EXHIBIT "B"
BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA
PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT made and entered into this 26th day of MAY, 2020 by and between HERNANDO COUNTY BOARD OF COUNTY COMMISSIONERS (BOCC), 20 N. Main St., Brooksville, Florida, a political subdivision of the State of Florida, hereinafter called the COUNTY and American Infrastructure Development, Inc., 3810 Northdale Blvd., Suite 170, Tampa, FL 33624 duly authorized to conduct business in the State of Florida, hereinafter called the PROFESSIONAL.

W I T N E S S E T H:

SECTION 1. The COUNTY does hereby retain the PROFESSIONAL to furnish certain services in connection with:

Engineering Design Services for the Runway 9-27 Rehabilitation and Extension Project at the Brooksville-Tampa Bay Regional Airport.

SECTION 2. The PROFESSIONAL and the COUNTY mutually agree to furnish, each to the other, the respective services, information and terms as described in Exhibit "A", attached hereto and made a part hereof.

Before any additions or deletions to the work described in Exhibit "A", and before undertaking any changes or revisions to such work, the parties shall negotiate any necessary cost changes and shall enter into a supplemental written AGREEMENT covering such modifications and the compensation to be paid therefor.

Reference herein to this AGREEMENT shall be considered to include any supplement thereto.
Reference herein to COUNTY Administrator shall mean the Hernando County Administrator or its designee.

SECTION 3. The services indicated in Exhibit "A" to be rendered by the PROFESSIONAL shall be commenced, subsequent to the execution of this AGREEMENT, upon written notice from the Hernando County Administrator and or its designee and shall be completed within twenty-four (24) months or through construction completion, whichever is greater.

SECTION 4. The PROFESSIONAL agrees to provide Project Schedule progress reports in a format acceptable to the COUNTY, either monthly or at intervals established by the COUNTY. The COUNTY will be entitled at all times to be advised, at its request, as to the status of work being done by the PROFESSIONAL and of the details thereof. Coordination shall be maintained by the PROFESSIONAL with representatives of the COUNTY. Either party to the AGREEMENT may request and be granted a conference.

SECTION 5. In the event there are delays on the part of the COUNTY as to the approval of any of the materials submitted by the PROFESSIONAL, as if there are delays occasioned by circumstances beyond the control of the PROFESSIONAL which delay the project schedule completion date, the COUNTY shall grant to the PROFESSIONAL, by "Letter of Time Extension" an extension of the Contract time, equal to the aforementioned delays, provided there are no changes in compensation or scope of work, except those changes that may be agreed upon between the parties hereto.

It shall be the responsibility of the PROFESSIONAL to ensure at all times that sufficient Contract time remains within which to complete all services on the project. In the event there have been delays that would affect the project completion date, the PROFESSIONAL shall submit a written request to the COUNTY that identifies the reason(s) for the delay and the amount of time related to each reason. The COUNTY shall timely review the request and make a determination as to granting all or part of the

requested extension.
In the event Contract time expires and the PROFESSIONAL has not requested, or if the COUNTY has denied an extension of the completion date, partial progress payments will be stopped on the date time expires. No further payment for the project will be made until a time extension is granted or all work has been completed and accepted by the COUNTY.

SECTION 6. The PROFESSIONAL shall maintain an adequate and competent professional staff within the State of Florida and may associate with Specialists, Sub-Professionals and/or other Professionals, for the purpose of its services hereunder, without additional cost to the COUNTY. Should the PROFESSIONAL desire to utilize other Specialists, Sub-Professionals and/or Professionals in the performance of the work, the PROFESSIONAL shall be responsible for satisfactory completion of all such Specialists', Sub-Professionals' and/or other Professionals' work, and may not assign or transfer work under this AGREEMENT to other Specialists, Sub-Professionals or Professionals unless approved in writing by the COUNTY. It is agreed that only Specialists, Sub-Professionals and/or other Professionals which have been approved by an authorized representative of the COUNTY will be used by the PROFESSIONAL. It is also agreed that the COUNTY will not, except for services so designated herein, or as may be approved by the COUNTY, if applicable, permit or authorize the PROFESSIONAL to perform less than the total Contract work with other than its own organization.

SECTION 7. All final plans, documents, reports, studies and other data prepared by the PROFESSIONAL will bear the endorsement of a person in the full employ of the PROFESSIONAL and duly registered in the appropriate professional category.

a) After the COUNTY'S acceptance of final plans and documents, a reproducible form of the PROFESSIONAL'S drawings, tracings, plans and maps will be provided to the COUNTY. Upon completion of construction by the Contractor, the PROFESSIONAL shall furnish acceptable field verified "record drawings" of full size prints. The PROFESSIONAL shall signify, by affixing an appropriate endorsement, on every sheet of the record sets, that the work shown on the endorsed sheets was reviewed by the PROFESSIONAL. With the tracings and the record sets of prints, the PROFESSIONAL shall submit three (3) final sets of operation and maintenance manuals.

b) The PROFESSIONAL shall not be liable for use by the COUNTY of said plans, documents, studies or other data for any purpose other than stated in the Scope of Services, Exhibit "A" of this AGREEMENT.

SECTION 8. All tracings, plans, specifications, maps, surveys, field survey notes, and/or reports prepared or obtained under this AGREEMENT shall be considered works made for hire and shall become the property of the COUNTY restricted to the terms of (7) above; and reproducible copies shall be made available, upon request, at direct printing costs, to the COUNTY at any time during the period of this AGREEMENT. The COUNTY will have the right to visit the site for inspection of the work and the drawings of the PROFESSIONAL at any time. Unless changed by written AGREEMENT of the parties, said site shall be the address of the firm. Records of cost incurred under the terms of this AGREEMENT shall be maintained and made available upon request of the COUNTY at all times during the period of this AGREEMENT and for five (5) years after final payment is made. Copies of these documents and records shall be furnished to the COUNTY upon request at direct printing cost.

Records of cost incurred includes the PROFESSIONAL project accounting records, together with supporting documents and records of the PROFESSIONAL and all Specialists, Sub-Professionals and/or other Professionals performing work on the project, and all other records of the PROFESSIONAL and Specialists, Sub-Professionals and/or other Professionals considered necessary by the COUNTY for a proper audit of project costs.

Whenever travel costs are included in Exhibit B, the provisions of Section 112.061 (Current Edition), Florida Statutes, shall govern as to reimbursable costs.

The PROFESSIONAL shall furnish to the COUNTY at direct printing cost all final work documents, papers and letters, or any other such materials which may be subject to the provisions of Chapter 119 (Current

Edition), Florida Statutes, made or received by the PROFESSIONAL in conjunction with this project. Failure by the PROFESSIONAL to provide such records shall be grounds for immediate unilateral cancellation of the AGREEMENT by the COUNTY.

SECTION 9. The PROFESSIONAL shall comply with all federal, state and local laws and ordinances applicable to the work or payment thereof, and shall not discriminate on the grounds of race, color, religion, sex or national origin in the performance of work under this AGREEMENT.

SECTION 10. The COUNTY agrees to pay the PROFESSIONAL compensation as detailed in Exhibit B, attached hereto and made a part hereof. Unless otherwise agreed to, this is a lump sum Contract. No additional fees or expenses will be paid by the COUNTY.

SECTION 11. The PROFESSIONAL is employed to render a professional service only and that payments made to the PROFESSIONAL are compensation solely for such services rendered and recommendations made in carrying out the work. The PROFESSIONAL shall perform and complete all work in a workmanlike manner to the best of its abilities and in accordance with sound engineering and professional consulting practices and principles.

In performing construction phase services, the PROFESSIONAL may be requested to act as agent of COUNTY. The PROFESSIONAL'S review or supervision of work prepared or performed by other individuals or firms employed by the COUNTY shall not relieve those individuals or firms of complete responsibility for the adequacy of their work.

SECTION 12. The COUNTY may terminate this AGREEMENT in whole or in part at any time the interest of the COUNTY requires such termination.

a) If the COUNTY reasonably determines that the performance of the PROFESSIONAL is not satisfactory, the COUNTY shall have the option of:
   1) immediately terminating the AGREEMENT and paying the PROFESSIONAL for work reasonably satisfactorily performed hereunder through the date of termination;
   2) notify the PROFESSIONAL of the deficiency, with a requirement that the deficiency be corrected within a reasonable specified time, otherwise the Agreement will be so terminated at the end of such time, and the PROFESSIONAL shall be paid for work satisfactorily completed to such specified date.

b) If the COUNTY requires termination of the AGREEMENT for reasons other than unsatisfactory performance of the PROFESSIONAL, the COUNTY shall notify the PROFESSIONAL of such termination and specify the state of work at which time the AGREEMENT is to be terminated, and the PROFESSIONAL shall be entitled to receive payment of all work reasonably satisfactorily performed hereunder through the date of termination. An allowance for satisfactory work in progress but not yet completed shall be made.

c) If the AGREEMENT is terminated before performance is completed, the PROFESSIONAL shall be paid for work satisfactorily performed. Payment is to be on the basis of substantiated costs, not to exceed the percentage of the work performed.

SECTION 13. Adjustment of compensation and Contract time because of any major changes in the work that may become necessary or desirable as the work progresses shall be left to the absolute discretion of the COUNTY and supplemental AGREEMENT(s) of such a nature as required may be entered into by the parties in accordance herewith.

SECTION 14. All words used herein in the singular form shall extend to and include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

SECTION 15. The PROFESSIONAL shall procure and maintain professional liability insurance for protection from claims arising out of performance of professional services caused by a negligent error, omission or act for which the insured is legally liable; such professional liability insurance will provide

coverage in the amount of $1,000,000 min. Proof of insurance shall be provided to the COUNTY upon execution of this AGREEMENT.

Additionally, the PROFESSIONAL shall procure and maintain Commercial General Liability insurance in the amount of $1,000,000/$2,000,000; $1,000,000 for Auto; and Statutory amounts for Worker's Compensation coverage whenever PROFESSIONAL enters COUNTY property.

