

**ADDENDUM NO. 1
TO THE AGREEMENT DATED FEBRUARY 23, 2024
BETWEEN GREATER ORLANDO AVIATION AUTHORITY
AND AVCON, INC.**

Project: Design Services for BP-050 ORL Runway 7-25 Rehabilitation and Related Work, Orlando Executive Airport

THIS ADDENDUM is effective this 18th day of September, 2024, by and between the **GREATER ORLANDO AVIATION AUTHORITY** ("Aviation Authority"), and **AVCON, INC.** ("Consultant").

WITNESSETH:

WHEREAS, by Agreement dated February 23, 2024, Aviation Authority and Consultant entered into an agreement for Consultant to provide professional services for Runway 7-25 Rehabilitation; and

WHEREAS, under the Agreement, Consultant agreed to perform such additional services for the Aviation Authority as are contained in any additional scope of work established by the Aviation Authority in any addendum to the Agreement and accepted in writing by the Consultant; and

WHEREAS, the Aviation Authority and the Consultant desire to enter into this Addendum to the Agreement to provide for additional services to be rendered by the Consultant under the terms of said Agreement.

NOW, THEREFORE, in consideration of the premises and the mutual covenants herein contained, the Aviation Authority and the Consultant do hereby agree as follows:

1. Consultant shall perform additional services in accordance with the terms of the Agreement and the attached Exhibit "A." Consultant shall be paid for such additional services according to the payment terms set forth in the Agreement.

2. Consultant shall be compensated for such additional services in the **NOT TO EXCEED amount of ONE MILLION FIVE HUNDRED TWENTY-FIVE THOUSAND ONE HUNDRED TWENTY AND NO/100 DOLLARS (\$1,525,120.00)**, broken down as follows:

Professional Fees:	NTE:	\$1,456,049.00
Professional Fees:	LS:	\$0.00
Reimbursable Expenses:	NTE:	<u>\$69,071.00</u>
Total:		\$1,525,120.00

3. A. Consultant hereby certifies that it is not on the Scrutinized Companies that Boycott Israel List and is not engaged in a boycott of Israel, as defined in Florida Statutes § 287.135, as amended;

AND

B. (applicable to agreements that may be \$1,000,000 or more) - Consultant hereby certifies that it is: (1) not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List as defined in Florida Statutes § 287.135; and (2) not engaged in business operations in Cuba or Syria, as defined in Florida Statutes § 287.135, as amended.

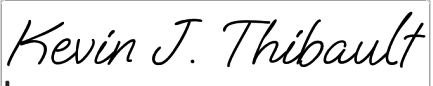
4. Aviation Authority may terminate the Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel.

In the event the Agreement is for One Million Dollars (\$1,000,000.00) or more, Aviation Authority may terminate this Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or is engaged in business operations in Cuba or Syria.

5. Except as expressly modified in this Addendum, the Agreement dated February 23, 2024 and all prior addenda will remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto by their duly authorized representatives, have executed this Addendum this day of ~~Sep 27, 2024~~.

GREATER ORLANDO AVIATION AUTHORITY

By: 
box SIGN 1V3Q39J4-18925QL7
Kevin J. Thibault, P.E.
Chief Executive Officer

**Approved as to Form and Legality
(for the benefit of GOAA only)
this day of ~~Sep 19, 2024~~**



By: **box** SIGN 1J8RLK51-18925QL7
**NELSON MULLINS BROAD AND
CASSEL, Legal Counsel
Greater Orlando Aviation Authority**

AVCON, INC.

By: 
box SIGN 4W8779J8-18925QL7
Signature (Duly Authorized Rep.)

President
Title



MEMORANDUM

TO: Members of the Construction Committee

FROM: Tuan Nguyen, P.E., Assistant Vice President

DATE: May 28, 2024

ITEM DESCRIPTION

Request for Recommendation of Approval of an Addendum to the Professional Services Agreement with AVCON, Inc. for the Design Services for BP-00050 ORL Runway 7-25 Rehabilitation and Related Work, Orlando Executive Airport.

BACKGROUND

AVCON, Inc. was selected for the referenced project by the Aviation Authority on February 21, 2024.

On February 21, 2024, the Procurement Committee recommended approval to the Aviation Authority Board to approve a Professional Services Agreement with AVCON Inc. for the ORL Runway 7-25 Rehabilitation at the Orlando Executive Airport.

ORL Runway 7-25 pavement rehabilitation scope includes but not limited to mill and overlay the existing asphalt pavement for the runway, its blast pads, its intersection with Runway 13-31 and the connecting taxiways located within the runway safety area, and improvements required for compliance with the Federal Aviation Administration current standards for the runway safety area, geometry, drainage, marking, lighting, and signage.

The professional services for the project include, but are not limited to, study, design services through bid and award, permitting, construction, and other related services necessary for the project. The services may include, but are not limited to, airfield, civil, traffic, environmental, structural, mechanical and electrical engineering design; security and systems design; utilities and infrastructure design; runway and taxiway design; roadway design; surveying; evaluation and documentation of existing conditions; verification of as-built conditions including verification of all existing above and underground utilities; cost estimating and scheduling; technical studies; permitting; construction administration and resident engineering; and all other related services including on with the Aviation Authority, its Consultants, the City of Orlando and all agencies having jurisdiction over the project.

The Project will be performed and constructed by GOAA with grant assistance from the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT.)

ISSUES

Consultant's proposal, dated 4/30/2024, is to complete the Design Services for the referenced project. Refer to the attached proposal for more details.

If approved, services will be effective when both grants are received and upon Aviation Authority Board approval.

SMALL BUSINESS

The DBE participation has been reviewed by the Office of Small Business Development. Their findings and recommendation are attached.

ALTERNATIVES

None.

FISCAL IMPACT

Funding is from the future Federal Aviation Administration (FAA) and Florida Department of Transportation (FDOT) grants to the extent eligible and previously approved ORL Revenue Funds. The Grant Application will be prepared and submitted to the FAA once approval from the Construction Committee is received.

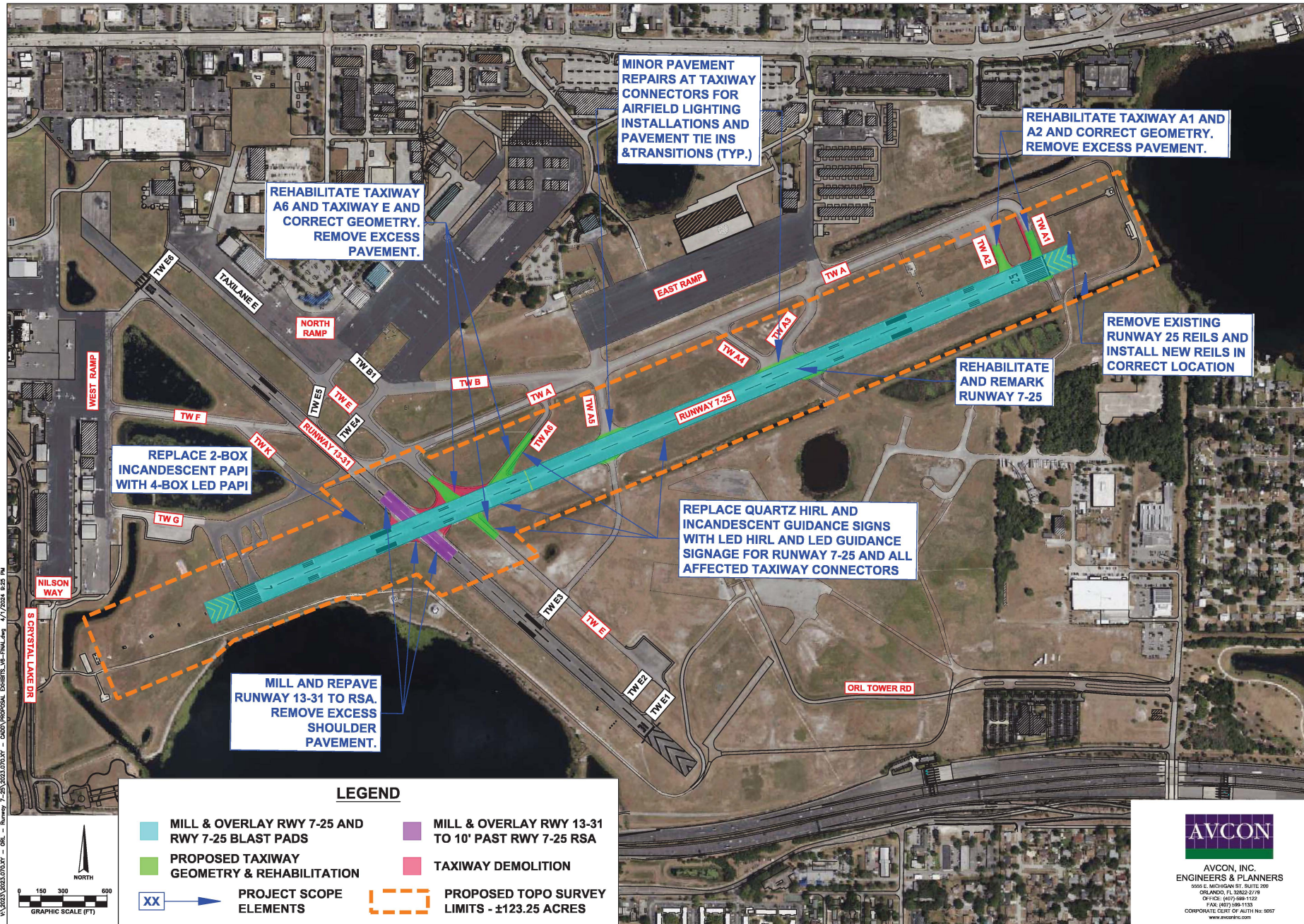
Funding source verified by Melvin Martinez of Construction Finance on 05/23/24 as correct and available.

RECOMMENDED ACTION

It is respectfully requested that the Construction Committee recommend to the Aviation Authority Board approval of an Addendum to the Professional Services Agreement with AVCON, Inc. for the Design Services for BP-00050 ORL Runway 7-25 Rehabilitation contained herein and the amount as shown below:

Not to Exceed Fees	\$1,456,049.00
Lump Sum Fees	\$0.00
Not to Exceed Expenses	\$69,071.00
TOTAL	\$1,525,120.00
AAC – Compliance Review Date	 5/21/2024
AAC – Funding Eligibility Review Date	5/21/2024

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Project Number:	2024.070.XX
Date:	04/01/2024
Drawn:	DJN
Checked:	JAK

BP-050 ORL RUNWAY 7-25 REHABILITATION AND RELATED WORK
MAJOR PROJECT DESIGN ELEMENTS
ORLANDO EXECUTIVE AIRPORT

EXHIBIT

GREATER ORLANDO AVIATION AUTHORITY





**SCOPE OF SERVICES FOR
Professional Engineering Services For**

BP-050 ORL Runway 7-25 Rehabilitation and Related Work

GOAA Project Number: BP-050

Orlando Executive Airport (ORL)

AVCON, INC.

A. Project Description

Orlando Executive Airport (ORL) is located approximately 3 miles east of downtown Orlando, Florida and is owned and operated by the Greater Orlando Aviation Authority ("GOAA" or "the Authority"). As stated in the Airport Layout Plan (ALP) Update Narrative Report (W-334), ORL was first opened in 1928, and served as Orlando's only commercial airport until 1962. Today, the airport accommodates a range of general aviation activity, including corporate/business, air taxi/charter, air cargo, law enforcement/public safety, medical/air ambulance, news media, military training, and recreational aircraft.

Runway 7-25 is the primary runway at Orlando Executive Airport (ORL). With a length of 6,004 feet, a width of 150 feet, and precision approaches for both ends (including ILS and a MALSR for Runway 7 and ILS (GS and LOC) for Runway 25), this facility provides the airport with the capability to support all types of executive/corporate aircraft operations. ORL's main runway, designated as Runway 7-25 (Runway Design Code C-II), was completed in 1961 and was last rehabilitated in 2001. This last rehabilitation has now exceeded its 20-year design life. With the PCI value just now hitting the threshold (65) for pavement rehabilitation, the existing pavement has held up extremely well for its age. The asphalt distresses present on Runway 7-25 are primarily age and environmentally related. The observed asphalt pavement distresses included low and medium-severity block cracking, wash boarding and blistering, longitudinal and transverse cracks, and low and medium-severity weathering. These pavement distresses are causing raveling of the asphalt surface, which is creating an increased risk of FOD.

This project includes asphalt milling and an asphalt overlay for Runway 7-25 and the Runway 7-25 Blast Pads, replacement of Runway 7-25 lighting, signage, and associated electrical infrastructure with LED technology, milling and repaving of Runway 13-31 within the Runway 7-25 Safety Area, geometry modifications and rehabilitation of Taxiways A1, A2, A6, and Taxiway E (to 10-feet beyond the Runway Safety Area (RSA)), replacement and relocation of

the Runway 25 REILs, replacement/modifications to Taxiway lighting, signage, electrical infrastructure as needed for the Taxiway pavement rehabilitation and modifications, and potential replacement of the Runway 7 2-Box incandescent PAPI system with a 4-Box LED PAPI system, subject to evaluation of the critical design/clearance surfaces. The geometry modifications are intended to bring the pavements into compliance with the current FAA design standards per AC 150-5300-13B. Associated work elements will include airfield electrical vault modifications and upgrades, airfield pavement markings, stormwater drainage modifications, and stormwater permitting through St. Johns River Water Management District. Also included in this project is design AGIS survey of Runway 7-25 and its associated NAVAIDs to identify obstructions that may require mitigation as part of this project delivery.

This project offers the Airport an opportunity to not only address the rehabilitation of the asphalt pavement, but also to take advantage of the construction window to upgrade the airfield lighting, and enhance airport operations and safety, while minimizing the time-sensitive runway and taxiway closures. The proposed milling and repaving operations on Runway 13-31 within the Runway 7-25 Safety Area will allow the future rehabilitation of Runway 13-31 to be completed without operational impacts to Runway 7-25, ORL's primary runway.

B. Project Team

The professional engineering services will be performed by the following team members:

- **AVCON** – Project Management, Airfield Engineering, Airfield Lighting Design, Navigational Aid Design, Structural Engineering, Cost Estimating, Scheduling, Bidding Phase Services
- **E.R. Bain & Associates (ERB)** – Civil Design Support, CSPP Validation
- **Corporate Environmental Risk Management, LLC (CERM)** – Airfield Pavement Markings Consultant
- **Barnes, Ferland & Associates, Inc. (BFA)**– Topographical Surveying
- **Geotechnical Engineering Consultants (GEC)** – Geotechnical Engineering
- **Martinez Geospatial Services (MGS)** – Aerial Mapping, AGIS Survey

C. Project Scope, Design Assumptions, and Limits of Work

Exhibit C-1 shows the limits of work and project scope elements. During design, the project scope may have to be modified due to budget limitations. The currently anticipated Runway 7-25 Rehabilitation package includes:

- Pavement Rehabilitation for Runway 7-25 and Runway 7-25 Blast Pads.
- New airfield lighting and signage for Runway 7-25.
- Milling and Overlay of Runway 13-31 to 10' outside of the Runway 7-25 RSA.

- Geometry modifications to TWY connectors A1, A2, A6, and Taxiway E, to 10-feet outside the RSA including replacement of Runway and Taxiway edge lights and guidance signs affected by the work operations.
- Airfield electrical vault modifications and improvements.
- Replacement and relocation of the Runway 25 REILs to the runway threshold.
- Potential Tree Clearing/Trimming and/or obstruction mitigation within the Runway Primary AGIS Surface and Runway 7-25 PAPI Obstacle Clearance Surface (OCS) and Light Signal Clearance Surface (LSCS).
- Minor grading enhancements for modified infield areas.
- Inspection and Rehabilitation of Drainage Pipes under Runway 7-25.
- Stormwater design and permitting with SJRWMD.

Work along Taxiways A3, A4, A5, and south taxiway connectors will be limited to 20-feet of taper for proper grade transition and restoration of new conduit trenches for airfield lighting and signage. Markings will extend to the nearest PC away from the runway.

From our discussion and the above, this proposal does not include:

- Demolition of existing Taxiways A3, A4, and A5
- Construction of new Taxiways A3 and A4

A more detailed description of the project scope elements and design assumptions is presented in the following sections:

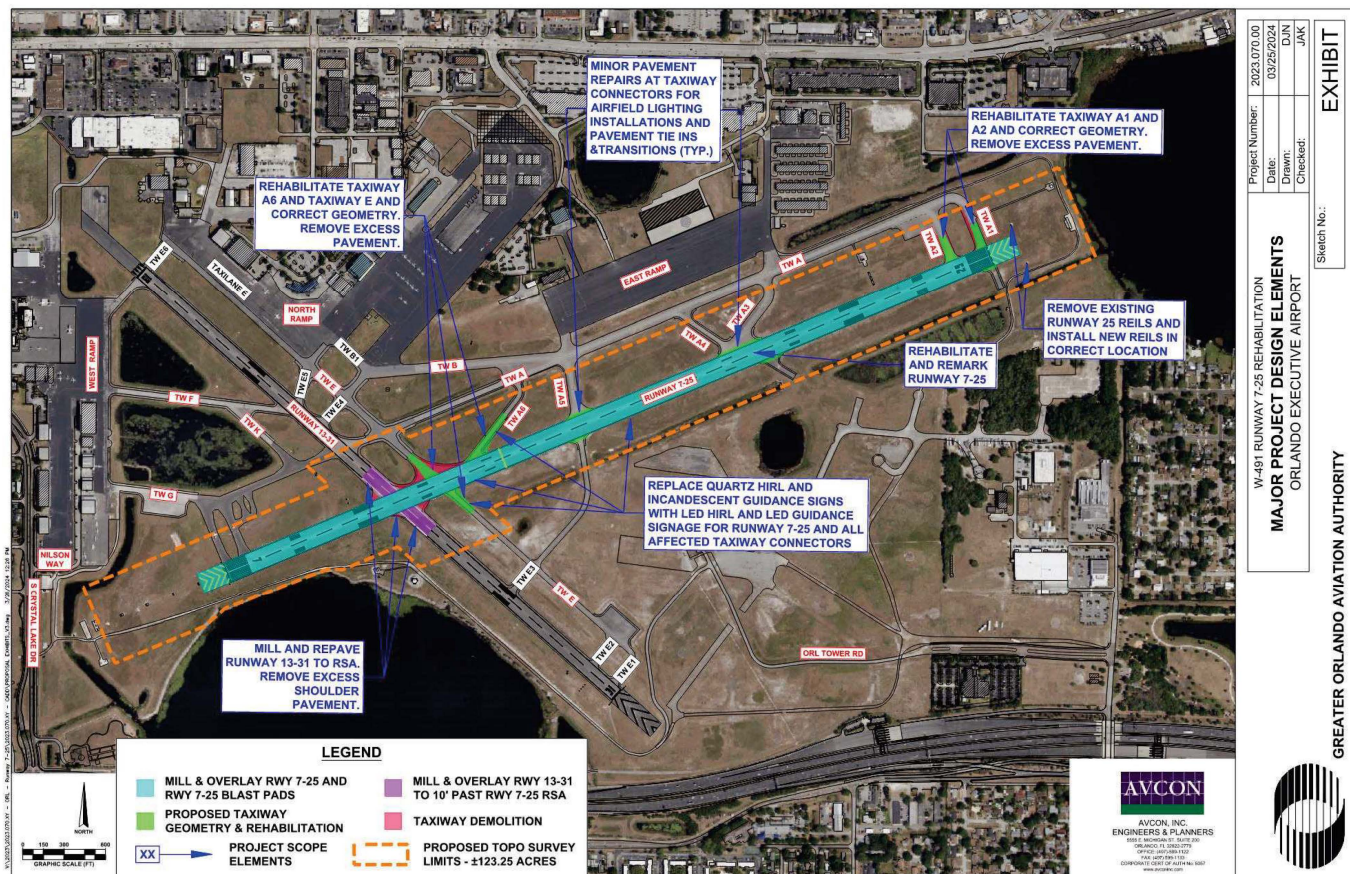


Exhibit C-1 PROJECT SCOPE OF SERVICES – ORL RUNWAY 7-25 AND RELATED WORK

PAVEMENT EVALUATION

A preliminary visual inspection of the pavement will be conducted by AVCON prior to the survey and geotechnical investigation. Based on the findings of the inspection and investigations, several rehabilitation alternatives will be proposed, analyzed, and compared for effectiveness in addressing the varied pavement distresses throughout the pavement area along with initial construction cost, life-cycle cost, and sustainability.

Strengthening of the Runway 7-25 pavement is not anticipated. It is expected that the rehabilitation of Runway 7-25 and taxiway connector surfaces can be milled and resurfaced. However, based on the necessary work to address the keel section, the resultant project may have minor thickness enhancements to address the desired keel section pavement requirements along with the lesser non-keel section mill and overlay. To confirm the record drawings and validate the APMS as well as the limits of additional depth milling and paving, pavement cores and borings will be taken to verify existing pavement section, evaluate causes of pavement distresses, and assess ground water conditions.

ASPHALT SURFACE REHABILITATION

Pending the results of the pavement evaluation, the following rehabilitation alternatives will be considered for Runway 7-25 based on cost, construction impacts, closure requirements, and other factors:

- i. 4-inch mill and repave of Runway 7-25 in its entirety
- ii. Rehabilitation of Runway 7-25 with a focus on keel section rehabilitation
 - a. 3-inch mill and inlay of the 50-foot runway keel
 - b. Surface scarification and mill of the non-keel elements and a 2-inch overlay of the full runway width.
 - c. Other options will be reviewed and evaluated during the design process.

Each of the rehabilitation alternative areas will need to address the pavement distresses, correct any grading deficiencies, and meet the FAA minimum requirements for asphalt surface course (P-401 (Gyratory Compaction)). The design will also evaluate the existing turf shoulder drop off to re-establish compliant pavement edge drainage.

Asphalt millings from the project will generally be removed from the site with partial amounts used to stabilize the construction haul routes.

GEOMETRY DESIGN

Using the aircraft fleet mix and runway utilization distribution data from the FDOT Statewide Pavement Condition Number (PCN) Evaluation Report, AVCON determined that the associated connector taxiways would be classified as a Taxiway Design Group 3 (TDG 3) under the new FAA guidance. Applying the new criteria to the existing Taxiways A1, A2, A6 and E geometry confirms that the existing taxiway connector geometry does not meet the FAA's requirements. Unless straight mill and overlay of the current pavement geometry which exceeds the requirements for the TDG 3 designs is approved, each of the existing taxiway connectors will require modifications to create the regulatory geometry.

AIRFIELD LIGHTING AND SIGNAGE

AVCON has previously evaluated the runway edge light offset to allow for the existing quartz runway lighting to remain in service prior to a single cut-over to the new light emitting diode (LED) fixtures, transformers, and cabling. Changes in the taxiway connector geometry will require adjustment of the taxiway edge lights and signage in these areas.

The condition of the airfield signs supports a full replacement as well. AVCON recommends equipping the Runway 7-25 circuits with field lightning arrestors, which have demonstrated their value on other airfield electrical systems around the State by reducing lightning strike related damage.

