Hangar Taxi lanes, Runway, and Taxiway pavement reconstruction
- Drainage improvements
- Aircraft tie-down layout
- Construction Safety and Phasing Plan (CSPP)
- Tenant and other stakeholders' coordination

American Infrastructure Development, Inc. served as the Prime Consultant and Engineer of Record for the rehabilitation of Runway 10-28, Taxiway A and Connectors, Aircraft Tie-down Apron, and T-Hangar Taxi lanes. The project consisted of the asphalt mill and overlay of all the pavements. Extensive phasing plans were required for the runway and taxiway rehabilitation and the rehabilitation of the tie-down apron and taxi lanes. Weekly coordination with the FBO and the Owner was required to ensure all the tenants were aware of pavement closures. A new tie-down layout and taxi lane centerline markings were generated for the apron to maximize parking position and open areas for temporary aircraft parking.

The phasing plan included the temporary relocation of the aircraft in the T-hangars to allow rehabilitation of the taxi lanes. Responsibilities included coordination with the design team and subconsultants, airfield pavement geometric design, preparation of Construction Safety and Phasing Plan, and Construction Administration Services. The project will be completed in February 2020.
6. NETJETS FACILITY (SIGNATURE FLIGHT SUPPORT)
Palm Beach International Airport, West Palm Beach, Florida

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Project Features:

- Design, bidding, construction administration, and Q/A testing
- Apron and Taxiway pavement design
- Drainage design and stormwater permitting (SFWMD)
- Landside roadways, parking lot, and utility design
- Airspace Analyses

American Infrastructure Development, Inc. served as the Prime Civil Consultant and Engineer of Record served for Landside and Airside design of improvements at PBI to support a new Fixed Base Operator. The project included a Taxiway extension and new Aircraft Parking Apron; new stormwater system; roadway intersection modifications to provide connection to Palm Beach County's arterial road; and an extension of internal airport roadway.

Responsibilities include overall management of the civil design team; coordination with PBI, SFWMD, and the Architect; and construction administration. The first phase of this project was completed in 2012. Since 2012, the aircraft parking apron was expanded in two phases, one completed in 2017 and the second phase completed in 2019.
7. APRON RECONSTRUCTION
Minneapolis-Saint Paul International Airport, Bloomington, MN

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<tbody>
<tr>
<td>John R. Manning, CCM, LEED AP, PE, CEO/Principal, KMI International</td>
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<tr>
<td>(407)761-8625</td>
</tr>
<tr>
<td><a href="mailto:johnmanning@kraus-manning.com">johnmanning@kraus-manning.com</a></td>
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| Designed | 2014 – 2015 |
| Constructed | 2015 – 2016 |
| Original Budget | $8M |
| Actual Costs | <$8M |

Project Features:

- Design, bidding, construction administration, and Q/A testing
- Apron pavement rehabilitation
- Detailed construction phasing
- Aircraft tie-downs
- Airspace Analyses
- Close coordination with the FBO and Minneapolis-Saint Paul International Airport

American Infrastructure Development, Inc. was the Prime Consultant and Engineer of Record for the design for the reconstruction of the FBO asphalt apron at Minneapolis-Saint Paul International Airport including pavement design using FAA's FAARFIELD Airport Pavement Design software. The project was designed to be constructed over multiple years. Phase 1 addressed the most deteriorated northern portions of the apron in the first year. Phase 2 was designed to be completed in four Sub-Phases (Sub-Phases A to D) if construction bids were over the program budget. Each phase/sub-phase boundary matched existing grades along its boundaries to facilitate multi-year construction. Tasks also included the analysis and design of a fuel spill control system and replacement of existing aircraft tie-downs, sod and pavement markings. An Airspace Checklist was also submitted to the FAA.
8. FBO COMPLEX AND SITE DEVELOPMENT
Mineta San José International Airport, San José, California

Signature Flight Support
John R. Manning, CCM, LEED AP, PE,
CEO/Principal, KMI International
(407)761-8625
johnmanning@kraus-manning.com

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Project Features:

- Design, bidding, construction administration, and Q/A testing
- Apron construction (asphalt), Taxiway construction (concrete)
- Drainage design and stormwater permitting
- Landside design and fuel farm facility
- Detailed construction phasing and Airspace Analyses
- Close coordination with the FBO and the Airport

American Infrastructure Development, Inc. was the Prime Civil Consultant and Engineer of Record for the design and construction administration services for 29 Acres of a new FBO Facility at the San José International Airport. Responsibilities included coordinating the design and construction of a new private terminal loop road, parking facility, water main, fire main, sanitary main, aircraft parking apron, taxiway, and low impact development drainage design. Permitting effort included coordination with the FAA, City of San José, City of Santa Clara, Water/Utilities Department, Santa Clara County Health Department, City of San Jose Fire Marshal, City Public Works, Traffic, and Drainage Departments. An Airspace Checklist was also submitted to and approved by the FAA.
D. APPROACH

The City of Naples Airport Authority intends to rehabilitate the existing pavement in the East Quad of the North General Aviation Ramp at Naples Airport. The pavement area is approximately 650,000 square feet. It serves several T-hangars and hangars and aircraft tie-downs. The Pavement Condition Index (PCI) rating for this ramp ranges from 44 to 76 according to FDOT’s 2015 Pavement Management Report. The majority of the pavement has PCI ratings in the range 44 to 60. The low range of the PCI ratings are in the poor category. We anticipate this rating is now well below 40, which is considered a very poor pavement requiring major rehabilitation.

FDOT recommendation in the Pavement Management Report is to perform a mill and overlay of this pavement. The pavement section in this area consists of approximately 2 inches of asphalt over 6” of limerock base course. Field investigations as part of the preliminary engineering will confirm this information and help the Design Team to make an appropriate recommendation on the pavement repairs.

American Infrastructure Development, Inc. (AID) has a strong Team of Airport Engineers and Planners with decades of experience in Airport design. Our Design Team will evaluate the following criteria during the initial planning and engineering phase of this project:

- Project budget
- Project schedule
- Construction phasing
- Planned future facilities
- Pavement rehabilitation alternatives
- Aircraft tie-down configuration
- Existing and future taxiway connections
- Fueling facility

PROJECT BUDGET

It is our current understanding that the Authority will use local funds for the design and construction of this project. FAA or FDOT funding is not anticipated at this point. This may require the project to be completed in multiple years based on local funding availability. The Design Team will prepare the construction documents for the project and, depending on available funds, will prepare the bid documents to match available funds. AID has worked with several clients in multi-phasing projects due to funding availability and prioritization based on the severity of the pavement. Examples of this include the apron rehabilitation at Henry E. Rohlsen Airport in St. Croix, which requires a $33M budget to complete the project. However, the project is being constructed in multiple years with budgets ranging from $2M to $5M. Other similar projects with multi-year construction include the FBO ramp construction at Palm Beach International Airport and the FBO ramp reconstruction at Minneapolis-Saint Paul International Airport.

PROJECT SCHEDULE

Naples Airport is a very busy General Aviation Airport. Being in south Florida, it is one of the winter destinations in the country with significantly increased aviation traffic. This places a major demand on aircraft parking aprons and hangar facilities at the Airport. It will be critical for the Design Team to work closely with the Authority to determine the best time of the year to perform this work to help minimize impact to Airport operations. AID is fully aware of the need to schedule construction activities around the high seasons or holidays to minimize impact to the Airport and tenants. For example, on the Albert Whitted Airport Runway 7-25 Rehabilitation
We delayed the construction after the annual Grand Prix race in downtown City of St. Petersburg. The race uses a section of Runway 7-25 as part of the track. The project still had to be bid and awarded early to secure FAA grant funding.

**CONSTRUCTION PHASING**

In addition to considering the busy seasons at the Airport, our Design Team will also need to evaluate a detailed phasing plan to ensure minimal impact to the access to the existing T-hangars and hangars in this area. It is critical to provide a construction schedule in advance of construction to the tenants. This will allow the aircraft to be relocated to another hangar or to another section of the ramp to allow for construction adjacent to the specific T-hangar. At weekly construction meetings, this information will be disseminated to all stakeholders to allow ample time to plan for temporarily relocating aircraft.

AID has accomplished this on multiple projects, including on our project at Venice Municipal Airport. On this project all the public use ramps north of the airfield and in the mid-field were reconstructed requiring temporary relocation of aircraft parked on the ramp and relocating aircraft within the T-hangars. Other similar projects include the T-hangar taxilanes rehabilitation at Peter O. Knight and Plant City Airports.

The exhibit to the right is an example of a recent pavement rehabilitation project AID completed at Plant City Airport requiring temporary relocation of aircraft within the T-hangars to an area on the tie-down ramp. AID provided such detailed exhibits to the FBO, tenants, Owner, and the Contractor to ensure clear understanding of the impacted areas and duration. Continuous communication among the stakeholders helps reduce confusion during construction.

We will work closely with the Authority during the design to prepare the most feasible phasing plan for this project to minimize impact to operations while giving as much flexibility to the contractor to perform its work without major delays. The phasing plan will take into account contractor’s access points and aircraft movement routes into and out of the ramp. A fully thought out phasing plan in the contract documents will also help the bidders to provide a more reasonable bid for construction.

**PLANNED FUTURE FACILITIES**

The Airport Authority is currently updating the Airport Master Plan and Airport Layout Plan for Naples Airport. As part of this plan, the Authority may be constructing new hangars or building north of this existing ramp. AID will coordinate with the Authority during the design to make sure any future developments in or around this ramp are taken into account during design and construction. For example, depending on the location of the new facility, grades and elevations on the ramp may have to be adjusted to accommodate the new finished grade(s) of the buildings. This may require raising the ramp elevations in the area and modifying the storm system to accommodate the future development. AID will coordinate these activities with the Authority and include EG Solutions in the evaluation of any stormwater modifications and permitting that may be necessary.

**PAVEMENT REHABILITATION ALTERNATIVES**

Our Design Team will evaluate all available information and procure additional field data such as pavement cores and subsurface soils conditions to determine the best pavement rehabilitation alternative(s) for this project. Due to the existing condition and thickness of the asphalt surface, it is recommended to remove this 2-inch surface layer and replace with new asphalt. The existing limerock base course will need to be re-worked and regraded prior to the asphalt placement.

The Authority may also want to consider the placement of fuel resistant pavement in specific aircraft parking areas to help protect the pavement in case of a fuel spill. In late 2018, FAA introduced a new specification, P-404, with high performance grade asphalt binder for fuel-resistant asphalt mix pavement. This mix can be used primarily on aprons where fuel spills may be more common. However,
the higher cost of this mix in lieu of P-401 or P-403 has limited the use of this product at airports. The initial cost of this material may not be justified compared to having to make minor repairs due to potential fuel spills. If the Authority would still prefer to use this mix, we recommend limiting the use to the aircraft parking areas.

Depending on the current condition of the limerock base, the Authority may also consider the use of full depth reclamation (FDR) process for mixing the existing asphalt and base courses to create a new stabilized base course under the newly placed asphalt pavement. This process will ensure a uniform base course that will be stronger than the existing limerock base course thereby helping prolong the life of the new pavement. Until late 2018, AID successfully received approval from the FAA to use this process using a Modification of Design Standards. However, FAA has now introduced a new specification, P-207, for this process. AID has used this process on several pavement rehabilitation projects including Runway 4-22 and mid-field apron at Venice Municipal Airport, Runway 7-25 at Albert Whitted Airport, and Runway 4-22, Taxiways, Apron, and Taxi lanes rehabilitation at Peter O. Knight Airport. This is also a sustainable approach to pavement rehabilitation/reconstruction projects eliminating significant waste of resources and pollution.

**TIE-DOWN AND TAXILANE CONFIGURATION**

As part of the apron rehabilitation project, AID will coordinate with the Authority to best maximize the number of tie-downs on the ramp while meeting the separation guidelines for taxiway and taxi lanes Object Free Areas. A new marking plan for the tie-downs and taxi lanes will be produced and incorporated into the construction documents. On our recently completed apron rehabilitation projects at Venice Municipal Airport and Plant City Airport, AID evaluated several alternatives for tie-downs. We will use this experience on this project as well. AID will also evaluate access to the fueling facility and provide sufficient space for the safe movement of aircraft.