The PROFESSIONAL will also cause professional Specialists and/or Sub-Professionals retained by PROFESSIONAL for the project to procure and maintain comparable professional liability insurance coverage. Before commencing the work, the PROFESSIONAL shall furnish the COUNTY a certificate(s) showing compliance with this paragraph (Exhibit C). *Said certificate(s) shall provide that policy(s) shall not be changed or canceled until thirty (30) days prior written notice has been given to the COUNTY; Hernando County is named as additional insured as to Commercial General Liability and Certificate Holder must read: Hernando County Board of County Commissioners.*

SECTION 16. The PROFESSIONAL warrants that he has not employed or retained any company or person, other than a bona fide employee working solely for the PROFESSIONAL, to solicit or secure this Agreement, and that he has not paid or agreed to pay any person, company, corporation, individual or firm any fee, commission, percentage, gift or any other consideration, contingent upon or resulting from the award or making of this AGREEMENT. It is understood and agreed that the term "fee" shall also include brokerage fee, however denoted.

a) For the breach of violation of Paragraph (16) the COUNTY shall have the right to terminate this AGREEMENT without liability and, at its discretion, to deduct from the Contract price, or otherwise recover, the full amount of such fee, commission, percentage, gift or consideration.

SECTION 17. Unless otherwise required by law or judicial order, the PROFESSIONAL agrees that it shall make no statements, press releases or publicity releases concerning the AGREEMENT or its subject matter or otherwise disclose or permit to be disclosed any of the data or other information obtained or furnished in compliance with this AGREEMENT, or any particulars thereof, during the period of the AGREEMENT, without first notifying the COUNTY and securing its consent in writing. The PROFESSIONAL also agrees that it shall not publish, copyright or patent any of the site specific data furnished in compliance with this AGREEMENT; it being understood that, under Paragraph (8) hereof, such data or information is the property of the COUNTY. This does not include materials previously or concurrently developed by the PROFESSIONAL for "In House" use. Only data generated by PROFESSIONAL for work under this AGREEMENT shall be the property of the COUNTY.

SECTION 18. Standards of Conduct - Conflict of Interest - The PROFESSIONAL covenants and agrees that it and its employees shall be bound by the standards of conduct provided in Florida Statutes 112.313 (Current Edition) as it relates to work performed under this Contract, which standards is hereby incorporated and made a part of this Contract as though set forth in full. The PROFESSIONAL agrees to incorporate the provisions of this paragraph in any Sub-Contract into which it might enter with reference to the work performed.

SECTION 19. The COUNTY reserves the right to suspend, cancel or terminate the AGREEMENT in the event one or more of the PROFESSIONAL'S Corporate Officers is indicted or has a direct information issued against him for any crime arising out of or in conjunction with any work being performed by the PROFESSIONAL for or on behalf of the COUNTY under this AGREEMENT without penalty. It is understood and agreed that in the event of such termination, that reproducible copies of all tracings, plans, specifications, maps, and data prepared or obtained under this AGREEMENT shall immediately be turned over to the COUNTY in conformity with the provisions of Paragraph (8) hereof. The PROFESSIONAL shall be compensated for its services rendered up to the time of any such termination in accordance with Paragraph (12) hereof. The COUNTY also reserves the right to terminate or cancel this AGREEMENT in the event the PROFESSIONAL shall be placed in either voluntary or involuntary bankruptcy or an assignment be made for the benefit of creditors. The COUNTY further reserves the right to suspend the qualifications of the PROFESSIONAL to do business with the COUNTY upon any such indictment or direct information. In the event that any such person against whom any such

indictment or direct information is brought shall have indictment or direct information dismissed or be found not guilty, such suspension on account hereof shall be immediately lifted by the County Administrator.

SECTION 20. PROFESSIONAL shall indemnify and hold harmless the COUNTY and its officers and employees from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of PROFESSIONAL and other persons employed or utilized by PROFESSIONAL in the performance of the Contract.

SECTION 21. All notices required to be served on the PROFESSIONAL shall be served by Registered or Certified mail, Return Receipt Requested, to PROFESSIONAL'S address and all notices required to be served upon the COUNTY shall be served by Registered or Certified mail, Return Receipt Requested, addressed to the County Administrator, Hernando County Board of County Commissioners, 20 N. Main St., Room 460, Brooksville, FL 34601.

SECTION 22. Hernando County reserves the privilege of auditing a vendor's record, by a representative of the COUNTY, as such records relate to equipment, goods or services and expenditure therefor, with respect to any express or implied agreement between Hernando County and said PROFESSIONAL. Such records include, but are not limited to: all books, records, and memoranda of every description, pertaining to work under Contract, this AGREEMENT.

Hernando County further reserves the right to reproduce any of the aforementioned documents pertaining to the work under Contract, this AGREEMENT.

SECTION 23. Unless otherwise required by law, this AGREEMENT shall be governed by and construed in accordance with the laws of the State of Florida. Venue for any dispute arising from this AGREEMENT shall be litigated in the appropriate court in Hernando County, Florida, or the US District Court, Middle District of Florida. In any litigation arising from this agreement, the parties IN ANY LITIGATION ARISING FROM THIS AGREEMENT, THE PARTIES SHALL BEAR THEIR OWN COSTS AND ATTORNEYS' FEES.

SECTION 24. E-VERIFY

CONTRACTOR/CONSULTANT/PROFESSIONAL is advised that the COUNTY has entered into an AGREEMENT with U.S. Immigration and Customs Enforcement (ICE) wherein the COUNTY will, in part, seek to promote the principles of ethical business conduct, prevent the knowing hiring of unauthorized workers through self-governance, and encourage voluntary reporting of the discovery of unauthorized workers to ICE (the IMAGE Agreement). Accordingly, by submitting your Bid/Proposal, CONTRACTOR/CONSULTANT/PROFESSIONAL represents and warrants (a) that the CONTRACTOR/CONSULTANT/POFESSIONAL is in compliance with all applicable federal, state and local laws, including, but not limited to, the laws related to the requirement of an employer to verify an employee's eligibility to work in the United States, (b) that all of the CONTRACTOR/CONSULTANT/PROFESSIONAL employees are legally eligible to work in the United States, and (c) that the CONTRACTOR/CONSULTANT/PROFESSIONAL has actively and affirmatively verified such eligibility utilizing the Federal Government's Employment Verification Eligibility Form (I-9 Form).

A mere allegation of CONTRACTOR/CONSULTANT/PROFESSIONAL intent to use and/or current use of unauthorized workers may not be a basis to delay the COUNTY'S award of a Contract to the CONTRACTOR/CONSULTANT/PROFESSIONAL unless such an allegation has been determined to be factual by ICE pursuant to an investigation conducted by ICE prior to the date the Contract is scheduled to be awarded by the COUNTY.

Legitimate claims of the CONTRACTOR/CONSULTANT/PROFESSIONAL use of unauthorized workers must be reported to both of the following agencies:

(i) The COUNTY'S Purchasing Contracts Department at (352) 754-4020: and
(ii) ICE (Immigration and Customs Enforcement) at 1-866-DHS-2-ICE

In the event it is discovered that the CONTRACTOR/CONSULTANT/PROFESSIONAL employees are not legally eligible to work in the United States, then the COUNTY may, in its sole discretion, demand that the CONTRACTOR/CONSULTANT/PROFESSIONAL cure this deficiency within a specified time frame, and/or immediately terminate the Contract without any cost or penalty to the COUNTY, and/or debar the CONTRACTOR/CONSULTANT/PROFESSIONAL from bidding on all COUNTY Contracts for a period up to twenty-four (24) months, and/or take any and all legal action deemed necessary and appropriate.

CONTRACTOR/CONSULTANT/PROFESSIONAL is encouraged (but not required) to incorporate the following IMAGE Best Practices into its business and, when practicable, incorporate verification requirements into its agreements with Sub-Contractors:

1. Use the Department of Homeland Security employment eligibility verification program (E-Verify) to verify the employment eligibility of all new hires.
2. Use the Social Security Number Verification Service and make good faith effort to correct and verify the names and Social Security numbers of the current workforce.
3. Establish a written hiring and employment eligibility verification policy.
4. Establish an internal compliance and training program related to the hiring and employment verification process, to include, but not limited to, completion of Form I-9, how to detect fraudulent use of documents in the verification process, and how to use E-Verify and the Social Security Number Verification Service.
5. Require the Form I-9 and E-Verify process to be conducted only by individuals who received appropriate training and include secondary review as to each employee's verification to minimize the potential for a single individual to subvert the process.
6. Arrange for annual Form I-9 audits by an external auditing firm or a trained employee not otherwise involved in the Form I-9 process.
7. Establish a procedure to report to ICE credible information of suspected criminal misconduct in the employment eligibility verification process.
8. Establish a program to assess Sub-Contractors' compliance with employment eligibility verification requirements. Encourage Contractors to incorporate the IMAGE Best Practices contained in this Article and, when practicable, incorporate the verification requirements in Sub-Contractor AGREEMENTS.
9. Establish a protocol for responding to letters received from Federal and State government agencies indicating that there is a discrepancy between the agency's information and the information provided by the employer or employee; for example, "no match" letters received from the Social Security Administration.
10. Establish a tip line mechanism (inbox, e-mail, etc.) for employees to report activity relating to the employment of unauthorized workers, and a protocol for responding to employee tips.
11. Establish and maintain appropriate policies, practices, and safeguards against use of the verification process for unlawful discrimination, and to ensure that U.S. Citizens and authorized workers do not face discrimination with respect to hiring, firing, recruitment or referral for a fee because of citizenship status or national origin.
12. Maintain copies of any documents accepted as proof of identify and/or employment authorization for all new hires.

SECTION 25. INTERPRETATION

This AGREEMENT shall not be construed for or against any party hereto, without regard to which party is wholly or partly responsible for its drafting.

SECTION 26. TRAVEL
Engineering firms (PROFESSIONAL) requesting travel and subsistence reimbursement shall comply with Florida Statute 112.061 (Current Edition).