Proposed airfield lighting system upgrades would include:

Runway 7-25

- Evaluate and adjust (as needed) edge light spacing to meet current FAA requirements.
- New LED High Intensity Runway Light (HIRL) system in cans and conduit system. This will be a slight upgrade of the existing Quartz HIRL system to LED High Intensity Runway Lighting (HIRL) system along with a new 5 step CCR to meet CAT I approach standards.
- New LED Runway Exit Signs to all connector taxiways.
- New LED Runway Distance Remaining Signs, Size 4
- New LED Taxiway Directional Signs, Size 2

Taxiway Connectors A1, A2, A6, and E

- Evaluate and adjust edge light spacing to meet current FAA requirements for new pavement geometry and/or existing pavements to remain (if any).
- New LED Medium Intensity Taxiway Light (MITL) system including new cans and conduit, and counterpoise grounding infrastructure.
- New LED Mandatory Hold Signs to Runway 7-25, Size 2
- New LED Taxiway Guidance Signs, Size 2
- No lighting work is proposed for Taxiways A3, A4 and A5 based on future removal.

Electrical System

- Assess Airfield Lighting Constant Current Regulator (CCR) sizes and replace Runway 7-25 regulator to accommodate revised loads. Taxiway regulators will also be evaluated and replaced, if necessary, based on electrical load calculations.
- New CCR's shall be Ferro-resonant due to the higher operating efficiency and lower loads applied to these regulators with the implementation of LED fixtures.
- L-823 Superkit or Complete Kit connectors shall be specified to be used for all airfield lighting cable terminations. L-823 connectors shall be installed in each cable connecting to a L-830 lighting transformer, lighting fixture, sign, etc. A L-823 connector shall only be installed where connections to devices are made.
- All associated L-824 cables shall be replaced, including the homeruns to the Airfield Lighting Vault.
- All L-824 cables shall be identified with an 18-gauge, 2" diameter stainless steel ID tag stamped with its respective circuit/loop number at all accessible locations and colored tape per OAA criteria to identify the circuit type.
- Junction can plazas shall be used for all airfield lighting circuits. The can plaza system isolates the series circuits from collateral damage. The use of a junction can plaza, in lieu of a utility hole, also mitigates the need for airport personnel to be exposed to the hazards associated with entering a confined space.

NAVAID's

Runway 25 is equipped with airport-owned Runway End Indicator Lights (REIL). Initial review of these lights suggests they are mislocated and should be moved to their proper location relative to the runway threshold and not the blast pad as currently exists.

Runway 7 is currently equipped with an incandescent, 2-Box PAPI system. The current operations and approaches dictate the need for a 4-Box PAPI system in this location. The PAPI OCS and LSCS will be evaluated as a part of the AGIS Survey effort to identify any existing or proposed obstructions to the critical design and clearance surfaces. A LED 4-Box PAPI system shall be proposed, and the electrical loads shall be evaluated to determine if replacement of the CCR is warranted to realize the power savings with the transition to a LED system.

Based on the above, the proposed NAVAID upgrade services would include:

- Replacement of existing Runway 25 Runway End Indicator Lights (REIL) with new LED units in the correct locations.
- Replacement of the existing Runway 7 incandescent 2-Box PAPI system with a LED 4-Box PAPI system and potential replacement of the existing 4KW CCR with a 2.5 KW CCR.
- Coordination with the FAA (Flight Operations) on scheduling and conducting flight checks on the NAVAIDs, REILs, and Runway Edge Lighting.

Drainage Inspection / Evaluation of Drainage Culverts

There are two existing pipe culverts, 18" and 36", under Runway 7-25 near the Runway 7 threshold. The pipes convey stormwater from the north and west to Lake Underhill. The pipes will be cleaned, televised, and evaluated to establish condition and suitability for reuse at the conclusion of the project. Replacement is not contemplated. However, suitable repairs may be required to extend the life of these pipes. The goals of the inspection program will include the following elements:

- Confirm that the pipes are functioning in accordance with its intended purpose.
- Determine that the structures are safe for continued operation in their current condition.
- Determine the appropriate maintenance repairs that should be performed to maintain or extend the useful life of this infrastructure.

SCOPE OF PROFESSIONAL SERVICES

1) Schematic Design (30%)

- 1.1 **Project Management** – Project Management will include the development of a Project Control Plan (Work Plan), which includes scope, schedule, and budget controls. AVCON will then use these tools to track the schedule, monitor budgets, and document progress during the design of the project. Project management will also include direct client coordination, project status/schedule updates, and general contract management.
- 1.2 **Project Kick-Off Meeting** – AVCON will prepare for and attend one (1) project kick-off meeting with the Authority and the design team to review project design goals, schedule, administrative procedures, safety requirements, and to address any questions related to the project. AVCON will provide meeting minutes and distribute to all attendees.
 - 1.2.1 **Project Kick-Off Meeting (Sub-Consultant Participation)** – AVCON's sub-consultants shall attend one (1) project kick-off meeting with the Authority to review project design goals, schedule, administrative procedures, safety requirements, and to address any questions related to the project.
- 1.3 **Establishment of Safety/User Program for Enhanced Responsibility (SUPER)** - AVCON will work with the Authority to formulate the project SUPER group to provide the forum for collecting data, establishing operational parameters associated with the proposed Runway 7-25 closures and expanded Runway 13-31 nighttime operational provisions, preparation and dissemination of periodic (daily) project updates, FAA Tech Ops staffing and work hours, ATCT coordination with MCO, pilot/tenant community outreach, continuity of operations plans for morning re-opening, and comprehensive schedule preparation for the work.
- 1.4 **Data Collection and Review** – AVCON will collect, review, compile, and summarize all existing data pertaining to the project. The Authority will provide AVCON will all available documentation, such as as-builts, survey data, record drawings, permits, reports, and test results. The information will be reviewed, and design assumptions will be validated. Any potential deviations from the scope of work will immediately be brought to the Authority's attention.
 - 1.4.1 **Data Collection and Review** – AVCON's Teammate, ERB, will assist with the review, compilation, and summarization of the existing data pertaining to the project.

- 1.5 **Preliminary Site Visit / Visual Inspection** – AVCON will conduct a site investigation and visual inspection of the runway and taxiway pavement, airfield electrical systems, NAVAID systems, and surrounding environment to validate existing as-built/record drawing information and to better understand the physical site conditions and constraints. Any potential deviations from the scope will immediately be brought to the Authority’s attention. A technical memo will be provided summarizing the results of the preliminary site visit and visual inspection.
 - 1.5.1 **Preliminary Site Visit / Visual Inspection** – AVCON’s teammate, ERB, will assist with the preliminary site visit and visual inspection of the project to validate existing as-built/record drawing information to better understand the physical site conditions and constraints.
- 1.6 **Conduct Site Investigations** – AVCON will coordinate with the specialty team members, which includes the Topographic Surveyor, AGIS Surveyor, Geotechnical Engineer, and Culvert Inspection team. Efforts will include developing subcontract agreements, coordinating technical requirements and project goals, and location diagrams. AVCON will also coordinate with the Airport on access and potential operational impacts associated with the site investigations.
 - 1.6.1 **Geotechnical Investigation** - AVCON’s Teammate, GEC, will complete the field work and testing. Refer to the attached scope of work.
 - 1.6.2 **Topographic Survey** – AVCON’s Teammate, BFA, will complete the field work and development of base files. Refer to the attached scope of work.
 - 1.6.3 **AGIS Surveys** - AVCON’s Teammate, MGS, will complete the field work and development of the AGIS Survey and report. Refer to the attached scope of work.
- 1.7 **Review of Site Investigation Reports/Data** – Review and incorporate data into 30% design documents.
- 1.8 **Pavement Design** – Define pavement design parameters and proposed pavement design methodologies. Develop the pavement design based on existing soils and materials conditions and consideration of the loading of the design aircraft. Assess the most technically and economically appropriate alternative for the pavement rehabilitation. Coordinate the results and analysis with the Authority.
 - 1.8.1 **Pavement Design** – AVCON’s teammate, ERB, will assist with the preparation of pavement design parameters and proposed pavement design methodologies. ERB shall also prepare pavement designs for the taxiway geometry based on existing soils and materials conditions and consideration

of the loading of the design aircraft. Assess the most technically and economically appropriate alternative for the pavement rehabilitation.

- 1.9 **Drawing Preparation (AVCON & ERB)** – Drawings will be prepared in 30" x 42" PDF format only and the submittal will be made electronically to GOAA Record Management. Drawings prepared in this phase include, but are not limited to:

<u>Anticipated Project Sheets</u>	<u>Responsible Teammate</u>
Cover Sheet	AVCON
Summary of Quantities	AVCON
General Notes	AVCON
Contract Layout Plan (Site Plan)	AVCON
Horizontal and Vertical Control	AVCON
Project Construction Haul Route and Staging Plan	AVCON
Construction Safety Phasing Plans	AVCON & ERB
Construction Safety and Phasing Notes	AVCON & ERB
Demolition Plans	AVCON & ERB
Geometry Plans	AVCON & ERB
Airfield Electrical Plans	AVCON
NAVAID Plans – PAPI and REIL Modifications	AVCON

- 1.10 **Construction Safety and Phasing Plan (CSPP)** – AVCON will prepare the outline CSPP. This document will be submitted to the Authority and the FAA and serve as the basis for the final CSPP. It is not anticipated that a Safety Risk Management panel will be required for this project and participating in the SRM process is not included in this scope of work.

1.10.1 **Construction Safety and Phasing Plan (CSPP)** – AVCON's teammate, ERB, will assist with the preparation and verification of the CSPP. Generally, this task shall include QC review and collaboration with AVCON on the preparation and delivery of the CSPP outline.

- 1.11 **Technical Specifications** – AVCON will prepare an outline of technical specification needed for the project. Specifications will follow FAA format using unit cost where applicable.

1.11.1 **Technical Specifications** – AVCON's teammate's, ERB, will assist with the preparation of the FAA project specifications as applicable to their respective role on the project.

- 1.12 **Engineer's Report** – AVCON will prepare a draft engineer's report, which will include a discussion of design criteria, standards, test results, design methodology, construction sequencing, etc. This report will include data/reports from the various site investigations and direction and/or decisions provided by the Authority in previous meetings/discussions.
- 1.12.1 **Engineer's Report** - AVCON's teammate's, ERB, will assist with the preparation of the Engineer's Report as applicable to their respective role on the project.
- 1.13 **Cost Estimate Development** – AVCON will determine project quantities for all items of work and develop a project construction cost estimate which will accompany the design submittal and will be commensurate with the level of detail included in the submittal. The estimate will validate the current PMP budget established by the Authority and will include contingencies as appropriate for the level of design accomplished. At this phase of design, the estimate will carry a 20% contingency. The estimate will include the Owner's Allowance, as necessary.
- 1.13.1 **Cost Estimate Development** - AVCON's teammate's, ERB, will assist with the cost estimate development as applicable to their respective role on the project.
- 1.14 **Quality Control** – AVCON will develop a QA/QC Management Plan specific to this project, which will be submitted to the Authority prior to the start of design. AVCON will conduct internal quality control reviews of all elements of the submittal in advance of the formal submittal to the Authority and in accordance with the QA/QC Management Plan. Copies of all quality control documentation will accompany the design submittal.
- 1.14.1 **Quality Control** – AVCON's teammates, ERB, will assist with the preparation of the QA/QC management plan and will assist with QC reviews as applicable to their respective role on the project.
- 1.15 **Sub-Consultant Management** – AVCON will review, package, and prepare sub-consultant invoices and reimbursement request per NTE submission requirements required by the Owner.
- 1.16 **Deliverables** – AVCON will package and deliver the following to the Authority at the completion of the 30% design. All documents will be submitted electronically:
- 30"x42" drawings
 - Outline of technical specifications
 - 30% engineer's report
 - CSPP outline
 - 30% engineer's opinion of probable costs

- Quality control review documentation

- 1.17 **30% Design Review Meeting (AVCON & ERB)** – AVCON and their teammate, ERB, will participate in one review meeting at the GOAA offices to review the submittal made as part of this design phase with the Authority’s staff. AVCON will be prepared to fully discuss each element of the submittal to make the necessary decisions to advance the design with the next phase of the project. AVCON will provide minutes of the meeting and will distribute to all attendees.

2) Design Development (60%)

The information obtained during the Schematic Design Phase (30%) will be reviewed and refined during the Design Development Phase (60%). This phase will encompass the professional services required to furnish the Authority with a set of 60% documents, including technical specifications, 60% drawings, construction phasing and safety plans, and cost estimates to reflect any adjustments to the project since the previous phase. These documents will be developed and prepared in accordance FAA standards and will provide sufficient detail for the review of proposed design by the Authority and all other appropriate parties.

- 2.1 **Project Management** – Project Management will include tracking the schedule, monitoring budgets, and documenting progress during the design of the project. Project management will also include direct client coordination, project status/schedule updates, and general contract management.
- 2.2 **Drawing Preparation (AVCON, ERB, and CERM)** – Drawings prepared under the 30% phase will be refined and expanded to the 60% level. Drawings prepared in this phase include, but are not limited to:

<u>Anticipated Project Sheets</u>	<u>Responsible Teammate</u>
Cover Sheet	AVCON
Summary of Quantities	AVCON
General Notes	AVCON
Contract Layout Plan (Site Plan)	AVCON
Horizontal and Vertical Control	AVCON
Project Construction Haul Route and Staging Plan	AVCON
Construction Safety Phasing Plans	AVCON & ERB
Construction Safety and Phasing Notes	AVCON & ERB
Demolition Plans	AVCON & ERB
Geometry Plans	AVCON & ERB
Paving Plans	AVCON & ERB

Typical Pavement Sections	AVCON & ERB
Grading & Drainage Plans	AVCON & ERB
Typical Grading Sections	AVCON & ERB
Marking Plans and Details	CERM
Airfield Electrical Plans	AVCON
Airfield Electrical Details	AVCON
NAVAID Plans – PAPI and REIL Modifications	AVCON
NAVAID Details – PAPI and REIL Modification Details	AVCON
Vault plans and details	AVCON

- 2.3 **Technical Specifications** – AVCON will prepare 60% technical specifications. Specifications will follow FAA format using unit cost where applicable. All technical specifications shall conform to the latest FAA Advisory Circular. Changes to the specifications that do not warrant an FAA Modification of Standards (MOS) will be identified by strike-through and bold-italic text. This task will include submitting a request to the FAA for Modifications of Standards (MOS), if required.

2.3.1 **Technical Specifications** – AVCON’s teammate, ERB, will assist with the preparation of the FAA project specifications as applicable to their respective role on the project.

- 2.4 **Cost Estimate Development** – AVCON will determine project quantities for all items of work and develop a project construction cost estimate which will accompany the design submittal and will be commensurate with the level of detail included in the submittal. The estimate will validate the current PMP budget established by the Authority and will include contingencies as appropriate for the level of design accomplished. At this phase of design, the estimate will carry a 10% contingency. The estimate will include the Owner’s Allowance, as necessary.

2.4.1 **Cost Estimate Development** - AVCON’s teammate, ERB, will assist with the cost estimate development as applicable to their respective role on the project.

- 2.5 **Engineer’s Report** – AVCON will update the draft engineer’s report based on direction and/or decisions provided by the Authority in previous meetings/discussions.

2.5.1 **Engineer’s Report** - AVCON’s teammate, ERB, will assist with the preparation of the Engineer’s Report as applicable to their respective role on the project.

- 2.6 **Construction Safety and Phasing Plan (CSPP)** – AVCON will update the draft CSPP. AVCON will coordinate the project construction phasing and sequencing plan with the

Authority and affected stakeholders. This document will supplement the technical specifications and serve as a guide for the selected Contractor when preparing the Safety Plan Compliance Document (SPCD). This task shall conclude with the delivery of the draft CSPP to the Authority for review and comment.

- 2.6.1 **Construction Safety and Phasing Plan (CSPP)** – AVCON’s teammate, ERB, will assist with the preparation and verification of the CSPP. Generally, this task shall include QC review and collaboration with AVCON on the preparation and delivery of the CSPP.
- 2.7 **Quality Control** – AVCON will develop a QA/QC Management Plan specific to this project, which will be submitted to the Authority prior to the start of design. AVCON will conduct internal quality control reviews of all elements of the submittal in advance of the formal submittal to the Authority and in accordance with the QA/QC Management Plan. Copies of all quality control documentation will accompany the design submittal.
- 2.7.1 **Quality Control** – AVCON’s teammates, ERB & CERM, will assist with QC reviews as applicable to their respective role on the project.
- 2.8 **Sub-Consultant Management** – AVCON will review, package, and prepare sub-consultant invoices and reimbursement request per NTE submission requirements required by the Owner.
- 2.9 **Deliverables** – AVCON will package and deliver the following to the Authority at the completion of the 60% design. All documents will be submitted electronically:
- 30"x42" drawings
 - Technical specifications
 - 60% engineer’s report
 - 60% engineer’s opinion of probable costs
 - Draft CSPP
 - Quality control review documentation
- 2.10 **60% Design Review Meeting (AVCON & ERB)** – AVCON will participate in one review meeting at the GOAA offices to review the submittal made as part of this design phase with the Authority’s staff. AVCON will be prepared to fully discuss each element of the submittal to make the necessary decisions to advance the design with the next phase of the project. AVCON will provide minutes of the meeting and will distribute to all attendees.

3) **Construction Documents (95%)**

The information obtained during the Design Development Phase (60%) will be reviewed and refined during the Construction Document Phase (95%). This phase will encompass the professional services required to furnish the Authority with a set of 95% documents, including technical specifications, 95% drawings, construction phasing and safety plans, engineer's report, and cost estimates to reflect any adjustments to the project since the previous phase. These documents will be developed and prepared in accordance FAA standards and will provide sufficient detail for the review of proposed design by the Authority and all other appropriate parties.

- 3.1 **Project Management** – Project Management will include tracking the schedule, monitoring budgets, and documenting progress during the design of the project. Project management will also include direct client coordination, project status/schedule updates, and general contract management.
- 3.2 **Drawing Preparation (AVCON, ERB, and CERM)** – Drawings prepared under the 60% phase will be refined and expanded to the 95% level. Drawings prepared in this phase include, but are not limited to:

<u>Anticipated Project Sheets</u>	<u>Responsible Teammate</u>
Cover Sheet	AVCON
Summary of Quantities	AVCON
General Notes	AVCON
Contract Layout Plan (Site Plan)	AVCON
Horizontal and Vertical Control	AVCON
Project Construction Haul Route and Staging Plan	AVCON
Construction Safety Phasing Plans	AVCON & ERB
Construction Safety and Phasing Notes	AVCON & ERB
Demolition Plans	AVCON & ERB
Geometry Plans	AVCON & ERB
Paving Plans	AVCON & ERB
Typical Pavement Sections	AVCON & ERB
Grading & Drainage Plans	AVCON & ERB
Typical Grading Sections	AVCON & ERB
Marking Plans and Details	CERM
Airfield Electrical Plans	AVCON
Airfield Electrical Details	AVCON
NAVAID Plans – PAPI and REIL Modifications	AVCON

NAVAID Details – PAPI and REIL Modification Details	AVCON
Vault plans and details	AVCON

- 3.3 **Technical Specifications** – AVCON will prepare 95% technical specifications. Specifications will follow FAA format using unit cost where applicable. All technical specifications shall conform to the latest FAA Advisory Circular. Changes to the specifications that do not warrant an FAA Modification of Standards (MOS) will be identified by strike-through and bold-italic text. The task will include coordinating with the FAA for Modifications of Standards (MOS), if required.
- 3.3.1 **Technical Specifications** – AVCON’s teammate, ERB, will assist with the preparation of the FAA project specifications as applicable to their respective role on the project.
- 3.4 **Engineer’s Report** – AVCON will update the draft engineer’s report based on direction and/or decisions provided by the Authority in previous meetings/discussions.
- 3.4.1 **Engineer’s Report** - AVCON’s teammate, ERB, will assist with the preparation of the Engineer’s Report as applicable to their respective role on the project.
- 3.5 **Construction Safety and Phasing Plan (CSPP)** – AVCON will prepare the final CSPP. AVCON will coordinate the project construction phasing and sequencing plan with the Authority and affected stakeholders. This document will supplement the technical specifications and serve as a guide for the selected Contractor when preparing the Safety Plan Compliance Document (SPCD). AVCON will submit (through the Authority) the final CSPP to the FAA.
- 3.5.1 **Construction Safety and Phasing Plan (CSPP)** – AVCON’s teammate, ERB, will assist with the preparation and verification of the CSPP. Generally, this task shall include QC review and collaboration with AVCON on the preparation and delivery of the CSPP.
- 3.6 **Cost Estimate Development** – AVCON will determine project quantities for all items of work and develop a project construction cost estimate which will accompany the design submittal and will be commensurate with the level of detail included in the submittal. The estimate will validate the current PMP budget established by the Authority and will include contingencies as appropriate for the level of design accomplished. At this phase of design, the estimate will carry a 5% contingency. The estimate will include the Owner’s Allowance, as necessary. As part of the 95% Cost Estimating process, AVCON will provide GOAA with potential DBE construction percentages for use in the determination of DBE project goals.

- 3.6.1 **Cost Estimate Development** - AVCON's teammate, ERB, will assist with the cost estimate development as applicable to their respective role on the project.
- 3.7 **Quality Control** – AVCON will conduct internal quality control reviews of all elements of the submittal in advance of the formal submittal to the Authority and in accordance with the QA/QC Management Plan. Copies of all quality control documentation will accompany the design submittal.
- 3.7.1 **Quality Control** – AVCON's teammates, ERB & CERM, will assist with QC reviews as applicable to their respective role on the project.
- 3.8 **Sub-Consultant Management** – AVCON will review, package, and prepare sub-consultant invoices and reimbursement request per NTE submission requirements required by the Owner.
- 3.9 **Deliverables** – AVCON will package and deliver the following to the Authority at the completion of the 95% design. All documents will be submitted electronically:
- 30"x42" plans
 - Technical specifications
 - 95% Engineer's Report
 - 95% Engineer's Opinion of Probable Costs
 - Final CSPP
 - Quality Control Review documentation
- 3.11 **95% Design Review Meeting (AVCON & ERB)** – AVCON will participate in one review meeting at the GOAA offices to review the submittal made as part of this design phase with the Authority's staff. AVCON will be prepared to fully discuss each element of the submittal to make the necessary decisions to advance the design with the next phase of the project. AVCON will provide minutes of the meeting and will distribute to all attendees.

4) **Bid Documents (100%)**

During this phase, the final bid documents will be prepared. All comments received from the Authority and/or Permitting Agencies will be addressed to complete the bid documents.

- 4.1 **Project Management** – Project Management will include tracking the schedule, monitoring budgets, and documenting progress during the design of the project. Project management will also include direct client coordination, project status/schedule updates, and general contract management.