**DESIGN AND POST DESIGN SERVICES**

**Schematic Design (30%)**

Following the Notice to Proceed, AID will conduct field investigations and review available drawings and reports and proceed with the 30% level design and plans production. Project Team Members will visit the site to field verify the survey information and become more familiar with airport operations.

Specifically, AID will evaluate repair alternatives for each pavement section, perform preliminary pavement design, prepare a preliminary construction phasing and safety plan and 30% level drawings, update the construction cost estimate and schedule, and identify any required Modifications of Design Standards (MOS). This work will be performed with constant coordination with the Authority.

**Design Development (60%)**

During this phase, AID will continue with the design and preparation of the construction drawings and specifications and incorporate comments received on 30% documents. Specifically, the Design Team will finalize the pavement design, prepare the Construction Safety and Phasing Plan (CSPP), prepare 60% level drawings, prepare an outline of Technical Specifications, update and independently review the construction cost estimate and schedule, perform value engineering, and perform a constructability review.

**Contract Documents (90%)**

The Design Team will proceed with 90% construction documents, including finalizing the Construction Phasing Plan. The Construction Safety and Phasing Plan (CSPP) will be finalized early in this phase based on the approved phasing plan. At this stage, the construction cost estimate and construction schedule will also be updated and finalized, and the Engineer’s Report will be completed. In addition, 90% construction drawings will be prepared. During this phase, AID will assist the Authority in submitting the CSPP and the Airspace Analyses for temporary construction equipment and permanent facilities to the FAA via the OE/AAA web portal.
Contract Documents (100%)

Upon receipt of final comments from the Authority, AID will proceed with the preparation of the bidding documents. This effort includes incorporating final comments and finalizing the construction drawings, Project Manual, Engineer’s Report, construction cost estimate, and construction schedule. Signed and sealed contract documents will be submitted to the Authority.

Bidding and Award Phase

This phase will include the effort necessary to advertise for and receive bids from contractors and to review the bids and make a recommendation of award to the Authority. The AID Design Team will provide the Authority with electronic and hard copies of the Bid Documents, prepare for and attend the Pre-Bid Meeting, assist the Authority in addressing bidders’ questions and issuing addenda, review bids for responsiveness and accuracy, prepare the bid tabulation, make a recommendation of award and prepare conformed documents for construction.

Construction Administration

To maintain continuity from the design to the construction phase, AID’s Project Manager, Mohsen, will manage and be involved with all the tasks associated with the Construction Administration Services. Mohsen will work with the Design Team to prepare the Construction Management Plan incorporating the testing requirements and certifications and Contractor’s Quality Control Plan. AID will prepare a Quality Control Testing schedule and a submittal checklist to ensure that all the required testing is completed and all shop drawings and documents such as the Safety Plan Compliance Document (SPCD) are submitted in a timely manner to avoid delays in construction.

We will prepare for and attend the Pre-Construction Meeting to review the project scope, budget, and schedule. Mohsen will make periodic site visits to observe and familiarize himself with the progress and quality of the work. The Design Team will review all shop drawings and submittals and review all the Quality Assurance Test results performed by our subconsultant, Ardaman, and request corrective action from the Contractor as necessary.

We will also review monthly pay applications and supporting documentations. Once the final inspection is performed and Punchlist items are complete, AID will assist the Authority in obtaining all the construction closeout documents and prepare Record Drawings as the final steps in closing this project.

RPR Services

If requested by the Authority, AID will assign a seasoned Inspector to perform as the Resident Project Representative (RPR) during construction. Our RPR will provide daily inspection reports, oversee and coordinate quality assurance testing activities, review test results, attend daily and weekly coordination meetings, and coordinate with the Design Team on the interpretation of the design documents.

COORDINATION AND COMMUNICATION

All communications with the Project Team will be through the designated Project Manager, Mohsen Mohammadi, Ph.D., P.E. Our specialty Subconsultants will be involved at times with various assignments. However, Mohsen will maintain overall management of these Subconsultants and will be the final clearinghouse to provide the Authority with a complete, high-quality project. Communication between Mohsen and the Airport staff can take place as frequently as necessary and in-person. Frequent site visits during scoping, design and construction are always beneficial for developing a better understanding of the project’s details and Authority’s goals. Communication must occur in all phases of the project from the initial establishment of the scope through the final closeout. Effective coordination between the Authority and AID from the onset of this project will ensure that the project is in fact feasible, fundable, and constructible.

QUALITY CONTROL / QUALITY ASSURANCE

Quality is the key aspect of our Firm’s Mission Statement. Adherence to the Quality Control and Assurance process is the responsibility of our Principal-In-Charge, Sabina Mohammadi. She will ensure that at every phase, there are steps in place to perform independent reviews of all the documents or drawings by individuals not directly involved with the project. Independent reviews will be conducted by our Senior Engineers. One advantage that our Project Team has is that AID Staff has overlapping technical capabilities that will allow independent reviews to be performed by one member of the Team who is not involved with the day-to-day decision-making process on the project. AID’s organizational structure for Quality Control throughout the duration of this contract will be adhered to as described below.
Overall Quality Control and Constructability Reviews

Scott Brady, P.E., a Senior Engineering Consultant with EG Solutions and with over 40 years of experience in airfield design, will conduct Quality Control and Constructability Reviews of all documents prior to being delivered to the Project Manager and the Authority. Scott has worked on several projects for the Authority at Naples Airport bringing institutional knowledge to the Design Team. Scott will remain independent of the daily design efforts.

As stated in our Mission Statement, AID is committed to a Quality Process, which is the key to a successful project completed on time and within budget. Our Quality Control and Assurance Process ensures that the following activities take place, as a minimum, for every project:

- Initial Coordination between the Authority, AID, Team Members, and the funding agencies, as requested
- Engaging our Team Member subconsultants early in the process and continuously monitoring their performance
- Performing independent Quality Reviews of the documents at each submittal phase
- Maintaining continuous contact (including client satisfaction surveys) with the Authority to ensure that expectations are continuously met
- Perform Constructability Reviews and Value Engineering
- Verifying Construction Cost Estimates at each submittal phase

Quality Control Checklist

AID has generated a Q/C Checklist Form based on years of experience by our Team Members to help us in performing our quality reviews at every phase of the project. Our Project Manager, Mohsen, will ensure that we adhere to this process and submit our completed Checklist Form to the Authority with every progress submittal.

COST CONTROL

AID has had great success in estimating construction costs, which helps the Owner plan projects and budgets accordingly. Our experience with similar projects and understanding of the local construction costs and available contractors will help us provide more accurate estimates of the costs on this project.

Schematic Design (30%)

In this phase of the project, AID will review the project elements and prepare a preliminary cost estimate to validate the planning level cost estimate provided by the Authority. AID will use recent bids on projects at Naples and nearby airports to establish reasonable preliminary unit prices for this estimate. This historical data will help with preparing a more accurate estimate of construction costs at this stage of design. Since the design would be at an early stage, the preliminary estimate will include a 10%-20% contingency.

Design Development (60%)

AID believes that by 60% design, important decisions must be made on the budget for this project. The Project Team will have a very good understanding of the major elements of work, including pavement demolition or milling, base construction, quantity of asphalt, and condition of the storm system. At this stage of the project and based on the revised construction cost estimate, the Project Team will coordinate with the Authority to evaluate options such as additive or alternate bids to help manage the already established budget or to help the Authority in seeking additional funds, as necessary, to complete the project.

Contract Documents (100%)

The Project Team will complete the design by this stage and prepare detailed construction plans and technical specifications. Quantities will be calculated based on these detailed plans and the materials included in the technical specifications. These quantities will be calculated by the Design Team and independently reviewed by another individual not directly involved with the project. AID has experienced in-house and independent estimators who will be supporting us in verifying our quantity takeoffs and cost estimates. This will ensure quantities are calculated correctly and will guarantee that all items specified on the construction plans are accounted for in the bid items.
E. CURRENT WORKLOAD

American Infrastructure Development, Inc. (AID) has sufficient Engineers, Designers, and CAD operators who will be able to start on this project as soon as Notice-To-Proceed is issued. In addition, if required, we will utilize resources from our key subconsultants at specific phases of the project as needed to ensure we complete the work on schedule and at the highest quality. Our current workload allows us to assign resources to this project immediately.

F. DBE COMMITMENT

American Infrastructure Development, Inc. (AID) is certified as a Disadvantaged Business Enterprise (DBE) under the Florida Unified Certification Program. We will well exceed the Authority's goal of 8.95% for DBE participation. In fact, with our other DBE subconsultants, we are confident that we will exceed 50% DBE participation on this project. As a DBE Firm, AID is committed to maximizing the participation by qualified DBE, Minority, and Women owned businesses in our contracts.
Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

[ ] X The bidder/offeror is committed to a minimum of 50% DBE utilization on this contract.

[ ] The bidder/offeror (if unable to meet the DBE goal of ___%) is committed to a minimum of ___% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

Name of bidder/offeror's firm: American Infrastructure Development, Inc.

State Registration No. N/A

By ____________________President - CEO
(Signature) ____________________Title

FORM 2: LETTER OF INTENT

Name of bidder/offeror's firm: American Infrastructure Development, Inc.

Address: 3810 Northdale Blvd., Suite 170

County: Hillsborough State: FL Zip: 33624

Name of DBE firm: American Infrastructure Development, Inc.

Address: 3810 Northdale Blvd., Suite 170

County: Hillsborough State: FL Zip: 33624

Telephone: 813-374-2200

Description of work to be performed by DBE firm:

- Project Management, Design, Bidding Assistance, Construction
- Management, CSPP, Airspace Analyses

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ N/A.
Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By ________________________________
(Signature)  President - CEO  (Title)

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)
STATEMENT OF DRUG-FREE WORKPLACE

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more bids, proposals, responses or that are equal with respect to price, quality, and service are received by the State of Florida or by any of its political subdivisions for the procurement of commodities or contractual services, a bid, proposal or reply received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in section 1.

4. In the statement specified in section 1., notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employees will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 of the Florida Statutes or of any controlled substance law of the United States or any state, for a violation occurring in the workplace, no later than five (5) days after such conviction.

5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by an employee who is so convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this program.

Select one or the other (not both) of the following certification statements. These statements are mutually exclusive.

☐ This firm **DOES NOT** comply with the above requirements for a drug-free workplace.

☒ As the person authorized to sign the statement, I certify that this Firm **DOES** fully comply with the above requirements.

American Infrastructure Development, Inc.

Firm Name

Sabina C. Mohammadi, President - CEO

Name of Authorized Individual

Authorized Signature 11/10/2019

Date
SCRUTINIZED COMPANY CERTIFICATION

This certification is required pursuant to Florida Statute Section 287.135.

As of July 1, 2018, a company that, at the time of bidding or submitting a bid/response for a new contract/agreement, is on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or that is engaged in a boycott of Israel, created pursuant to Florida Statute Section 215.4725, or has been engaged in business operations in Cuba or Syria, is ineligible for, and may not bid on, submit a proposal/response for, or enter into or renew a contract/agreement with an agency or local governmental entity for goods or services of $1 million or more.

American Infrastructure Development, Inc. 26-4321571
Firm Name FID or EIN No.
3810 Northdale Blvd., Suite 170
Address
Tampa FL, 33624
City, State Zip

I, Sabina C. Mohammadi, President - CEO, as a representative of American Infrastructure Development, Inc., certify and affirm that this company is not on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel, and has not been engaged in business operations in Cuba or Syria.

Authorized Signature

On this the 11th day of November, 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the abovenamed and swore that the statements contained in the foregoing document are true and correct.

Notary Public

My Commission Expires: August 30, 2023

Ramp Paving 10/11/19 36
NON-COLLUSION AFFIDAVIT

STATE OF Florida

COUNTY OF Hillsborough

I state that I, Sabina C. Mohammadi, President - CEO, of American Infrastructure Development, Inc., (Name and Title) (Name of Firm)
am authorized to make this affidavit on behalf of my firm and its owner, directors and officers. I am the person responsible in
my firm for the price(s) and amount(s) of this Response, and the preparation of the Response. I state that:

1. The price(s) and amount(s) of this Response have been arrived at independently and without consultation, communication
   or agreement with any other Respondent, potential Respondent, Proposal, or potential Proposal.