SECTION 27. Attachments:
Exhibit "A" Scope of Services
Exhibit "B" Fee Schedule (To be provided at Contract award)
Exhibit "C" Certificate of Insurance (To be provided at Contract award)
Exhibit "D" Notice to Proceed (To be provided at Contract award)

IN WITNESS WHEREOF, the parties hereto have caused these present to be executed, the day and year first above written.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: Susan Burns, D.C. Date: 5-26-20
for Douglas A. Chorvat, Jr.
Clerk of Circuit Court and Comptroller

Date: 5-26-2020
John Mitten, Chairman

(AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.)

Witness: Nolisa Mohammadi

By: Sabina C. Mohammadi, President-CEO
Printed Name and Title of Professional

EXHIBIT "A"

SCOPE OF SERVICES:

The scope of the project will consist of the following components:

1.1.1 Runway 9-27 Rehabilitation;
1.1.2 Runway 27 Extension, as detailed within the Airport's approved Airport Layout Plan and Master Plan;
1.1.3 Design of Runway 9-27 to meet current FAA design standards and Master Plan recommendations;
1.1.4 Airfield lighting modifications for new geometry;
1.1.5 Airfield Nav-Aid relocation and Localizer Antenna Array Replacement (to include new access roads);
1.1.6 Development of Construction Safety & Phasing Plan (CSPP);
1.1.7 Stormwater Coordination and Permitting;
1.1.8 Airspace Coordination (OE/AAA) and Permitting.

The Scope of Work for the selected firm will generally include, but will not be limited to the following:

1.1.9 Preparation of design submittals for review and approval at 30%, 60%, 90% and 100% construction Contract documents (to include survey, geotechnical reports, Construction Safety Phasing Plan and all applicable permits);
1.1.10 Provide bidding documentation (plans and specifications) and support as described in accordance with local, FDOT and FAA guidelines;
1.1.11 Preparation of the Engineer's Report and construction cost estimates;
1.1.12 Bidding and Award assistance;
1.1.13 Construction Phase; including Resident Project Representative and Quality Assurance Testing services;
1.1.14 Grant Assistance;
1.1.15 FAA and FDOT Coordination.

DEPARTMENT OF PURCHASING AND CONTRACTS

20 N. MAIN STREET, ROOM 266 • BROOKSVILLE, FLORIDA 34601

P 352.754.4020 • F 352.754.4199 • W www.HernandoCounty.us

EXHIBIT "B"

SCHEDULE OF RATES
20-RG0039/PH

The standard Hourly Labor Rates are subject to adjustment annually based of the Consumer Price Index issued by the Bureau of Labor Statistics, Southeastern Regional Office for the South for the index for ***All Items/Wage earners & clerical workers***, for the percent of change through the month of May of each calendar year.

The following hourly rates include all direct and indirect costs except direct expenses. Indirect cost include such items as overhead, profit and such statutory and customary fringe benefits such as social security contributions, sick leave, unemployment, excise and payroll taxes, workmen's compensation, health and retirement benefits, bonuses, annual leave and holiday pay.

Position Classifications (classification titles subject to change)	Employee or Sub-Consultant Name (if any)	Loaded Hourly Rates
Project Principal (Sabina Mohammadi)	AID, Inc.	214.00
Project Manager (Mohsen Mohammadi)	AID, Inc.	184.00
Senior Engineer/Geotechnical Engineer/Planner (Kyle Holley, Nabil Hmeidi, Mark Jansen)	AID, Inc.	162.00
Engineer/Planner (Elton Smith, Jason Blankenship, Timeka Carter)	AID, Inc.	133.00
Sr. Designer (Renee Culmer)	AID, Inc.	96.00
Designer (Dan Wolcott, Yan Yang)	AID, Inc.	92.00
Clerical (Almida Martinez)	AID, Inc.	78.00

RUNWAY 9-27 REHABILITATION
BROOKSVILLE-TAMPA BAY REGIONAL AIRPORT

Exhibit A - Scope of Work

The Hernando County (Owner) intends to rehabilitate Runway 9-27 at Brooksville-Tampa Bay Regional Airport (BKV.) American Infrastructure Development, Inc. (AID) has been selected to provide professional services for the Design and Bidding phase services for this project. The Owner will be requesting FAA and FDOT funding for the design of this project, which will begin in the Fall of 2020. Construction is anticipated in the Fall of 2021 using FAA Discretionary funding with FDOT and Local participation. The following provides a brief background on the condition of the existing pavement and the recommended rehabilitation alternatives. The detailed scope of work is provided thereafter.

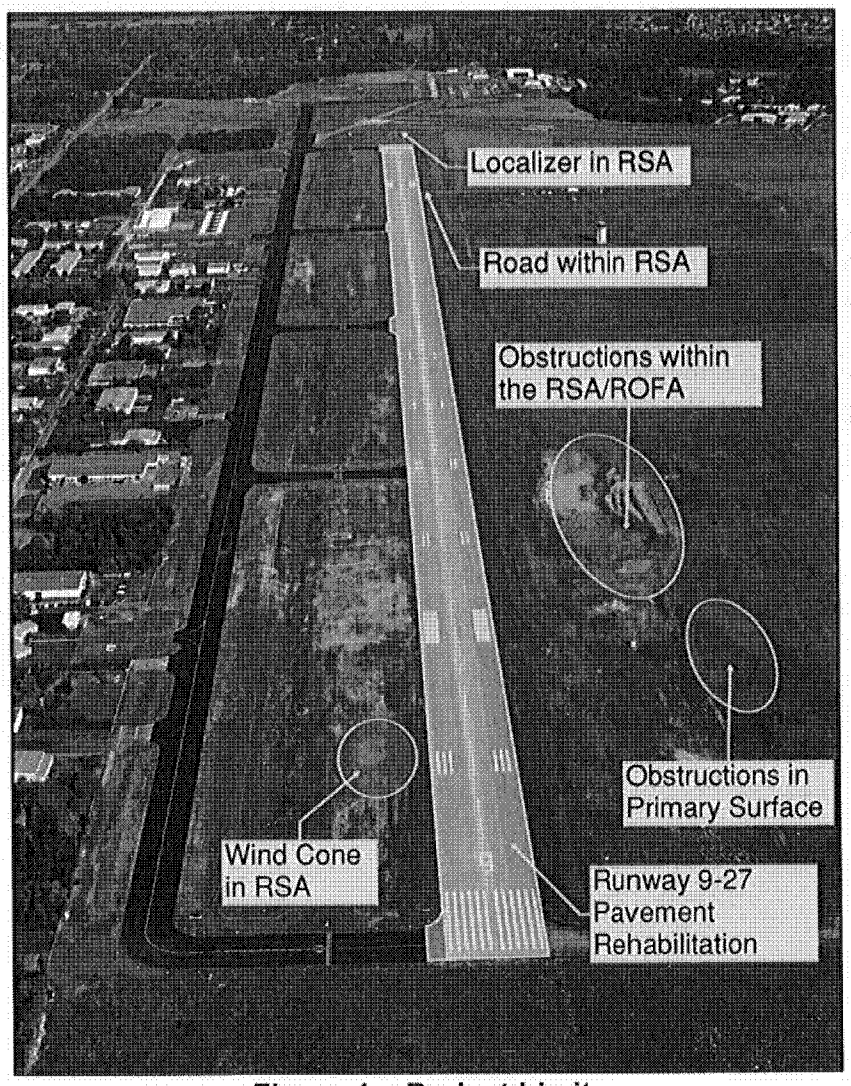

Figure 1 – Project Limits

1.0 Project Description

Runway 9-27 was built in 1942. The runway is 7,001 feet long and 150 feet wide and consists of an 8-inch thick concrete pavement. Based on FDOT's 2017 Pavement Management Program, Runway 9-27 has a PCI rating of 44 to 55 and is considered in poor condition. This is well below FDOT's recommended critical PCI rating of 65 for runways. According to FDOT, rehabilitation is required at this PCI level. If not rehabilitated, the PCI ratings will continue to drop into the 30's in the next few years, at which point full reconstruction will be necessary.

Runway 9-27 edge lighting and signage were recently upgraded. Therefore, no electrical improvements are anticipated as part of this project.

As part of this project, AID will perform a Runway Safety Area (RSA) analysis, as required by the FAA. AID will evaluate objects that are currently located inside the RSA to determine if they are fixed-by-function or meet the frangibility standards. Other objects that will be addressed include the stockpile mound, trees and vegetations located within the Runway Object Free Area (ROFA) and the Primary Surface, service road crossing Runway 9-27, and the location of the existing Localizer.

The following includes specific project elements:

1.1 Rehabilitate Runway 9-27 pavement
1.2 Re-grade runway shoulders and RSA, as required
1.3 Remove service road crossing Runway 9-27
1.4 Remove obstructions (stockpile area and trees) within the RSA, ROFA, and Primary Surface
1.5 Relocate Runway 9 Localizer and shelter outside the RSA
1.6 Relocate Runway 9 Wind cone outside the ROFA
1.7 Construct service road to the Glideslope and Localizer equipment (approximately 600 feet total)

The estimated construction cost for the above items is $11.0M.

2.0 Scope of Work

Scope of Work will generally include the following:

2.1. Preparation of design submittals for review and approval at 30%, 60%, 90% and 100% construction contract documents (to include survey, geotechnical reports, Construction Safety Phasing Plan, and all applicable permits)
2.2. Provide bidding documentation (plans and specifications) and support as described in accordance with local, FDOT and FAA guidelines
2.3. Preparation of the Engineer's Report and construction cost estimates
2.4. Bidding and Award assistance

2.5. Grant Assistance
2.6. Obstruction Evaluation / Airport Airspace Analysis (OE/AAA)
2.7. Base bid and Bid Additives. This project may be separated into one or multiple bid additives at the time of Bid. One or multiple bid additives may be awarded for construction at the time of Bid and will be dependent upon the available funding at the time. One bidding phase has been included in this project for the purposes of design and the ultimate award will be indicated in the conformed documents of the project after the project has been bid.