- 4.2 **Drawing Preparation (AVCON, ERB, and CERM)** – Drawings prepared under the 95% phase will be refined and finalized for bidding. Drawings prepared in this phase include, but are not limited to:

<u>Anticipated Project Sheets</u>	<u>Responsible Teammate</u>
Cover Sheet	AVCON
Summary of Quantities	AVCON
General Notes	AVCON
Contract Layout Plan (Site Plan)	AVCON
Horizontal and Vertical Control	AVCON
Project Construction Haul Route and Staging Plan	AVCON
Construction Safety Phasing Plans	AVCON & ERB
Construction Safety and Phasing Notes	AVCON & ERB
Demolition Plans	AVCON & ERB
Geometry Plans	AVCON & ERB
Paving Plans	AVCON & ERB
Typical Pavement Sections	AVCON & ERB
Grading & Drainage Plans	AVCON & ERB
Typical Grading Sections	AVCON & ERB
Marking Plans and Details	CERM
Airfield Electrical Plans	AVCON
Airfield Electrical Details	AVCON
NAVAID Plans – PAPI and REIL Modifications	AVCON
NAVAID Details – PAPI and REIL Modification Details	AVCON
Vault plans and details	AVCON

- 4.3 **Technical Specifications and Front-End Document Assistance** – AVCON will prepare the final technical specifications and assist the Authority with preparing the front-end documents and bid advertisement. This includes, but is not limited to, a project description, anticipated construction duration, index of drawings, and list of technical specifications.

4.3.1 **Technical Specifications** – AVCON’s teammate, ERB, will assist with the preparation of the FAA project specifications as applicable to their respective role on the project.

- 4.4 **Engineer’s Report** – As part of the final bid documents phase, an engineer’s report will be submitted to the Authority. The report will be a continuation of the report

started during the Schematic Design phase and updated during the Construction Document phase.

- 4.4.1 **Engineer's Report** - AVCON's teammate, ERB, will assist with the preparation of the Engineer's Report as applicable to their respective role on the project.
- 4.5 **Cost Estimate Development** – AVCON will finalize the project cost estimate with all contingencies removed. The estimate will include the final Owner's Allowance.
 - 4.5.1 **Cost Estimate Development** - AVCON's teammate, ERB, will assist with the cost estimate development as applicable to their respective role on the project.
- 4.6 **Quality Control** – AVCON will conduct internal quality control reviews of all elements of the submittal in advance of the formal submittal to the Authority and in accordance with the QA/QC Management Plan. Copies of all quality control documentation will accompany the design submittal.
 - 4.6.1 **Quality Control** – AVCON's teammates, ERB & CERM, will assist with QC reviews as applicable to their respective role on the project.
- 4.7 **Sub-Consultant Management** – AVCON will review, package, and prepare sub-consultant invoices and reimbursement request per NTE submission requirements required by the Owner.
- 4.8 **Deliverables** – AVCON will package and deliver the following to the Authority at the completion of the 100% design. All documents will be submitted electronically:
 - 30"x 42" plans
 - Technical specifications
 - 100% Engineer's Report
 - 100% Engineer's Opinion of Probable Costs
 - Quality Control Review documentation
- 4.9 **100% Design Review Meeting (AVCON and ERB)** – AVCON will participate in one review meeting at the GOAA offices to review the submittal made as part of this design phase with the Authority's staff. AVCON will be prepared to fully discuss each element of the submittal to make the necessary decisions to advance the design with the next phase of the project. AVCON will provide minutes of the meeting and will distribute to all attendees.
- 4.10 **Issued for Bid Documents (AVCON, ERB, and CERM)** – Final plan drawings and technical specifications will be developed to include a complete level of design for the Issued for Bid Documents. Comments received as part of the 100% Design Review

Meeting will be addressed and incorporated, as necessary. PDF copies of both the plan drawings (30" x 42") and technical specifications will be provided to the Authority for incorporation into the final Issued for Bid set.

5) Permitting (AVCON & ERB)

Coordination with the FAA for compliance with NEPA is required, whether the project is federally funded or not. Because of the multiple project elements, including vegetation (tree) and mitigation area clearing, an environmental determination will be required. This project should qualify for a Letter CatEx pursuant to FAA Order 1050.1F.

In addition to NEPA compliance, AVCON will support the regulatory permitting for the proposed project. This project will require coordination with the Army Corps of Engineers (USACE), St. Johns River Water Management District (SJRWMD), and Orange County Environmental Protection Commission (EPC). Any permitting application fees will be paid by GOAA.

D. DESIGN DELIVERABLES

The anticipated deliverables are listed below:

- ❖ Kick-off Meeting Minutes
- ❖ Schematic Design (30%) Submittal, Cost Estimate, and QC Documentation
- ❖ Schematic Design (30%) Review Meeting Minutes
- ❖ Design Development (60%) Submittal, Cost Estimate, and QC Documentation
- ❖ Design Development (60%) Review Meeting Minutes
- ❖ Construction Documents (95%) Submittal, Cost Estimate, and QC Documentation
- ❖ Construction Documents (95%) Review Meeting Minutes
- ❖ Bid Documents (100%) Submittal, Cost Estimate, and QC Documentation
- ❖ Bid Documents (100%) Review Meeting Minutes
- ❖ Issued for Bid Documents – plans and specifications
- ❖ Draft and Final Construction Safety and Phasing Plan (CSPP)
- ❖ CatEx and SJRWMD Permit

E. TRAVEL REQUIREMENTS

All work on the project is being done out of our Orlando Team offices. As a result, no “out of town” travel is required for this project.

F. SUSTAINABILITY

This project will be designed in accordance with the Authority’s Sustainable Design Criteria Manual. Specifically, the project will incorporate, where applicable, sustainable design solutions that will be appropriately investigated and presented to the Authority for consideration during the design process.

G. PROJECT SCHEDULE

A preliminary schedule has been developed for the Runway 7-25 Rehab project. A summary of milestone dates is provided below.

Milestone	Date
NTP for Design	October 1, 2024
30% Submittal	December 6, 2024
60% Submittal	February 7, 2025
95% Submittal	March 14, 2025
Issued for Bid Documents	March 30, 2025
Advertise for Bids	March 30, 2025
Pre-Bid Meeting	April 8, 2025
Bid Opening	April 29, 2025
Recommendation of Award	May 27, 2025
Submit Grant Application to FAA for Const.	June 2, 2025

H. PROJECT FEE

AVCON and all subconsultants will be compensated on a cost of work not-to-exceed for all Basic Services (i.e., labor) and on a time-and-materials basis with a not-to-exceed for Direct and Reimbursable Expenses (i.e., expenses).

Refer to the attached fee spreadsheets for a detailed breakdown of person-hours and fees for each task.

I. ATTACHMENTS – SUB-PROPOSALS

Attached to this proposal, please see the following proposals from AVCON's teammates:

- ❖ E.R. Bain & Associates (ERB) – Dated 4/30/2024
- ❖ Corporate Environmental Risk Management, LLC (CERM) – Dated 4/26/2024
- ❖ Barnes, Ferland & Associates, Inc. (BFA) – Dated 4/30/2024
- ❖ Geotechnical Engineering Consultants (GEC) – Dated 4/23/2024
- ❖ Martinez Geospatial Services (MGS) – Dated 4/29/2024

EXHIBIT A

SCOPE OF SERVICES

AVCON, Inc.

Runway 7-25 Rehabilitation and Related Work

GOAA Project Number: BP-050

Orlando Executive Airport (ORL)

Overview

AVCON, Inc. (AVCON) has been selected by the Greater Orlando Aviation Authority (GOAA) as the Prime Consultant for the **BP-050 ORL Runway 7-25 Rehabilitation and Related Work** at the Orlando Executive Airport (ORL). As a part of the AVCON Team, E. R. Bain & Associates, LLC (ERB) will assist AVCON with Airfield Civil and Permitting for the Project.

Orlando Executive Airport (ORL) is located approximately 3 miles east of downtown Orlando, Florida and is owned and operated by the Greater Orlando Aviation Authority (“GOAA” or “the Authority”). ORL was first opened in 1928, and served as Orlando’s only commercial airport until 1962. Today, the airport accommodates a range of general aviation activity, including corporate/business, air taxi/charter, air cargo, law enforcement/public safety, medical/air ambulance, news media, military training, and recreational aircraft.

Runway 7-25 is the primary runway at Orlando Executive Airport (ORL). It is 6,004 feet long and 150 feet wide, and precision approaches for both ends. Runway 7-25 was completed in 1961 and was last rehabilitated in 2001, more than 20 years ago. The runway PCI value is just now hitting 65, the threshold for pavement rehabilitation. The asphalt distresses present on Runway 7-25 are primarily age and environmentally related. Observed asphalt pavement distresses include low and medium-severity block cracking, wash boarding and blistering, longitudinal and transverse cracks, and low and medium-severity weathering. These pavement distresses are causing raveling of the asphalt surface, which is creating an increased risk of FOD.

This project includes asphalt milling and an asphalt overlay for Runway 7-25, the Blast Pads, replacement of Runway 7-25 lighting, signage, and associated electrical infrastructure with LED technology, milling and repaving of Runway 13-31 within the Runway 7-25 Safety Area, geometry modifications and rehabilitation of Taxiways A1, A2, A6, and Taxiway E (to 10-feet beyond the Runway Safety Area (RSA)), replacement and relocation of the Runway 25 REILs, replacement/modifications to Taxiway lighting, signage, electrical infrastructure as needed for the Taxiway pavement rehabilitation and modifications, and potential replacement of the Runway 7 2-Box incandescent PAPI system with a 4-Box LED PAPI system, subject to evaluation of the critical design/clearance surfaces. The geometry modifications are intended to bring the pavements into compliance with the current FAA design standards per AC 150-5300-13B. Associated work elements will include airfield electrical vault modifications and upgrades, airfield pavement markings, stormwater drainage modifications, and stormwater permitting through St. Johns River Water Management District. Also included in this project is design AGIS survey of Runway 7-25 and its associated NAVAIDs to identify obstructions that may require mitigation as part of this project delivery.

See **Exhibit 1** for Project Location and proposed Scope of Work below.

EXHIBIT A SCOPE OF SERVICES

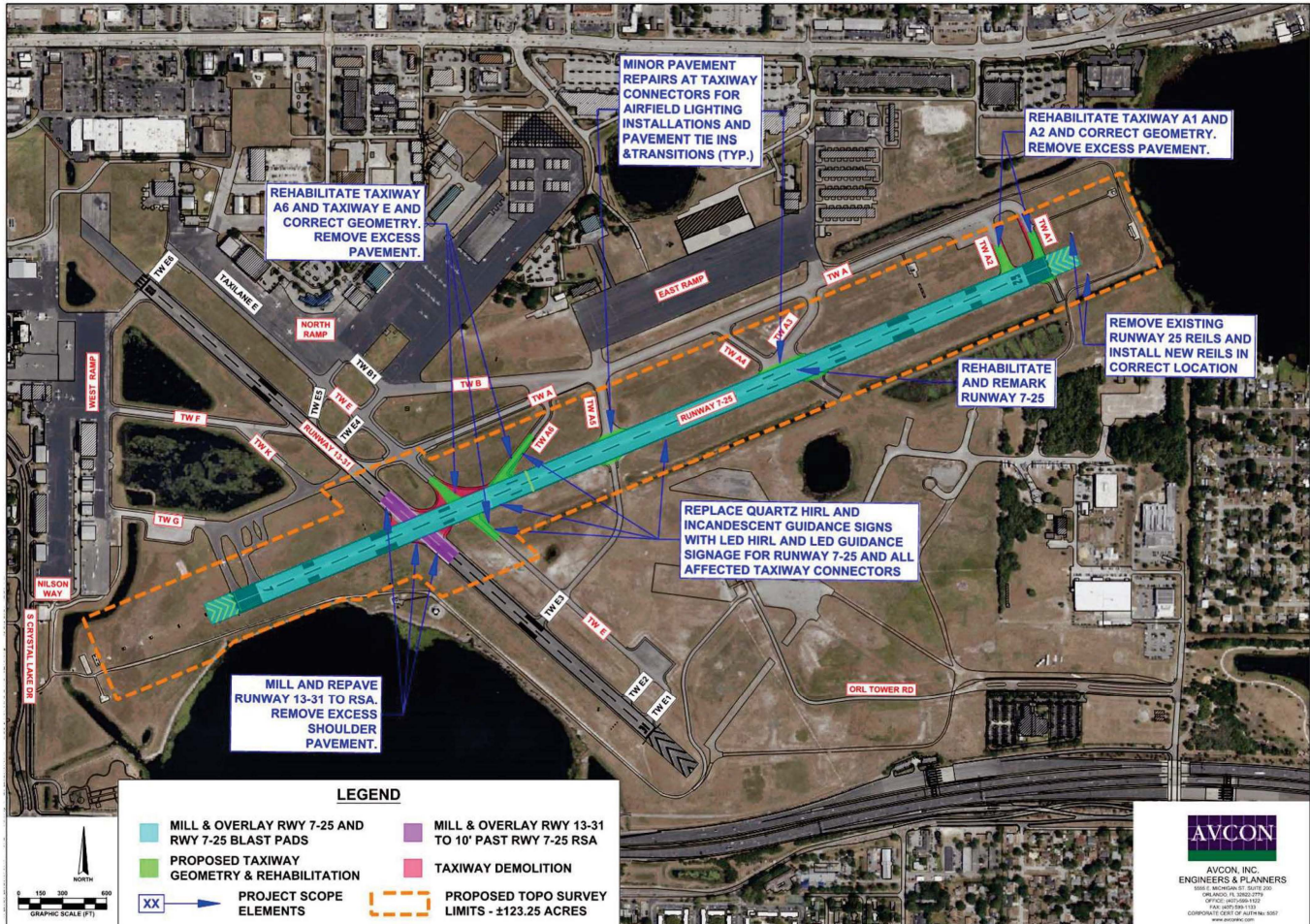


Exhibit 1: Project Location Map

Scope of Services

During design, the Project scope may have to be modified due to budget limitations.

The currently anticipated Runway 7-25 Rehabilitation package includes:

- Pavement Rehabilitation for Runway 7-25 and Runway 7-25 Blast Pads.
- New airfield lighting and signage for Runway 7-25.
- Milling and Overlay of Runway 13-31 to 10' outside of the Runway 7-25 RSA.
- Geometry modifications to TWY connectors A1, A2, A6, and Taxiway E, to 10- feet outside the RSA including replacement of Runway and Taxiway edge lights and guidance signs affected by the work operations.
- Airfield electrical vault modifications and improvements.
- Replacement and relocation of the Runway 25 REILs to the runway threshold.
- Potential Tree Clearing/Trimming and/or obstruction mitigation within the Runway Primary AGIS Surface and Runway 7-25 PAPI Obstacle Clearance Surface (OCS) and Light Signal Clearance Surface (LSCS).

EXHIBIT A SCOPE OF SERVICES

- Minor grading enhancements for modified infield areas.
- Inspection and Rehabilitation of Drainage Pipes under Runway 7-25.
- Stormwater design and permitting with SJRWMD.

Work along Taxiways A3, A4, A5, and south taxiway connectors will be limited to 20-feet of taper for proper grade transition and restoration of new conduit trenches for airfield lighting and signage. Markings will extend to the nearest PC away from the runway.

From the discussion and the above, this proposal does not include:

- Demolition of existing Taxiways A3, A4, and A5
- Construction of new Taxiways A3 and A4

ERB will provide Professional Services for the Design of the Project, which will include Engineering Design and Construction Document preparation.

Pavement Evaluation

ERB will assist AVCON to perform a preliminary visual inspection of the pavement prior to the survey and geotechnical investigation. Based on the findings of the inspection and investigations, several rehabilitation alternatives will be proposed, analyzed, and compared for effectiveness in addressing the varied pavement distresses throughout the pavement area along with initial construction cost, life-cycle cost, and sustainability.

Asphalt Surface Rehabilitation

After the Pavement Evaluation, ERB will assist AVCON in developing the following rehabilitation alternatives for Runway 7-25 based on cost, construction impacts, closure requirements, and other factors:

- i. 4-inch mill and repave of Runway 7-25 in its entirety
- ii. Rehabilitation of Runway 7-25 with a focus on keel section rehabilitation
 - a. 3-inch mill and inlay of the 50-foot runway keel
 - b. Surface scarification and mill of the non-keel elements and a 2-inch overlay of the full runway width.
 - c. Other options will be reviewed and evaluated during the design process.

Each of the rehabilitation alternative areas will need to address the pavement distresses, correct any grading deficiencies, and meet the FAA minimum requirements for asphalt surface course (P-401 (Gyratory Compaction)). The design will also evaluate the existing turf shoulder drop-off to re-establish compliant pavement edge drainage.

Geometry Design

Using the aircraft fleet mix and runway utilization distribution data from the FDOT Statewide Pavement Condition Number (PCN) Evaluation Report, ERB will assist AVCON in determining whether the associated connector taxiways would be classified as a Taxiway Design Group 3 (TDG 3) under the new FAA guidance. Applying the new criteria to the existing Taxiways A1, A2, A6, and E geometry confirms that the existing taxiway connector geometry does not meet the FAA's requirements. Unless straight mill and overlay of the current pavement geometry which exceeds the requirements for the TDG 3 designs is approved, each of the existing taxiway connectors will require modifications to create the regulatory geometry.

EXHIBIT A SCOPE OF SERVICES

Airfield Signage and Lighting

Not included in ERB's Scope of Work.

NAVAIDs

Not included in ERB's Scope of Work.

Drainage Inspection / Evaluation of Drainage Culverts

There are two existing pipe culverts, 18" and 36", under Runway 7-25 near the Runway 7 threshold. The pipes convey stormwater from the north and west to Lake Underhill. The pipes will be cleaned, televised, and evaluated to establish condition and suitability for reuse at the conclusion of the project. Replacement is not contemplated. However, suitable repairs may be required to extend the life of these pipes. The goals of the inspection program will include the following elements:

- Confirm that the pipes are functioning in accordance with its intended purpose.
- Determine that the structures are safe for continued operation in their current condition.
- Determine the appropriate maintenance repairs that should be performed to maintain or extend the useful life of this infrastructure.

ERB will assist AVCON in conducting the inspection and evaluation and determining appropriate repair.

Permit Preparation

Coordination with the FAA for compliance with NEPA is required, whether the project is federally funded or not. Because of the multiple project elements, including vegetation (tree) and mitigation area clearing, an environmental determination will be required. This project should qualify for a Letter CatEx pursuant to FAA Order 1050.1F.

In addition to NEPA compliance/coordination with FAA, ERB will assist AVCON with submitting FAA Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) for the Project, including During Construction Condition, Post Construction, and CSPP approval.

Further, ERB will assist AVCON with additional regulatory permitting for the proposed project which will include coordination with:

- Army Corps of Engineers (USACE),
- St. Johns River Water Management District (SJRWMD), and
- Orange County Environmental Protection Commission (EPC).

ERB will assist AVCON in preparing all permits and GOAA with making the applications. GOAA will pay all permit application fees.

ERB's proposal includes one (1) submittal to each Agency. Additional submittals will require a Contract Addendum and will be billed on an hourly basis using ERB's current year GOAA approved Rates.

EXHIBIT A

SCOPE OF SERVICES

Permit Responses

After the initial submittal, ERB will assist AVCON in responding to Agency review comments/Requests for Additional Information (RAI), if any. If an RAI is received, ERB will revise its Construction Documents accordingly to address those comments.

Basic Services

Phase 2 – Schematic Design (30% Construction Documents)

The following Tasks will be performed during this phase:

- Prepare for and Attend one (1) Kickoff Meeting with GOAA to review project design goals, schedule, administrative procedures, and safety requirements and to address any questions related to the project.
- Prepare for and Attend one (1) Coordination Meeting with FAA, USACE, SJRWMD, and Orange County EPC to confirm their requirements for Permit Approval/Review. Meeting Minutes will be prepared for each meeting.
- ERB will assist AVCON in collecting, reviewing, compiling, and summarizing all existing data pertaining to the project. The Authority will provide AVCON with all available documentation, such as as-builts, survey data, record drawings, permits, reports, and test results. The information will be reviewed, and design assumptions will be validated. Any potential deviations from the scope of work will immediately be brought to the Authority's attention.
- ERB will assist AVCON in conducting a site investigation and visual inspection of the runway and taxiway pavement, and surrounding environment to validate existing as-built/record drawing information and to better understand the physical site conditions and constraints. Any potential deviations from the scope will immediately be brought to the Authority's attention. ERB will assist AVCON in the preparation of a technical memo summarizing the results of the preliminary site visit and visual inspection.
- ERB will assist AVCON in preparing the Pavement Design parameters and proposed pavement design methodologies for the runway and Taxiway pavements for the Project. These designs will be based on existing soils and materials conditions and consideration of the loading of the design aircraft. ERB will assess the most technically and economically appropriate alternative for the pavement rehabilitation.
- ERB will assist AVCON in preparing 30" x 42" Preliminary Construction Drawings in PDF format, including:
 - Construction Safety Phasing Plans
 - Construction Safety and Phasing Notes
 - Demolition Plans
 - Geometry Plans
- ERB will assist AVCON in preparing an outline Construction Safety and Phasing Plan (CSPP) for the Project. Generally, this task shall include QC review and collaboration with AVCON on the preparation and delivery of the CSPP outline. The CSPP will be submitted to the Authority and the FAA and serve as the basis for the final CSPP. It is not anticipated that a Safety Risk Management

EXHIBIT A SCOPE OF SERVICES

panel will be required for this project and participating in the SRM process is not included in this scope of work.

- ERB will assist AVCON in preparing a Preliminary List/Outline of Technical Specifications, providing sections related to our scope of work.
- ERB will assist AVCON in preparing a Preliminary Engineer's Report. ERB will provide write-ups for sections related to our scope of work.
- ERB will assist AVCON in preparing a Preliminary Engineer's Estimate of Probable Construction Cost Estimates related to our scope of work.
- ERB will assist AVCON in developing the Project's Quality Control/Quality Assurance (QA/QC) Management Plan. In addition, ERB will assist AVCON in conducting QA/QC Reviews.

Meetings: ERB will attend six (6) meetings during this Phase:

- For the Permitting Task, ERB will attend one Meeting with each of the four Agencies for a total of four (4) Meetings.
- In addition, ERB will attend one (1) Kick-off meeting and one 30% Design Review Meeting with GOAA for a total of two (2) Meetings.

Deliverables include:

- Preliminary Construction Drawings.
- Preliminary List of Technical Specifications.
- Preliminary Engineer's Report.
- CSPP Outline
- Preliminary Engineer's Estimate of Probable Construction Cost Estimates
- QA/QC Quality Management Plan and 30% QA/QC documentation

ERB will submit electronic copies of the Preliminary Design Documents to AVCON for review. Submittals will be provided to AVCON in Portable Document (PDF) format.

Schedule: Assuming an NTP Date from GOAA of 10/1/24, the above-listed Services will be delivered to AVCON in a future mutually agreed upon time frame to make an official submittal to GOAA on or before 12/6/24.

Phase 3A – Design Development (60% Construction Documents)

The information obtained during the Schematic Design Phase (30%) will be reviewed and refined during the Design Development Phase (60%). This phase will encompass the professional services required to furnish the Authority with a set of 60% documents, including technical specifications, 60% drawings, construction phasing and safety plans, and cost estimates to reflect any adjustments to the project since the previous phase. These documents will be developed and prepared in accordance FAA standards and will provide sufficient detail for the review of proposed design by the Authority and all other appropriate parties.