2. Neither the price(s) nor the amount(s) of this Response, and neither the approximate price(s) nor approximate amount(s)
   of this Response, have been disclosed to any other firm or person who is a Respondent, potential Respondent, Proposal, or
   potential Proposal, and they will not be disclosed before Proposal opening.

3. No attempt has been made or will be made to induce any firm or persons to refrain from submitting a Response for this
   contract, or to submit a price(s) higher than the prices in this Response, or to submit any intentionally high or
   noncompetitive price(s) or other form of complementary Response.

4. The Response of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from,
   any firm or person to submit a complementary or other noncompetitive Response.

5. Neither my firm nor its affiliates, subsidiaries, officers, directors, partners, owners, representatives, employees or parties
   in interest are currently under investigation by any governmental agency and have not in the last three years been found
   liable for any act prohibited by state or federal law in any jurisdiction involving conspiracy or collusion with respect to the
   proposal or bid on any public contract, except as follows:

I state that I and the named firm understand and acknowledge that the above representations are material and important, and
will be relied on by the City of Naples Airport Authority, for which this Proposal is submitted. I understand and my firm
understands that any misstatement in this affidavit is, and shall be treated as, fraudulent concealment of the true facts relating
to the submission of this Proposal.

Authorized Signature

On this the 11th day of November, 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the abovenamed and swore that the statements contained in the foregoing
document are true and correct.

Notary Public

Expiration Date: August 30, 2023
Pursuant to Section 287.055(5)(a), Florida Statutes, for any lump-sum or cost-plus-a-fixed fee professional services contract over the threshold amount provided in Section 287.017, Florida Statutes for CATEGORY FOUR, the Department of Transportation (Department) requires the Consultant to execute this certificate and include it with the submittal of the Technical Proposal, or as prescribed in the contract advertisement.

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project’s agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Department determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Department, whichever is later.

American Infrastructure Development, Inc.
Name of Consultant

By: ___________________________  11/10/2019
Date
WHY SELECT AID

- Extensive and Recent Similar Experience
- Experience with Naples Airport Authority
- Commitment to Minority/DBE Participation
- Immediately Available
- WE WANT TO WORK FOR YOU
Mohsen Mohammadi, Ph.D., P.E.

- 30 Years of Experience
- Experience at over 60 Airports
- Experience with NAA
- Private Pilot
Mohsen Mohammadi, Ph.D., P.E.

Single Point of Contact

Authority

Team Members
AGENDA

- Introduction
- Project Understanding
- Project Approach
- Similar Experience
- Why Select AID
Introduction
AID

- Established in 2009
- Tampa Based
- Airport Engineering
- Airport Planning
- Construction Administration
- Experience at 35 Florida Airports
<table>
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APF EXPERIENCE

GA Terminal Expansion
APF EXPERIENCE

RW 5-23 Drainage Improvements
1. EOR on $25M Projects
2. Taxiway A and Water Management System Improvements
3. West Quad Pond
4. Runway 14–32 Safety Area & Drainage Improvements
5. Taxiway F
6. Tower Drive Drainage Improvements
7. Taxiway A Improvement and Holding Bay
8. Falcon Road
9. Taxiway D Extension
10. Taxiway D Realignment
Project Understanding
NORTH GA RAMP – EAST QUAD

- 650,000 Sq. Ft.
- 2” Asphalt/6” Base
- Poor Pavement Condition
- PCI 40 to 60
- Local Funding
- Multi-Year Program
Project Approach
KEY ISSUES

- Budget
- Schedule
- Phasing
- Future Development
- Tie-Down Configuration
- Rehabilitation Alternatives
Local Funding
Multi-Year Construction
$2.1M Current Budget
SCHEDULE

- Busy GA Airport
- Winter Season Traffic
- Demand for Parking
- Holidays
- Weather
PHASING

→ Detailed Construction Schedule
→ Impact on Every T-Hangar
→ Temporary Aircraft Relocation
→ Weekly Coordination
FUTURE DEVELOPMENT

- Master Plan Update
- Hangars
- Future Grade Elevations
- Ramp Elevation
- Tie-Down Reconfiguration
- Taxilanes Reconfiguration
REHABILITATION ALTERNATIVES

- Field Investigations
- Remove/Replace Asphalt
- Fuel Resistant Asphalt
- Cost Analyses
- Sustainability
FULL DEPTH RECLAMATION

- Cost Savings
- Schedule Reduction
- Natural Resources
- Noise/Pollution Reduction
- Roadway Damage Reduction
Similar Experience
SIMILAR APRON PROJECTS

- Venice Municipal Airport
- Peter O. Knight Airport
- Plant City Airport
- Crystal River Apron
- Palm Beach International Airport
- Kissimmee Gateway Airport
- Henry E. Rohlsen International Airport
- Minneapolis–Saint Paul International Airport
- Mineta San José International Airport
- Fort Worth Meacham International Airport
- Atlanta International Airport
- Nashville International Airport
- Piedmont Triad International Airport
VENEICE MUNICIPAL AIRPORT (2018)

- Phasing
- Tie-Down Layout
- Taxilanes
- Sustainability
  - FDR
  - Crushed Concrete
Phasing

Sustainability
  • FDR
PLANT CITY AIRPORT (2019)

✈ Phasing
✈ Tie-Down Layout
Phasing
KISSIMMEE GATEWAY AIRPORT (2017)

✈ Phasing
✈ Tie-Downs
Multi-Year Construction
HENRY E. ROHLSSEN INT’L AIRPORT (2019)

- Phasing
- Multi-Year Construction
MINNEAPOLIS–SAINT PAUL INT’L AIRPORT (2016)

Multi-Year Construction
Why Select AID
WHY SELECT AID

- Extensive and Recent Similar Experience
- Experience with Naples Airport Authority
- Commitment to Minority/DBE Participation
- Immediately Available
- WE WANT TO WORK FOR YOU
We ALWAYS Adhere to our Mission Statement

QUALITY SERVICE
INTEGRITY

“Excellent customer service, technically superior in developing solutions, works with integrity. Engineer’s estimate of $7.2M was within $10K of Low Bid.”

Chris Rozansky, on Runway 4-22 Rehabilitation Project
Statement of Qualifications

Professional Engineering Services

North GA Ramp Rehabilitation Design, Permitting, Bidding & Construction Administration

SUBMITTED BY:

Hole Montes, Inc.
Responsible Office:
6200 Whiskey Creek Drive
Fort Myers, Florida 33919

Timothy J. Parker, P.E., C.M.
Associate / Senior Project Manager
Aviation Engineering
T: 239.985.1221
F: 239.985.1259
TimParker@HMeng.com

Corporate Headquarters:
950 Encore Way
Naples, Florida 34110

Naples Airport Authority

www.HoleMontes.com

· Serving Southwest Florida for Over 50 Years ·
November 12, 2019

Mr. Kerry Keith, Senior Director of Airport Development and Facilities
City of Naples Airport Authority
160 Aviation Drive North
Naples, Florida 34104

RE: Request for Qualifications – Professional Engineering Services
North GA Ramp Rehabilitation Design, Permitting, Bidding & Construction Administration

Dear Mr. Keith, Board of Naples Airport Authority, and Members of the Selection Committee:

Hole Montes, Inc. is pleased to submit this Letter of Interest and Statement of Qualifications for the above referenced project for the Naples Airport Authority. Hole Montes understands and agrees to abide by all provisions, terms and conditions of same, and all ordinances and policies of the Naples Airport Authority. Hole Montes is prequalified by the Florida Department of Transportation to perform the work associated with this project. Please see the attached prequalification letter dated May 10, 2019 along with applicable certificates, registrations and licenses included in the Qualifications Section (A).

Hole Montes is a local engineering, planning and surveying consulting firm that has been serving southwest Florida since 1966. Our Aviation Division has served all the region's airports since 1998 and has successfully completed hundreds of quality projects on time and within budget. Since our founding, our strategic advantage has been to hire the best professionals who our clients can trust to get their projects completed effectively and efficiently. This advantage has allowed us to develop successful designs and construction management on airport projects throughout southwest Florida. Hole Montes has a staff of 49 professionals in its Naples and Fort Myers offices ready to assist the project team, as necessary.

Hole Montes staff has continuously provided engineering services to the area for over 50 years and has witnessed and been a part of the area's growth and prosperity. Hole Montes has developed extensive knowledge of local conditions and has worked on every quadrant of the Naples Airport. Our Team has extensive experience in airport paving rehabilitation design, permitting, bidding and construction administration. Further, our staff is knowledgeable of the permitting processes through the City of Naples, Collier County and South Florida Water Management District, including existing permits and the State’s program for minimizing ponding on airports and, we have been instrumental in obtaining FDEP and USACOE permits.

Hole Montes has assembled a cohesive team of professionals that have the expertise to take this project through planning and design to a successful completion. Additionally, we have included a certified Disadvantaged Business Enterprises (DBE) sub-consultant to meet the Authority’s projected DBE goal of 8.95%. Hole Montes has fortified our Team with trusted sub-consultants that have a long and successful history of working with Hole Montes including:

- GFA International, Inc. of Fort Myers, Florida to provide Geotechnical Engineering
- E.F. Gaines Surveying Services, Inc. of Fort Myers, Florida for Surveying (certified WBE/DBE)
- Passarella & Associates, Inc. of Fort Myers, Florida for Environmental concerns

We believe that the Hole Montes Team offers unparalleled experience in southwest Florida Aviation and a specialized expertise in airport paving rehabilitation, a readiness to bring together the many diverse stakeholders for this project, a responsiveness that only a local firm can provide, and a can-do attitude that will drive this project to a successful conclusion.

Very truly yours,

HOLE MONTES, INC.

Richard E. Brylanski, P.E.
Vice President/Principal
RickBrylanski@HMeng.com
Ph: 239.985.1200

Timothy J. Parker, P.E.
Project Manager
TimParker@HMeng.com
Ph: 239.985.1221
Project Manager/Engineer to be Assigned to NAA

For the benefit of the Naples Airport Authority, the Project Manager for the North GA Ramp Rehabilitation will be Mr. Timothy (Tim) Parker, P.E., C.M. Tim has extensive airport engineering and construction management experience for a wide range of commercial service and general aviation airport projects. Mr. Parker has nearly 40 years of engineering and project management experience in the areas of airport, aerospace, civil and environmental engineering; public/private development, and flight operations. Tim’s airport engineering experience includes: airfield design, airfield pavement rehabilitation, runway safety area improvements, NAVAID relocations, helipad design and site approval, cost estimates, preparation of plans and specifications, phasing, signage, pavement marking, and airspace coordination. As your Project Manager, Mr. Parker has the expertise and know-how for maintaining effective project control through a well-coordinated project management plan.

As a licensed commercial pilot, Tim understands airport needs from a pilot’s perspective. Tim’s depth of experience provides a solid foundation for understanding not only the current regulations but in many cases the history and recent changes to the requirements. Mr. Parker’s knowledge of FAA and FDOT regulations and requirements is quite impressive. His knowledge extends beyond the normal engineering items related to airport design. Due to his diverse background, he is familiar with a broad spectrum of regulations and requirements which include Federal Aviation Regulations, FAA Advisory Circulairs, TERPS, FAA Orders and requirements related to planning, environmental considerations, flight operations and airspace requirements.

Tim Parker has a regulatory background, serving as Water Facilities Administrator for the Florida Department of Environmental Protection Southwest District. He has testified as an expert witness on issues related to water quality and water treatment. His knowledge of environmental regulations is exceptional.

Tim has worked on both sides of the regulatory community, as a permit applicant and a permit writer. This experience has been very beneficial when seeking permitting of complex projects and also dealing with noncompliance issues that may arise. In addition to the solid knowledge of water and environmental standards and procedures, the Project Manager is very familiar with FAA and FDOT design standards and procedures and airport operational considerations.