3.0 Basic Services

Phase 1 – Program Verification. The AID Team will perform the following tasks under this phase:

1. Coordinate and attend a Pre-Design meeting with the Airport, FAA, FDOT, and the Air Traffic Control Tower (ATCT) on project issues such as design alternatives, project phasing, construction staging, Safety Risk Management study (SRM), budget, and schedule.
2. Confer and provide general consultation and advice with respect to the project requirements, finances, schedules, and other pertinent design requirements of the project
3. Compile and review project related documents
4. Perform a field inspection to complete a visual inspection of the site, electrical system, and electrical vault to determine the condition of the existing pavements, equipment, lighting and signage
5. Evaluate Runway 9 Localizer relocation and coordinate with the FAA on the siting requirements
6. Meet and coordinate with the survey and geotechnical team members to determine the civil and electrical survey requirements.
7. Determine number and locations of pavement cores.
8. Prepare a preliminary construction schedule taking into account weather and air traffic conditions.
9. Identify any additional information that may be required from field investigations or other agencies
10. Coordinate with the Airport, FAA, and FDOT on runway width requirements and justification for maintaining the current 150-ft wide pavement

AID will provide a written narrative of the findings in the Program Verification phase upon completion of this task.

Phase 2 – Design Development (30%)
Following the Program Verification phase and the receipt and review of survey and completion of the geotechnical investigation, AID will proceed with the 30% level design and plans production.

AID will visit the site to field verify the survey information and address any comments received during the Program Verification phase. Specifically, the following tasks will be performed under this phase:

1. Preliminary pavement design
2. Field verify survey information
3. Preliminary phasing analysis
4. Prepare 30% drawings which will include existing conditions, horizontal and vertical control, demolition, pavement geometry, erosion control, and electrical/NAVAIDs
5. Based on the geotechnical investigations, funding availability, and schedule, AID will evaluate pavement rehabilitation alternatives such as concrete mill and asphalt overlay, full depth reconstruction, and crack & seat.
6. Update the construction cost estimate
7. Update the construction schedule
8. Prepare Preliminary Engineer's Report
9. Identify any modifications to FAA standards
10. Prepare an outline of technical specifications

Deliverables: AID will submit electronic (PDF) copies of 30% drawings and a Preliminary Engineer's Report to the Owner for review. AID will proceed with the 60% level contract documents upon receipt of review comments from the Owner.

Phase 3A – Contract Documents (60%)

During this phase. AID will continue with the design and preparation of the construction drawings and specifications. Specifically, the following tasks will be performed under this phase:

1. Finalize the pavement design for the Runway
2. Evaluate the construction sequence and update the phasing plan
3. Prepare 60% level drawings, which will include the following sheets:
    a. Cover Sheet
    b. Project Site/Layout Plan
    c. Project Survey Control Plan
    d. Geotechnical/Boring Location Plan
    e. Project Safety Plan
    f. Project Phasing/Construction Sequencing Plan
    g. General/Safety Notes Plan
    h. Typical Sections
    i. Staking and Demolition Plans
    j. Paving, Grading, and Drainage Plans
    k. Runway Profiles
    l. ILS Roadways Plans and Details
    m. Pavement Marking Plans
    n. Marking Details

o. Electrical Key Map
p. Electrical Demolition
q. Localizer Relocation Plan
r. Localizer Relocation Details

4. Review and revise construction cost estimate
5. Review and revise construction schedule
6. Update the Engineer's Report
7. Prepare Draft Technical Specifications

Deliverables: AID will submit electronic (PDF) copies of 60% drawings and a Draft Engineer's Report to the Owner for review. SWFWMD coordination is anticipated for this project.

Phase 3B – Contract Documents (90%)

AID will proceed with the final construction documents including finalizing the construction phasing plan. At this stage, the construction cost estimate and the construction schedule will be updated and finalized, and the Engineer's Report will be completed.

The Project Manual, which will contain front-end documents, FAA General Provisions, Technical Specifications, and the geotechnical report, will also be completed. In addition, 90% construction drawings will be prepared including:

a. Cover Sheet
b. Project Site/Layout Plan
c. Geotechnical/Boring Location Plan
d. Project Safety Plan
e. Project Phasing/Construction Sequencing Plan
f. General/Safety Notes Plan
g. Project Key Sheet
h. Typical Sections
i. Staking and Demolition Plans
j. Paving, Grading and Drainage Plans
k. Runway Profile Plan
l. ILS Roadway Plans and Details
m. Paving Details
n. Pavement Marking Plans
o. Electrical Key Map
p. Electrical Demolition
q. Localizer Relocation Plan
r. Localizer Relocation Details.

Deliverables: AID will submit electronic copies of the 90% contract documents to the Owner, and one (1) hard copy to FDOT and the FAA for their review. Hardcopy will consist of 11x17 drawings

and one (1) 8 ½ x 11" Project Manual. The Final Engineer's Report and Cost Estimates will also be submitted to the Airport and FDOT. AID will meet with the Owner, the FDOT, the FAA, and tenants, as necessary, to address any final comments regarding the construction of this project.

Phase 3C – Contract Documents (100%)

Upon receipt of final comments from the Owner, the FDOT and the FAA, AID will proceed with the preparation of the bidding documents. This effort includes incorporating comments by updating the construction drawings, project manual (front-end documents, general provisions, and technical specifications), Engineer's Report, construction cost estimate, and construction schedule. Signed and sealed contract documents will be submitted to the Owner.

Deliverables: AID will submit one (1) full-size and two (2) 11"X17" signed and sealed copies of the 100% contract documents to the Owner.

Phase 4 – Bidding and Award Services

Upon issue of the Bidding documents, AID will respond to bidder's questions, assist in the preparation of addendums, review bids and make a recommendation of award to the Owner and the FAA. AID will provide PDF files to the Owner for printing and distribution as necessary. One (1) bidding phase has been included in this proposal.

The following tasks will be performed by AID during Phase 4:

1. Prepare for and attend the Pre-Bid Conference
2. Address questions from bidders
3. Make revisions to contract documents and issue Addenda
4. Attend the Bid opening
5. Review all bids for responsiveness and accuracy
6. Prepare certified Bid Tabs
7. Prepare Conformed Documents

Phase 5 – Construction Administration Services (not included)

4.0 Special Services

In addition to the Basic Services described herein, AID or one of its subconsultants will provide the following special services required under this contract:

1. SWFWMD Stormwater Permit Preparation – Coordination with SWFWMD will be required for the removal of the stockpile area and site grading. Also, permitting will be necessary for the new ILS service roads to both the Glide Slope and the Localizer. Coastal Engineering will assist AID in the permitting process with SWFWMD.

2. Environmental Survey and Permitting – Coastal Engineering will provide an environmental survey of the new Localizer location and the stockpile area to assess the presence of endangered or protected species and active or dormant gopher tortoise burrows. Applicable gopher tortoise relocation, abandonment, or take permits will be filed as needed pending the results of the survey.

3. Geotechnical Evaluation – AID will provide a full geotechnical report including the design elements listed below. Tierra Inc. will provide technical and field support to AID for obtaining the Geotechnical soil borings and other field related data. See Attached Geotechnical Scope – **Exhibit C**.

4. Subsurface Investigation – Due to the documented presence of previous anomalies and sinkhole activity along Taxiway A, a full ground penetrating radar (GPR) scan of the Runway will be performed by one of AID's qualified subconsultants. Scan will be completed using a low frequency antenna on a 5-foot parallel passes for the 7,000-ft of the Runway.

5. Airspace Checklist – AID will assist the Airport in the preparation of the Airspace Checklist and submit same to the FAA, via the OE/AAA web portal, in conjunction with a Construction Safety and Phasing Plan. AID will submit multiple points and associated data to clearly identify the different elements of the project, including construction staging areas, haul routes, and specific construction sites for FAA's review and approval.

6. Construction Safety and Phasing Plan – AID will prepare and submit the Construction Safety and Phasing Plan (CSPP) to the FAA in conjunction with the Airspace Checklist described above. The CSPP will contain the safety details, construction work times, and phasing requirements specific to this project and the Airport.

7. Grant Assistance – AID will assist the Airport in the preparation of the Grant Pre-application documentation for the FAA. Once the project has been bid, and final construction costs are received, AID will assist in the preparation of the final Grant Application for the FAA.

8. Safety Risk Management Process – AID will prepare for and attend a Safety Risk Management hearing with the FAA and the ATCT to discuss the impacts to the airfield during this project. Comments generated from the SRM process will be incorporated into the safety and phasing plans for the project. Objectives for this process will be to define identify any potential hazards or consequences that may occur as a result of construction. The SRM will identify the risks of the project from a safety perspective and evaluate any further action that may be necessary to mitigate any unacceptable risks and hazards.

9. Runway Safety Area (RSA) Analysis – AID will perform an RSA analysis, as required by the FAA. AID will evaluate objects that are currently placed inside the RSA to determine if they are fixed-by-function or meet the frangibility standards. Other objects that will be addressed include service road crossing Runway 9-27, stockpile mound, and trees and vegetations located within the Runway Object Free Area (ROFA) and the Primary Surface, and the location of the existing Localizer.

5.0 Subconsultants

1. Airfield Electrical/NAVAIDs Engineering – AECOM will provide all engineering associated with relocation of Runway 9 Localizer, as described in **Exhibit D**.

2. Topographic Survey – Coastal will provide topographic survey for the Runway, RSA, stockpile area, Localizer location, and service road crossing the Runway. Detailed scope of survey is included in **Exhibit E.**

3. Environmental Survey – Coastal will provide an environmental survey of the new Localizer location and the stockpile area to assess the presence of endangered or protected species and active or dormant gopher tortoise burrows. The scope for this work is included in **Exhibit E**.

4. Geotechnical Evaluation and Geophysical Investigation – Tierra, Inc. will provide support services for the geotechnical and geophysical evaluation of the Runway. AID will use the data collected by Tierra to provide a recommendation on the pavement design. Detailed geotechnical investigations performed by Tierra and AID are provided in **Exhibit C**.

6.0 Schedule

This schedule is based on an approximate NTP in August 2020 for the design phase services of this project. The project schedule does not include review phases from the owner, FAA, or stormwater agencies. Comments from stakeholders will be incorporated into the project documents as they are received at each design milestone submittal.