The following Tasks will be performed by ERB during this phase:

ERB will assist AVCON in preparing 30" x 42" Construction Drawings in PDF format, including:

- Construction Safety Phasing Plans

EXHIBIT A SCOPE OF SERVICES

- Construction Safety and Phasing Notes
 - Demolition Plans
 - Geometry Plans
 - Paving Plans
 - Typical Pavement Sections
 - Grading & Drainage Plans
 - Typical Grading Sections
- ERB will assist AVCON in updating the CSPP for the Project. This task shall generally include QC review and collaboration with AVCON on the preparation and delivery of the CSPP.
 - ERB will assist AVCON in preparing a 60% level Technical Specifications, providing sections related to our scope of work. follow FAA format using unit cost where applicable. All technical specifications shall conform to the latest FAA Advisory Circular. Changes to the specifications that do not warrant an FAA Modification of Standards (MOS) will be identified by strike-through and bold-italic text. This task will include assisting AVCON to submit a request to the FAA for Modifications of Standards (MOS), if required.
 - ERB will assist AVCON in updating the Preliminary Engineer's Report to a 60% level of Design for our scope of work.
 - ERB will assist AVCON in updating the Preliminary Engineer's Estimate of Probable Construction Cost Estimates to a 60% level of Design for our scope of work.
 - ERB will assist AVCON with documenting the Projects compliance with the QA/QC Management Plan by assisting with QA/QC Reviews.

Meetings: ERB will attend one (1) 60% Design Review Meeting with GOAA during this Phase.

Deliverables include:

- Construction Drawings.
- Technical Specifications.
- Engineer's Report.
- CSPP
- Engineer's Estimate of Probable Construction Cost Estimates
- QA/QC Quality Management Plan and 60% QA/QC documentation

ERB will submit electronic copies of the Preliminary Design Documents to AVCON for review. Submittals will be provided to AVCON in Portable Document (PDF) format.

Schedule: Assuming an NTP Date from GOAA of 10/1/24, the above-listed Services will be delivered to AVCON in a mutually agreed time frame to make an official submittal to GOAA on or before 2/7/25.

Phase 3B – Design Development (95% Construction Documents)

The information obtained during the Design Development Phase (60%) will be reviewed and refined during the Construction Document Phase (95%). This phase will encompass the professional services required to furnish the Authority with a set of 95% documents, including technical specifications, 95% drawings, construction phasing and safety plans, engineer's report, and cost estimates to reflect any adjustments to the project since the previous phase. These documents will be developed and prepared in accordance

EXHIBIT A SCOPE OF SERVICES

FAA standards and will provide sufficient detail for the review of proposed design by the Authority and all other appropriate parties.

The following Tasks will be performed by ERB during this phase:

ERB will assist AVCON in preparing 30" x 42" Construction Drawings in PDF format, including:

- Construction Safety Phasing Plans
 - Construction Safety and Phasing Notes
 - Demolition Plans
 - Geometry Plans
 - Paving Plans
 - Typical Pavement Sections
 - Grading & Drainage Plans
 - Typical Grading Sections
- ERB will assist AVCON in updating the 60% level CSPP and preparing the final CSPP for the Project. This task shall generally include QC review and collaboration with AVCON on the preparation and delivery of the CSPP.
 - ERB will assist AVCON in updating the 60% Technical Specifications to a 95% level of Design, providing sections related to our scope of work which will follow FAA format using unit cost where applicable. All technical specifications shall conform to the latest FAA Advisory Circular. Changes to the specifications that do not warrant an FAA Modification of Standards (MoS) will be identified by strike-through and bold-italic text. This task will include assisting AVCON to submit a request to the FAA for Modifications of Standards (MoS), if required.
 - ERB will assist AVCON in updating the 60% Engineer's Report to a 95% level of Design related to our scope of work. The updates will be based on direction and/or decisions provided by the Authority in previous meetings/discussions and required Design outcomes.
 - ERB will assist AVCON in updating the 60% Engineer's Estimate of Probable Construction Cost Estimates to a 95% level related to our scope of work.
 - ERB will assist AVCON with documenting the Projects compliance with the QA/QC Management Plan by assisting with QA/QC Reviews.

Meetings: ERB will attend one (1) 95% Design Review Meeting with GOAA during this Phase.

Deliverables include:

- Construction Drawings.
- Technical Specifications.
- Engineer's Report.
- CSPP
- Engineer's Estimate of Probable Construction Cost Estimates
- QA/QC Quality Management Plan and 95% QA/QC documentation

ERB will submit electronic copies of the Preliminary Design Documents to AVCON for review. Submittals will be provided to AVCON in Portable Document (PDF) format.

EXHIBIT A SCOPE OF SERVICES

Schedule: Assuming an NTP Date from GOAA of 10/1/24, the above-listed Services will be delivered to AVCON in a mutually agreed time frame to make an official submittal to GOAA on or before 3/14/25.

Phase 3C – Design Development (100% Construction Documents)

During this phase, the final bid documents will be prepared. All comments received from the Authority and/or Permitting Agencies will be addressed to complete the bid documents.

The following Tasks will be performed by ERB during this phase:

ERB will assist AVCON in preparing 30" x 42" Construction Drawings in PDF format, including:

- Construction Safety Phasing Plans
- Construction Safety and Phasing Notes
- Demolition Plans
- Geometry Plans
- Paving Plans
- Typical Pavement Sections
- Grading & Drainage Plans
- Typical Grading Sections
- ERB will assist AVCON in updating the 95% Technical Specifications to a Bid /100% level of Design, providing sections related to our scope of work which will follow FAA format using unit cost where applicable. All technical specifications shall conform to the latest FAA Advisory Circular. Changes to the specifications that do not warrant an FAA Modification of Standards (MoS) will be identified by strike-through and bold-italic text. This task will include assisting AVCON to submit a request to the FAA for Modifications of Standards (MoS), if required.
- ERB will assist AVCON in preparing Front-End Documents and Bid Advertisement of the Project. This includes but is not limited to, a project description, anticipated construction duration, index of drawings, and list of technical specifications.
- ERB will assist AVCON in updating the 95% Engineer's Report to a Bid /100% level of Design related to our scope of work.
- ERB will assist AVCON in updating the 95% Engineer's Estimate of Probable Construction Cost Estimates to a Bid /100% level related to our scope of work.
- ERB will assist AVCON with documenting the Projects compliance with the QA/QC Management Plan by assisting with QA/QC Reviews.

Meetings: ERB will attend one (1) 100% Design Review Meeting with GOAA during this Phase.

Deliverables include:

- Construction Drawings
- Technical Specifications.
- Engineer's Report.
- Engineer's Estimate of Probable Construction Cost Estimates
- QA/QC Quality Management Plan and 95% QA/QC documentation

EXHIBIT A SCOPE OF SERVICES

ERB will submit electronic copies of the Preliminary Design Documents to AVCON for review. Submittals will be provided to AVCON in Portable Document (PDF) format.

Schedule: Assuming an NTP Date from GOAA of 10/1/24, the above-listed Services will be delivered to AVCON in a mutually agreed time frame to make an official submittal to GOAA on or before 3/28/25.

Phase 4 – Bid and Award Services

During this phase, ERB will assist AVCON in developing Issued for Bid Documents, advertising for and receiving bids from contractors, reviewing the bids, and making a recommendation of award to the GOAA. ERB will support AVCON in performing the following tasks during this phase:

1. Prepare Issued for Bid Construction Documents
2. Prepare for and attend the Pre-Bid Conference
3. Address questions from Bidders
4. Revise Contract Documents and assist GOAA with issuing Addenda
5. Attend the Bid opening
6. Review all Bids for responsiveness and accuracy
7. Prepare certified Bid Tabs
8. Make Recommendation of Award of the contract.

Phase 5 – Construction Administration Services

Not Included.

Project Schedule

AVCON has developed a Preliminary Schedule for the Runway 7-25 Rehab Project with the following milestone dates:

Milestone	Date
NTP for Design	October 1, 2024
30% Submittal	December 6, 2024
60% Submittal	February 7, 2025
95% Submittal	March 14, 2025
Issued for Bid Documents	March 30, 2025
Advertise for Bids	March 30, 2025
Pre-Bid Meeting	April 8, 2025
Bid Opening	April 29, 2025
Recommendation of Award	May 27, 2025
Submit Grant Application to FAA for Const.	June 2, 2025

EXHIBIT A SCOPE OF SERVICES

Fee Type and Amount:

The work defined herein shall be executed under a new contract. The Not To Exceed (NTE) amount for the aforementioned effort is **US\$154,370.00**.

Additional services, as mutually agreed upon in writing, will be provided based on ERB's current GOAA-approved rates.

Project Assumptions

1. AVCON will coordinate and provide access and transportation onto the airfield for ERB.
2. AVCON will coordinate with GOAA to provide access to asbuilt data for the Project Site.
3. AVCON will coordinate and provide Topographic Survey and Geotechnical Engineering Data for the Project Design.
4. AVCON will provide and establish CAD Standards for the Project that comply with GOAA Standards.
5. AVCON will provide an initial QA/QC Plan for ERB to modify.
6. AVCON will provide an initial Technical Specification Template and Table of Contents for ERB to modify.
7. AVCON will provide an initial CSPP for ERB to modify.
8. AVCON will coordinate with GOAA to obtain the design fleet mix.
9. Airfield Pavement Design will be performed using FAA AC 150/5320-6 and FAA Rigid and Flexible Iterative Elastic Layer Design (FAARFIELD) Program; current versions at NTP.
10. Construction Specifications will be prepared using FAA AC 150/5370-10; current versions at NTP.
11. AVCON will provide an initial Engineer's Report for ERB to modify.
12. AVCON will provide an initial Engineer's Estimate of Probable Construction Cost Estimates for ERB to modify.
13. The Project should qualify for a Letter CatEx
14. AVCON will take the lead on Permitting efforts and ERB will support Permit preparation and RAI response.
15. GOAA will pay all permit fees. They are not included in ERB's fees.

Services Not Included

Any services not specifically identified in the above Scope of Work, as well as any requested changes in the above Scope of Work, will be considered Additional Services. Additional Services will require a Contract Addendum prior to their performance and will be billed on an hourly basis using ERB's current approved GOAA Rates. See **Exhibit B Fee Breakdown** for rates.

End Exhibit A Scope of Work

AVCON, Inc.
Runway 7-25 Rehabilitation and Related Work
GOAA Project Number: BP-050
Orlando Executive Airport (ORL)



CIVIL ENGINEERING DESIGN SERVICES	Senior Project Manager	GOAA Approved Rate	GOAA Approved Rate	GOAA Approved Rate	Totals
	\$215.00				

Schematic Design (30% Construction Documents)

2	Project Kick-Off Meeting	4			4
3	Data Collection and Review	16			16
4	Preliminary Site Visit / Visual Inspection	16			16
5	Pavement Design	12			12
6	Drawing Preparation				
	Construction Safety and Phasing Plans	16			16
	Construction Safety and Phasing Notes	16			16
	Demolition Plans	16			16
	Geometry Plans	16			16
7	Construction Safety and Phasing Plan (CSPP)	16			16
8	Technical Specifications	8			8
9	Engineer's Report	16			16
10	Cost Estimate Development	12			12
11	Quality Control	32			32
12	30% Design Review Meeting	4			4

Total Labor Hours: 200 200
Total Labor Costs: \$43,000.00 \$43,000.00

Phase 3A – Design Development (60% Construction Documents)

2	Drawing Preparation				
	Construction Safety Phasing Plans	16			16
	Construction Safety and Phasing Notes	8			8
	Demolition Plans	8			8
	Geometry Plans	16			16
	Paving Plans	16			16
	Typical Pavement Sections	16			16
	Grading & Drainage Plans	40			40
	Typical Grading Sections	16			16
3	Technical Specifications	32			32
4	Cost Estimate Development	16			16
5	Engineer's Report	16			16
6	Construction Safety and Phasing Plan (CSPP)	16			16
7	Quality Control	24			24
8	60% Design Review Meeting	4			4

Total Labor Hours: 244 244
Total Labor Costs: \$52,460.00 \$52,460.00

Phase 3B – Design Development (95% Construction Documents)

2	Drawing Preparation				
	Construction Safety Phasing Plans	8			8
	Construction Safety and Phasing Notes	4			4
	Demolition Plans	4			4
	Geometry Plans	8			8
	Paving Plans	8			8
	Typical Pavement Sections	4			4
	Grading & Drainage Plans	8			8
	Typical Grading Sections	8			8
3	Technical Specifications	24			24
4	Engineer's Report	16			16
5	Construction Safety and Phasing Plan (CSPP)	8			8
6	Cost Estimate Development	16			16
7	Quality Control	16			16
8	95% Design Review Meeting	4			4

Total Labor Hours: 136 136
Total Labor Costs: \$29,240.00 \$29,240.00

AVCON, Inc.
Runway 7-25 Rehabilitation and Related Work
GOAA Project Number: BP-050
Orlando Executive Airport (ORL)



CIVIL ENGINEERING DESIGN SERVICES	Senior Project Manager	GOAA Approved Rate	GOAA Approved Rate	GOAA Approved Rate	Totals
	\$215.00				

Phase 3C – Design Development (100% Construction Documents)

2	Drawing Preparation				
	Construction Safety Phasing Plans	4			4
	Construction Safety and Phasing Notes	2			2
	Demolition Plans	2			2
	Geometry Plans	4			4
	Paving Plans	2			2
	Typical Pavement Sections	8			8
	Grading & Drainage Plans	8			8
	Typical Grading Sections	8			8
3	Technical Specifications & Front-End Document Assistance	24			24
4	Engineer's Report	8			8
5	Cost Estimate Development	8			8
6	Quality Control	8			8
7	100% Design Review Meeting	4			4
8	Issued for Bid Documents	8			8
Total Labor Hours:		98			98
Total Labor Costs:		\$21,070.00			\$21,070.00

Special Services– Permitting

2	Airspace Checklist Submittal (OE/AAA), CSPP	2			
3	FAA coordination	2			
4	Prepare CATEX	2			
5	Prpae FAA Modification of Standards (MoS)	2			
	Prepare SJRWMD Permit including Stormwater Report and Respond to RAI's	16			
7	Prepare USACE Permit and Respond to RAI's	4			
	Prepare Orange County Environmental Commission (EPC) Permit and Respond to RAI's	12			12
Total Labor Hours:		40			40
Total Labor Costs:		\$8,600.00			\$8,600.00

Total Labor Fees (NTE):	\$154,370.00
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Total Expenses (NTE):

Grand Total Project Fee (NTE)	\$154,370.00
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April 26, 2024

**Daniel Nickols Jr., P.E.
Senior Project Manager
AVCON**

Engineers & Planners
5555 E. Michigan Street, Suite 200
Orlando, Florida 32822
Cell: 407.271.9807
Fax: 407.599.1133
dnickols@avconinc.com
www.avconinc.com

RE: Proposal for Civil Engineering Design For
BP-050 ORL Runway 7-25 Rehabilitation and Related Work
GOAA Project Number: BP-050
Orlando Executive Airport (ORL)
CERM Proposal No: 0424-00965

Dear Mr. Nickols:

Corporate Environmental Risk Management (CERM) is pleased to submit this proposal for the referenced project. Our understanding of the project requirements is based on meetings with you, the review of your initial documents, and our experience with similar projects. The following will present our understanding of the project, scope of work, and our proposed associated costs to perform the stated scope of work.

A. PROJECT BACKGROUND

The purpose of this project is to rehabilitate the asphalt pavement on Runway 7-25 at Orlando Executive Airport (ORL). The 6,004 by 150-foot primary runway is showing visible signs of distress such as: cracking, wash boarding and weathering. These pavement distresses are causing unraveling of the asphalt surface, which is creating an increased risk of debris.

The Greater Orlando Aviation Authority (GOAA/Owner) has selected AVCON to rehabilitate the airfield pavement and provide additional improvements which includes asphalt milling, and an asphalt overlay for Runway 7-25, milling and repaving of Runway 13-31 within the Runway 7-25 Safety Area, geometry modifications and rehabilitation of Taxiways A1, A2, A6, and Taxiway E, replacement and relocation of navigational aids, lighting, signage, and electrical infrastructure. The geometrical modifications are intended to bring the airfield into compliance with the current Federal Aviation Administration (FAA) design standards per AC 150-5300-13B.

FLORIDA REGIONAL OFFICE
4767 New Broad Street, Orlando, FL 32814
Phone: 407-514-2717
cerm.com



B. SCOPE AND LIMITS OF WORK

CERM, LLC (Consultant), as a subconsultant to AVCON(Client), will provide professional engineering services related to the airfield markings required for the rehabilitation of the Runway 7-25 project. The airfield markings, details and specifications will be provided in accordance with current FAA and GOAA standards. **Exhibit A** shows the limit of work and project scope elements. This project will be comprised of one bid package with design submittal milestones Schematic Design, Design Development and Construction Documents.

CERM will provide airfield marking plans and details scope at 60%, 95% and 100% Bid Documents. **Per AVCON email dated Tues 4/23/22024**, AVCON will be responsible for associated specifications, engineer's report, and quantities.

B.1 Work Tasks

To develop the scope definition and associated consultant fee, the work has been divided into various tasks. This section presents the specific tasks to be undertaken in this Scope of Work for the Project. The assumptions and conditions for the work effort are as follows:

B.1.1 Project Management and Meetings

This task includes administration of this contract with the Client and coordination with other design project team members. Under this task, the Project Manager, Yasmin Moreno, P.E. will establish a seamless project team effort. The Project Manager will prepare a Project Management Plan, which will include, but not limited to: a design schedule, quality control plan, and communication plan.

She will attend one (1) kick-off meeting and one (1) client/stakeholder design review meeting at each design milestone (60%, 95%, 100% Bid Documents). Under this task, Ms. Moreno will facilitate the quality control review processes, and maintain continuous communication with the Client's Project Manager.

Deliverables: Project Management Plan, Quality Control Plan and Detailed Schedule, Meeting Notes, (submitted electronically in pdf)

B.1.2 Design Development

Under this task, the Consultant will receive the approved geometry modifications from the Client and conduct a site visit, if necessary. The approved geometry shall be provided in AutoCAD 2022 format and will be used to prepare pavement marking plans and detail sheets for Runway 7-25 and the associated taxiways within the project limits in accordance with FAA and GOAA standards. The design deliverables will be submitted at 60%, 95% and 100% Bid Documents.

B.1.2.1 Design Criteria

The following design criteria and standards will be used during the progression of this project.

- 150/5300-13B Airport Design
- 150/5340-1M Standards for Airport Markings
- Standard Specifications for Construction of Airports.
- Greater Aviation Authority Master Design Guidelines

B.1.2.2 Quality Control

Under this task, an independent internal reviewer will review the plans (s) and AutoCAD drawings that are completed by the Consultant and implement the internal QA/QC process to ensure plans meet the FAA and GOAA guidelines.

Deliverables: (All design deliverables will be submitted electronically in pdf)

Description	Design	Design	Bid Documents
	60%	95%	100%
Marking Plans and Detail Sheets	✓	✓	✓

C. SCHEDULE

Upon an executed contract and Notice to Proceed, CERM will initiate the project. The anticipated schedule is outlined below:

<u>Milestone</u>	<u>Date</u>
NTP for Design	October 1, 2024
30% Submittal	December 6, 2024 (by Others)
60% Submittal	February 7, 2025
95% Submittal	March 14, 2025
Issued for Bid Documents	March 30, 2025
Advertise for Bids	March 30, 2025
Pre-Bid Meeting	April 8, 2025
Bid Opening	April 29, 2025
Recommendation of Award	May 27, 2025
Construction	June 2, 2025

D. FEE

Our fixed fee for the scope of work described above is **\$55,424** as itemized in the attachment: Exhibit B: C-Table – CERM.

E. EXCLUSIONS

The following services are not included under this proposal:

1. 30% Design Submittal
2. Technical Specifications
3. Quantities or Cost Estimates
4. Engineering Report or Basis of Design
5. Bid Phase Services
6. Construction Administration
7. Any other services explicitly stated in the scope of work.

F. CLOSURE

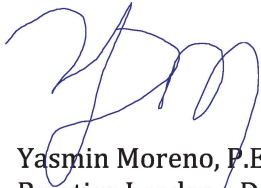
This proposal is valid for 120 days. Please contact our office if you have any questions or comments regarding this proposal.

Yasmin Moreno, PE, Practice Leader - Design, will be your main point of contact for this scope of work. She can be reached at: (770) 845-6715 or email ymoreno@cerm.com.

We appreciate the opportunity to provide you with our engineering services, we look forward to working with your team on this important project.

Best regards,

Corporate Environmental Risk Management



Yasmin Moreno, P.E.
Practice Leader - Design



Rodney Givens, P.E.
Vice President of Infrastructure

cc: Terrell S. Gibbs, PhD., PE
Chief Operating Officer

Attachments: **Exhibit A:** Scope Exhibit
Exhibit B: C-Table – CERM



April 30, 2024

Mr. Daniel Nickols, P.E.
Senior Project Manager
AVCON, INC.
5555 Michigan Avenue, Suite 200
Orlando, Florida 32822

RE: BFA AVCON ORL RW 7-25 - Orlando Executive Airport

Dear Mr. Nickols,

Barnes, Ferland & Associates, Inc. (BFA) is pleased to submit our response for professional surveying and mapping services for the above noted **ORL RW 7-25 at the Orlando Executive Airport**. Below please find our scope of services, fee estimate, schedule and deliverables for surveying services in support of your project.

Topographic Survey:

Prepare a Topographic Survey of the proposed location as depicted on the attached exhibit as provided and per revised email sent by Daniel Nickols, PE on April 16, 2024. Utility Designation, Quality Level B- is not part of this survey.

Horizontal and Vertical Controls:

- 1) Vertical control data shall be based on the North American Vertical Datum 1988. Benchmark(s) shall be provided for each sheet of the Design Drawings.
- 2) The horizontal control data shall be relative to the Florida State Plane Coordinate system, East Zone, North American Datum of 1983/2011 adjustment.
- 3) Horizontal and Vertical Control Points will be shown as part of the Topographic Survey and will not result in a separate Control Survey.

All survey work shall meet the requirements of Chapter 472, Florida Statutes, and Chapter 5J-17, Florida Administrative Code, and shall provide sufficiently detailed information to meet the design requirements of the project. Survey data shall include all areas as necessary to address project design considerations.

**1230 Hillcrest Street • Orlando, Florida 32803
Office (407) 896-8608 • Fax (407) 896-1822**

Deliverables:

The field survey will result in a Civil 3D drawing and digitally signed copy in PDF. All located features will be shown and labelled with elevations as appropriate. The 3D surface will be represented as 1-foot major and half a foot for minor contours.

Fee Estimate:

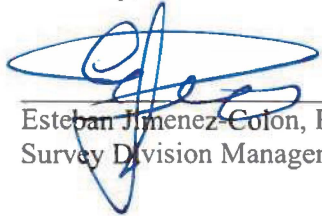
See the attached spread sheet for a breakdown of the man hours and our **Not-to-Exceed Fee** to provide you with the requested services.