Directly Related Experience:

**AIRFIELD PAVEMENT**
- Page Field: Rehabilitation of Runway 5-23 & Associated Taxiways
- Page Field: Rehabilitation of Runway 13-31 & Associated Taxiways
- Valkaria Airport: Runway 10-28 Reconstruction, New Parallel Taxiway A, Apron Rehab / Reconstruction
- Arcadia Municipal Airport: Runway, Taxiway & Apron Pavement Rejuvenation
- Orlando International Airport: Taxiway B, B2, B10, J, Y, Z improvements to support Airbus A-380
- Leesburg International Airport: Realignment of portions of Taxiway A & K, Seaplane Ramp
- Martin County Airport: Runway 12-30 Engineered Material Arresting System & Pavement Conditioner
- Page Field: GA Ramp & Runway / Taxiways Rehab
- FL Lauderdale International Airport: Runway 9L / 27R pavement evaluation
- Tampa International Airport: pavement evaluation for airside pavements: Design and construction for Taxiway D & E; construction service for Taxiway W Rehab
- St. Lucie County International Airport: Runway Rehab Design & width justification, Runway 9-27

**AIRFIELD MARKING, SIGNAGE AND LIGHTING**
- Page Field: Runway 5-23 & Associated Taxiways – New Electrical Vault, LED Lighting & Signage, REILs, PAPIs
- Page Field: Runway 13-31 & Associated Taxiways – LED Lighting & Signage, REILs & PAPIs
- Martin County Airport: New PAPIs & REILs
- Page Field Airport: Taxiway Redesignations

**Timothy J. Parker, P.E., C.M.**

Project Manager

Professional Registration:
Professional Engineer, Florida No. 50062

Professional Affiliations:
American Association of Airport Executives, Certified Member (CM)
Aircraft Owners and Pilots Association
Florida Airports Council

Education:
Master of Science in Management
Troy University
Bachelor of Science, Aeronautical & Astronautical Engineering
University of Illinois

Experience:
Total Years Experience: 39
Years with HM: 5
Key Project Team Members

Hole Montes has assembled a team of professionals that have the expertise to undertake the design, permitting, bidding and construction administration anticipated for the North GA Ramp Rehabilitation Project. The Hole Montes Team has a combination of defined roles during design projects, but also has a team approach to doing work where our experience and work overlaps. This will provide Naples Airport Authority with a team of professionals experienced in what they will be doing, who have worked together many times in their assigned roles, but also with the ability to back one another up without missing a beat if ever necessary. The chart below identifies the Project Manager, along with key personnel from Hole Montes and sub-consultants. Brief resumes of these individuals are included on the following pages along with relevant licenses at the end of this section. In addition, the Organizational Chart demonstrates the lines of communication, authority and assigned responsibilities.

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<tr>
<th>Team Member</th>
<th>Role</th>
<th>Firm</th>
<th>Location</th>
<th>Years of Experience</th>
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<tr>
<td>Timothy Parker, P.E.</td>
<td>Project Manager</td>
<td>Hole Montes</td>
<td>Fort Myers, FL</td>
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<tr>
<td>Richard Brylanski, P.E.</td>
<td>Principal-In-Charge</td>
<td>Hole Montes</td>
<td>Fort Myers, FL</td>
<td>35</td>
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<tr>
<td>Austin Brown, E.I.</td>
<td>Design Engineer</td>
<td>Hole Montes</td>
<td>Fort Myers, FL</td>
<td>3</td>
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<tr>
<td>Byron Taylor, P.E.</td>
<td>Permitting</td>
<td>Hole Montes</td>
<td>Fort Myers, FL</td>
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<tr>
<td>Michael Roddis</td>
<td>CEI Resident Project Rep.</td>
<td>Hole Montes</td>
<td>Naples, FL</td>
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<td>Robert Murray, P.E.</td>
<td>QA/QC</td>
<td>Robert L. Murray, P.E., LLC</td>
<td>Fort Myers, FL</td>
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<tr>
<td>Paul D’Huyvetter, P.E.</td>
<td>Geotechnical</td>
<td>GFA International</td>
<td>Fort Myers, FL</td>
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<tr>
<td>Elizabeth Gaines, P.S.M.</td>
<td>Surveying</td>
<td>EFGaines</td>
<td>Fort Myers, FL</td>
<td>30</td>
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<tr>
<td>Shane Johnson</td>
<td>Environmental</td>
<td>Passarelli &amp; Assoc.</td>
<td>Fort Myers, FL</td>
<td>18</td>
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</tbody>
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Naples AIRPORT AUTHORITY

SECTION B: PROJECT MANAGER AND KEY PERSONNEL

TIMOTHY J. PARKER, P.E.
HOLE MONTES

QA / QC
ROBERT MURRAY, P.E.
ROBERT L MURRAY, P.E., LLC

PRINCIPAL-IN-CHARGE
RICHARD E. BRYLANSKI, P.E.
HOLE MONTES

PERMITTING / CIVIL ENGRG
BYRON TAYLOR, P.E.
HOLE MONTES

CIVIL ENGRG
AUSTIN BROWN, E.I.
HOLE MONTES

RESIDENT PROJECT REP.
MICHAEL RODDIS
HOLE MONTES

SURVEYING & MAPPING
THOMAS MURPHY P.S.M.
HOLE MONTES

GEOTECHNICAL
JEFF D’HUYVETTER, P.E.
GFA INTERNATIONAL

ENVIRONMENTAL
SHANE JOHNSON
PASSARELLA & ASSOC.

SURVEYING SERVICES
ELIZABETH GAINES, P.S.M.
E.F. GAINES SURVEYING SERVICES
Key Personnel

As Principal-in-Charge for the project, Mr. Richard “Rick” E. Brylanski, P.E., will be responsible to employ the necessary resources and make available the staff to carefully manage each task assignment and minimize the possibility for surprises. Mr. Brylanski is Hole Montes’ expert on airport drainage with over 20 years of experience at all airports in Collier and Lee County, Florida. He is very knowledgeable of the FAA Advisory Circulars regarding drainage and the Florida Statewide Airport Stormwater Best Management Practices. His work has created some unique solutions that focused on the sustainable stormwater management in southwest Florida. His reputation and proven track record has allowed him to establish an excellent working relationship with the South Florida Water Management District.

Mr. Brylanski serves many municipal clients in various capacities involved with the design, permitting and construction of major stormwater management and utility projects. He serves as Engineer of Record for Community Development Districts (CDD) and HOA's and such as: Spanish Wells, South Bay, Miromar Lakes, University Square, and River Ridge. Design services provided for these various Districts include: new roadways and streetscaping, regional, community and neighborhood parks, roadway lighting, linear paths, utilities (water, wastewater and irrigation), marinas, stormwater and environmental management. Other services include preparing Engineer funding/bond reports, traffic review, and expert testimony.

Hole Montes provides general consulting services for municipalities in which Mr. Brylanski is chiefly involved with including Highlands, Lee and Sarasota counties and the cities of Bonita Springs, Cape Coral, North Port, Sarasota, and Fort Myers. Past services provided customary project design management of capital improvements projects to consultant services of Development Review Committee (DRC) expert services, design of recreation trails/sidewalks, regional and neighborhood drainage improvements, transportation enhancements, streetscaping, parks and utility redevelopment.

Hole Montes has prepared sewer and water revitalization projects for municipalities including Sarasota County and the City of Fort Myers. As part of these large projects, the firm reconstructed the large existing neighborhoods, provided new utility systems and services, and renovated the associated roadways and drainage. Mr. Brylanski provided drainage design review and liaison services with the Public Works staff and general public. Mr. Brylanski was involved with the NPDES permit application to EPA for Lee County. Hole Montes assisted Lee County with the application of the Municipal Separate Storm Sewer System (MS4) to United States Environmental Protection Agency. Additionally, he prepared the master stormwater management planning documents included in the Lee County Surface Water Management Master Plan, specifically for the Cow Slough, Hendry Creek, Estero River, Halfway Creek, Olga Creek, and Leitner Creek watersheds.

Directly Related Experience:
- FMY: North Quad Development Design & Permitting
- FMY: SE Apron Expansion
- FMY: Phase IV T-Hangars
- FMY: GA Terminal, Landside Design & Permitting
- FMY: GA Terminal Taxiways & Apron
- FMY: North Quad Lease Development
- RSW: Skyplex
- RSW: Maintenance Facility
- RSW: Parking Expansion
- MKY: Rehabilitation of Runway & Apron
- MKY: Drainage Rehabilitation
- IMM: Rehabilitation of Runway & Realignment of Taxiway
- IMM: Airport Drainage Rehabilitation
Key Personnel

Mr. Austin Brown, E.I. is a 2015 graduate of the University of Florida with a Bachelor of Science Degree in Aerospace Engineering. Mr. Brown is a Design Engineer in the Aviation Department at Hole Montes. Having passed the Fundamentals of Engineering Exam (FE), he is gaining the necessary professional practice experience as he prepares towards his Professional Engineering licensure.

Mr. Brown has combined his engineering and computer expertise to maximize the capabilities of AutoCAD Civil 3D into designs that are able to compliment GIS compatible construction equipment. By creating digital files of runway and taxiway surfaces that comply to FAA standards, contractors are able to download the files to equipment in the field and grade surfaces that provide positive drainage. Mr. Brown is also capable of quickly assessing contractor’s quality control through computer analysis of as-built services.

Austin was responsible for AutoCad Civil 3D design and plan preparation for the recent Page Field and Immokalee Airport projects. He has proven ability in the planning and designing of creating a CAD surface that can be used for machine control. Using the surfaces that Mr. Brown created for the Page Field Rehabilitation projects resulted in the base material being placed consistently within 1/8” of the planned surface. It was realized early in the project that there would be challenges with the approximately 30 unconnected CAD surfaces in the original plan set. Austin revised the original plans in about 2 weeks to make contiguous CAD surfaces. By virtue of the quality of the CAD surface created and the high level of machine control implemented, Page Field-Program 1 came in on-schedule and about $1.5M under the approved contract amount. Page Field-Program 2 came in about 2 months ahead of schedule and about $400,000 under the approved contract amount. This savings is directly tied to the quality of the CAD surfaces.

Directly Related Experience:
- Page Field – Runway 5-23 Rehabilitation
- Page Field – Runway 13-31 Rehabilitation
  Hole Montes was contracted by the Lee County Port Authority and was responsible for the design to rehabilitate the airfield pavements at Page Field to maintain all pavements at an acceptable condition. The focus of the program was to maintain full pavement width and length while maximizing FAA and FDOT funding and maintain a safe airport.
- Immokalee Regional Airport – Taxiway Rehabilitation
  The project included the rehabilitation of Runway 9-27, in place, and the transformation of the portion of closed Runway 4-22, between Runway 9-27 and Taxiway B, into a midfield taxiway connector. The rehabilitation of these runways involved the removal of the concrete hardstands at both ends of Runway 9-27 and at the intersection with closed Runway 4-22. The existing 70 year old pavement and base sections were replaced with new limerock base and bituminous surface course. The program also included replacement of the antiquated runway edge / threshold lighting and signage system and adding REILs and PAPIs for both approaches to Runway 9-27. New edge lighting and signage was added to Taxiway B. The airfield electrical vault was replaced and a backup generator installed. The regrading of the turf areas within the Runway Object Free Area (ROFA) was also included to remove drainage ditches and ponding that interfered with the maintenance of the airfield and created a wildlife attractant.
- Page Field – Multi-Use Hangar & Ramp Expansion
  This project consists of a 24,000 S.F. multi-use aircraft storage hangar with four crew offices, 58,000 S.F. of paved apron, as well as associated site work including modifications to the existing aircraft apron, demolition, grading, drainage, earthwork and utilities to serve the new hangar.
Mr. Byron N. Taylor, P.E. has experience and education in civil design, hydrology, and environmental engineering. Mr. Taylor is responsible for permit applications, computer modeling, site design, and preparation of engineering reports. Programs currently being used include AutoCAD, ICPR, and Water GEMS. Mr. Taylor permitted the drainage improvement project at Page Field Airport in 2012. A drainage report was prepared for each of the four quadrants outlining the permit history and methodology used in designing the water treatment. Most recently, Mr. Taylor prepared a minor modification to the SFWMD Permit for the Naples Airport which required an update to the Urban Stormwater Management Program and SWPPP.

Mr. Taylor has developed the expertise in creating computer hydrological models of multiple drainage basins and produce a design for drainage systems that are effective and economical. He combines his engineering and computer expertise through the use of AutoCAD Civil 3D and drainage software programs such as ICPR to evaluate various options to drainage solutions.