Design Phase	Complete Within
Program Verification and Field Investigations	60 Days
Design Development (30%)	45 Days
Contract Documents (60%)	60 Days
Contract Documents (90%)	45 Days
Contract Documents (100%)	15 Days
Total Design Phase	**225 Days**
Bid and Award Services	60 Days
Total Contract Time	**285 Days**

Exhibit B: Fees

TASK		Totals
Basic Services (Lump Sum)		
Phase 1 -	Program Verification	$32,232.00
Phase 2 -	Design Development (30%)	$89,928.00
Phase 3A -	Contract Documents (60%)	$98,268.00
Phase 3B -	Contract Documents (90%)	$84,140.00
Phase 3C -	Contract Documents (100%)	$24,440.00
Phase 4 -	Bidding and Award Services	$14,960.00
Phase 5 -	Construction Phase Services - Not Included	$0.00
Electrical Design (AECOM)		$79,960.00
	Total Basic Services:	**$423,928.00**
Special Services (Lump Sum)		
1	Geotechnical Investigations and GPR (AID and Tierra)	$40,769.00
2	Topographic Surveys (COASTAL)	$49,882.00
3	SWFWMD Coordination and Permitting (COASTAL)	$23,742.00
4	Environmental Site Survey (COASTAL)	$4,432.00
5	Grant Services During Design (Grant App/Quarterly Reports)	$9,074.00
6	Prepare CATEX (Runway, roads, stockpile area, Localizer site)	$1,854.00
7	Construction Safety and Phasing Plan (CSPP) and Airspace Evaluation (OE/AAA)	$10,180.00
8	SRM Coordination (ATCT and FAA)	$9,244.00
9	Runway RSA Analysis and Report	$6,788.00
	Total Special Services:	**$155,965.00**
Reproduction Expenses		
	Reproduction (Lump Sum)	$1,000.00
	SWFWMD Permit Fees (Allowance)	$2,500.00
	Total Expenses:	**$3,500.00**
Total Design and Bidding Fees:		**$583,393.00**

Exhibit B: Fees

	TASK	Project Principal	Project Manager	Senior Engineer	Engineer/ Planner	Designer	Clerical	Totals
		$214.00	$184.00	$162.00	$133.00	$92.00	$78.00	
Phase 1 -	***Program Verification***							
1	Compile and Review Project related Documents			2	16	4	2	24
2	Perform a Field Inspection and Verify As-Builts			8	8	8		24
3	Meet with the FAA and FDOT		16					16
4	Meet with ATCT (Initial discussions)		4					4
5	Review and Confirm Initial Cost Estimates		2	4		4	2	12
6	Meet and Coordinate with the Owner	2	16	16	4		2	40
7	Evaluate Runway 9 Localizer location		8	16				24
8	Prepare Localizer Exhibits and Upload to OE/AAA		2	4		8		14
9	Evaluate Runway width alternatives		4	8				12
10	Determine Number and locations of Cores			2				2
11	Meet and Coordinate with Subconsultants		4	4	8		4	20
12	Coordinate and Attend a Pre-Design Meeting		4	4			2	10
13	Prepare a Preliminary Construction Schedule			2			2	4
14	Identify Permit Requirements			4	4		2	10
	Total Labor Hours:	2	60	74	40	24	16	216
	Total Labor Costs:	$428.00	$11,040.00	$11,988.00	$5,320.00	$2,208.00	$1,248.00	$32,232.00
Phase 2 -	***Design Development (30%)***							
1	Review Geotech Report and Evaluate Findings		2	4	4			10
2	Perform a Site Visit to Verify Survey		4	8	8	8		28
3	Preliminary Pavement Design		2	4	4			10
4	Preliminary Phasing Analysis		4	8	16			28
5	Prepare 30% Drawings							
	a Cover Sheet				2	2		4
	b Project Site/Layout Plan			2	4	8		14
	c Project Key Sheet				2	8		10
	d Survey Control Plan			2	2	4		8
	e Typical Sections			2	4	8		14
	g Phasing Plan		2	8	24	40		74
	h Staking/Demolition Plans			16	24	60		100
	i Paving and Grading Plans			32	48	80		160
	j Paving Details			2	4	8		14
	k ILS roadway plans and details			4	24	40		68
	l Stockpile Area staking plan			2	8	16		26
	m Electrical Plans			4	4	8		16
6	Update Construction Cost Estimate		2	4		8	2	16
7	Update Construction Schedule			2	2			4
8	Prepare Preliminary Engineer's Report		2	8	24	8	8	50
9	Identify any Modification to Standards		2	4	8	4	4	22
10	Prepare outline of Technical Specifications			4	4		8	16
11	Quality Review		8					8
12	Submit 30% Documents			2	4	8	8	22
13	General Coordination with Owner	4	8	8				20
	Total Labor Hours:	4	36	130	224	318	30	742
	Total Labor Costs:	$856.00	$6,624.00	$21,060.00	$29,792.00	$29,256.00	$2,340.00	$89,928.00

Exhibit B: Fees

	TASK	Project Principal	Project Manager	Senior Engineer	Engineer/ Planner	Designer	Clerical	Totals
		$214.00	$184.00	$162.00	$133.00	$92.00	$78.00	
Phase 3A - Contract Documents (60%)								
1	Finalize Pavement Design		2	8	4			14
2	Evaluate Construction Sequence and Phasing		2	8	16	8		34
3	Review Owner and other Comments		2	8	8	16		34
4	Prepare 60% Drawings							0
	a Cover Sheet				2	2		4
	b Project Site/Layout Plans				8	16		24
	c Project Survey Control Plans				4	16		20
	d Geotechnical/Boring Location Plan					2		2
	e Project Safety Plan		2	4	8	16		30
	f Phasing/Construction Sequencing Plan		4	8		24		36
	g General Notes Plan			2	8	16		26
	h Project Key Sheet			2		4		6
	i Typical Sections			2	8	16		26
	j Staking and Demolition Plans (Runway, roads, Localizer, wind cone, and stockpile areas)		8	8	16	40		72
	k Paving and Grading Plans (Runway, roads, Localizer, wind cone, and stockpile areas)		8	24	32	80		144
	l Drainage Plans and Details (Runway, roads, Localizer, wind cone, and stockpile areas)			8	16	40		64
	m Pavement Marking Plans		2	8	16	24		50
	n Marking Details			2	4	8		14
	o Electrical Plans			2		8		10
5	Update Construction Cost Estimate			2	2	8	4	16
6	Update Construction Schedule			4			2	6
7	Update Engineer's Report			8	24	8	8	48
8	Prepare Draft Front-End Documents			4	24		40	68
9	Prepare Draft Specifications				8			8
10	Quality Review		8					8
11	Submit 60% Documents			4	4	8	4	20
12	Permit Review and Coordination			8	4	4		16
13	General Coordination with Owner	4	16	4				24
	Total Labor Hours:	4	54	128	216	364	58	824
	Total Labor Costs:	$856.00	$9,936.00	$20,736.00	$28,728.00	$33,488.00	$4,524.00	$98,268.00

Exhibit B: Fees

TASK	Project Principal	Project Manager	Senior Engineer	Engineer/ Planner	Designer	Clerical	Totals
	$214.00	$184.00	$162.00	$133.00	$92.00	$78.00	
Phase 3B - Contract Documents (90%)							
1 Finalize Construction Cost Estimate			4	4	8	2	18
2 Finalize Construction Schedule			2		4		6
3 Finalize Engineer's Report			8	16	4	8	36
4 Prepare 90% Drawings							0
a Cover Sheet					2		2
b Project Site/Layout Plan					2		2
c Project Survey Control Plan					2		2
d Geotechnical/Boring Location Plan					2		2
e Project Safety Plan				8	4		12
f Phasing/Construction Sequencing Plan		2	4	8	16		30
g General Notes			4		4		8
h Project Key Sheet					2		2
i Typical Sections			2	4	8		14
j Staking and Demolition Plans (Runway, roads, Localizer, wind cone, and stockpile areas)			8	8	24		40
k Paving and Grading Plans (Runway, roads, Localizer, wind cone, and stockpile areas)		4	8	64	80		156
l Drainage Plans and Details (Runway, roads, Localizer, wind cone, and stockpile areas)			24	40	80		144
m Cross Sections			4	8	24		36
n Pavement Marking Plans		2	4	8	16		30
o Marking Details			2	4	8		14
p Electrical Plans			2	4	8		14
5 Complete Front-End Documents			8	16		16	40
6 Complete Technical Specifications			8	24		16	48
7 Quality Review		16					16
8 Submit 90% Documents			4	8	8	8	28
9 General Coordination with Owner	4	8					12
Total Labor Hours:	4	32	96	224	306	50	712
Total Labor Costs:	$856.00	$5,888.00	$15,552.00	$29,792.00	$28,152.00	$3,900.00	$84,140.00
Phase 3C - Contract Documents (100%)							
1 Incorporate Final Review Comments		2	8	16	8	16	50
2 Prepare and Submit Final Bid Documents		8	24	40	80	8	160
Total Labor Hours:	0	10	32	56	88	24	210
Total Labor Costs:	$0.00	$1,840.00	$5,184.00	$7,448.00	$8,096.00	$1,872.00	$24,440.00

Exhibit B: Fees

TASK	Project Principal	Project Manager	Senior Engineer	Engineer/ Planner	Designer	Clerical	Totals
	$214.00	$184.00	$162.00	$133.00	$92.00	$78.00	
Phase 4 - Bidding and Award Services							
1 Coordinate with Owner		8	16			4	28
2 Prepare for and Attend Pre-Bid Conference		4	4			2	10
3 Answers to Bidders/Issue Addenda		4	8	4	2	8	26
4 Attend Bid Opening		2					2
5 Review Bids for Responsiveness		2	4			2	8
6 Certified Bid Tabs/Award Contract			2			4	6
7 Conformed Contract Preparation			4	8	16	4	32
Total Labor Hours:	0	20	38	12	18	24	112
Total Labor Costs:	$0.00	$3,680.00	$6,156.00	$1,596.00	$1,656.00	$1,872.00	$14,960.00
Phase 5 - Construction Phase Services - Not Included							
Electrical Design (Localizer and wind cone) (AECOM)							$79,960.00
Total Fees (Lump Sum):							**$423,928.00**