Schedule:

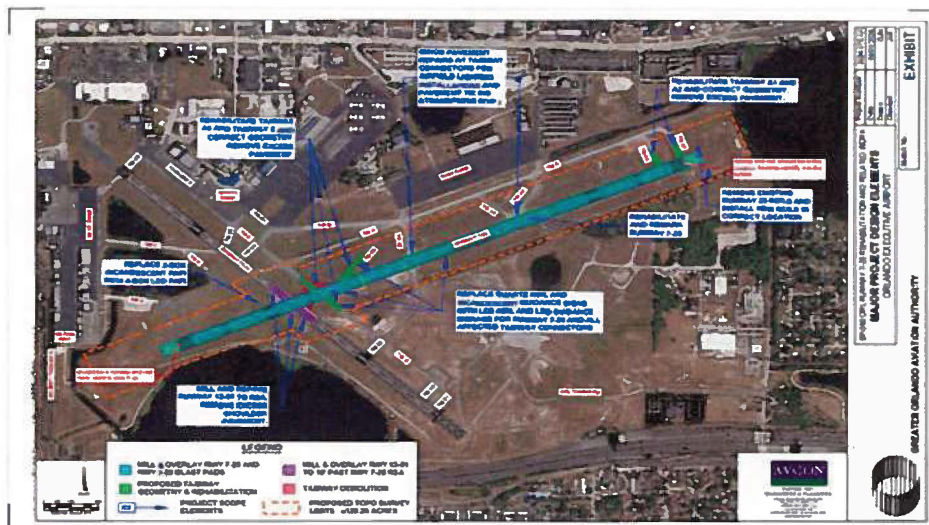
We are prepared to commence work within two weeks of written notice to proceed for the project.

We look forward to working with AVCON Inc. on this project. If you should have any questions or need more information, don't hesitate to contact the undersigned.

Sincerely,


Esteban Jimenez-Colon, P.S.M.
Survey Division Manager

Encl: Manhour and Fee estimate spread sheet.
Exhibit Proposed Topographic Area Map as provided.





April 18, 2024
Revised April 23, 2024

Avcon
5555 E. Michigan Avenue, Suite 200
Orlando, Florida 32822

Attention: Mr. Dan Nickols, P.E.

Subject: Proposal for Geotechnical Engineering Services
BP-050 ORL RUNWAY 7-25 REHABILITATION
Orange County, Florida
GEC Proposal No. 11807G

Dear Mr. Nickols:

Geotechnical and Environmental Consultants, Inc. (GEC) is pleased to provide this proposal for the above-referenced project. Our scope of services is based on the project information you provided to us (plan sheet attached) and your emails on April 16 and 23, 2024. This proposal presents our understanding of the project, a description of our geotechnical engineering scope of services and our fee details.

Site and Project Description

The subject site is the Orlando Executive Airport (ORL) located approximately 3 miles east of downtown Orlando, Florida which is owned and operated by the Greater Orlando Aviation Authority (GOAA). We understand that the project will include rehabilitation of the existing asphalt Runway 7-25 (approximately 6,000 lineal feet long and 150 feet wide). Pavement rehabilitation will be managed by milling and re-surfacing.

Scope of Geotechnical Services

As requested, the geotechnical effort associated with this scope of work is presented below.

- Coordinate with ORL personnel, as needed.
- Stake/mark core/boring locations at the site.
- Clear utilities at the boring locations with Sunshine One Call and GOAA.

- Coordinate site access with GOAA. All field work will be done at night.
- Mobilize pavement coring and truck-mounted rotary drilling equipment and personnel.
- Perform a total of up to 50 six-inch diameter pavement cores through the asphalt and base material at the locations requested on the attached figure.
- All core holes will be patched with in-kind materials.
- Perform a total of 10 Standard Penetration Test (SPT) borings to depths of 10 feet below existing grade along the outside edge of the runway to evaluate subgrade soils and groundwater tables. These 10 borings will be left open for 24 hours to obtain stabilized groundwater table readings and will then be backfilled with soil cuttings.
- Sample a total of 4 shallow soil samples (1 foot below grade) from just off the existing runway for California Bearing Ratio (CBR) testing for the pavement subgrade. Conduct CBR tests for use in the pavement evaluation and design.
- Perform routine laboratory soil classification tests (moisture content, Atterberg Limits and/or sieve analysis tests) on soil samples to supplement visual soil classification.
- Issue an electronic copy (PDF) of the geotechnical engineering report signed and sealed by a geotechnical engineer licensed in Florida.

The geotechnical engineering report will address the following project elements:

- Document pavement conditions (asphalt and base thickness, and any crack depths) based on our pavement evaluation and pavement cores.
- Provide photographs of all cores.
- Document subsurface conditions encountered during the field investigation, including detailed descriptions of all field and laboratory test methods and results.
- Provide current and estimated seasonal high groundwater levels.
- Provide CBR test results.
- Develop geotechnical engineering (pavement rehabilitation) recommendations to guide new pavement design.

Estimated Fee and Schedule

The attached tables present a breakdown of our Not-To-Exceed fees.

Runway 7-25 Field/Lab – NTE (GEC)	\$41,167.00
Runway 7-25 Engineering – NTE (GEC)	\$21,127.00
Total Geotechnical Fee	\$62,294.00

Our estimated schedule for completing the field work is approximately 6 weeks and for completing the laboratory work is 1 week. Our schedule for completing the geotechnical report is 3 weeks. More detailed scheduled estimates can be provided when the overall design schedule has been developed.

Assumptions and Limitations

- The geotechnical field work will be performed during weekday night-time hours only.
- All areas will be accessible to our equipment detailed above. Otherwise access-related costs and delays must be invoiced.
- On-site work will not be subjected to delays or cancellations caused by others with adequate notice (e.g.; airport operations).

Closure

We appreciate the opportunity to provide this proposal and look forward to working with you on this project. Please contact us if you have any questions or comments regarding this proposal.

Very truly yours,

GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS, INC.

A handwritten signature in blue ink, appearing to read "Ch. Meyer".

Christopher P. Meyer, P.E.
Senior Geotechnical Engineer

Attachment 1: Core Location Exhibit

Attachment 2: Geotechnical Fee Breakdown (C-Tables)



A GEOSPATIAL SERVICE PROVIDER

Scope and Fee Proposal

Survey, Photogrammetry & Airports-GIS Services

Orlando - Executive Airport (ORL)

04/29/2024

2915 Waters Road Suite 100 Eagan, Minnesota 55121

Tel: 651-686-8424 • www.mtzgeo.com

PROJECT SUMMARY

CLIENT	AVCON
CLIENT CONTACT	Daniel Nickols
CLIENT ADDRESS	5555 E. Michigan Street, Suite 200 Orlando, FL 32822
PROJECT LOCATION	Executive Airport (ORL) Orlando, FL

Martinez Geospatial, Inc. (MTZ) will provide **AVCON** with survey, photogrammetry and Airports-GIS services in support of a **Runway Rehabilitation Project** for **Runway 7/25**. The main objective of this effort will be to fulfill the FAA-AGIS data-collection requirements for runway construction projects. An AGIS Design/As-Built Project-Type will be required for this project.

All survey and photogrammetry work will be accomplished in accordance with the following Advisory Circulars:

AC-150/5300-16B (16B)
AC-150/5300-17C (17C)
AC-150/5300-18B (18B)

The Airports-GIS objective for this project is to collect and submit *Safety-Critical* data for Runway 7/25. Specifically, submission of data during the Design Phase will include an Airport Airspace Analysis for Runways 7/25, Design Runway Ends & Profile Data for Runway 7/25, and Design NAVAID reset locations for the Runway 7 PAPI and Runway 25 REILs.

MTZ will fulfill the data collection, formatting, and delivery requirements of the FAA Airports-GIS program. In general, MTZ's approach to fulfilling the GIS requirements will be accomplishing those required tasks as outlined in **Table 2-1 (Survey Requirements Matrix)** of **18B, Column "Instrument Procedure Development."**

PROJECT SPECIFICATIONS

STATE	FLORIDA
COUNTY	ORANGE
PROJECT TYPE	AVIATION (AIRPORTS-GIS)
COORDINATE SYSTEM	FLORIDA STATE PLANE – EAST
HORIZONTAL DATUM	NAD83
VERTICAL DATUM	NAVD88 (GEOID18)
FIELD-SURVEY PROVIDED BY	MARTINEZ GEOSPATIAL, INC.
ORTHO RES & PHOTO FORMAT	0.5' GSD, TIF & SID FORMAT

DESIGN PHASE SCOPE

PROJECT AREA DEFINITION

The total project area consists of:

Airports-GIS Airspace Analysis Limits - Horizontal Limits of the applicable Obstruction Identification Surfaces (OIS) as defined in AC-150/5300-18B.

Part 77/OCS Airspace Analysis Limits - Horizontal Limits of the applicable Obstruction Identification Surfaces (OIS) as defined by FAR Part 77 and AC-150/5300-13B.

PROJECT TASKS

Project Planning/Project Management/FAA Airports-GIS Coordination

MTZ will develop, submit, and gain approval of the “Statement of Work” for the project through the **FAA ADO** and the **FAA’s Airport Data Information Portal (ADIP)**. MTZ will also develop, submit, and gain approval of the following plans required by the FAA-AGIS Program:

- Imagery/Remote Sensing Plan
- Survey Quality Control Plan
- Aerial Photography Acquisition Report / 3D Stereo Imagery

Aerial Imagery Acquisition

New color aerial imagery will be captured covering all areas described in the **PROJECT AREA DEFINITION** section of this proposal utilizing a digital photogrammetric camera. The aerial imagery acquisition flight mission will be executed in accordance with all guidelines and specifications within FAA AC 150/5300-17C.

The aerial imagery acquisition flight mission will consist of one “block” of imagery, collected to the following specifications:

IMAGERY RESOLUTION	PURPOSE/USE
10cm	This imagery will be utilized for all photogrammetric data extraction. Furthermore, 0.50’ GSD orthophotos will be generated from this imagery.

Upon completion of the flight mission, the imagery will be reviewed through in-house Quality Assurance procedures for photogrammetric acceptability and compliance with AC 150/5300-17C requirements.

Establish Geodetic Control / Validate existing PACS/SACS (Field Survey)

There are currently one PACS monument and two SACS monuments published in the NGS database for the airport. Surveyors will validate/utilize these monuments to serve as the project tie to the NSRS. If the existing PACS/SACS monuments are determined to be damaged or the validation is unsuccessful the surveyors will establish temporary geodetic control points, as required. Geodetic data will be tied to the NSRS using the latest published adjustment (2011).

Following are the specific PACS & SACS locations to be recovered:

Station Type	Designation	PID	Horizontal Datum	Vertical Datum	GEOID
PACS	ORL F	AD9142	NAD83(2011)	NAVD88	GEOID18
SACS	ORL D	AA9570	NAD83(2011)	NAVD88	GEOID18
SACS	ORL E	AA9571	NAD83(2011)	NAVD88	GEOID18

Survey Imagery Photo Control (Field Survey)

Photo-identifiable control points and/or artificial targets will be selected/set and surveyed for use as ground control for aero-triangulation of the new aerial imagery. Imagery control points will be spread throughout the aerial imagery project-area in a geometric pattern conducive to favorable aerotriangulation results. Each imagery control point will be surveyed using RTK survey methods. Imagery Control will be surveyed (properly tied to NSRS) and documented in accordance with AC-150/5300-17C and FAA Airports-GIS requirements. Ground Control data and documentation will be submitted to FAA Airports-GIS along with the Aerial Photography Acquisition Report. It is anticipated that **42** imagery control points will be required. Per FAA requirements, in addition to the imagery control points, an additional **6** Independent Checkpoints will be surveyed and processed through NGS OPUS.

Aero Triangulation

The digital aerial imagery will be imported onto a digital photogrammetric workstation where it will be oriented with field-surveyed ground control. This procedure will establish both horizontal and vertical control for orienting individual photogrammetric models. This orientation will be accomplished using Soft Copy Aerial Triangulation methods.

Create Digital Ortho Imagery

Digital orthophotos will be produced to meet the requirements of AVCON and the Airport as well as to comply with the requirements of the FAA Airports-GIS program and AC 150/5300-17C. One set of ortho imagery will be produced, covering the following defined areas and meeting the following specifications:

RESOLUTION	COVERAGE LIMIT
0.50' GSD	AGIS Obstruction Identification Surfaces

Runway Data (AVCON)

In lieu of runway survey, AVCON will provide MTZ will Future Runway Ends and Future Centerline Profile data from the Final Design for Runway 7/25. Design data will be used as the basis for the AGIS Airspace Analysis. Design Runway Data will be properly formatted by MTZ and submitted to AGIS with

the Airport Airspace Analysis Data. *Runway Ends and Runway Centerline Profile (50-foot stations) must be provided in coordinate format, in the coordinate system and datum indicated in the “Project Specifications” section of this scope document.*

NAVAID Data (AVCON)

In lieu of NAVAID survey, AVCON will provide MTZ with NAVAID data from the Final Design for the Future Runway 7 PAPI and the Future Runway 35 REILs. NAVAID data will be properly formatted by MTZ and submitted to AGIS with the Airport Airspace Analysis Data. Future NAVAID Data must be provided in coordinate format, in the coordinate system and datum indicated in the “Project Specifications” section of this scope document.

Airport Airspace Analysis/Obstruction Surveys

18B/AGIS

An Airport Airspace Analysis will be performed in accordance with AC 150/5300-18B. This task will be performed in order to comply with the requirements of the FAA Airports-GIS Program for projects involving the development of instrument procedures. The Airport Airspace Analysis will meet the following specifications:

RUNWAY	ANALYSIS TYPE
7/25 – Future	Runways-With-Vertical-Guidance

Formatting of final reported 18B/AGIS obstacles will adhere to the specifications of AC 150/5300-18B, Chapter 5 *Airport Data Features*.

Part 77/AC-13B Obstacle Clearance Surface (OCS)

An FAR Part 77 and an OCS Obstruction Survey will be performed for Future Runway 7/25. Utilizing the digital 3D stereo imagery, the prescribed Part 77 & OCS Obstruction-Identification-Surfaces will be examined and analyzed to identify natural and manmade objects penetrating the surfaces. OCS Surfaces will be based on the requirements of AC-150/5300-13B (Tables 3-2, 3-3, 3-4, and 3-5)

The Part 77 Obstruction Survey will meet the following specifications:

RUNWAY	PART 77 ANALYSIS TYPE
7 - Future	Precision-Instrument-Runway (PIR)
25 - Future	Precision-Instrument-Runway (PIR)

The OCS Obstruction Survey will meet the following specifications (OCS Numbers are taken from AC-13B, Tables 3-2, 3-3, 3-4, and 3-5).

RUNWAY	OCS ANALYSIS TYPE
7	OCS 5 (< 3/4sm Visibility Minimums)
7	OCS 6 (Vertical Guidance Surface)
7	OCS 7 (Departure Surface)
25	OCS 5 (> 3/4sm Visibility Minimums)
25	OCS 6 (Vertical Guidance Surface)
25	OCS 7 (Departure Surface)

PAPI Obstacle Clearance

In support of the siting of a new PAPI installation for Runway 7, an obstruction survey will be conducted for the PAPI obstacle clearance surfaces.

The PAPI Obstruction Survey will meet the following specifications:

RUNWAY	ANALYSIS TYPE
7	PAPI Obstacle Clearance Surface
7	PAPI Light Signal Clearance Surface

Part 77/OCS Collection Criteria

The obstruction-identification-surfaces, defined in the previous section, will be digitally referenced with the 3D Stereo Imagery. Utilizing the 3D imagery, trained technicians will visually examine all surfaces and collect X-Y-Z point data for objects meeting collection criteria. Collected data will then be mathematically analyzed against the surfaces using custom processes to produce a final dataset. Multiple Quality-Assurance processes are performed for obstruction data through the project life cycle to ensure accuracy and completeness. Data will be collected to fulfill the following criteria:

- 1) A single X-Y-Z point will be collected / analyzed for any manmade or natural object penetrating a surface. The point will be placed on the highest point of the object. The X-Y location will correspond to the horizontal position of the highest portion of the object, not necessarily the geometric center or middle of the object.
- 2) Occasionally with Obstruction Surveys, large group of trees or terrain (obstruction area) are found to penetrate a surface and it is not feasible or possible to collect each individual penetration. In these cases, the obstruction area will be outlined with a bounding polygon in order to represent the horizontal extents of the area. A grid will then be overlaid on the obstructing area. Within each grid sector, the highest object will be collected. Within the primary surface, the transitional surface, and within the first 5,000 feet of the approach surface, 100-foot grid spacing will be used. Within 10,000 feet of the approach surface, but outside 5,000 feet, 200-foot grid spacing will be used. 200-foot grid spacing will also be used within the horizontal surface. Outside of 10,000 feet of the approach and within the conical surface, 500-foot grid spacing will be used.

Deliverable Format for Part 77, AC-13B OCS, and PAPI OCS Obstacle Data

DELIVERABLE	DESCRIPTION
Shapefile and CAD File	These files will contain the following pieces of data: 1) Obstruction Surface Linework 2) Obstruction X-Y-Z Points 3) Obstruction Area Polygon (if applicable) 4) Obstruction Area Grid (if applicable)
Attributes will be included in the Shapefile as Object Data. For the CAD version, attributes will be provided in Spreadsheet Format and can be cross-referenced with the CAD file by Object Number.	Shapefiles will contain the following pieces of object data: • Object type • Northing / Easting / Elevation (MSL) • Latitude/Longitude • AGL Height (as able, for penetrating objects only) • Height-Above-Runway-End • Height-Above-Touchdown-Zone • Height-Above-Airport-Elevation • Distance-to-Runway-End • Distance-From-Runway-Centerline (and direction) • Penetration Value (if applicable) • Surface Affected & Slope (if applicable)

Taxiway Planimetric Design Data (AVCON)

AVCON will provide MTZ with 3D CAD linework for the planned Taxiway Geometry Modifications (Taxiways A1, A2, A6, and E). MTZ will be responsible for formatting said linework into the correct AGIS format and incorporating the data into the overall Runway 7/25 Design Submission. *AVCON will need to provide said linework in the coordinate system and datum indicated in the "Project Specifications" section of this scope document.*

Data Edit and GIS Formatting

All AGIS data will be edited and formatted in the appropriate GIS format. In terms of GIS-attributes, MTZ will be responsible for populating all geospatial-related and/or critical attributes required for upload. The final AGIS file created by MTZ will include the following features:

Safety-Critical Data

- a. Airport Airspace Analysis Data (Obstructions)
- b. Runway Survey Data (From Design)
- c. NAVAID Survey Data (From Design)
- d. Taxiway Data (From Design)

Final GIS data will meet the following specifications:

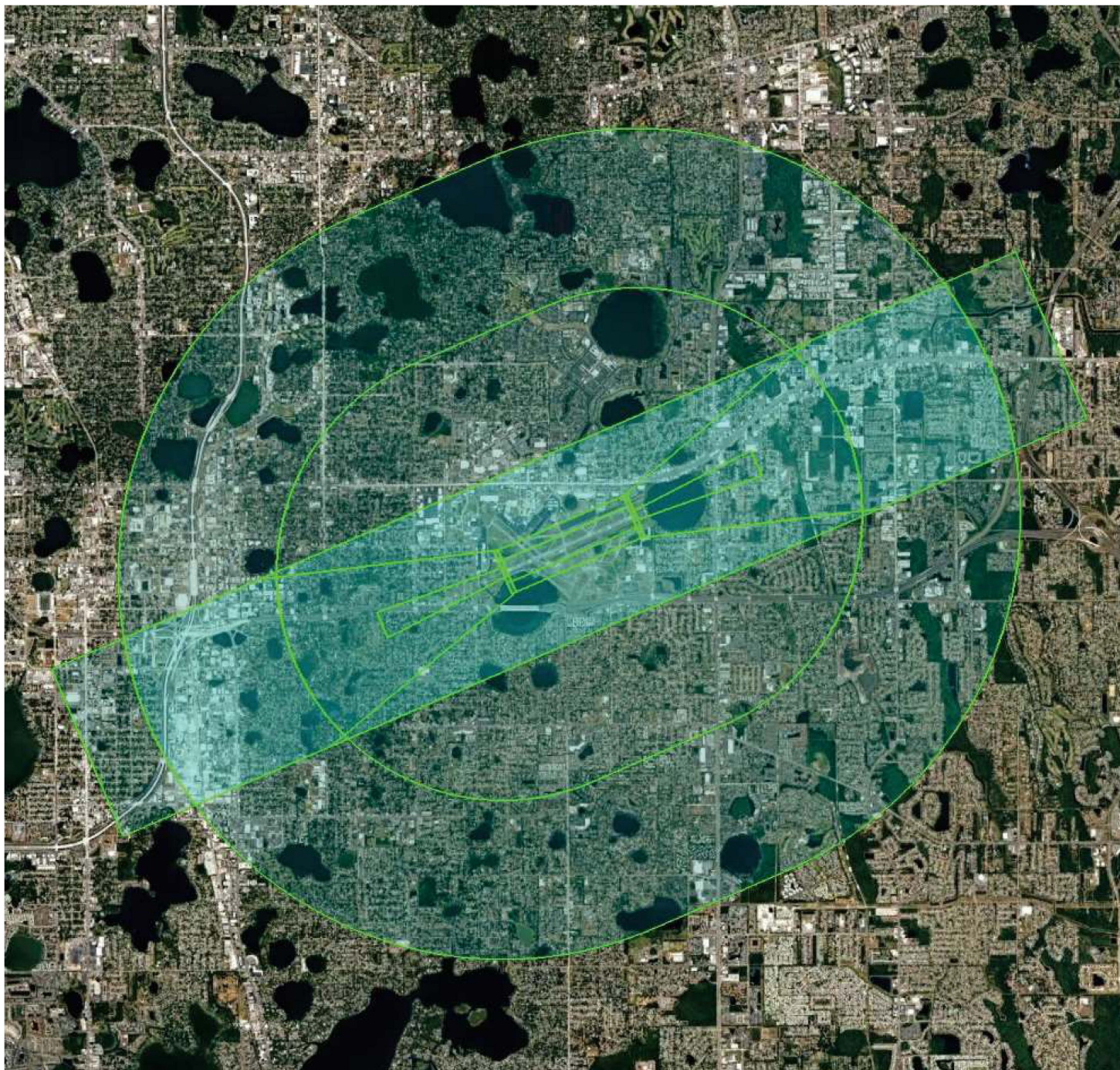
GIS DATA-MODEL UTILIZED	FAA Airports-GIS (AC 150/5300-18B, Chapter 5)
GIS DELIVERY FORMAT	ArcGIS Shapefile

Airports-GIS Data Submission and Final Reporting

All data will be formatted into compliant Airports-GIS format and prepared for submission. Prior to submission, the survey-files will be tested using the FAA's survey-file-test tool in order to ensure acceptability. Project close-out will also consist of ensuring receipt and acceptance of the obstruction survey and digital mapping data by AVCON, the FAA and NGS.