Directly Related Experience:

- **FMY: Drainage Improvements**
  Mr. Taylor permitted the drainage improvements at Page Field Airport in 2012. A drainage report was prepared for each of the four quadrants outlining the permit history and methodology used in designing the water treatment.

- **FMY: GA Terminal**
  Hole Montes provided the project management and engineering services from conceptual design through construction of the new G.A. terminal complex in the west quadrant of Page Field Airport. The complex includes a new 22,000 SF terminal building, 24,000 SF bulk hangar, parallel taxiways to two runways, new 600,000 SF apron along with landside improvements including a new access road and vehicular parking. The project also includes utilities, lighting, landscaping, signage and a new fuel farm. The taxiways were constructed in 2007 and the apron was completed in 2009. The terminal and hangar buildings, along with the new access road, vehicle parking, signalized intersection modification and fuel farm were all built simultaneously. The project included a comprehensive stormwater management system with two lakes that provide irrigation for the extensive landscaping.

- **FMY: Rehabilitation of Runway 5-23 & Associated Taxiways**
- **FMY: Rehabilitation of Runway 13-31 & Associated Taxiways**
  Hole Montes was contracted by the Lee County Port Authority and was responsible for the design to rehabilitate the airfield pavements at Page Field to maintain all pavements at an acceptable condition. The focus of the program was to maintain full pavement width and length while maximizing FAA and FDOT funding and maintain a safe airport.

Additional Experience:

- **FMY: Phase IV T-Hangars**
- **FMY: Multi-Use Hangar & Ramp**
- **APF: SFWMD Minor Modification**
- **IMM: Runway Rehabilitation**
- **RSW: Skyplex**
Key Personnel

**Mr. Michael Roddis** has worked as a Construction Field Manager for more than 35 years. He is responsible for observing and monitoring contractors’ work progress for compliance with project plans, specifications and contract documents. Mr. Roddis has worked closely with engineers and surveyors to coordinate field surveys and inspections. Dependent on the project, these CEI services have ranged from part-time observation to full-time resident observation. Prior to and throughout construction, Mr. Roddis is proactive in anticipating unforeseen conditions to assist in resolving them prior to them being encountered.

Mr. Roddis is experienced in preparation of preliminary opinions of construction cost, conducting preconstruction conferences, coordinating and conducting periodic progress meetings, preparation and maintenance of construction records, coordination with underground utility companies and working with state and local regulatory agencies regarding permit compliance and certifications. Mr. Roddis’ project experience includes all aspects of site work, underground utilities, water and wastewater pumping facilities and water and wastewater treatment facilities. He is also familiar with the vertical construction requirements associated with these facilities.

**Directly Related Experience:**
- APF: T-Hangar Project
- MKY: T-Hangar Project

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**Michael Roddis**

*Construction Inspector*

**Professional Education / Certification:**
- International Municipal Signal Association – Zone Safety Specialist, 1995
- Lee County Vo-Tech Traffic Safety Work Area Specialist, 1995
- American Concrete Institute – Concrete Field Testing Tech, 1995
- Excavation and Trenching for the Competent Person, OSHA 29 CFR 1926.651 Subpart P, 2015

**Experience:**
- Total Years Experience: 37
- Years with HM: 24
Sub-Consultant Team Members

In addition to Hole Montes staff, we have fortified our Team with trusted sub-consultants that have a long and successful history of working with Hole Montes. At this time, we have included four sub-consultants that could be utilized. Additional sub-consultants may be added to supplement the Team as the final Scope of Work develops. Hole Montes has on-going successful relationships with these and other sub-consultants. We have teamed together on numerous project assignments for southwest Florida airports. Hole Montes will continuously strive to serve as an effective and efficient extension to Naples Airport Authority staff in an effort to ensure the North GA Ramp Rehabilitation project is completed to the satisfaction of NAA and its staff. We believe that the Hole Montes Team is well qualified and best suited to perform the range of Professional Engineering Services that will be required under this contract.

Robert L Murray, P.E., LLC
Professional Engineer, Florida No. 35826

Mr. Robert L. Murray, P.E. has 42 years of experience and, as Project Director / Manager, has been responsible for numerous projects in southwest Florida in highway and transportation engineering, stormwater management and permitting. Mr. Murray served as Principal-in-Charge for all projects performed for the Lee and Collier counties and City of Naples Airport Authorities by Hole Montes for the past 21 years. Mr. Murray is semi-retired but still provides his depth of engineering knowledge and historical perspective to the Hole Montes Team. He will be providing quality control and value engineering to the project.

E.F. Gaines Surveying Services, Inc. (EFGaines)

Founded in 2002
5235 Ramsey Way, Suite 10, Fort Myers, FL 33907

E.F. Gaines Surveying Services, Inc. is a licensed surveying and mapping firm located in Fort Myers, Florida. EFGaines has provided design related surveying services to both public and private sector clients since 2002. EFGaines specializes in providing surveying and mapping services to engineering and architectural firms, as well as public agencies. EFGaines fills the key role of Project Surveyor in the multi-disciplined approach used with today’s professional design teams. It is their highest priority to provide clients with an accurate and complete base map of existing conditions which will become the foundation of the client's design.

EFGaines has provided surveying and mapping services for design related projects at the following airports: Naples Airport, Immokalee Airport, Fort Myers Page Field Airport, Southwest Florida International Airport, Winter Haven Airport, Arcadia Airport, Punta Gorda Airport and LaBelle Airport. EFGaines currently holds DBE/MBE/SBE certifications with the following agencies: FDOT; State of Florida, Florida Department of Management Services, Office of Supplier Diversity; and South Florida Water Management District. EFGaines employs an experienced, well trained staff of field and office surveyors and survey technicians using the most current survey instrumentation such as Global Positioning Systems, robotic total stations and digital levels. Their drawings and maps are produced with Autodesk Land Development and Civil 3D software. EFGaines also provides “soft-dig” vacuum excavation services to assist clients in obtaining accurate locations of existing underground utilities.

Elizabeth Gaines, P.S.M., the owner and founder of the firm, has more than 30 years of surveying experience in boundary, hydrographic, topographic and construction surveys and is well known in the southwest Florida design community. She has supervised multiple field crews and survey technicians and has performed boundary, topographic, route, mean high water and erosion control line surveys, prepared subdivision plats and condominium exhibits, coordinated construction layouts and performed G.I.S. support services.

Directly Related Experience:

- IMM: Taxiway “B” Rehabilitation
- APF: Falcon Lane Improvements
- APF: Taxiway “A” Improvements
- APF: Taxiway “D” Extension
- APF: Tower Drive Modifications
- APF: Taxiway “F”

- APF: Jet Center Expansion
- APF: GA-AOB Site Improvements
- APF: Runway 14-32 Drainage Improvements
- FMY: Perimeter Road
- RSW: Commercial Ground Transportation Center
Sub-Consultant Team Members

GFA International, Inc. (GFA)

Founded in 1988
5851 Country Lakes Drive, Fort Myers, FL 33905

GFA International, Inc. is a full-service engineering consulting organization providing Environmental Consulting, Geotechnical Engineering, Construction Materials Testing, Inspections, as well as Code Compliance, Industrial Hygiene and Health & Safety services for a wide array of markets, clients and projects. GFA brings decades of experience providing expert geotechnical solutions to complex projects of all sizes, whether public or private. The technical expertise, specialized training, fleet of equipment and wide scope of capabilities has assisted their clients in finding solutions to difficult and complex challenges on a variety of projects.

GFA’s geotechnical engineers and geologists are skilled in defining and executing field exploration programs to provide cost-effective solutions to geotechnical challenges. GFA provides practical design recommendations for safe and stable structures, and oftentimes are able to recommend innovative options for your project. Their unique approach of field engineering reconnaissance and test drilling observation provides a high degree of confidence that subsurface anomalies are caught on the front end of a project.

Hole Montes and Paul J. “Jeff” D’huyvetter, P.E. of GFA have teamed on the following projects: FMY Runway Rehabilitation, IMM Taxiway “B” and Marco Island Executive Airport Runway Rehabilitation. Other projects include Lee County’s Palomino Lane and MPO Tiger Grant projects as well as Marco Island’s Yellowbird Lane improvements. Mr. Jeff D’huyvetter is responsible for overseeing the Fort Myers engineering operations of GFA. As a seasoned quality control expert with 25 years of experience including comprehensive knowledge in providing project quality control/quality assurance, Jeff has served as a Geotechnical Program Manager for specialized quality control work on numerous projects for private and public clients. He is skilled in providing analysis, design, construction, engineering inspections, quality assurance/quality control, and materials testing of superstructure and substructure elements of infrastructure projects. He has a wide range of experience in geotechnical, materials testing and engineering, and inspection services.

Directly Related Experience:

- City of Naples Airport Authority Continuing Services Contract
- RSW: Geotechnical Engineering, Geophysical Studies, Ground Penetrating Radar, Construction Materials Testing Services for multiple projects
- Airglades Airport: Geotechnical Engineering, Construction Materials Testing and QC Management and Inspection Services for multiple projects
- APF: Airport Hangar on North Rd.-Geotechnical Drilling & Engineering
- APF: Taxiway “D” Extension - Geotechnical Drilling and Engineering
- APF: Taxiway “A” Holding Bay - Construction QA Testing on a holding bay at Taxiway “A” and other improvements to Taxiway “A”
- APF: Taxiway “F” Extension - Geotechnical Drilling and Engineering and Construction QA Testing
- APF: Runway 14-32 Drainage Improvements - Geotechnical Drilling and Engineering and Construction QA Testing

Passarella & Associates, Inc.

Founded 1996
13620 Metropolis Ave., Suite 200, Fort Myers, FL 33912

Passarella & Associates, Inc. is a full-service ecological and environmental consulting firm, founded in 1996 to assist clients in achieving a sustainable balance between development and our environmental resources. They offer environmental expertise based on the application of science and sound ecological principles to oversee both small and large-scale projects from inception to completion. Clients depend on their experience and understanding of state and federal environmental permitting processes to navigate the levels of environmental regulations. Passarella & Associates consists of a team of experienced ecologists, biologists, environmental professionals, AutoCAD and GIS technicians, and support staff members, with the knowledge and experience to assist clients through environmental regulations, no matter the complexity of the project. The senior staff at Passarella & Associates have over 200 years combined experience; serving both the public and private sectors.

Shane Johnson, Senior Ecologist, holds Bachelor of Science in Zoology from Southern Illinois University, Carbondale where he also minored in Chemistry. Shane is a Florida Fish and Wildlife Conservation Commission Authorized Gopher Tortoise Agent. Shane has 18 years experience, of which 15 years are with Passarella & Associates. Locally, Shane has approximately 16 years experience in Lee County; Lee, Collier and Charlotte counties; and within southwest Florida (Lee, Collier, Charlotte, Hendry and Glades counties). His aviation experience includes projects at Southwest Florida International Airport, Marco Island Executive Airport, Immokalee Regional Airpark and Everglades Airpark.

Directly Related Experience:

- APF: North Road Realignment
- APF: Wetland Jurisdictional Determinations
- RSW: Parallel Runway 6R-24L Concept Refinement Phase
- RSW: Cross-Field Taxiways and Taxiway F Conveyance
- RSW: Aircraft Rescue and Firefighting Facility
- MKY: Parallel Runway Environmental Permitting
- MKY: Mangrove Trimming Observations
- Everglades Airpark: Environmental Permitting
SUMMARY OF SCOPE OF SERVICES:
Hole Montes was prime consultant to provide professional design and construction administration services for the Lee County Port Authority’s (LCPA) Page Field Runway and Taxiway Rehabilitation project. This project included extensive drainage improvements in addition to a mill and overlay of Runway 5-23 and rehabilitation of Taxiways A, A1, A2, A3, A6, B, C and E. Over 48,000 tons of asphalt were placed during this project.

The realignment of Taxiway A and C required extensive re-design of the drainage system. This included 45 acres of infield grading in order to direct the flow to the thirty newly installed inlets. As part of this project, 9,960 feet of new pipe was installed to enhance airfield drainage. Hole Montes provided a 3D CAD surface to ensure adequate drainage flow which allowed the design grades to be met within a half inch tolerance via machine-controlled equipment. Use of machine control directly correlated into significant cost savings and expedited all grading and paving operations.