Exhibit B: Fees

		Project Principal	Project Manager	Senior Engineer	Engineer/ Planner	Designer	Clerical	Total Hours	Total Dollars
		$214.00	$184.00	$162.00	$133.00	$92.00	$78.00		
Special Services (Lump Sum)									
1	Geotechnical Investigations and GPR (AID and Tierra)								$40,769.00
2	Topographic Surveys (COASTAL)								$49,187.00
3	SWFWMD Coordination and Permitting (COASTAL)								$15,000.00
4	Environmental Site Survey (COASTAL)								$10,000.00
5	Grant Services During Design (Grant App/Quarterly Reports)		4	24	10		40	78	$9,074.00
6	Prepare CATEX (Runway, roads, stockpile area, Localizer site)		2		10		2	14	$1,854.00
7	Construction Safety and Phasing Plan (CSPP) and Airspace Evaluation (OE/AAA)		4	8	44	8	20	84	$10,180.00
8	SRM Coordination (ATCT and FAA)	2	8	24		24	16	74	$9,244.00
9	Runway RSA Analysis and Report	2	4	4	24	16	4	54	$6,788.00

Total Fees - Special Services (LS) **$152,096.00**

Special Services

In addition to the Basic Services described above, CONSULTANT will provide the following Special Services required under this contract:

- AID will provide related geotechnical exploration services to assist the project team in the design of Runway 9-27 rehabilitation. To evaluate the existing pavement and subsurface soil conditions within the improvement areas , AID will perform a number of pavement cores, Standard Penetration Test (SPT) borings, and geophysical investigation [drilling services and geophysical investigation will be performed by a qualified subconsultant], obtain soil samples, perform laboratory testing, and analyze gathered data. AID scope of work under this task will consist of the following:

    - Perform a site reconnaissance and coordinate with the project team and airport personnel to identify site accessibility and requirements;
    - Review similar explorations and published information for the project area;
    - Perform geophysical investigations along the existing Runway pavement. For this task, Ground Penetrating Radar (GPR) soundings will be collected along transects running parallel to the pavement alignments. The transects will be spaced 10-foot apart and encompass the entire width of the runway;
    - Perform ten (10) core/SPT borings along Runway 9-27 each extending ±7 feet below the existing ground surface. At each boring location, a pavement core will be obtained for visual and laboratory testing. Intact concrete core samples will be tested for compressive strength and correlated flexure strength values will be provided. These core borings extend six (6) each below the bottom of the pavement by means of continuous SPT sampling. Depending on the results of the GPR findings, some borings may extend deeper;
    - Perform one (1) SPT boring near the future localize extending 10 feet below the existing ground surface;
    - Perform one (1) asphalt core/SPT boring along the existing service road that crosses the Runway (an extension of Air Commerce Boulevard]. This boring will extend 10 feet below the existing ground surface;
    - Perform two (2) SPT borings each extending 10 feet below the existing ground surface along the glide-slope antenna access road;
    - Grout borings and cap with low-shrink grout;
    - Collect four (4) bulk samples for laboratory CBR/LBR testing;
    - Perform laboratory testing on select SPT soil samples for classification purposes;
    - Compile and review collected field and laboratory data;
    - Provide a brief review of the field procedures and results of the field and laboratory tests;

- Provide field exploration plan or GPS coordinates indicating the approximate location of the core borings;
- Provided graphical representation of the subsurface conditions including standard penetration resistance data and groundwater levels;
- Provide general evaluation of the site considering the proposed project and encountered subsurface conditions;
- Provide general design and construction criteria;
- Evaluate the suitability of the stockpiled soil located about 800 feet east of the glide-slope antenna, and
- Provide recommendations for site preparation and construction of compacted fills or backfills.

AID shall prepare a Geotechnical Engineering Report of the findings and shall deliver to the OWNER a PDF copy of the report.

American Infrastructure Development, Inc.

Cost Estimate

Brooksville-Tampa Bay Regional Airport (BKV) - Runway 9-27 Rehabilitation

Hernando County, Florida

Thursday, April 9, 2020

	Description	Unit	Estimated Quantity	Unit Cost	Item Total
Field Services					
A.	Subconsultant (Tierra Proposal Dated April 7, 2020), Geotechnical and Geophysical Services, DAY TIME]	LS	1.0	$20,312.02	$20,312.02
B.	Bulk SampleCollection/Preparation	Each	6.0	$75.00	$450.00
C.	RPR / Field Professional with drillers	Hour	40.0	$119.00	$4,760.00
D.	RPR / Field Professional Coordination, etc	Hour	12.0	$119.00	$1,428.00
E.	Senior Engineering	Hour	4.0	$162.00	$648.00
				Sub-Total	**$27,598.02**
Laboratory Testing					
A.	Moisture Content (ASTM D 2216)	Each	15.0	$10.00	$150.00
B.	Grain Size Analysis/Fines Content	Each	15.0	$25.00	$375.00
C.	Liquid Limit, Plastic Limit and Plasticity Index of Soils (ASTM D 4318)	Each	2.0	$125.00	$250.00
D.	California Bearing Ratio (CBR) Test (ASTM D1883)	Each	4.0	$450.00	$1,800.00
E.	Preperation of Concrete Cores and Compressive Strength Testing (ASTM C39)	Each	6.0	$50.00	$300.00
				Sub-Total	**$2,875.00**
Engineering & Administration					
A.	Project Manager	Hour	4.0	$184.00	$736.00
B.	Senior Engineer	Hour	48.0	$162.00	$7,776.00
C.	Designer/Drafting/CADD	Hour	16.0	$92.00	$1,472.00
D.	Clerical/Administration	Hour	4.0	$78.00	$312.00
				Sub-Total	**$10,296.00**
				Lump Sum Total	**$40,769.02**

TIERRA

April 13, 2020

American Infrastructure Development, Inc.
3810 Northdale Blvd., Suite 170
Tampa, Florida 33624

Attn: Mr. Mohsen Mohammadi, Ph.D., P.E.
Cc: Mr. Nabil Hmeidi, P.E.

RE: Proposal for Geotechnical and Geophysical Services
Brooksville-Tampa Bay Regional Airport (BKV)
Runway 9-27 Rehabilitation
AID Project No. BKV20016
Tierra Proposal Number 65-20-111

Mr. Mohammadi:

Tierra, Inc. appreciates the opportunity to be of service to AID. Please find attached our proposal fees for the requested Scope of Services for the referenced project.

Scope of Services – Runway 9-27 Rehabilitation

1. Perform a Ground Penetration radar (GPR) investigation along the entire length and width of existing Runway 9-27 (7,000' long x 150' wide) with transects at 10-foot spaced parallel to the runway alignment. Estimated 15 transects and a total distance covered of approximately 20 miles.
2. Provide report of findings and conclusions.
3. Perform GPR sounding at each boring location for the purpose of detecting buried utilities.
4. Perform 11 core/SPT borings each extending 6 feet below the bottom of the base course, at locations provided by AID. At each boring location obtain a core sample (minimum 4" diameter), clean the core hole of all water/loose material and start continuous SPT sampling to 6 feet below the bottom of the base. Record thickness and type of base course, if present.
5. Perform 3 SPT borings each extending 10 feet below the existing ground surface, at locations provided by AID.
6. Measure and record groundwater levels immediately following completion of each core boring.
7. Grout all borings and cap pavement core holes with low-shrink grout mix/or asphalt cold patch as needed.
8. Thoroughly clean work areas of loose debris, soils cuttings, mud, etc.

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Florida License No. 6486

9. Record any surface/subsurface anomalies detected or observed.

10. Provide core and SPT samples, cores, field logs, etc. to AID representative. No engineering and/or laboratory testing is included.

Basis of Proposal

This proposal is provided with the understanding that the work will be able to be performed concurrently without interruption. Standby time is not included in this proposal.

If it is believed that there is a potential for interruption to the services, please inform Tierra so that adjustments to the proposal fee can be made.

Closing

Tierra appreciates the opportunity to be of service to AID. Please contact our office should any additional information be required.

Respectfully Submitted,

TIERRA, INC.

Daniel R. Ruel, P.E.
Geotechnical Engineer

Larry P. Moore, P.E.
Principal Geotechnical Engineer

Item Description	Unit	Unit Price	Quantity	Total
Geotechnical Field Investigation				
612-Geo Mobilization Drill Rig Truck Mount	Each	$ 350.00	1	$ 350.00
418-Geo Drill Crew Support Vehicle	Day	$ 160.00	5	$ 800.00
Geo SPT Truck 0-50 Ft	LF	$ 12.90	96	$ 1,238.40
Geo Grout Boreholes- Truck 0-050 Ft	LF	$ 5.25	96	$ 504.00
434-Geo Ground Penetrating Radar (GPR)	Day	$ 2,800.00	3.5	$ 9,800.00
305-Concrete Pavement Coring - 4" Dia	Each	$ 110.00	11	$ 1,210.00
606-Mobilization Concrete Coring	Each	$ 250.00	1	$ 250.00
Engineering and Technical Support Services				
Engineer	Hour	$ 131.39	6	$ 788.34
Engineering Intern	Hour	$ 90.66	18	$ 1,631.88
Engineering Technician	Hour	$ 80.54	24	$ 1,932.96
Senior Engineer	Hour	$ 183.73	2	$ 367.46
Sr Engineering Technician	Hour	$ 96.97	10	$ 969.70
Senior Designer	Hour	$ 117.32	4	$ 469.28
Night Work Expenses				
Lighting stations, additional personnel	Day	$ 500.00	5	$ 2,500.00
Total Estimated Fee (Daytime)				$ 20,312.02
Total Estimated Fee (Night-time)				$ 22,812.02

AECOM DESIGN WORK SCOPE FOR THE RUNWAY 9-27 REHABILITATION AT THE BROOKSVILLE-TAMPA BAY REGIONAL AIRPORT

1. Confer with and provide general consultation and advice with respect to project electrical requirements, phasing, schedules, and other pertinent design requirements of the Project.