DESIGN PHASE DELIVERABLES
1) Statement of Work Report (for Airports-GIS approval)
2) Aerial Imagery / Remote Sensing Plan (for Airports-GIS approval)
3) Survey & Quality Control Plan (for Airports-GIS approval)
4) Aerial Photography Acquisition Report (for Airports-GIS approval)
5) Digital Ortho Imagery (0.50' Resolution)
6) Comprehensive FAA Airports-GIS Shapefile Deliverable, consisting of: • Airport Airspace Analysis Data • Runway Data (Design) • NAVAID Data (Design) • Taxiway Data (Design)
7) Non-AGIS Obstacle Data (Part 77, AC-13B OCS, PAPI OCS)

Airports-GIS Airspace Analysis



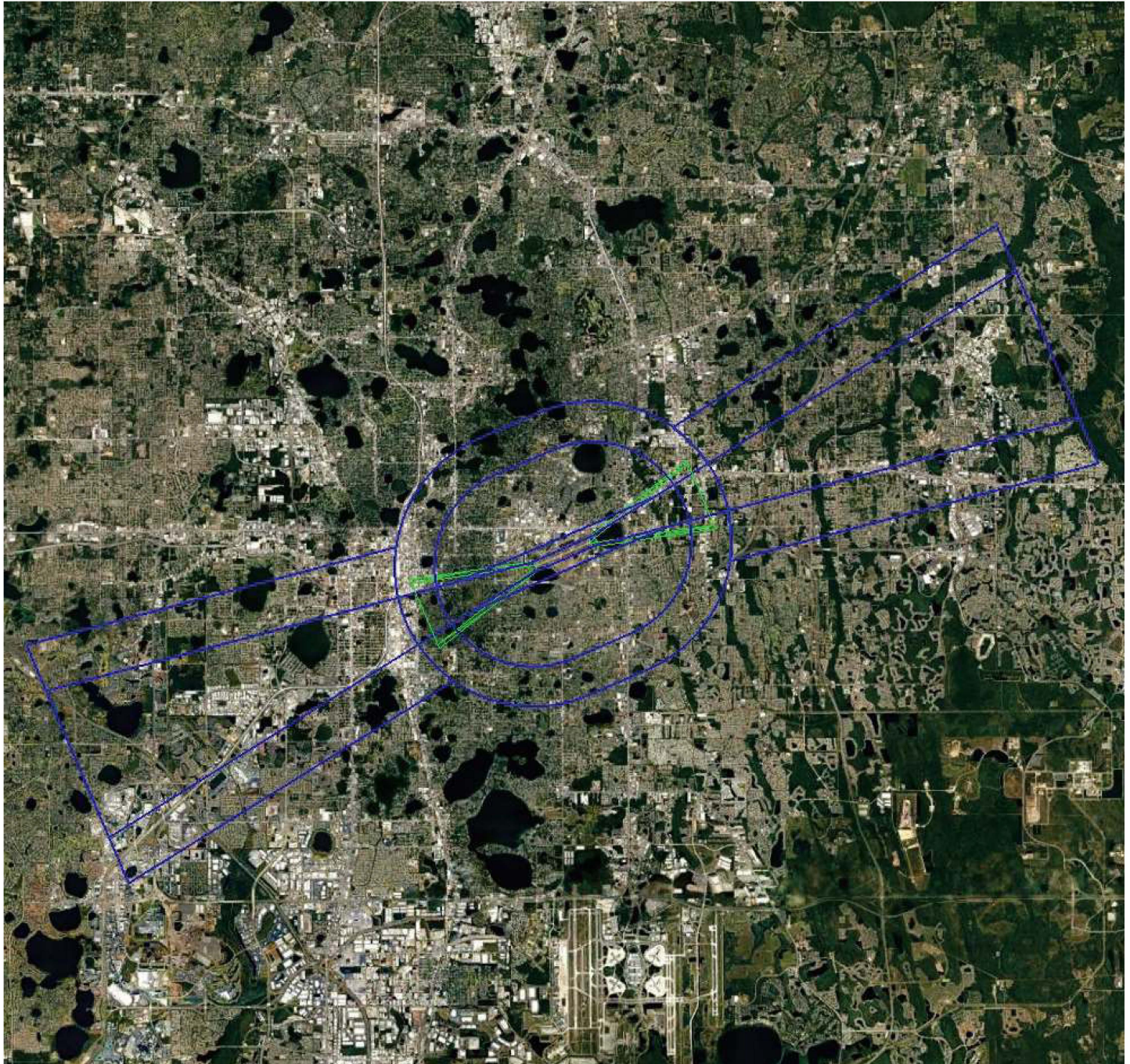
Green Polygons - 18B/Airports-GIS Obstruction Identification Surfaces
Cyan Shaded Area - 0.50' GSD Ortho Imagery Coverage



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Part 77/OCS Airspace Analysis



Green Polygons - AC-13B 40:1 Departure Surfaces
Blue Polygons - Part 77 Obstruction Identification Surfaces

NOTE - Not all OCS Surfaces depicted in diagram due to congestion



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EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-1
SUMMARY OF TOTAL CONTRACT VALUE

BP-050 ORL Runway 7-25 Rehabilitation and Related Work

Phase of Project:	Schematic Design (30%)	Design Development (60%)	Construction Documents (95%)	Bid Documents (100%)	Permitting	TOTAL CONTRACT
1.0 Lump Sum Fee:	--	--	--	--	--	--
2.0 Not to Exceed Reimbursable Fee:	\$599,561	\$499,238	\$217,320	\$109,666	\$30,264	\$1,456,049
3.0 Not to Exceed Reimbursable Expenses:	\$69,071	\$0	\$0	\$0	\$0	\$69,071
4.0 TOTAL CONTRACT VALUE:	\$668,632	\$499,238	\$217,320	\$109,666	\$30,264	\$1,525,120
Total Lump Sum Labor Hours:	--	--	--	--	--	--
Total Not to Exceed Reimbursable Labor Hours:	4,711	3,243	1,360	617	176	10,107
TOTAL LABOR HOURS:	4,711	3,243	1,360	617	176	10,107
Average Hourly Rate:	127.27	153.94	159.79	177.74	171.95	144.06

Notes:

1. The lump sum cells in Table C-1 are linked to Table C-2 values
2. The Not to Exceed cells in Table C-1 are linked to Table C-4 values
3. The linked cells are based on a maximum of 5 subconsultants; if more than 5 are included enter all values manually.

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-4
SUMMARY OF NOT TO EXCEED REIMBURSABLE FEES AND EXPENSES

BP-050 ORL Runway 7-25 Rehabilitation and Related Work

Phase of Project:	Schematic Design (30%)		Design Development (60%)		Construction Documents (95%)		Bid Documents (100%)		Permitting		TOTAL		
	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Cost	Avg. Rate
AVCON, INC.													
Not to Exceed Reimbursable Fee	2,011	\$332,736	2,771	\$416,048	1,100	\$172,296	459	\$80,652	136	\$21,664	6,477	\$1,023,396	158.00
Not to Exceed Reimbursable Expenses		\$0		\$0		\$0		\$0		\$0		\$0	
Sub-Total Designer	2,011	\$332,736	2,771	\$416,048	1,100	\$172,296	459	\$80,652	136	\$21,664	6,477	\$1,023,396	
ER Bain & Associates (ERB)													
Not to Exceed Reimbursable Fee	200	\$43,000	244	\$52,460	136	\$29,240	98	\$21,070	40	\$8,600	718	\$154,370	215.00
Not to Exceed Reimbursable Expenses		\$0		\$0		\$0		\$0		\$0		\$0	
Sub-Total Subconsultant No. 1	200	\$43,000	244	\$52,460	136	\$29,240	98	\$21,070	40	\$8,600	718	\$154,370	
Corporate Environmental Risk Management, LLC. (CERM)													
Not to Exceed Reimbursable Fee	6	\$966	228	\$30,730	124	\$15,784	60	\$7,944			418	\$55,424	132.59
Not to Exceed Reimbursable Expenses		\$0		\$0		\$0		\$0				\$0	
Sub-Total Subconsultant No. 2	6	\$966	228	\$30,730	124	\$15,784	60	\$7,944			418	\$55,424	
Barnes, Ferland & Associates, Inc. (BFA)													
Not to Exceed Reimbursable Fee	1,564	\$126,072									1,564	\$126,072	80.61
Not to Exceed Reimbursable Expenses		\$5,000										\$5,000	
Sub-Total Subconsultant No. 3	1,564	\$131,072									1,564	\$131,072	
Geotechnical Engineering Consultants (GEC)													
Not to Exceed Reimbursable Fee	152	\$21,127									152	\$21,127	138.99
Not to Exceed Reimbursable Expenses		\$41,167										\$41,167	
Sub-Total Subconsultant No. 4	152	\$62,294									152	\$62,294	
Martinez Geospatial Services (MGS)													
Not to Exceed Reimbursable Fee	778	\$75,660									778	\$75,660	97.25
Not to Exceed Reimbursable Expenses		\$22,904										\$22,904	
Sub-Total Subconsultant No. 5	778	\$98,564									778	\$98,564	

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE FEES

BP-050 ORL Runway 7-25 Rehabilitation and Related Work

Position: AVCON, INC.			PRINCIPAL / QC REVIEWER		SR. PROJECT MANAGER		PROJECT MANAGER		SR. ENGINEER / DESIGNER / PLANNER		PROJECT ENGINEER / DESIGNER / PLANNER		SR. CADD DESIGNER / PLANNER		ASSOCIATE ENGINEER/ DESIGNER/PLANNER		CONTRACT ADMINISTRATOR		CLERICAL		TOTAL		
Rate (\$/hour):			\$312		\$296		\$240		\$207		\$143		\$131		\$121		\$120		\$91		Avg. Hourly Rate		
Task #			labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	
1	Schematic Design (30%)																						
1.1	Project Management	8	\$2,496	40	\$11,840	60	\$14,400	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	108	\$28,736	\$266	
1.2	Project Kick-Off Meeting	2	\$624	4	\$1,184	8	\$1,920	4	\$828	16	\$2,288	0	\$0	0	\$0	0	\$0	4	\$364	38	\$7,208	\$190	
1.3	Establishment of SUPER	2	\$624	40	\$11,840	40	\$9,600	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	82	\$22,064	\$269	
1.4	Data Collection and Review	4	\$1,248	8	\$2,368	8	\$1,920	16	\$3,312	40	\$5,720	0	\$0	40	\$4,840	0	\$0	0	\$0	116	\$19,408	\$167	
1.5	Preliminary Site Visit / Visual Inspection	0	\$0	0	\$0	8	\$1,920	8	\$1,656	24	\$3,432	0	\$0	24	\$2,904	0	\$0	0	\$0	64	\$9,912	\$165	
1.6	Conduct Site Investigations	0	\$0	0	\$0	8	\$1,920	8	\$1,656	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	24	\$4,544	\$189	
1.6.1	Geotechnical Investigation	0	\$0	0	\$0	2	\$480	16	\$3,312	0	\$0	0	\$0	24	\$2,904	0	\$0	0	\$0	42	\$6,696	\$169	
1.6.2	Topographic Survey	0	\$0	0	\$0	2	\$480	16	\$3,312	0	\$0	0	\$0	24	\$2,904	0	\$0	0	\$0	42	\$6,696	\$169	
1.6.3	AGIS Surveys	0	\$0	0	\$0	2	\$480	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$160	2	\$480	\$240	
1.7	Review of Site Investigation Reports/Data	0	\$0	4	\$1,184	8	\$1,920	8	\$1,656	40	\$5,720	0	\$0	16	\$1,936	0	\$0	0	\$0	76	\$12,416	\$163	
1.8	Pavement Design	2	\$624	2	\$592	4	\$960	8	\$1,656	40	\$5,720	0	\$0	8	\$968	0	\$0	0	\$0	64	\$10,520	\$164	
1.9	Drawing Preparation																						
	Cover Sheet	0	\$0	0	\$0	2	\$480	4	\$828	0	\$0	0	\$0	16	\$1,936	0	\$0	0	\$0	22	\$3,244	\$147	
	Summary of Quantities	0	\$0	0	\$0	2	\$480	4	\$828	0	\$0	0	\$0	16	\$1,936	0	\$0	0	\$0	22	\$3,244	\$147	
	General Notes	0	\$0	0	\$0	4	\$960	4	\$828	0	\$0	0	\$0	24	\$2,904	0	\$0	0	\$0	32	\$4,692	\$147	
	Contract Layout Plan (Site Plan)	0	\$0	0	\$0	4	\$960	8	\$1,656	0	\$0	0	\$0	32	\$3,872	0	\$0	0	\$0	44	\$6,488	\$147	
	Horizontal and Vertical Control	0	\$0	0	\$0	2	\$480	4	\$828	0	\$0	0	\$0	24	\$2,904	0	\$0	0	\$0	30	\$4,212	\$140	
	Project Construction Haul Route and Staging Plan	0	\$0	0	\$0	4	\$960	8	\$1,656	0	\$0	0	\$0	32	\$3,872	0	\$0	0	\$0	44	\$6,488	\$147	
	Construction Safety and Phasing Plans	0	\$0	0	\$0	4	\$960	8	\$1,656	8	\$1,144	0	\$0	40	\$9,680	0	\$0	0	\$0	100	\$13,440	\$134	
	Construction Safety and Phasing Notes	0	\$0	0	\$0	2	\$480	4	\$828	4	\$572	0	\$0	40	\$4,840	0	\$0	0	\$0	60	\$6,720	\$134	
	Demolition Plans	0	\$0	0	\$0	4	\$960	4	\$828	8	\$1,144	0	\$0	60	\$7,260	0	\$0	0	\$0	76	\$10,192	\$134	
	Geometry Plans	0	\$0	0	\$0	4	\$960	4	\$828	8	\$1,144	0	\$0	60	\$7,260	0	\$0	0	\$0	76	\$10,192	\$134	
	Airfield Electrical Plans	0	\$0	0	\$0	4	\$960	16	\$3,312	16	\$2,288	0	\$0	120	\$14,520	0	\$0	0	\$0	166	\$21,080	\$135	
	NAVAID Plans - PAPI and REL Modification Plans	0	\$0	0	\$0	4	\$960	4	\$828	8	\$1,144	0	\$0	80	\$9,680	0	\$0	0	\$0	96	\$12,612	\$131	
1.10	Construction Safety and Phasing Plan (CSPSP)	0	\$0	2	\$592	4	\$960	8	\$1,656	16	\$2,288	0	\$0	40	\$4,840	0	\$0	40	\$3,640	110	\$13,976	\$127	
1.11	Technical Specifications	0	\$0	2	\$592	4	\$960	4	\$828	8	\$1,144	0	\$0	24	\$2,904	0	\$0	24	\$2,184	66	\$8,612	\$130	
1.12	Engineer's Report	0	\$0	4	\$1,184	4	\$960	8	\$1,656	32	\$4,576	0	\$0	24	\$2,904	0	\$0	16	\$1,456	88	\$12,736	\$145	
1.13	Cost Estimate Development	1	\$308	1	\$296	2	\$480	16	\$3,312	40	\$5,720	0	\$0	24	\$2,904	0	\$0	0	\$0	63	\$12,712	\$139	
1.14	Quality Control	32	\$9,984	8	\$2,368	32	\$7,680	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	72	\$20,032	278	\$278	\$278	
1.15	Sub-Consultant Management	0	\$0	8	\$2,368	40	\$9,600	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	48	\$11,968	\$249	
1.16	Deliverables	0	\$0	2	\$592	4	\$960	8	\$1,656	40	\$5,720	0	\$0	32	\$3,872	0	\$0	16	\$1,456	102	\$14,266	\$140	
1.17	30% Design Review Meeting	4	\$1,248	4	\$1,184	4	\$960	8	\$1,656	8	\$1,144	0	\$0	8	\$968	0	\$0	0	\$0	36	\$7,160	\$199	
	Sub-Total Schematic Design (30%)	54	\$16,848	129	\$38,184	284	\$68,160	208	\$43,056	356	\$50,908	0	\$0	880	\$106,480	0	\$0	100	\$9,100	2,011	\$332,736	\$165	
2	Design Development (60%)																						
2.1	Project Management	8	\$2,496	40	\$11,840	60	\$14,400	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	108	\$28,736	\$266	
2.2	Drawing Preparation																						
	Cover Sheet	0	\$0	0	\$0	1	\$240	4	\$828	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	13	\$2,036	\$157	
	Summary of Quantities	0	\$0	0	\$0	1	\$240	4	\$828	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	13	\$2,036	\$157	
	General Notes	0	\$0	0	\$0	1	\$240	4	\$828	0	\$0	0	\$0	32	\$3,872	0	\$0	0	\$0	37	\$4,940	\$134	
	Contract Layout Plan (Site Plan)	0	\$0	0	\$0	1	\$240	4	\$828	0	\$0	0	\$0	32	\$3,872	0	\$0	0	\$0	37	\$4,940	\$134	
	Horizontal and Vertical Control	0	\$0	0	\$0	1	\$240	4	\$828	0	\$0	0	\$0	32	\$3,872	0	\$0	0	\$0	37	\$4,940	\$134	
	Project Construction Haul Route and Staging Plan	0	\$0	0	\$0	2	\$480	4	\$828	0	\$0	0	\$0	40	\$4,840	0	\$0	0	\$0	42	\$5,336	\$136	
	Construction Safety/Phasing Plans	0	\$0	0	\$0	4	\$960	8	\$1,656	16	\$2,288	0	\$0	80	\$9,680	0	\$0	0	\$0	108	\$14,584	\$135	
	Construction Safety and Phasing Notes	0	\$0	0	\$0	4	\$960	8	\$1,656	16	\$2,288	0	\$0	60	\$7,260	0	\$0	0	\$0	88	\$12,164	\$138	
	Demolition Plans	0	\$0	0	\$0	4	\$960	8	\$1,656	16	\$2,288	0	\$0	60	\$7,260	0	\$0	0	\$0	88	\$12,164	\$138	
	Geometry Plans	0	\$0	0	\$0	4	\$960	8	\$1,656	16	\$2,288	0	\$0	60	\$7,260	0	\$0	0	\$0	88	\$12,164	\$138	
	Paving Plans	0	\$0	0	\$0	4	\$960	8	\$1,656	16	\$2,288	0	\$0	60	\$7,260	0	\$0	0	\$0	88	\$12,164	\$138	
	Typical Pavement Sections	0	\$0	0	\$0	4	\$960	4	\$828	8	\$1,144	0	\$0	80	\$9,680	0	\$0	0	\$0	96	\$12,612	\$131	
	Grading & Drainage Plans	0	\$0	0	\$0	16	\$3,840	24	\$4,968	40	\$5,720	0	\$0	160	\$19,360	0	\$0	0	\$0	240	\$33,888	\$141	
	Typical Grading Sections	0	\$0	0	\$0	4	\$960	8	\$1,656	0	\$0	0	\$0	80	\$9,680	0	\$0	0	\$0	92	\$12,296	\$134	
	Marking Plans and Details (CERM)																						
	Airfield Electrical Plans	0	\$0	0	\$0	16	\$3,840	40	\$8,280	16	\$2,288	0	\$0	200	\$24,200	0	\$0	0	\$0	272	\$38,808	\$142	
	Airfield Electrical Details	0	\$0	0	\$0	8	\$1,920	16	\$3,312	16	\$2,288	0	\$0	120	\$14,520	0	\$0	0	\$0	180	\$22,040	\$138	
	NAVAID Plans - PAPI and REL Modification Plans	0	\$0	0	\$0	8	\$1,920	40	\$8,280	16	\$2,288	0	\$0	120	\$14,520	0	\$0	0	\$0	184	\$27,008	\$147	
	NAVAID Details - PAPI and REL Modification Details	0	\$0	0	\$0	8	\$1,920	24	\$4,968	16	\$2,288	0	\$0	80	\$9,680	0	\$0	0	\$0	128	\$18,656	\$147	
	Vault Plans and Details	0	\$0	0	\$0	8	\$1,920	24	\$4,968	16	\$2,288	0	\$0	120	\$14,520	0	\$0	0	\$0	168	\$23,696	\$141	
2.3	Technical Specifications	0	\$0	8	\$2,368	8	\$1,920	24	\$4,968	8	\$1,144	0	\$0	40	\$4,840	0	\$0	40	\$3,640	128	\$18,880	\$148	
2.4	Cost Estimate Development	0	\$0	2	\$592	4	\$960	16	\$3,312	32	\$4,576	0	\$0	60	\$7,260	0	\$0	0	\$0	114	\$16,700	\$146	
2.5	Engineer's Report	0	\$0	4	\$1,184	4	\$960	16	\$3,312	32	\$4,576	0	\$0	40	\$4,840	0	\$0	40	\$3,640	136	\$18,512	\$136	
2.6	Construction Safety and Phasing Plan (CSPSP)	0	\$0	4	\$1,184	8	\$1,920	24	\$4,968	0	\$0	0	\$0	40	\$4,840	0	\$0	24	\$2,184	100	\$15,096	\$151	
2.7	Quality Control	24	\$7,488	8	\$2,368	24	\$5,760	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	56	\$15,016	\$279	
2.8	Sub-Consultant Management	0	\$0	4	\$1,184	24	\$5,760	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	24	\$5,760	24	\$5,760	\$240	
2.9	Deliverables	0	\$0	2	\$592	4	\$960	16	\$3,312	0	\$0	0	\$0	40	\$4,840	0	\$0	16	\$1,456	78	\$11,160	\$143	
2.10	60% Design Review Meeting	4	\$1,248	4	\$1,184	4	\$960	8	\$1,656	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	28	\$6,016	\$215	
	Sub-Total Design Development (60%)	36	\$11,232	72	\$21,312	239	\$57,360	348	\$72,036	296	\$42,328	0	\$0	1660	\$200,860	0	\$0	120	\$10,920	2,771	\$416,048	\$150	
3	Construction Documents (95%)																						
3.1	Project Management	4	\$1,248	24	\$7,104	40	\$9,600	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	68	\$17,952	\$264	
3.2	Drawing Preparation																						
	Cover Sheet	0	\$0	0	\$0	1	\$240	2	\$414	2	\$286	0	\$0	4	\$484	0	\$0	0	\$0	9	\$1,424	\$158	
	Summary of Quantities	0	\$0	0	\$0	1	\$240	2	\$414	4	\$572	0	\$0	2	\$242	0	\$0	0	\$0	9	\$1,468	\$163	
	General Notes	0	\$0	0	\$0	1	\$240	4	\$828	4	\$572	0	\$0	8	\$968	0	\$0	0	\$0	17	\$2,608	\$153	
	Contract Layout Plan (Site Plan)	0	\$0	0	\$0	1	\$240	4	\$828	4	\$572	0	\$0	8	\$968	0	\$0	0	\$0	17	\$2,608	\$153	
	Horizontal and Vertical Control	0	\$0	0	\$0	1	\$240	4	\$828	4	\$572	0	\$0	8	\$968	0	\$0	0	\$0	17	\$2,608	\$153	
	Project Construction Haul Route and Staging Plan	0	\$0	0	\$0	1	\$240	4	\$828	4	\$572	0	\$0	8	\$968	0	\$0	0	\$0	17	\$2,608	\$153	
	Construction Safety/Phasing Plans	0	\$0	0	\$0	2	\$480	4	\$828	4	\$572	0	\$0	16	\$1,936	0	\$0	0	\$0	25	\$3,576	\$143	
	Construction Safety and Phasing Notes	0	\$0	0	\$0	1	\$240	4															