During the course of this project, Hole Montes directly worked with Page Field operations staff and LCPA employees to determine all vital design elements. Widespread analysis of the site was also conducted to formulate the best and most cost-effective approach to the rehabilitation project. Using the information gathered, Hole Montes determined and developed the requirements for the construction phasing, demolition requirements, pavement thickness, and drainage design in accordance with FAA standards. Hole Montes provided a comprehensive security and phasing plan and worked closely with airport staff throughout each phase of the project in order to minimize the impact on aircraft operations. GFA provided the geotechnical exploration and testing, as well as use of ground penetrating radar to determine the extent of rock removal required.
**Page Field Airport (FMY)**

**Rehabilitation of Runway 13-31 & Associated Taxiways**

**SUMMARY OF SCOPE OF SERVICES:**
Hole Montes was prime consultant to provide professional design services for Lee County Port Authority’s Page Field Runway 13-31 and Taxiway Rehabilitation project. Major work for this project included a mill and overlay of Runway 31-31, rehabilitation of Taxiways B2, B3, D3, A, A3 and an extension of Taxiway E. A total of 13,800 tons of asphalt were placed during the development of this project, in addition to various drainage improvements.

The drainage along Runway 13-31 was vastly improved during this project. Previous analysis and pre-construction visits to the site showed that water routinely collected on the northern side of 13-31 and did not adequately drain which resulted in the area frequently not being mowed during the wetter months due to the wet conditions. These drainage deficiencies were fixed by installing 1,344 feet of new pipe and 5 new inlets. The 3D CAD surface allowed contractors to meet design grades within a half inch tolerance via machine control equipment and without the use of grade stakes. This process greatly expedited all grading operations which directly correlated into significant cost savings.

Hole Montes directly worked with Page Field operations staff and LCPA employees to determine all key design elements. Widespread analysis of the site was also conducted to formulate the best and most cost-effective approach to the rehabilitation project. Using the information gathered, Hole Montes established the requirements for the construction phasing, demolition requirements, pavement thickness, and drainage design in accordance with FAA standards. Hole Montes provided a comprehensive security and phasing plan and coordinated with airport staff throughout each phase of the project in order to minimize the impact on aircraft operations.

**COMPANY NAME:**
Lee County Port Authority

**ADDRESS:**
11000 Terminal Access Rd., Ste. 8671
Fort Myers, FL 33913

**REFERENCE:**
Hector Yanez, P.E.
Director, Engineering & Construction
239.590.4605
hyanez@flylcpa.com

**Summary of Project Relevance**
- Installed 1,344 feet of new drainage pipe and 5 inlets
- Prepared contract documents & detailed phasing plans
- Advanced coordination with owner and airport operations staff
- Provided CA services
SUMMARY OF SCOPE OF SERVICES:
This project consists of a 24,000 S.F. multi-use aircraft storage hangar with four crew offices, 58,000 S.F. of paved apron, as well as associated site work including modifications to the existing aircraft apron, demolition, grading, drainage, earthwork and utilities to serve the new hangar.

The hangar includes two diesel powered fire pumps to boost available water pressure and a high expansion foam fire suppression system. Fuel resistant asphalt pavement was provided on the ramp areas to protect against pavement degradation resulting from fuel spills, venting of fuel and other fluids discharges that could be detrimental to normal P-401 asphalt pavements. Additional ramp support areas and vehicle parking spaces were provided to service airside operations.

The 28-foot-high open-door area allows storage of some of the larger corporate jet aircraft currently utilizing Page Field Airport.
Imokalee Regional Airport (IMM)
Taxiway B Rehabilitation

SUMMARY OF SCOPE OF SERVICES:
Tim Parker, P.E. served as the Project Manager for the engineering services associated with the design, bid and construction phases for the rehabilitation of a 2,600 L.F. segment of Taxiway B at the Immokalee Regional Airport. The project utilized an in-place cold milling of existing pavement and base and the material was used to create an economical subgrade. The project included improvements to the airfield lighting and signage system. The project was funded by FAA, FDOT and Collier County and was completed within budget and on schedule.

Deliverables included:
- Plans and Technical Specifications
- Construction Safety and Security Plan
- Detailed Opinion of Construction Cost
- Engineer’s Report
- As-Built Record Drawings

COMPANY NAME:
Collier County Airport Authority

ADDRESS:
2005 Mainsail Dr., Ste. 1
Naples, FL 34114

REFERENCE:
Justin Lobb
Airports Manager
239.642.7878
justinlobb@colliergov.net

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Imokalee Regional Airport (IMM)
Clearing of Runway Visibility Zone (RVZ)

SUMMARY OF SCOPE OF SERVICES:
Hole Montes served as prime consultant for the clearing of the runway visibility zone (RVZ) at the Immokalee Regional Airport. Per FAA standards, a pilot on a runway should be able to see another aircraft for half of the intersecting runway. Ground and vegetation blocked visibility within the area at IMM. Hole Montes conducted a survey to establish the limits of the RVZ and the limits of wetland within the triangular area to be cleared. The clearing plan specified mechanized clearing within uplands and limited hand clearing within the wetland. Excavation and grading was needed to remove a mound within the RVZ. In addition, a drainage ditch was cleared of vegetation and to restore positive drainage away from the airfield.

Hole Montes, along with its subconsultant, Passarella & Associates, coordinated and obtained approvals from the South Florida Water Management District and Collier County for wetland impacts and management of threatened gopher tortoise and scrub jays. All tortoise found within the project limit were relocated to an isolated wildlife management area. The tall grass vegetation within the wetlands was maintained to minimize impact and cost, since it does not interfere with visibility.

COMPANY NAME:
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ADDRESS:
2005 Mainsail Dr., Ste. 1
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REFERENCE:
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Airports Manager
239.642.7878
justinlobb@colliergov.net
Project Understanding

Hole Montes understands the intent of the project is to rehabilitate the aprons and taxi lanes associated with the North General Aviation Ramp. The Naples Airport wishes to complete a quality paving project while minimizing the overall impact to the airport, existing tenants and transient aircraft operations. It is our understanding that some design work and planning has already been completed for this area of the airport. With that in mind, we are proposing a fresh look at the project and will work with Naples Airport staff to develop plans and specifications which meet the airport’s needs. Once those plans are complete, the project will go through the permitting process, bidding and construction.

Naples Airport has a high level of seasonal traffic with substantial fluctuations during various periods. This must be taken into consideration for the planning of this project. During peak season, it will be challenging to find areas to move any temporarily displaced aircraft(s). The goal would be to minimize the period of time that each hangar tenant is unable to access their hangar and the rest of the airport. If the construction plan is known well in advance, tenants will have an opportunity to plan ahead and then choose whether they will leave their aircraft in the hangar or relocate it, on or off the airport, during the construction activity. Over 125 hangar tenants and over 60 tiedown locations will be impacted by the construction.

One of the things that sets Hole Montes apart from other design firms is our ability to utilize the full capability of AutoCAD Civil 3D to create a high-quality 3D surface which can be used by GIS machine-controlled equipment. Just because you have a 3D CAD surface does not necessarily mean that it is usable for effective machine control. Hole Montes worked with paving contractors, earthwork contractors and CAD software firm to fully understand and produce high quality CAD surfaces. On the most recent Page Field projects, the subgrade, base, asphalt and asphalt milling all used the same CAD surfaces to control a wide range of construction equipment. The lime rock was cut by a machine-controlled trimmer which consistently cut the material within and 1/8 to 1/4 of an inch of the plan surface. As a result of using machine control, the reduction in material cost was substantial with savings of over $1.5 million in lime rock and asphalt costs in one program and $400,000 in another. Another big advantage of machine control is it substantially cuts the survey work required and once the surface is programmed in, the equipment finished graded and be accomplished in fewer passes of the earthwork equipment.

Hole Montes is working with the latest CAD technology and we have increased our staff with a select group of recent engineering graduates. We currently use AutoCad Civil 3D 2020 to develop our plan sets. Hole Montes has invested substantial funds to assure that its staff have the latest equipment and software programs to perform their work. Hole Montes also maintains in-house IT specialists to keep the equipment fully operational and integrated. Hole Montes maintains a portal that allows our clients to view documents in progress and software such as Microsoft Project to develop schedules and keep projects on track.

In the past, pavement cross sections and spot shots shown on paper plan drawings and electronic pdf files were adequate for contractors to construct an airport paving and drainage project. This is changing! Currently contractors and surveyors expect complete CAD tin surfaces data. They are using the CAD files to program their equipment to grade the subgrade, base and asphalt surface. Our staff is knowledgeable and skilled at providing CAD files in formats that the contractors and surveyors can use. This extra work up front saves time in construction layout, checking the construction progress and determining as-built quantities.
Other responsibilities that Hole Montes undertakes include: technical and value engineering review of plans, creation of construction bid documents, interaction with permitting agencies, project closeout documentation, and presentations to both elected officials during board meetings and to the general public during public meetings/hearings. Hole Montes' understands the North GA Ramp Rehabilitation will include the following tasks:

**Preliminary Design**
- Inventory and preliminary investigation, including all permitting requirements
- Design surveys and topographic mapping
- Conduct geotechnical investigation and analysis
- Estimates of quantities, costs, schedule and preparation of Engineer’s Report

**Design Phase**
- Design and development of construction plans
- Preparation of construction specifications and bid documents
- Preparation of Construction Safety and Phasing Plan (CSPP)
- Bidding Services, including conducting Pre-Bid, any project addenda, evaluate bids and recommend award

**Construction Phase Services**
- General administration of the construction contract, including bookkeeping, billing and coordination with project stakeholders
- Hold pre-construction conference
- Submittal and RFI reviews and approval, change orders
- Coordination of a QA testing program
- Site visits as required to design the project and document the construction
- Attend substantial completion and final inspections and compile punch list
- Preparation of conformed documents, as-built drawings and project close-out

**Demonstrated Cost Control**
Hole Montes is highly focused on bringing projects in on schedule and under budget. Effective cost control is something that starts in the preliminary design phase. The scope of the project needs to be refined early to make realistic projections as to the overall project cost. These early scopes and project estimates will be used to request and obtain funding for the project. Both the FAA and FDOT frown on engineers and sponsors that consistently underestimate the scope and overall cost of a project. The Project Manager has a proven track record with the FAA, FDOT and sponsors of bringing in projects on time and within budget. The second step in effective cost control is putting together a solid set of plans and specifications. Weak plans and specifications typically open the window for numerous Change Order requests by the contractor which drives up the overall project cost.

The construction phase of the project is the final area for maintaining cost control. Quick response and tight control and oversight of the project help to minimize change orders which normally increase cost and extend the schedule. Subcontractor and vendor markets must be evaluated, projected, and integrated into cost estimates. This balance can be best achieved through a proactive cost management (not cost control) approach to the project. The cornerstone of this approach is the continual collaboration between NAA Staff and the Hole Montes Team during the development of the design.

**Accurate Cost Estimating**
Accurate cost estimating can make or break a project. Early estimates are used to plan funding requirements and help determine budgets for all parties involved, FAA, FDOT and the sponsor. The proposed project manager has an excellent track record preparing early planning stage estimates and later estimates based on final plans. For example:

**Page Field Rehabilitation of Runway 5-23 and Associated Taxiways**
- Estimate November 2015 prior to obtaining funding and final design $21,804,000
- Estimate at final design stage $19,354,228
- Final construction cost $18,268,816
- FAA funding for the project was $17,654,727

**8.7% Under Engineer’s Estimate**

**Page Field Rehabilitation of Runway 13-31 and Associated Taxiways**
- Estimated construction cost November 2015 prior to obtaining funding and preliminary design $7,470,000
- Estimate at final design stage $7,766,225
- Final construction cost $7,738,037
- FDOT funding for the project was $7,422,772

**$28,188 or 0.4% Under Engineer’s Estimate**

Both projects were completed under the engineer’s estimate, under the original bid price and achieved substantial completion on or ahead of schedule. The Hole Montes Team maintains a summary of project cost by for every project completed and also obtains available information on similar FAA and FDOT projects. At the earliest design phases, we compare the project scope, systems and materials to our historical project cost data file. The initial estimate prepares a list of cost items that become more detailed with completeness of design documents.
Unique Approach to Construction Safety and Phasing

Naples Airport has a high level of private and business jet traffic with seasonal fluctuations. Apron and taxi lane work will be occurring in close proximity to active aprons, taxiways, hangars and taxi lanes it is critical that phasing and staging be carefully planned. Foreign Object Debris/Damage (FOD) control is a key part of this planning. Due to the nature of the work, there is a higher potential for a FOD incident. The activity includes milling and paving which tend to spread debris over the work area and haul routes. Depending on the timing of construction, the work can have an impact on available parking, especially during the busier winter season.