2. Attend project kick-off meeting with Client to discuss the scope of the project and other pertinent issues.

3. Collect engineering data and undertake field investigation defined as follows:

   a. Collect record drawing engineering data from Client. Review the information and prepare field electrical survey requirements for project design.

   b. Complete a visual inspection of the equipment shelter and LOC/DME system. Complete a visual inspection of the Airfield Vault to assess circuit routing and location of new 4KV regulator for RGL's and Wigwag lights. Complete a visual inspection of Runway 9 Secondary Wind Sock to determine suitability for relocation.

   c. Coordinate and discuss relocation requirements with the existing ILS Maintenance Contractor. Document specific requirements related to the existing system. This proposal assumes that the Maintenance Contractor will remove and relocate the equipment within the equipment shelters via a separate contract with the Airport.

4. Program Verification /Schematic Design

   a. Develop schematic drawings that show the LOC/DME location, propose maintenance/service road, LOC critical area and penetrations to the critical area.

   b. Assist AID in preparation of the CSPP as it's related to the LOC/DME relocation, maintenance/service road and TWY A1 penetrations to the LOC critical area. Prepare needed exhibits for submittal to OE/AAA website, including follow-up coordination as required.

   c. Prepare design development construction cost estimate of the NAVAID relocation and lighting/signage of critical area.

5. Develop detailed design drawings for the project airfield lighting modifications and NAVAID relocation. Anticipated drawings include:

   - Electrical Key Map Electrical Legend and Notes
     Existing Conditions and Demolition Plans

- LOC/DME Shelter
- LOC Antenna Array foundations
- DME Antenna removal
- Power and Communications/controls to Antenna Array/DME antenna
- Runway 9 Secondary Wind Cone

- New LOC/DME Site Location and Circuitry Plans

  - LOC/DME New Site Improvements
  - New Shelter and Equipment Racks
  - LOC Array Foundation, Conduits & Details
  - DME Antenna Relocation
  - Power Circuits to Shelter
  - Communications and Control Circuits
  - Runway 9 Secondary Wind Cone Relocation
  - Critical Area Signage & Lighting (Wigwags and RGL's) on Taxiway A1 (2 locations)

- Interface to ATCT Controls, if necessary
- Interface to Airfield Vault
- Airfield Vault Plan
- Lighting and Electrical Details
- Home Run Circuitry Plan

6. Develop contract technical specifications.

7. Develop relocation cost estimates.

8. Coordinate equipment removal and re-installation with BKV Maintenance Contractor.

9. Assist Airport Staff with coordination of ILS re-certification and Flight Check.

10. Attend project review meetings with Client (2 anticipated).

11. Complete quality control review for plan submittals at 30%, 60%, 90% and final documents.

12. Assist AID with Bid & Award (Addendums: Specification & drawing changes related to the LOC/DME relocation, answer questions or RFI's).

Assumptions:

1. AID will keep AECOM informed of any specific Client requirement for the project.

2. AID will provide copies of pertinent documents, reports, plans, specifications, photography, standard forms and other similar data available to the Client that are required by AECOM for the proper performances of our services. Related to the Localizer and DME, it is our understanding that record drawings are not available so additional field effort is included in this proposal to obtain the necessary information for relocation design.

3. AID will perform or arrange to have specialty consultants perform, all necessary test borings, sub-surface investigations, testing of soil samples and engineering surveys as may be required in the areas in which the design work is to be completed.

4. AID will provide payment of permit application fees as necessary to complete submittal requirements to respective management agencies.

5. AID will provide security clearance and/or an authorized escort for access to the project area within the AOA.

6. The Client will contract with its Maintenance Contractor or a qualified Contractor for the removal of all electronic equipment (LOC/DME), storage of such equipment if needed, re-installation of said equipment, burn-in and repair of equipment and calibration of the equipment during the FAA flight check. The Client will pay for these services.

7. The Client will coordinate with the FAA for the LOC/DME/GS flight check and pay FAA all fees associated for flight check and commissioning of the equipment. AECOM will support this activity as needed. AECOM assumes that changes to the ILS approach procedure will not be required.

8. AECOM assumes that all FCC licenses for the LOC/DME and control/monitoring equipment is up to date and no coordination with FCC is required.

AECOM

RWY 9 LOC/DME Relocation Design Work Scope

MANHOUR AND LABOR COST ESTIMATE

LOCATION : Brookville-Tampa Bay Regional Airport (BKV)

PROJECT : Runway 9-27 Rehabilitation

CONTRACT NO.

Prepared 4/8/20

Prepared By: EF

Multiplier = 2.7

EMPLOYEE CLASSIFICATION	Sr. Electrical Engineer Rate : $190.00		Electrical Engineer Rate : $140.00		Senior Electrical Designer Rate : $140.00		Clerical Rate : $70.00		TOTAL Hours	TOTAL Fee
TASK DESCRIPTION	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount		
Task 1: Confer/Provide general consultation and advise	4	$760.00	4	$560.00					8	$1,320.00
Task 2: Attend Project Kick-off meeting	4	$760.00							4	$760.00
Task 3: Collect Engineering Data and undertake Field Investigation										
a. Collect record drawings and engineering data from client	4	$760.00	4	$560.00			4	$280.00	12	$1,600.00
b. Complete a visual inspection of the Equipment Shelter, LOC/DME System and Airfield Vault	8	$1,520.00	8	$1,120.00					16	$2,640.00
c. Coordinate relocation requirements with LOC/DME Maintenance Contractor	4	$760.00	4	$560.00					8	$1,320.00
Task 4: Program Verification/ Schematic Design										
a. Prepare Design Development drawings of LOC/DME relocation	4	$760.00	4	$560.00	12	$1,680.00	4	$280.00	24	$3,280.00
b. Assist AID in preliminary CSPP and Exhibits for submital via OE/AAA	2	$380.00			4	$560.00			6	$940.00
c. Prepare Design Development Estimate of Construction Cost for NAVAIDS	8	$1,520.00			8	$1,120.00			16	$2,640.00
Task 5: Develop detailed design drawings for the relocation of the LOC/DME System										
a. Electrical Key Map, Electrical Legend and Notes	1	$190.00	1	$140.00	8	$1,120.00			10	$1,450.00
b. Existing Coditions and Demolition Plans										
LOC/DME Shelter	2	$380.00			10	$1,400.00			12	$1,780.00
LOC Antenna Array Foundations	2	$380.00			10	$1,400.00			12	$1,780.00
DME Antenna Removal	2	$380.00			10	$1,400.00			12	$1,780.00
Power / Communication & Control Circuits	1	$190.00	4	$560.00	10	$1,400.00			15	$2,150.00
RWY 9 Secondary Wind Cone	1	$190.00	1	$140.00	8	$1,120.00			10	$1,450.00
Critical Area Signage & Lighting	1	$190.00	1	$140.00	8	$1,120.00			10	$1,450.00
c. New Location Site and Circuitry Plans										
LOC/DME New Site Improvements	2	$380.00	6	$840.00	8	$1,120.00			16	$2,340.00
Relocate Shelter & Equipment Racks	2	$380.00	8	$1,120.00	8	$1,120.00			18	$2,620.00
LOC Antenna Array Foundations, Conduits & Details	2	$380.00	8	$1,120.00	12	$1,680.00			22	$3,180.00
DME Antenna Relocation	2	$380.00	8	$1,120.00	12	$1,680.00			22	$3,180.00
Power circuits to Shelter	2	$380.00	8	$1,120.00	12	$1,680.00			22	$3,180.00
Communication and Control Circuits	2	$380.00	8	$1,120.00	12	$1,680.00			22	$3,180.00
RWY 9 Secondary Wind Cone Relocation	2	$380.00	0	$0.00	8	$1,120.00			10	$1,500.00
Critical Area Signage & Lighting (WigWags & RGL's)	8	$1,520.00	4	$560.00	16	$2,240.00			28	$4,320.00
d. Interface to ATCT Controls	4	$760.00	4	$560.00	12	$1,680.00			20	$3,000.00
e. Interface to Airfield Vault	2	$380.00	8	$1,120.00	8	$1,120.00			18	$2,620.00
f. Airfield Vault Plan	2	$380.00	8	$1,120.00	12	$1,680.00			22	$3,180.00
g. Lighting and Electrical Details	2	$380.00	4	$560.00	12	$1,680.00			18	$2,620.00
h. Home Run Circuitry Plan	2	$380.00	4	$560.00	4	$560.00			10	$1,500.00
Task 6: Develop contract technical specifications	4	$760.00	4	$560.00			10	$700.00	18	$2,020.00
Task 7: Develop relocation cost estimates	8	$1,520.00	4	$560.00	8	$1,120.00	4	$280.00	24	$3,480.00
Task 8: Coordinate equipment removal and re-installation with BKV Maintenance Contractor	2	$380.00	4	$560.00			2	$140.00	8	$1,080.00
Task 9: Assist Airport Staff with coordination of ILS re-certification and Flight Check	8	$1,520.00	4	$560.00			4	$280.00	16	$2,360.00
Task 10: Attend project review meetings with Client (2 anticipated)	8	$1,520.00							8	$1,520.00
Task 11: Complete quality control review for plan submittals at 30%, 60%, 90% and final Docs	12	$2,280.00	8	$1,120.00	4	$560.00			24	$3,960.00
Task 12: Bid & Award Support	8	$1,520.00	4	$560.00	4	$560.00	2	$140.00	18	$2,780.00
TOTAL SERVICES	132	$25,080.00	137	$19,180.00	240	$33,600.00	30	$2,100.00	539	$79,960.00

Coastal engineering associates, inc.
Engineering
Planning
Surveying
Environmental
Transportation
Construction Management

Agreement for Services

To: American Infrastructure Development, Inc. **Date: 04/20/2020**

Attn: Mohsen Mohammadi, Ph.D., PE, Principal

From: Burt Bennett, Director **Coastal Job# P-1186**

Description: Runway 9-27 Rehabilitation

SCOPE OF WORK:

Task 1 ***Surveying Services***

1. General:

   The project consists of the following:

   1.1. Pavement Rehabilitation of Runway 9-27 (7,000 feet by 150 feet)

   1.2. Removal of obstructions in the Runway Safety Area (RSA), Runway Object Free Area (ROFA) and Primary Surface. RSA is 500 wide and extends 1,000 feet beyond the runway end. ROFA is 800 feet wide. Primary Surface is 1,000 feet wide.