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE FEES

Position: AVCON, INC. Rate (\$/Hour):		PRINCIPAL / QC REVIEWER		SR. PROJECT MANAGER		PROJECT MANAGER		SR. ENGINEER / DESIGNER / PLANNER		PROJECT ENGINEER / DESIGNER / PLANNER		SR. CADD DESIGNER / PLANNER		ASSOCIATE ENGINEER / DESIGNER/PLANNER		CONTRACT ADMINISTRATOR		CLERICAL		TOTAL		
		\$312		\$296		\$240		\$207		\$143		\$131		\$121		\$120		\$91				Avg. Hourly
Task #		labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	Rate
	Paving Plans	0	\$0	0	\$0	2	\$480	4	\$828	4	\$572	0	\$0	24	\$2,904	0	\$0	0	\$0	34	\$4,784	\$141
	Typical Pavement Sections	0	\$0	0	\$0	2	\$480	4	\$828	4	\$572	0	\$0	24	\$2,904	0	\$0	0	\$0	34	\$4,784	\$141
	Grading & Drainage Plans	0	\$0	0	\$0	4	\$960	8	\$1,656	16	\$2,288	0	\$0	40	\$4,840	0	\$0	0	\$0	68	\$9,744	\$143
	Typical Grading Sections	0	\$0	0	\$0	2	\$480	4	\$828	4	\$572	0	\$0	24	\$2,904	0	\$0	0	\$0	34	\$4,784	\$141
	Marking Plans and Details (CERM)																					
	Airfield Electrical Plans	0	\$0	0	\$0	2	\$480	4	\$828	4	\$572	0	\$0	40	\$4,840	0	\$0	0	\$0	50	\$6,720	\$134
	Airfield Electrical Details	0	\$0	0	\$0	2	\$480	4	\$828	4	\$572	0	\$0	40	\$4,840	0	\$0	0	\$0	50	\$6,720	\$134
	NAVAID Plans - PAPI and REIL Modification Plans	0	\$0	0	\$0	2	\$480	4	\$828	4	\$572	0	\$0	40	\$4,840	0	\$0	0	\$0	50	\$6,720	\$134
	NAVAID Details - PAPI and REIL Modification Details	0	\$0	0	\$0	2	\$480	4	\$828	4	\$572	0	\$0	40	\$4,840	0	\$0	0	\$0	50	\$6,720	\$134
	Vault Plans and Details	0	\$0	0	\$0	2	\$480	4	\$828	4	\$572	0	\$0	40	\$4,840	0	\$0	0	\$0	50	\$6,720	\$134
3.3	Technical Specifications	0	\$0	2	\$592	4	\$960	4	\$828	4	\$572	0	\$0	24	\$2,904	0	\$0	16	\$1,456	54	\$7,312	\$135
3.4	Engineer's Report	0	\$0	2	\$592	4	\$960	4	\$828	4	\$572	0	\$0	24	\$2,904	0	\$0	16	\$1,456	54	\$7,312	\$135
3.5	Construction Safety and Phasing Plan (CSPP)	0	\$0	2	\$592	8	\$1,920	8	\$1,656	8	\$1,144	0	\$0	40	\$4,840	0	\$0	16	\$1,456	82	\$11,608	\$142
3.6	Cost Estimate Development	0	\$0	1	\$296	4	\$960	8	\$1,656	8	\$1,144	0	\$0	40	\$4,840	0	\$0	0	\$0	61	\$8,896	\$146
3.7	Quality Control	16	\$4,992	16	\$4,736	16	\$3,840	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	48	\$13,568	\$283
3.8	Sub-Consultant Management	0	\$0	0	\$0	16	\$3,840	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	16	\$3,840	\$240
3.9	Deliverables	0	\$0	2	\$592	4	\$960	2	\$414	2	\$286	0	\$0	32	\$3,872	0	\$0	16	\$1,456	58	\$7,580	\$131
3.10	95% Design Review Meeting	4	\$1,248	4	\$1,184	4	\$960	4	\$828	4	\$572	0	\$0	8	\$968	0	\$0	0	\$0	28	\$5,760	\$206
	Sub-Total Construction Documents (95%)	24	\$7,488	53	\$15,688	131	\$31,440	106	\$21,942	116	\$16,588	0	\$0	606	\$73,326	0	\$0	64	\$5,824	1,100	\$172,296	\$157
4	Bid Documents (100%)																					
4.1	Project Management	2	\$624	8	\$2,368	24	\$5,760	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	34	\$8,752	\$257
4.2	Drawing Preparation																					
	Cover Sheet	0	\$0	0	\$0	0	\$0	1	\$207	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	5	\$691	\$138
	Summary of Quantities	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	6	\$898	\$150
	General Notes	0	\$0	0	\$0	0	\$0	1	\$207	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	5	\$691	\$138
	Contract Layout Plan (Site Plan)	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	6	\$898	\$150
	Horizontal and Vertical Control	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	6	\$898	\$150
	Project Construction Haul Route and Staging Plan	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	6	\$898	\$150
	Construction Safety Phasing Plans	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	10	\$1,382	\$138
	Construction Safety and Phasing Notes	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	6	\$898	\$150
	Demolition Plans	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	6	\$898	\$150
	Geometry Plans	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	6	\$898	\$150
	Paving Plans	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	6	\$898	\$150
	Typical Pavement Sections	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	6	\$898	\$150
	Grading & Drainage Plans	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	4	\$484	0	\$0	0	\$0	6	\$898	\$150
	Typical Grading Sections	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	10	\$1,382	\$138
	Marking Plans and Details (CERM)																					
	Airfield Electrical Plans	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	10	\$1,382	\$138
	Airfield Electrical Details	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	10	\$1,382	\$138
	NAVAID Plans - PAPI and REIL Modification Plans	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	10	\$1,382	\$138
	NAVAID Details - PAPI and REIL Modification Details	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	10	\$1,382	\$138
	Vault Plans and Details	0	\$0	0	\$0	0	\$0	2	\$414	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	10	\$1,382	\$138
4.3	Technical Specifications & Front-End Document Assistance	0	\$0	2	\$592	8	\$1,920	8	\$1,656	0	\$0	0	\$0	8	\$968	0	\$0	16	\$1,456	42	\$6,592	\$157
4.4	Engineer's Report	0	\$0	2	\$592	8	\$1,920	8	\$1,656	0	\$0	0	\$0	8	\$968	0	\$0	16	\$1,456	42	\$6,592	\$157
4.5	Cost Estimate Development	0	\$0	1	\$296	4	\$960	8	\$1,656	0	\$0	0	\$0	16	\$1,936	0	\$0	0	\$0	29	\$4,848	\$167
4.6	Quality Control	8	\$2,496	8	\$2,368	8	\$1,920	24	\$4,968	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	48	\$11,752	\$245
4.7	Sub-Consultant Management	0	\$0	0	\$0	16	\$3,840	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	16	\$3,840	\$240
4.8	Deliverables	0	\$0	2	\$592	4	\$960	8	\$1,656	0	\$0	0	\$0	8	\$968	0	\$0	16	\$1,456	38	\$5,632	\$148
4.9	100% Design Review Meeting	4	\$1,248	4	\$1,184	4	\$960	8	\$1,656	0	\$0	0	\$0	8	\$968	0	\$0	0	\$0	28	\$6,016	\$215
4.10	Issued for Bid Documents	0	\$0	2	\$592	8	\$1,920	8	\$1,656	0	\$0	0	\$0	8	\$968	0	\$0	16	\$1,456	42	\$6,592	\$157
	Sub-Total Bid Documents (100%)	14	\$4,368	29	\$8,584	84	\$20,160	108	\$22,356	0	\$0	0	\$0	160	\$19,360	0	\$0	64	\$5,824	459	\$80,652	\$176

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE FEES

Position: AVCON, INC.		PRINCIPAL / QC REVIEWER		SR. PROJECT MANAGER		PROJECT MANAGER		SR. ENGINEER / DESIGNER / PLANNER		PROJECT ENGINEER / DESIGNER / PLANNER		SR. CADD DESIGNER / PLANNER		ASSOCIATE ENGINEER / DESIGNER/PLANNER		CONTRACT ADMINISTRATOR		CLERICAL		TOTAL		
Rate (\$/Hour):		\$312		\$296		\$240		\$207		\$143		\$131		\$121		\$120		\$91				Avg. Hourly
Task #		labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	Rate
5	Permitting																					
5.1	Permitting and Regulatory Coordination	8	\$2,496	0	\$0	16	\$3,840	16	\$3,312	40	\$5,720	0	\$0	40	\$4,840	0	\$0	16	\$1,456	136	\$21,664	\$159
	Sub-Total Permitting	8	\$2,496	0	\$0	16	\$3,840	16	\$3,312	40	\$5,720	0	\$0	40	\$4,840	0	\$0	16	\$1,456	136	\$21,664	\$159
	TOTAL NOT TO EXCEED FEE:	136	\$42,432	283	\$83,768	754	\$180,960	786	\$162,702	808	\$115,544	0	\$0	336	\$404,866	0	\$0	364	\$33,124	6477	\$1,023,396	\$158

NOTES:

1. A separate spreadsheet is required for each consultant/subconsultant with any portion of it's services to be compensated on a lump sum basis.
2. Each spreadsheet to be customized to accurately indicate the actual services to be provided for each phase of the Project.

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE FEES

BP-050 ORL Runway 7-25 Rehabilitation and Related Work

Position:		SR. PROJECT MANAGER		TOTAL		
ER Bain & Associates (ERB)						
Rate (\$/Hour):		\$215				Avg. Hourly
Task #		labor hours	Cost	labor hours	Cost	Rate
1	Schematic Design (30%)					
1.2.1	Project Kick-Off Meeting	4	\$860	4	\$860	\$215
1.4.1	Data Collection and Review	16	\$3,440	16	\$3,440	\$215
1.5.1	Preliminary Site Visit / Visual Inspection	16	\$3,440	16	\$3,440	\$215
1.8.1	Pavement Design	12	\$2,580	12	\$2,580	\$215
1.9	Drawing Preparation					
	Construction Safety and Phasing Plans	16	\$3,440	16	\$3,440	\$215
	Construction Safety and Phasing Notes	16	\$3,440	16	\$3,440	\$215
	Demolition Plans	16	\$3,440	16	\$3,440	\$215
	Geometry Plans	16	\$3,440	16	\$3,440	\$215
1.10.1	Construction Safety and Phasing Plan (CSPP)	16	\$3,440	16	\$3,440	\$215
1.11.1	Technical Specifications	8	\$1,720	8	\$1,720	\$215
1.12.1	Engineer's Report	16	\$3,440	16	\$3,440	\$215
1.13.1	Cost Estimate Development	12	\$2,580	12	\$2,580	\$215
1.14.1	Quality Control	32	\$6,880	32	\$6,880	\$215
1.17	30% Design Review Meeting	4	\$860	4	\$860	\$215
	Sub-Total Schematic Design (30%)	200	\$43,000	200	\$43,000	\$215
2	Design Development (60%)					
2.2	Drawing Preparation					
	Construction Safety Phasing Plans	16	\$3,440	16	\$3,440	\$215
	Construction Safety and Phasing Notes	8	\$1,720	8	\$1,720	\$215
	Demolition Plans	8	\$1,720	8	\$1,720	\$215
	Geometry Plans	16	\$3,440	16	\$3,440	\$215
	Paving Plans	16	\$3,440	16	\$3,440	\$215
	Typical Pavement Sections	16	\$3,440	16	\$3,440	\$215
	Grading & Drainage Plans	40	\$8,600	40	\$8,600	\$215
	Typical Grading Sections	16	\$3,440	16	\$3,440	\$215
2.3.1	Technical Specifications	32	\$6,880	32	\$6,880	\$215
2.4.1	Cost Estimate Development	16	\$3,440	16	\$3,440	\$215
2.5.1	Engineer's Report	16	\$3,440	16	\$3,440	\$215
2.6.1	Construction Safety and Phasing Plan (CSPP)	16	\$3,440	16	\$3,440	\$215
2.7.1	Quality Control	24	\$5,160	24	\$5,160	\$215
2.10	60% Design Review Meeting	4	\$860	4	\$860	\$215
	Sub-Total Design Development (60%)	244	\$52,460	244	\$52,460	\$215
3	Construction Documents (95%)					
3.2	Drawing Preparation					
	Construction Safety Phasing Plans	8	\$1,720	8	\$1,720	\$215
	Construction Safety and Phasing Notes	4	\$860	4	\$860	\$215
	Demolition Plans	4	\$860	4	\$860	\$215
	Geometry Plans	8	\$1,720	8	\$1,720	\$215
	Paving Plans	8	\$1,720	8	\$1,720	\$215
	Typical Pavement Sections	4	\$860	4	\$860	\$215

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE FEES

Position: ER Bain & Associates (ERB)		SR. PROJECT MANAGER		TOTAL		
Rate (\$/Hour):		\$215				Avg. Hourly
Task #		labor hours	Cost	labor hours	Cost	Rate
	Grading & Drainage Plans	8	\$1,720	8	\$1,720	\$215
	Typical Grading Sections	8	\$1,720	8	\$1,720	\$215
3.3.1	Technical Specifications	24	\$5,160	24	\$5,160	\$215
3.4.1	Engineer's Report	16	\$3,440	16	\$3,440	\$215
3.5.1	Construction Safety and Phasing Plan (CSPP)	8	\$1,720	8	\$1,720	\$215
3.6.1	Cost Estimate Development	16	\$3,440	16	\$3,440	\$215
3.7.1	Quality Control	16	\$3,440	16	\$3,440	\$215
3.10	95% Design Review Meeting	4	\$860	4	\$860	\$215
	Sub-Total Construction Documents (95%)	136	\$29,240	136	\$29,240	\$215
4	Bid Documents (100%)					
4.2	Drawing Preparation					
	Construction Safety Phasing Plans	4	\$860	4	\$860	\$215
	Construction Safety and Phasing Notes	2	\$430	2	\$430	\$215
	Demolition Plans	2	\$430	2	\$430	\$215
	Geometry Plans	4	\$860	4	\$860	\$215
	Paving Plans	2	\$430	2	\$430	\$215
	Typical Pavement Sections	8	\$1,720	8	\$1,720	\$215
	Grading & Drainage Plans	8	\$1,720	8	\$1,720	\$215
	Typical Grading Sections	8	\$1,720	8	\$1,720	\$215
4.3.1	Technical Specifications & Front-End Document Assistance	24	\$5,160	24	\$5,160	\$215
4.4.1	Engineer's Report	8	\$1,720	8	\$1,720	\$215
4.5.1	Cost Estimate Development	8	\$1,720	8	\$1,720	\$215
4.6.1	Quality Control	8	\$1,720	8	\$1,720	\$215
4.9	100% Design Review Meeting	4	\$860	4	\$860	\$215
4.10	Issued for Bid Documents	8	\$1,720	8	\$1,720	\$215
	Sub-Total Bid Documents (100%)	98	\$21,070	98	\$21,070	\$215
5	Permitting					
5.1	Permitting and Regulatory Coordination	40	\$8,600	40	\$8,600	\$215
	Sub-Total Permitting	40	\$8,600	40	\$8,600	\$215
	TOTAL NOT TO EXCEED FEE:	718	\$154,370	718	\$154,370	\$215

NOTES:

1. A separate spreadsheet is required for each consultant/subconsultant with any portion of it's services to be compensated on a lump sum basis.
2. Each spreadsheet to be customized to accurately indicate the actual services to be provided for each phase of the Project.

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE FEES

BP-050 ORL Runway 7-25 Rehabilitation and Related Work

Position: Corporate Environmental Risk Management, LLC. (CERM)		PRINCIPAL		SENIOR ENGINEER		SENIOR PROJECT MANAGER		PROJECT ENGINEER I		CAD DESIGNER		ADMINISTRATIVE ASSISTANT		PROJECT CAD/CAD TECHNICIAN		TOTAL		
Rate (\$/Hour):		\$232		\$185		\$178		\$120		\$110		\$103		\$80				Avg. Hourly Rate
Task #		labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	
1	Schematic Design (30%)																	
1.2.1	Project Kick-Off Meeting	0	\$0	2	\$370	2	\$356	2	\$240	0	\$0	0	\$0	0	\$0	6	\$966	\$161
	Sub-Total Schematic Design (30%)	0	\$0	2	\$370	2	\$356	2	\$240	0	\$0	0	\$0	0	\$0	6	\$966	\$161
2	Design Development (60%)																	
2.2	Drawing Preparation																	
	Marking Plans and Details	0	\$0	38	\$7,030	26	\$4,628	60	\$7,200	80	\$8,800	16	\$1,648	0	\$0	220	\$29,306	\$133
2.7.1	Quality Control	0	\$0	0	\$0	8	\$1,424	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,424	\$178
	Sub-Total Design Development (60%)	0	\$0	38	\$7,030	34	\$6,052	60	\$7,200	80	\$8,800	16	\$1,648	0	\$0	228	\$30,730	\$135
3	Construction Documents (95%)																	
3.2	Drawing Preparation																	
	Marking Plans and Details	0	\$0	16	\$2,960	0	\$0	40	\$4,800	60	\$6,600	0	\$0	0	\$0	116	\$14,360	\$124
3.7.1	Quality Control	0	\$0	0	\$0	8	\$1,424	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,424	\$178
	Sub-Total Construction Documents (95%)	0	\$0	16	\$2,960	8	\$1,424	40	\$4,800	60	\$6,600	0	\$0	0	\$0	124	\$15,784	\$127
4	Bid Documents (100%)																	
4.2	Drawing Preparation																	
	Marking Plans and Details	0	\$0	4	\$740	0	\$0	12	\$1,440	16	\$1,760	0	\$0	0	\$0	32	\$3,940	\$123
4.6.1	Quality Control	0	\$0	0	\$0	8	\$1,424	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,424	\$178
4.10	Issued for Bid Documents	0	\$0	4	\$740	0	\$0	8	\$960	8	\$880	0	\$0	0	\$0	20	\$2,580	\$129
	Sub-Total Bid Documents (100%)	0	\$0	8	\$1,480	8	\$1,424	20	\$2,400	24	\$2,640	0	\$0	0	\$0	60	\$7,944	\$132
	TOTAL NOT TO EXCEED FEE:	0	\$0	64	\$11,840	52	\$9,256	122	\$14,640	164	\$18,040	16	\$1,648	0	\$0	418	\$55,424	\$133

NOTES:

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EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE FEES

BP-050 ORL Runway 7-25 Rehabilitation and Related Work

Position:		ADMINISTRATIVE SUPPORT II		CADD TECHNICIAN / SURVEY CADD		INSTRUMENT PERSON		ROD PERSON		SR. SURVEYOR AND MAPPER		SURVEY CREW CHIEF		SUE CREW CHIEF		SUE CREW TECHNICIAN		SURVEY TECHNICIAN/UTILITY COORDINATOR		TOTAL		
Barnes, Ferland & Associates, Inc. (BFA)																						
Rate (\$/Hour):		\$83		\$108		\$65		\$53		\$164		\$89		\$78		\$74		\$118				
Task #		labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	Avg. Hourly Rate
1	Schematic Design (30%)																					
1.2.1	Project Kick-Off Meeting	0	\$0		\$0	0	\$0	0	\$0	4	\$656	0	\$0	0	\$0	0	\$0	4	\$472	0	\$1,128	\$141
1.2.2	Topographic Survey	40	\$3,320	200	\$21,600	330	\$21,450	330	\$17,490	36	\$5,904	620	\$55,180	0	\$0	0	\$0	0	\$0	1,556	\$124,944	\$80
	Sub-Total Schematic Design (30%)	40	\$3,320	200	\$21,600	330	\$21,450	330	\$17,490	40	\$6,560	620	\$55,180	0	\$0	0	\$0	4	\$472	1564	\$126,072	\$81
	TOTAL NOT TO EXCEED FEE:	40	\$3,320	200	\$21,600	330	\$21,450	330	\$17,490	40	\$6,560	620	\$55,180	0	\$0	0	\$0	4	\$472	1564	\$126,072	\$81

NOTES:

1. A separate spreadsheet is required for each consultant/subconsultant with any portion of it's services to be compensated on a lump sum basis.
2. Each spreadsheet to be customized to accurately indicate the actual services to be provided for each phase of the Project.

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE FEES

BP-050 ORL Runway 7-25 Rehabilitation and Related Work

Position:		PRINCIPAL		QC REVIEWER		SENIOR PROJECT MANAGER		SENIOR ENGINEER		ENGINEER		ENGINEER INTERN		SENIOR ENGINEERING TECHNICIAN		PROJECT CAD/CAD TECHNICIAN		ADMINISTRATIVE ASSISTANT		ENGINEERING TECHNICIAN		TOTAL		
Geotechnical Engineering Consultants (GEC)																								
Rate (\$/Hour):		\$305		\$270		\$224		\$172		\$127		\$99		\$87		\$86		\$72		\$66		Avg. Hourly		
Task #		labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	Rate
1	Schematic Design (30%)																							
1.2.1	Project Kick-Off Meeting	0	\$0	0	\$0	3	\$672	0	\$0	3	\$381	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$1,053	\$176
1.6.1	Geotechnical Investigation	3	\$915	6	\$1,620	20	\$4,480	0	\$0	80	\$10,160	0	\$0	9	\$783	11	\$946	8	\$576	9	\$594	146	\$20,074	\$137
	Sub-Total Schematic Design (30%)	3	\$915	6	\$1,620	23	\$5,152	0	\$0	83	\$10,541	0	\$0	9	\$783	11	\$946	8	\$576	9	\$594	152	\$21,127	\$139
	TOTAL NOT TO EXCEED FEE:	3	\$915	6	\$1,620	23	\$5,152	0	\$0	83	\$10,541	0	\$0	9	\$783	11	\$946	8	\$576	9	\$594	152	\$21,127	\$139

NOTES:

1. A separate spreadsheet is required for each consultant/subconsultant with any portion of it's services to be compensated on a lump sum basis.
2. Each spreadsheet to be customized to accurately indicate the actual services to be provided for each phase of the Project.