Tim Parker, Project Manager, has extensive experience and understanding dealing with airside operations. He is an instrument rated commercial pilot, aircraft owner, aircraft builder and has worked with a major aerospace firm in the flight operations group as a flight test engineer working on high performance military aircraft. This background has given him a firm appreciation for the complications and increased risk associated with mixing construction and air operations. He has witnessed firsthand the damage caused by FOD, wildlife strikes and what happens when ground support equipment and other landside vehicles come together with aircraft.

The Project Manager’s most recent Page Field projects reconstructed both runways and a majority of taxiways over a twenty-month period of time. This required extensive coordination with airport operations, air traffic control tower and contractors. During this time, no runway incursions or FOD damage was reported. Having a safe operation takes the cooperation of all parties involved. The Hole Montes Team has a high level of commitment to overall project safety.

Paving projects around existing hangars can be challenging for many reasons. Some of these challenges include potential damage to the exterior of the hangar due to operation of heavy equipment in close proximity to the hangars. To minimize the potential for hangar damage, hand work is often done close to the building perimeter. This often results in a lower quality of finished pavement close to the building.

The maneuvering aircraft and vehicles in the confined areas around hangars can present safety challenges if the construction is not properly coordinated and appropriate safety precautions are not taken, such as use of barricades and flaggers to control truck and equipment traffic. The intent would be to provide a paving plan which does not require construction equipment to pass over previously completed paving work. The paving areas will be divided into areas which coincide with about 1,000 tons of daily asphalt production. While these areas may be done sequentially or concurrently, it will provide a means to minimize the number of tenants prevented from using their hangars at any given time.

A preliminary phasing plan has been developed to show how impacts to the tenants could be minimized. Some phases could be done concurrent with other phases without much overall impact to a larger group of tenants. However, if other phases are done concurrently, that could impact nearly all of the T-hangar tenants.

For safety and FOD considerations, we propose not allowing aircraft to taxi under their own power across milled pavement areas. If some unforeseen event occurs which requires removal of aircraft after the asphalt surface has been milled and the repaving process has not occurred, the aircraft should be towed to a safe area to be started. Such unplanned events could be the blow up of an unexpected tropical storm or a problem with the asphalt production or asphalt quality.

Some hangar tenants may go to their hangars on a regular, or near daily, basis and may not choose to move their aircraft to a tiedown location. Ground rules should be in place for when it is permissible and not permissible to access their hangars. There may be cases in which no paving or milling operations are occurring in front of their hangar; however they are unable to access the rest of the airport due to blocking construction activity. Access must be as approved or limited as directed by airport staff.

Site Access To The Construction Area

Only two access gates have any real potential for use during this construction project. While neither gate is optimal for moving construction traffic through, they will need to be used. Naples Airport has a high volume of high-end business jet traffic and is also a Part 139 certified airport, both of which warrant a high level of security measures and awareness. Gate guards will need to be thoroughly trained and instructed on who is and who is not allowed on the airport.

The work limits need to be clearly defined with barricades and signage to prevent construction traffic from entering operational areas on the airport.
**Approach**

The first step will be to review the existing data and work completed previously. The approach will be to develop a plan which minimizes disruption to airport tenants and minimizes construction traffic over newly placed asphalt. The tiedown area between Taxiway A4 and A5 would be completed first. The tenants in the larger box hangars are more likely to relocate their aircraft during the construction impact, while many of the T-hangar tenants may choose to leave their aircraft in the hangar for the duration of the paving project impacting their hangars. Completing the tiedown area first will provide options for some of the displaced hangar tenants to move their aircraft while remaining in close proximity to their hangar. When tenants are displaced to the other side of the airport it can result in numerous frustrations. These frustrations are highlighted in recent article in a popular GA magazine.

It would be goodwill to have some outreach with the hangar tenants to discuss the planned work and how they will likely be impacted and solicit input. On these types of projects it is very hard to please everyone and there will be no shortage of armchair quarterbacks; however, it goes a long way if the tenants believe that you took into consideration their needs and have truly worked to minimize the impact to them.

As a hangar tenant, the Project Manager has been exposed to multiple projects which have resulted in being denied access to his hangar to make improvements to the hangar complex. He understands, firsthand, the choice that tenants must make and either leave their aircraft in the hangar while the construction work is being completed and then not having access to their plane or moving it to another location which will most likely be a tiedown area. Some aircraft are not well suited to being tied down for an extended period of time.

If there is a desire to correct any drainage or grading concerns, then that will need to be addressed early in the design process.

The paving equipment can cause vibrations which could impact items stored in hangars. The tenants should be made aware of this so they can make sure items are appropriately secured.

**Construction Phase**

Paving in the confined areas around hangars can result in less than optimal paving quality because of existing fixed structures which need to be accommodated. If close attention to detail is not paid during the milling and paving process, then pavement defects can occur such as bird baths and irregular transitions. The construction documents should be clear on what is an acceptable resolution to resolve these defects. The FAA standard specifications for construction do not do a good job defining asphalt standards for hangar areas.

The success of this project will require a team effort. A potential phasing plan is contained below.
Work Capacity

All members of the Hole Montes Team are prepared to bring forth the full resources necessary to provide for timely, responsible, and cost-effective design, permitting, bidding and construction administration solutions to the North GA Ramp Rehabilitation Project. Hole Montes staff have over 30 years of experience in designing various airport projects. These projects range from terminal and hangar buildings, airfield pavement, lighting signage and NAVAIDs and landside improvements. Through its role as general consultant for the Lee and Collier counties and City of Naples Airport Authorities, Hole Montes has successfully completed numerous types of projects to give us the ability to offer a wide breadth and quality of services that the Authority may need. Hole Montes recently completed two major runway and taxiway rehabilitation projects at Page Field Airport with a total construction cost of over $26 Million. This work was completed ahead of schedule, as a result, we are available to immediately take on additional responsibilities associated with the North GA Ramp Rehabilitation project. Construction was just completed on a 24,000 square foot Multi-Use Hangar and Ramp Expansion project at Page Field Airport. This permits us to immediately commit the full effort of our design professionals to this project. Key factors that affect Hole Montes’ ability to take on additional work are the location, diversity and flexibility of the staff and current backlog status. Hole Montes staff have adapted to the peaks and valleys associated with typical engineering and development projects and work as a team to complete projects.

Location and Local Knowledge

Our Team is comprised of 49 individuals in our two local offices, in addition to multiple local sub-consultants with experience on projects at the Naples Airport. All of the key staff are located in southwest Florida within 35 miles of the Naples Airport. Normally the closer the project team is to your project, the more focused and accessible they will be on addressing your issues. This proximity is key in cost savings and local knowledge of the area and local issues. While other firms expend considerable funds for travel, our team can be at the airport within one hour. This allows the team to quickly respond to any needs for on-site presence. The Hole Montes Team is also very familiar with local contractors and construction practices specific to the Naples area. Over the years, Hole Montes staff have developed relationships with Authority staff and understand the key issues of the Authority.

Knowledge of Standards & Procedures

Hole Montes has provided engineering services to airports in southwest Florida for over twenty years and its staff is very knowledgeable of the standards and procedures associated with airport projects including, but not limited to:

- FAA Airport Advisory Circulars
- FAA Orders and Engineering briefs including Airport Improvement Program (AIP) Handbook
- FDOT Design Standards
- Florida Statewide Airport Stormwater Best Management Practices
- FAA / FDOT Grant Procedures
- Florida Procurement Regulations
- FAA Airport Safety and Security Standards
- NAA Safety and Security Procedures including operation of vehicles on airport property
- FDEP Mangrove Alterations

In addition to Hole Montes’ extensive airport experience, Hole Montes has been involved in permitting and designing major land development projects in southwest Florida over the past 50 years. The combined experience of the staff and subconsultants provides an amazing mass of knowledge related to standards and procedures specific to the southwest Florida area. This “area” specific knowledge is beneficial during the planning and permitting phases of a particular project. In many cases, the various regulations are not always reviewed and applied consistently across the State, County, District or Community lines.

Due to the Hole Montes team’s extensive local experience and detailed knowledge of the regulations and procedures, it very likely that our staff have worked with the individual regulator and or reviewer on previous projects and have a good understanding of how various standards will be applied to the project.

Ability to Work With Other Consultants / Contractors

A team approach is the first step in successfully completing a project on budget and within schedule. While it is incumbent that Tim Parker, P.E. as Project Manager holds all parties to task, this does not mean that an adversarial relationship must exist between the consultants and contractors. His management style, training and background have resulted in his ability to create strong motivated teams. Due to a wide variety of civil infrastructure improvement projects that the Hole Montes team has worked on, we have had the opportunity to develop positive relationships with a wide range of consultants, contractors, and staff at local, state and federal agencies.
Breadth and Quality of Services Required for the Project

With engineering offices in Naples and Fort Myers, Hole Montes is strategically positioned to provide you with the design and management expertise necessary to achieve success for your project. Our Project Team Members are seasoned professionals. They have the expertise, training and availability to assist you in achieving a successful project conclusion.

Hole Montes’ Transportation Engineering division has been recognized as one of southwest Florida’s leading providers of transportation engineering design and inspection services for many years. The division has provided professional design and management services for some of the area’s most populated roadways and for every municipal airport in Lee and Collier Counties, including Southwest Florida International and Naples Airports. From road widenings to roadway extensions; from bridge replacements to runway extensions; from hangars to sidewalks and intersection improvements, Hole Montes continues to play a key part of the growth management plan for southwest Florida.

Hole Montes has provided Aviation Design Services at Southwest Florida International Airport, Marco Island Executive Airport, Immokalee Regional Airport, Everglades City, Page Field Airport and the Naples Airport. Projects have included both runways and taxiways with the airport itself and also landside improvements. Sample projects include the Rehabilitation of Runways 5-23 and 13-31 and Associated Taxiways at Page Field Airport; Rehabilitation of Runway 9-27 and the Clearing of Runway Visibility Zone at Immokalee Regional Airport; and the Rehabilitation of Runway 17-35 and Apron at Marco Island Executive Airport.

Hole Montes provided the project management and engineering services from conceptual design through construction of the new G.A. terminal complex in the west quadrant of Page Field Airport. The complex includes a new 22,000 sq. ft. terminal building, 24,000 sq. ft. bulk hangar, parallel taxiways to two runways, new 600,000 sq. ft. apron along with landside improvements including a new access road and vehicular parking.

A new 24,000 sq. ft. multi-use aircraft storage hangar with 58,000 sq. yds. of additional aircraft parking ramp is currently in the construction phase at Page Field Airport. This project also includes associated site work including modifications to the existing aircraft apron, demolition, grading, drainage, earthwork and utilities to serve the new hangar.

Hole Montes also provided Civil Engineering and Survey Services for Collier County Sheriff’s Office’s Special Operations Building, a two-story, 60,000 sq. ft. building equipped with an 8,000 sq. ft. hangar, located in the North Quadrant of the Naples Airport. The site design required complex coordination with the NAA due to the building’s location immediately adjacent to an active runway. Strict controls were enforced, to ensure that the Airport’s operations were not affected by wind blown debris, construction material or unauthorized runway incursions by site workers.

Hole Montes is pre-qualified by the Florida Department of Transportation in the following FDOT work groups:

- 3.1 Minor Highway Design
- 3.2 Major Highway Design
- 8.1 Control Surveying
- 8.2 Design, Right of Way & Construction Surveying
- 8.4 Right of Way Mapping
- 10.1 Roadway Construction Engineering Inspection
- 10.3 Construction Materials Inspection
- 13.5 Subarea/Corridor Planning
- 13.6 Land Planning/Engineering

Hole Montes has been providing Construction Services including Contract Administration, Construction Engineering and Inspection Services (CEI), Constructability Review and Value Engineering Services to both public and private clients for over 50 years. Working as an extension of Naples Airport Authority staff, Hole Montes will utilize our resources, local knowledge and experience to provide Naples Airport Authority efficient and cost-effective service. Several of our staff have OSHA Class II Asbestos Worker Certifications and Safety Awareness Training in Lead and Confined Spaces.

From public utilities to large scale transportation projects throughout southwest Florida, our seasoned professionals carry out a variety of project management duties including: selection and management of design consultants, coordination of permitting efforts, involvement with right-of-way acquisition including testifying at Order of Taking hearings and participating in land acquisition mediation, management of CEI activities, construction and contract management, and public involvement during all phases of design and construction as well as briefing senior staff.

SECTION E: AVAILABILITY AND RANGE OF SERVICES
Other responsibilities that Hole Montes undertakes include: technical and value engineering review of plans, creation of construction bid documents, interaction with permitting agencies, project closeout documentation, and presentations to both elected officials during board meetings and to the general public during public meetings/hearings.

As part of Construction Administration Services, Hole Montes will:

- Incorporate all addenda to the bid into a signed and sealed conformed set of contract documents and provide to the Naples Airport Authority’s Project Manager and obtain / assist the NAA and / or contractor acquire the necessary construction permits.
- Review and respond to shop drawings, samples and other data submittals.
- Attend the pre-construction meeting.
- Review and respond to contractor’s / supplier’s requests for additional information.
- Attend construction progress meetings.
- Review and provide recommendations on pay applications.
- Perform periodic construction engineering and inspection services during the construction period, sufficient to provide record drawings and certifications.
- Obtain / Assist the Naples Airport Authority with intermediate permitting requirements.
- Participate in substantial completion inspections and provide a punch list(s) to the contractor and the Naples Airport Authority.
- Participate in the final inspection.
- Prepare and submit to the Naples Airport Authority, as-built record drawings based on the contractor’s redline mark-ups in both hard copy and electronic format (AutoCAD).
- Assist the Naples Airport Authority with final permitting requirements and project closeout.
- Assist with Public Information and Relations with our sub-consultant, including website development and updates.

As part of Construction Engineering and Inspection Services, Hole Montes will:

- Provide full-time or part-time inspection and provide daily reports of the contractor activities.
- Assist the Naples Airport Authority and Engineer of Record in maintaining submittal, RFI and work directive logs.
- Assist in construction progress meetings including preparation of agendas and minutes.
- Observe construction to verify contractor compliance with plans, specifications, shop drawings and permit requirements.
- Assist in resolving RFI’s, developing work directives to address unforeseen conditions and reconciliation of work directives upon completion of work.
- Provide follow-up services during warranty periods.
- Participate in the substantial compliance inspection, maintain punch lists and assist in determining final completion.
Hole Montes is serious in providing disadvantaged business enterprises (DBE) the maximum opportunity to participate in the performance of work and assures Naples Airport Authority that DBE and/or W/MBE (DBE) firms will have maximum opportunities under this agreement. Hole Montes has a long and well-founded relationship with both local and state DBE firms and those nationwide that fully meet the 49 CFR Part 26 eligibility standards. The DBE goal established for this contract is 8.95% of the total contract value of this contract.

Hole Montes is committed to assist the Authority in accomplishing its DBE goals for this project. For over 20 years, Hole Montes has sought out DBE firms and provided them opportunities to participate in airport projects. We have developed a network of quality DBE firms of various disciplines that can provide positive input into your project. Hole Montes has previously worked with E. F. Gaines Surveying Services on various airport and other projects in southwest Florida. EFGaines is pre-qualified with the Florida Department of Transportation for Work Areas 8.1 Control Surveying, 8.2 Design, Right-of-way & Construction Surveying and 8.3 Right-of-way Mapping. EFGaines currently holds DBE/MBE/SBE certifications with the following agencies: Florida Department of Transportation; State of Florida, Florida Department of Management Services, Office of Supplier Diversity; and South Florida Water Management District.

The following is our recent DBE opportunity history for design and construction services with the Lee County Port Authority for the projects at Page Field Airport.

- Rehabilitation of Runway 5-23 & Associated Taxiways 27% of Contract
- Rehabilitation of Runway 13-31 & Associated Taxiways 24% of Contract
Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space): TBD

_____ The bidder/offeror is committed to a minimum of ____% DBE utilization on this contract.

_____ The bidder/offeror (if unable to meet the DBE goal of ____%) is committed to a minimum of ____% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

Name of bidder/offeror's firm: Hole Montes, Inc.

State Registration No.: 1772

By ________________________________ Vice President / Principal
(Signature) Richard E. Brylanski, P.E. Title

FORM 2: LETTER OF INTENT

Name of bidder/offeror's firm: Hole Montes, Inc.

Address: 6200 Whiskey Creek Dr., Fort Myers

County: Lee County State: FL Zip: 33919

Name of DBE firm: E.F. Gaines Surveying Services, Inc.

Address: 5235 Ramsey Way, Ste. 10, Fort Myers

County: Lee County State: FL Zip: 33097

Telephone: 239.418.0126

Description of work to be performed by DBE firm:

Surveying and Mapping Services

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ TBD.
Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By: [Signature]  Elizabeth F. Gaines, P.S.M. - President

[Title]

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)
STATEMENT OF DRUG-FREE WORKPLACE

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more bids, proposals, responses or that are equal with respect to price, quality, and service are received by the State of Florida or by any of its political subdivisions for the procurement of commodities or contractual services, a bid, proposal or reply received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in section 1.

4. In the statement specified in section 1., notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employees will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 of the Florida Statutes or of any controlled substance law of the United States or any state, for a violation occurring in the workplace, no later than five (5) days after such conviction.

5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by an employee who is so convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this program.

Select one or the other (not both) of the following certification statements. These statements are mutually exclusive.

☐ This firm **DOES NOT** comply with the above requirements for a drug-free workplace.

☒ As the person authorized to sign the statement, I certify that this Firm **DOES** fully comply with the above requirements.

Hole Montes, Inc.

Firm Name

Richard E. Brylanski, P.E. - Vice President / Principal

Name or Authorized Individual

Authorized Signature

11/12/2018

Date
SCRUTINIZED COMPANY CERTIFICATION

This certification is required pursuant to Florida Statute Section 287.135.

As of July 1, 2018, a company that, at the time of bidding or submitting a bid/response for a new contract/agreement, is on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or that is engaged in a boycott of Israel, created pursuant to Florida Statute Section 215.4725, or has been engaged in business operations in Cuba or Syria, is ineligible for, and may not bid on, submit a proposal/response for, or enter into or renew a contract/agreement with an agency or local governmental entity for goods or services of $1 million or more.

Hole Montes, Inc. 59-1518838

Firm Name FID or EIN No.

6200 Whiskey Creek Dr.

Address Fort Myers, FL 33919

City, State Zip

I, Richard E. Brylinski, as a representative of Hole Montes, Inc., certify and affirm that this company is not on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel, and has not been engaged in business operations in Cuba or Syria.

Authorized Signature

On this the 12th day of November, 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the abovenamed and swore that the statements contained in the foregoing document are true and correct.

Notary Public

My Commission Expires: 2020-03-21

Ramp Paving 10/11/19
NON-COLLUSION AFFIDAVIT

STATE OF Florida

COUNTY OF Lee

I state that I, Richard E. Brylanski, P.E. - Vice Pres. / Principal, of Hole Montes, Inc.
(Name and Title) (Name of Firm)

am authorized to make this affidavit on behalf of my firm and its owner, directors and officers. I am the person responsible in my firm for the price(s) and amount(s) of this Response, and the preparation of the Response. I state that:

1. The price(s) and amount(s) of this Response have been arrived at independently and without consultation, communication or agreement with any other Respondent, potential Respondent, Proposal, or potential Proposal.

2. Neither the price(s) nor the amount(s) of this Response, and neither the approximate price(s) nor approximate amount(s) of this Response, have been disclosed to any other firm or person who is a Respondent, potential Respondent, Proposal, or potential Proposal, and they will not be disclosed before Proposal opening.

3. No attempt has been made or will be made to induce any firm or persons to refrain from submitting a Response for this contract, or to submit a price(s) higher that the prices in this Response, or to submit any intentionally high or noncompetitive price(s) or other form of complementary Response.

4. The Response of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from, any firm or person to submit a complementary or other noncompetitive Response.

5. Neither my firm nor its affiliates, subsidiaries, officers, directors, partners, owners, representatives, employees or parties in interest are currently under investigation by any governmental agency and have not in the last three years been found liable for any act prohibited state or federal law in any jurisdiction involving conspiracy or collusion with respect to the proposal or bid on any public contract, except as follows:

I state that I and the named firm understand and acknowledge that the above representations are material and important, and will be relied on by the City of Naples Airport Authority, for which this Proposal is submitted. I understand and my firm understands that any misstatement in this affidavit is, and shall be treated as, fraudulent concealment of the true facts relating to the submission of this Proposal.

Authorized Signature

On this the 12th day of November, 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the above-named and swore that the statements contained in the foregoing document are true and correct.

Notary Public

My Commission Expires:

Ramp Paving 10/11/19
Pursuant to Section 287.055(5)(e), Florida Statutes, for any lump-sum or cost-plus-a-fixed fee professional services contract over the threshold amount provided in Section 287.017, Florida Statutes for CATEGORY FOUR, the Department of Transportation (Department) requires the Consultant to execute this certificate and include it with the submittal of the Technical Proposal, or as prescribed in the contract advertisement.

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project’s agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Department determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Department, whichever is later.

Hole Montes, Inc.

Name of Consultant

By: Richard E. Brylanski, P.E. - Vice President / Principal

Date 11/12/2018
NORTH GA RAMP REHABILITATION
DESIGN, PERMITTING, BIDDING & CONSTRUCTION ADMINISTRATION
Project Intent
Rehabilitate North GA Aprons & Taxi Lanes

Quality
Complete a Quality Paving Project

Minimize Overall Impact
Airport, Existing Tenants & Transient Aircraft Operations

Develop Plans & Specifications
Meeting Airport’s Needs

High Level of Seasonal Traffic
Minimize Time that Hangar Tenants are Unable to Access Their Hangar & the Rest of the Airport
Approach

Develop a Plan which minimizes disruption to airport tenants & minimizes construction traffic over newly placed asphalt.

Research  Prioritize  Coordinate
Research

• Review existing data & work completed previously
• Existing hangars have differences in slope, drainage design, hangar doors and interface between the inside & outside of the hangar
• Identify hangars only having one means of access to the airside
• Evaluate condition of tiedowns & location
• Pavement damage
• Drainage issues
  • Volume
  • Bird baths
• Use of fuel resistant asphalt pavement in tiedown areas if existing pavement damage due to fuel spills or aircraft venting issues
Design

- Preliminary design
- Design phase
- Technical & value engineering review of plans
- Paving plan which does not require construction equipment to pass over previously completed paving work
- Interaction with permitting agencies
- Retain or replace tiedowns
- Pavement by self serve
Coordination

- Extensive coordination with airport operations, tenants & contractors
- Outreach with hangar tenants to discuss the planned work, how they will likely be impacted & solicit input
- Paving plan which does not require construction equipment to pass over previously completed paving work
- Coordination of phasing plan / maneuvering aircraft & vehicles
- Site access to construction area
- Signage / barricades to prevent construction traffic from entering operational areas on the airport
Construction

• Creation of construction bid documents
• Construction phase services
• Project closeout documentation
Pilot’s Perspective

As a licensed commercial pilot, Tim Parker understands airport needs as an engineer and from a pilot’s perspective.
Phasing

Over 125 hangar tenants and over 60 tiedown locations will be impacted by the construction.

Minimize
Minimize the Number of Tenants Prevented from Using Their Hangars at Any Given Time

Ground Rules
Establish Ground Rules for When It Is & Is Not Permissible for Tenants to Access the Hangars

First Phase
Tiedown Area Between Taxiway A4 & A5 to Provide Options for Displaced Hangar Tenants
Why Choose HM?

Experienced, Knowledgeable, Local Professionals

- Local team can quickly respond to any needs for on-site presence
- Extensive knowledge of local conditions
- Familiar with local contractors and construction practices specific to the Naples area
- Worked every quadrant of the Naples Airport
- Knowledgeable of the permitting processes
  - City of Naples
  - Collier County
  - SFWMD
  - FDEP
  - USACOE