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE FEES

BP-050 ORL Runway 7-25 Rehabilitation and Related Work

Position:		PROJECT MANAGER		LICENSED PROFESSIONAL SURVEYOR		SENIOR PHOTOGRAMMETRIST		CAD TECHNICIAN		SURVEY FIELD TECHNICIAN		GEOSPATIAL SUPERVISOR		AIRSPACE TECHNICIAN		GEOSPATIAL TECHNICIAN II		GEOSPATIAL TECHNICIAN I		TOTAL		
Martínez Geospatial Services (MGS)																						
Rate (\$/Hour):		\$187		\$142		\$106		\$94		\$91		\$80		\$80		\$77		\$71				
Task #		labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	Avg. Hourly Rate
1	Schematic Design (30%)																					
1.2.1	Project Kick-Off Meeting	8	\$1,496	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,496	\$187
1.6.3	AGIS Survey	30	\$5,610	78	\$11,076	96	\$10,176	40	\$3,760	236	\$21,476	40	\$3,200	124	\$9,920	0	\$0	126	\$8,946	776	\$74,164	\$96
	Sub-Total Schematic Design (30%)	38	\$7,106	78	\$11,076	96	\$10,176	40	\$3,760	236	\$21,476	40	\$3,200	124	\$9,920	0	\$0	126	\$8,946	776	\$75,660	\$97
	TOTAL NOT TO EXCEED FEE:	38	\$7,106	78	\$11,076	96	\$10,176	40	\$3,760	236	\$21,476	40	\$3,200	124	\$9,920	0	\$0	126	\$8,946	776	\$75,660	\$97

NOTES:

1. A separate spreadsheet is required for each consultant/subconsultant with any portion of it's services to be compensated on a lump sum basis.
2. Each spreadsheet to be customized to accurately indicate the actual services to be provided for each phase of the Project.

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL

TABLE C-6

BREAKDOWN OF NOT TO EXCEED REIMBURSABLE EXPENSES

BP-050 ORL Runway 7-25 Rehabilitation and Related Work
REIMBURSABLE EXPENSES
Barnes, Ferland & Associates, Inc. (BFA)

A complete breakdown of estimated reimbursable expenses, if any, which will be compensated on a not to exceed reimbursable basis, shall be included in this section. The Consultant may use any format for this breakdown, provided that it clearly defines the basis for the not to exceed amount. A breakdown of each subconsultant's expenses is also required.

Schematic Design (30%) \$ 5,000

10111 E COLONIAL DR
ORLANDO, FL 32817

QUOTE

www.rentERG.com

Page: 1



Customer: FL R245-163-68-
DAVID FAGLAND
2525 LAKE MARGARET DRIVE
ORLANDO, FL 32817

Sales Rep.: JANET PREVESS

Contract #.. 380375
Contract dt.. 4/29/24
Date out.... 4/29/24 12 13 PM
Est. require.. 4/30/24 12 13 PM
Job No.....
Job No.....
P.O. #.....
Written by.. BLAIR MARTINSON

Job Site:
DAVID FAGLAND
2525 LAKE MARGARET DRIVE
ORLANDO, FL 32817

Cell: 407-438-6812 **Ordered By..**

Qty	Equipment #	Min	Day	Week	4 Week	Amount
2	LIGHT TOWER TOWABLE 5801000	130.00		365.00	649.00	260.00

SALES ITEMS:

Qty	Item number	Unit	Price	Amount
1	ENV ENVIRONMENTAL FEE	EA	10.40	10.40

Sub-total: 270.40
 Damage waiver: 49.40
 Tax: 20.79
Total: 340.59

It is assumed that field survey will be completed in 5 weeks, or less.
 $\$69.00 (4 \text{ Week Rate}) - \$365 (1 \text{ Week Rate}) = \$10 \times 4 \times 2 \text{ Light Towers} = \$2,028$
 +
 (Environmental Fee) \$10.40
 +
 (Damage Waiver) \$49.40
 +
 (Tax) \$195.71
 (Assumed Total) = \$2,223.51
 (Estimated Cost of Fuel \$50/day per light tower. $\$50 \times 25 \times 2$) + \$2,500.00
 (Fuel Variance for Fluctuations in Cost of Fuel for Light Towers) + \$276.49
 (Total NTE for Reimbursable Expenses) = \$5,000.00

IF THE EQUIPMENT DOES NOT WORK PROPERLY, NOTIFY THE OFFICE AT ONCE	CUSTOMER IS RESPONSIBLE FOR TIRE DAMAGE & REPAIR	CUSTOMER IS RESPONSIBLE FOR REFUELING, DAMAGES OR REPAIRS
--	--	---

1. THIS IS A CONTRACT. The words renter, buyer, you and yours means the person who signs this contract (or are obligated under its terms). We and dealer refer to the business named at right.
 2. TERMS, CASH IN ADVANCE. Established open accounts are due and payable net 10th of month, past due accounts bear late payment penalties at 1-12% per month.
 3. I, the undersigned renter, specifically acknowledge that I have received and understand the instructions regarding the use and operation of the rented equipment. Renter further acknowledges that he has read and fully understands the within equipment rental contract and agrees to be bound by all the terms, conditions and provisions hereof. Renter acknowledges that he has received a true copy of this agreement at the time of execution thereof.

X
 CUSTOMER SIGNATURE _____ DATE _____ NAME PRINTED _____ DELIVERED BY _____ DATE _____

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-6
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE EXPENSES

BP-050 ORL Runway 7-25 Rehabilitation and Related Work
REIMBURSABLE EXPENSES
Geotechnical Engineering Consultants (GEC)

A complete breakdown of estimated reimbursable expenses, if any, which will be compensated on a not to exceed reimbursable basis, shall be included in this section. The Consultant may use any format for this breakdown, provided that it clearly defines the basis for the not to exceed amount. A breakdown of each subconsultant's expenses is also required.

1 Field Investigation

Truck Rig Mobilization*	each	1.0	\$	1,090.00	\$	1,090.00	SPT rig
Soil Survey/Coring/GPR Mobilization	each	1.0		475.00	\$	475.00	Coring crew
Support Truck*	day	4.0		300.00	\$	1,200.00	
Coring Machine	day	4.0		150.00	\$	600.00	
GPS Unit	day	1.0		120.00	\$	120.00	mark cores/SPTs
Soil Survey/Coring Crew (3 person)	hour	6.0		270.00	\$	1,620.00	patch time
Temporary Piezometer*	foot	70.0		60.00	\$	4,200.00	10 PZ's to 7' off side of runway near each SPT to obtain stabilized water tables
Drill Rig and Crew – Truck/Mud Bug (3 person)*	hour	5.0		580.00	\$	2,900.00	borehole patching/cleanup
Roadway Pavement Cores (night with MOT)	each	50.0		400.00	\$	20,000.00	
MOT Portable Safety Signs	day	4.0		65.00	\$	260.00	
MOT Channelization Cones (each)	day	4.0		6.50	\$	26.00	
Hole Plug (Bag)	each	50.0		35.00	\$	1,750.00	plug/patch 50 core/SPT holes
SPT Borings – Truck (0 - 50')*	foot	100.0		30.00	\$	3,000.00	10 SPTs to 10'

Field Subtotal \$ 37,241.00

2 Laboratory Soil Testing

Natural Moisture Content	each	8.0	\$	20.00	\$	160.00	
Percent Fines	each	10.0		55.00	\$	550.00	1 per SPT
Sieve Analysis - Soil	each	4.0		80.00	\$	320.00	with each CBR test
Organic Content	each	4.0		54.00	\$	216.00	
Atterberg Limits (Plastic & Liquid Limits)	each	4.0		140.00	\$	560.00	
Corrosion Series	each	2.0		280.00	\$	560.00	if needed
California Bearing Ratio	each	4.0		390.00	\$	1,560.00	

Laboratory Subtotal \$ 3,926.00

TOTAL REIMBURSABLE EXPENSES GEC : \$ 41,167.00

*50% Surcharge for Night/Weekend Work

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-6
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE EXPENSES

BP-050 ORL Runway 7-25 Rehabilitation and Related Work

REIMBURSABLE EXPENSES

Martinez Geospatial Services (MGS)

A complete breakdown of estimated reimbursable expenses, if any, which will be compensated on a not to exceed reimbursable basis, shall be included in this section. The Consultant may use any format for this breakdown, provided that it clearly defines the basis for the not to exceed amount. A breakdown of each subconsultant's expenses is also required.

	Cost	Number	Total
Aerial Imagery Acquisition Flight	19,995.00	1	19,995.00
Hotel (Surveyors)	140.00	9	1,260.00
Per Diem (Surveyors)	69.00	10	690.00
Airline (Kickoff Meeting)	750.00	1	750.00
Hotel (Kickoff Meeting)	140.00	1	140.00
Per Diem (Kickoff Meeting)	69.00	1	69.00
Total Direct Expenses			22,904.00

All amounts invoiced by the Consultant as Reimbursable Fees shall be calculated on the basis of the actual number of hours of services rendered under this Agreement by each of the positions defined and by the new positions as identified below, multiplied by the corresponding Contract Hourly Rate, up to the Not to Exceed limit defined by the Agreement. Include information on positions held by both the design consultant and each subconsultant.

ORL RUNWAY 7-25 REHABILITATION

FIRM	POSITION	CONTRACT HOURLY RATE
PRIME ENGINEERING CONSULTANT		
AVCON, INC.	PRINCIPAL / QC REVIEWER	\$ 312.00
AVCON, INC.	SR. PROJECT MANAGER	\$ 296.00
AVCON, INC.	PROJECT MANAGER	\$ 240.00
AVCON, INC.	SR. ENGINEER / DESIGNER / PLANNER	\$ 207.00
AVCON, INC.	PROJECT ENGINEER / DESIGNER / PLANNER	\$ 143.00
AVCON, INC.	SR. CADD DESIGNER / PLANNER	\$ 131.00
AVCON, INC.	ASSOCIATE ENGINEER	\$ 121.00
AVCON, INC.	CONTRACT ADMINISTRATOR	\$ 120.00
AVCON, INC.	CLERICAL	\$ 91.00
SUB #1		
ER Bain & Associates (ERB)	SR. PROJECT MANAGER	\$ 215.00
SUB #2		
Corporate Environmental Risk Management, LLC. (CERM)	PRINCIPAL	\$ 232.00
Corporate Environmental Risk Management, LLC. (CERM)	SENIOR ENGINEER	\$ 185.00
Corporate Environmental Risk Management, LLC. (CERM)	SENIOR PROJECT MANAGER	\$ 178.00
Corporate Environmental Risk Management, LLC. (CERM)	PROJECT ENGINEER I	\$ 120.00
Corporate Environmental Risk Management, LLC. (CERM)	CAD DESIGNER	\$ 110.00
Corporate Environmental Risk Management, LLC. (CERM)	ADMINISTRATIVE ASSISTANT	\$ 103.00
Corporate Environmental Risk Management, LLC. (CERM)	PROJECT CAD/CAD TECHNICIAN	\$ 80.00
SUB #3		
Barnes, Ferland & Associates, Inc. (BFA)	ADMINISTRATIVE SUPPORT II	\$ 83.00
Barnes, Ferland & Associates, Inc. (BFA)	CADD TECHNICIAN / SURVEY CADD	\$ 108.00
Barnes, Ferland & Associates, Inc. (BFA)	ENGINEER II	\$ 92.00
Barnes, Ferland & Associates, Inc. (BFA)	ENGINEER III	\$ 106.00
Barnes, Ferland & Associates, Inc. (BFA)	ENGINEER V	\$ 177.00
Barnes, Ferland & Associates, Inc. (BFA)	ENVIRONMENTAL SCIENTIST 4	\$ 106.00
Barnes, Ferland & Associates, Inc. (BFA)	FIELD TECHNICIAN	\$ 72.00
Barnes, Ferland & Associates, Inc. (BFA)	HYDROGEOLOGIST III	\$ 110.00
Barnes, Ferland & Associates, Inc. (BFA)	HYDROGEOLOGIST V	\$ 155.00
Barnes, Ferland & Associates, Inc. (BFA)	INSTRUMENT PERSON	\$ 65.00
Barnes, Ferland & Associates, Inc. (BFA)	PRINCIPAL	\$ 207.00
Barnes, Ferland & Associates, Inc. (BFA)	PRINCIPAL ENGINEER	\$ 195.00
Barnes, Ferland & Associates, Inc. (BFA)	PROJECT COORDINATOR	\$ 102.00
Barnes, Ferland & Associates, Inc. (BFA)	ROD PERSON	\$ 53.00
Barnes, Ferland & Associates, Inc. (BFA)	SENIOR CADD DESIGNER	\$ 108.00
Barnes, Ferland & Associates, Inc. (BFA)	SENIOR PROJECT MANAGER	\$ 202.00
Barnes, Ferland & Associates, Inc. (BFA)	SR. SURVEYOR AND MAPPER	\$ 164.00
Barnes, Ferland & Associates, Inc. (BFA)	SURVEY CREW CHIEF	\$ 89.00
Barnes, Ferland & Associates, Inc. (BFA)	SUE CREW CHIEF	\$ 78.00
Barnes, Ferland & Associates, Inc. (BFA)	SUE CREW TECHNICIAN	\$ 74.00
Barnes, Ferland & Associates, Inc. (BFA)	SURVEY TECHNICIAN/UTILITY COORDINATOR	\$ 118.00

SUB #4		
Geotechnical Engineering Consultants (GEC)	PRINCIPAL	\$ 305.00
Geotechnical Engineering Consultants (GEC)	QC REVIEWER	\$ 270.00
Geotechnical Engineering Consultants (GEC)	SENIOR PROJECT MANAGER	\$ 224.00
Geotechnical Engineering Consultants (GEC)	SENIOR ENGINEER	\$ 172.00
Geotechnical Engineering Consultants (GEC)	ENGINEER	\$ 127.00
Geotechnical Engineering Consultants (GEC)	ENGINEER INTERN	\$ 99.00
Geotechnical Engineering Consultants (GEC)	SENIOR ENGINEERING TECHNICIAN	\$ 87.00
Geotechnical Engineering Consultants (GEC)	PROJECT CAD/CAD TECHNICIAN	\$ 86.00
Geotechnical Engineering Consultants (GEC)	ADMINISTRATIVE ASSISTANT	\$ 72.00
Geotechnical Engineering Consultants (GEC)	ENGINEERING TECHNICIAN	\$ 66.00
SUB #5		
Martinez Geospatial Services (MGS)	PROJECT MANAGER	\$ 187.00
Martinez Geospatial Services (MGS)	LICENSED PROFESSIONAL SURVEYOR	\$ 142.00
Martinez Geospatial Services (MGS)	SENIOR PHOTOGRAMMETRIST	\$ 106.00
Martinez Geospatial Services (MGS)	CAD TECHNICIAN	\$ 94.00
Martinez Geospatial Services (MGS)	SURVEY FIELD TECHNICIAN	\$ 91.00
Martinez Geospatial Services (MGS)	GEOSPATIAL SUPERVISOR	\$ 80.00
Martinez Geospatial Services (MGS)	AIRSPACE TECHNICIAN	\$ 80.00
Martinez Geospatial Services (MGS)	GEOSPATIAL TECHNICIAN II	\$ 77.00
Martinez Geospatial Services (MGS)	GEOSPATIAL TECHNICIAN I	\$ 71.00

TRUTH IN NEGOTIATION CERTIFICATION

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 Greater Orlando Aviation Authority 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 one (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 Greater Orlando Aviation Authority, whichever is later.

Consultant: AVCON, INC.

By: 

Print Name: Daniel J. Nichols, Jr.

Date: 4-30-2024

MEMORANDUM

TO: Members of the Construction Committee

FROM: Edelis Molina, Manager Small Business Programs

DATE: May 28, 2024

ITEM DESCRIPTION

Request for Recommendation of Approval of an Addendum to the Professional Services Agreement with AVCON, Inc. for the Design Services for BP-00050 ORL Runway 7-25 Rehabilitation and Related Work, Orlando Executive Airport.

SMALL BUSINESS

We have reviewed the qualifications of the subject contract's DBE specifications and determined that AVCON, Inc. proposes 33% DBE participation on this addendum.

DBE UTILIZATION FORM FOR FEDERALLY FUNDED PROJECTS**PLEASE COMPLETE THIS FORM**

This form should be used to report Construction and Engineering /Professional Services activities.

Name of Airport: Orlando International Airport

Telephone No: (407) 825-7179

Address: One Jeff Fuqua Boulevard, Orlando, FL 32827

Project Name & Number: Request for Recommendation of Approval of an Addendum to the Professional Services Agreement with AVCON, Inc. for the Design Services for BP-00050 ORL Runway 7-25 Rehabilitation and Related Work, Orlando Executive Airport.

1. Construction Information:

Addendum Amount: _____

2. DBE Goal by Group Representation:

Asian Pacific American	_____	Actual Result	_____
Asian Subcontinent American	_____	Actual Result	_____
Black American	_____	Actual Result	_____
Caucasian Female American	_____	Actual Result	_____
Hispanic American	_____	Actual Result	_____
Native American	_____	Actual Result	_____
Other	_____	Actual Result	_____
Total DBE Participation	-	Actual Result	_____

3.a. Prime Contractor Information:

Name: _____
Address: _____
City, State, Zip: _____
Telephone: _____

3.b. Name and Address of DBE Subcontractor

Name: _____
Address: _____
City, State, Zip: _____
Telephone: _____

3.c. *Identity: _____

Work Item(s): _____

Amount of Subcontract _____

Percent of Prime Contract (%): _____

4. Engineering/Professional Services Information:

Addendum Amount: \$1,525,120.00

5. DBE Goal by Group Representation:

Asian Pacific American	-	Actual Result	0%
Asian Subcontinent American	-	Actual Result	0%
Black American	403,160.00	Actual Result	26%
Caucasian Female American	-	Actual Result	0%
Hispanic American	98,564.00	Actual Result	6%
Native American	-	Actual Result	0%
Other	-	Actual Result	0%
Total DBE Participation	501,724.00	Actual Result	33%

6.b. Engineering / Professional Service Firm Information:

Name: AVCON, Inc.
Address: 5555 E. Michigan Street, Suite 200
City, State, Zip: Orlando, FL 32822
Telephone: (407) 599-1122

6.b. Name and Address of DBE Subconsultant

Name: Please see attached
Address: _____
City, State, Zip: _____
Telephone: _____

6.c. *Identity: _____

Work Item(s): _____

Amount of Subcontract _____

Percent of Prime Contract (%): _____

* In Items 3.c. and 6.c. above specify the identity of DBE Subcontractors and E/PS Firms (e.g. Black American, Hispanic American, Asian Subcontinent American, Asian Pacific American, Caucasian Female American, Native American & Other)

DBE Subcontractor/Subconsultant Certification		
Project Name & Number:	Request for Recommendation of Approval of an Addendum to the Professional Services Agreement with AVCON, Inc. for the Design Services for BP-00050 ORL Runway 7-25 Rehabilitation and Related Work, Orlando Executive Airport.	
Prime Firm:	AVCON, Inc.	
Addendum Amount:	\$1,525,120.00	
Company Name	Barnes, Ferland and Associates, Inc.	Corporate Environmental Risk Management DBA C.E.R.M.
Address	1230 Hillcrest Street, Suite 100	1990 Lakeside Pkwy Suite 300
City, State, Zip	Orlando, FL 32803	Tucker, GA 30084
Phone	407-896-8608	678-999-0173
Identity	Black American	Black American
Work Item	Topographical Surveying	Airfield Pavement Markings
Amount of Subcontract	\$131,072.00	55,424.00
Percentage	8.6%	3.6%
Company Name	Geotechnical and Environmental Consultants, Inc.	Martinez Geospatial, Inc.
Address	919 Lake Baldwin Lane	2915 Waters Road Ste 100
City, State, Zip	Orlando, FL 32814	Eagan, MN 55121
Phone	407-898-1818	651-686-8424
Identity	Black American	Hispanic American
Work Item	Geotechnical Eng	Aerial Mapping, AGIS Survey
Amount of Subcontract	\$62,294.00	\$98,564.00
Percentage	4.1%	6.5%
Company Name	E. R. Bain & Associates, LLC	
Address	8287 Baywood Vista Drive	
City, State, Zip	Orlando, FL 32810	
Phone	407-468-4086	
Identity	Black American	
Work Item	Civil Design Support, CSPP Validation	
Amount of Subcontract	\$154,370.00	
Percentage	10.1%	
Company Name		
Address		
City, State, Zip		
Phone		
Identity		
Work Item		
Amount of Subcontract		
Percentage		
	\$501,724.00	33%
	\$1,525,120.00	



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

DATE: September 18, 2024

ITEM DESCRIPTION

Recommendation of the Construction Committee to Approve an Addendum to the Professional Services Agreement for Runway 7-25 Rehabilitation at Orlando Executive Airport (ORL) with Avcon, Inc. (AVCON) for Design Phase Architecture/Engineering (A/E) Services for Bid Package (BP) No. 00050, ORL Runway 7-25 Rehabilitation and Related Work, at ORL

BACKGROUND

On February 21, 2024, the Aviation Authority Board approved the award of a Professional Services Agreement for Runway 7-25 Rehabilitation at ORL with AVCON, following a competitive award process in compliance with state statutes and Aviation Authority policies.

BP No. 00050 will consist of the rehabilitation and related work of Runway 7-25. Construction will include, but not limited to, mill and overlay of the existing asphalt pavement for the runway, its runway blast pads, its intersection with Runway 13-31 and the connecting taxiways located within the runway safety area, and improvements required for compliance with the Federal Aviation Administration (FAA) current standards for runway safety are, geometry, drainage, markings, lighting and signage.

Construction is scheduled to start in November 2025 and completed in May 2026.

ISSUES

A fee has been negotiated with AVCON for a total amount of \$1,525,120, to provide Design Phase A/E Services for BP No. 00050. Services will consist of design services through bid and award, permitting, construction, and other related services necessary for the project. Services may include, but are not limited to, airfield, civil, traffic, environmental, structural, mechanical and electrical engineering design; security and systems design; utilities and infrastructure design; runway and taxiway design; roadway design; surveying; evaluation and documentation of existing conditions; verification of as-built conditions including verification of all existing above and underground utilities; cost estimating and scheduling; technical studies; permitting; construction administration and resident engineering; and all other related services.

On May 28, 2024, the Construction Committee recommended approval of an Addendum to the Professional Services Agreement for Runway 7-25 Rehabilitation with AVCON for Design Phase A/E Services for BP No. 00050, at ORL.

On June 24, 2024, the Orlando City Council authorized the acceptance of the grant offered by the Federal Aviation Administration (FAA) in the amount of \$1,372,608 for BP No. 00050 on behalf of the Aviation Authority and included the associated contracts. The FAA grant was fully executed on September 4, 2024.

SMALL BUSINESS

The Aviation Authority has reviewed the proposal from AVCON, and determined that AVCON proposes to achieve 33% Disadvantaged Business Enterprise (DBE) participation for these services, and certifies that AVCON is in good standing as it relates to its small business participation.

ALTERNATIVES

None.

FISCAL IMPACT

The fiscal impact is \$1,525,120. Funding is from FAA and Florida Department of Transportation (FDOT) Grants to the extent eligible, and previously-approved ORL Revenue Funds.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to approve an Addendum to the Professionals Services Agreement for Runway 7-25 Rehabilitation at ORL with Avcon, Inc. for Design Phase A/E Services for BP No. 00050, Runway 7-25 Rehabilitation and Related Work at ORL, for the total amount of \$1,525,120, which includes the not-to-exceed fees amount of \$1,456,049 and the not-to-exceed expenses amount of \$69,071, with funding from FAA and FDOT Grants to the extent eligible and previously-approved ORL Revenue Funds; and, authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents following satisfactory review by legal counsel.