   1.3. Re-grading of runway shoulders and RSA, as required.

   1.4. Construction of a new Taxiway Connector

   1.5. Relocation of the service road crossing the runway

   1.6. Relocation of Runway 9 Localizer

   Field survey data shall provide adequate data on the existing grades, utilities, pavements, structures, etc., See below for approximate survey limits.

2. Services:

   2.1. Establish construction baseline grid. Locate existing runway, and taxiways centerlines. Locate centerline of existing road and intersecting road/taxiway centerlines. Locate PC and PT of pavement fillets.

   2.2. Airfield Runway and Taxiway Connectors shall be surveyed in accordance with the Field Data Collection and Geographic Information System (GIS) Standards in FAA Advisory Circular 150/5300-18B – General Guidance and Specifications for submission of Aeronautical Surveys to NGS. Geo-referenced imagery is not required for this survey activity.

   2.3. Locate/Recover Airport Primary and Secondary Control Stations (PACS and SACS)

2.4. Locate nails at Runway ends to establish the Runway length and orientation

2.5. Airfield pavement areas shall be surveyed on a 25' grid with elevations taken on existing grid points, edges of pavements, ground shots at edges of pavements, and at all grade breaks, including visible depressions.

2.6. Locate centerline of all airfield pavements within the survey limits

2.7. Establish a baseline along the service road crossing the Runway. Survey cross sections along the road at 50' intervals. Transverse elevations along each section shall be taken at the centerline, edge of pavement, ground shots at edge of pavements and at all grade breaks and at a minimum of 25' intervals. Topographic survey of grassed areas within the survey limits on a 50' x 50' grid.

2.8. Locate upper and lower end, including invert elevations and pipe material and size, of all culverts, storm drains and sanitary sewer lines passing through limits of survey. Locate all drainage and sewer structures within survey limits including top and invert elevations, and invert elevations of connecting pipes.

2.9. Areas off pavement shall be surveyed on a 50' grid with elevations taken on existing ground at grid points and all grade breaks. Elevations shall be taken to define all swales.

2.10. Locate the limits of the stockpile area, elevations, trees (type, size, height), and other objects within the RSA, ROFA, and the Primary Surface

2.11. Locate all pavement joints in P.C.C. pavement.

2.12. Locate all runway, taxiway and apron edge lights including type of light (base or stake mounted).

2.13. Locate of all signs, including sign message and description of type of sign and any concrete sign base/footer.

2.14. Locate of all duct banks, cables, and utilities including but not limited to waterline, telephone, electric, NAVAIDs (Glide slope, Localizer, PAPI's, MALSRs) and FAA control and communication cable.

2.15. Locate of all pavement markings.

2.16. Locate of all other features which lie in the survey zone.

2.17. Products

2.17.1. Provide topographic survey maps of area identified above with 0.5-foot contours and all elevation shots. Maps will show field survey information as described in each item. The maps will be at a scale to best display the information. Two final prints signed and sealed by a professional land surveyor registered in the State of Florida shall be submitted.

2.17.2. Provide a DTM file (*.DXF format) compatible for use with the computer program AutoCAD Civil 3D. All survey points shall have a descriptor identifying the shot as a pavement, edge of pavement, ground, ground at edge of pavement, etc.

2.17.3. Provide Survey and Quality Control Plan

2.17.4. Provide weekly project status reports

2.17.5. Final Project Survey Report detailing the information that was used to develop the Survey including project photographs of SACS, PACS and monuments.

2.18. Survey Accuracy:

2.18.1. Elevations of pavement, structures, inverts, and paved swales to nearest 0.01 foot.

2.18.2. Elevations of non-paved areas to nearest 0.1 foot.

2.18.3. Horizontal location of all features to nearest 0.1 foot. Horizontal location of utility structures, lights, and small slabs shall be referenced to center of structure. Structure locations and large slabs shall be referenced to a minimum of 2 corners.

2.18.4. Runway Profile Points on 10-foot stations

2.18.5. All vertical controls shall be referenced to North American Vertical Datum of 1988 (NGVD1988).

2.18.6. All horizontal controls shall be referenced to the NAD1983 State Plane Coordinate System.

2.18.7. Primary and Secondary Airport Control Stations (PACS and SACS) established by the National Geodetic Survey at the airport should be utilized.

3. Items Excluded from this Proposal

3.1. Boundary survey work

3.2. Excavation and probing for underground lines, conduits, or obstructions

3.3. Aerial photography of the sites

4. Schedule

All work is to be complete within 60 consecutive calendar days of the date of Notice-to-Proceed.

Task 2 Stormwater Engineering

1. Survey/Environmental Verification
   a. Perform a field inspection to complete a visual inspection of the site.
   b. Meet and coordinate with the survey and geotechnical team members to determine the civil survey requirements.

2. Contract Documents (60%)
   a. Preparation of Survey Control Plan
   b. Preparation of Geotechnical/Boring Location Plan

c. Preparation of Drainage Plans and Drainage Detail sheets.
d. Preparation of stormwater post modeling and coordinate with AID on 60% contract documents.

3. Contract Documents (100%)
   a. Preparation of Staking and Demolition Plan
   b. Preparation of Drainage Plans and Drainage Detail Sheets.
   c. Respond to review comments and prepare 100% construction plan sheets.

Task 3 **SWFWMD Stormwater Permit Preparation** – Coordinate with SWFWMD on stockpile area and site grading. Preparation of permitting package for project to include stockpile area, ILS service road to both Glide Slope and the Localizer. Submit package to SWFWMD for permitting.

Task 4 **Environmental Survey and Permitting** – Provide an environmental survey of the new Localizer location and the stockpile area to assess the presence of endangered or protected species and active or dormant tortoise burrows. Applicable gopher tortoise relocation, abandonment, or take permits will be scoped separately pending the results of the survey.

PROFESSIONAL FEES:

Please See Attached **EXHIBIT "B" FEE SCHEDULE**

If the above scope and fees meet with your approval, please indicate in the space provided below and return a signed copy.

AUTHORIZED:

Signature: _____ Date: _____

Name & Title: _____
(please print)

copies: Project Manager
Accounting
File

Client Name: American Infrastructure Development, Inc.
Address: 3810 Northdale Blvd., Ste. 170
Tampa, FL 33624
(813) 374-2200

SURVEY SCOPE OF WORK
RUNWAY 9-27 REHABILITATION AND EXTENSION
BROOKSVILLE-TAMPA BAY REGIONAL AIRPORT

1. General:

   The project consists of the following:

   1.1. Pavement Rehabilitation of Runway 9-27 (7,000 feet by 150 feet)

   1.2. Removal of obstructions in the Runway Safety Area (RSA), Runway Object Free Area (ROFA) and Primary Surface. RSA is 500 wide and extends 1,000 feet beyond the runway end. ROFA is 800 feet wide. Primary Surface is 1,000 feet wide.

   1.3. Re-grading of runway shoulders and RSA, as required.

   1.4. Extension of Runway 9-27 by 1,000 feet

   1.5. Construction of a new Taxiway Connector

   1.6. Relocation of the service road crossing the runway

   1.7. Relocation of Runway 9 Localizer

Field survey data shall provide adequate data on the existing grades, utilities, pavements, structures, etc., See below for approximate survey limits.

2. Services:

   2.1. Establish construction baseline grid. Locate existing runway, and taxiways centerlines. Locate centerline of existing road and intersecting road/taxiway centerlines. Locate PC and PT of pavement fillets.

   2.2. Airfield Runway and Taxiway Connectors shall be surveyed in accordance with the Field Data Collection and Geographic Information System (GIS) Standards in FAA Advisory Circular 150/5300-18B – General Guidance and Specifications for submission of Aeronautical Surveys to NGS. Geo-referenced imagery is not required for this survey activity.

   2.3. Locate/Recover Airport Primary and Secondary Control Stations (PACS and SACS)

   2.4. Locate nails at Runway ends to establish the Runway length and orientation

2.5. Airfield pavement areas shall be surveyed on a 25' grid with elevations taken on existing grid points, edges of pavements, ground shots at edges of pavements, and at all grade breaks, including visible depressions.

2.6. Locate centerline of all airfield pavements within the survey limits

2.7. Establish a baseline along the service road crossing the Runway. Survey cross sections along the road at 50' intervals. Transverse elevations along each section shall be taken at the centerline, edge of pavement, ground shots at edge of pavements and at all grade breaks and at a minimum of 25' intervals. Topographic survey of grassed areas within the survey limits on a 50' x 50' grid.

2.8. Locate upper and lower end, including invert elevations and pipe material and size, of all culverts, storm drains and sanitary sewer lines passing through limits of survey. Locate all drainage and sewer structures within survey limits including top and invert elevations, and invert elevations of connecting pipes.

2.9. Areas off pavement shall be surveyed on a 50' grid with elevations taken on existing ground at grid points and all grade breaks. Elevations shall be taken to define all swales.

2.10. Locate the limits of the stockpile area, elevations, trees (type, size, height), and other objects within the RSA, ROFA, and the Primary Surface

2.11. Locate all pavement joints in P.C.C. pavement.

2.12. Locate all runway, taxiway and apron edge lights including type of light (base or stake mounted).

2.13. Locate of all signs, including sign message and description of type of sign and any concrete sign base/footer.

2.14. Locate of all duct banks, cables, and utilities including but not limited to waterline, telephone, electric, NAVAIDs (Glide slope, Localizer, PAPI's, MALSRs) and FAA control and communication cable.

2.15. Locate of all pavement markings.

2.16. Locate of all other features which lie in the survey zone.

2.17. Products

2.17.1. Provide topographic survey maps of area identified above with 0.5-foot contours and all elevation shots. Maps will show field survey information as described in each item. The maps will be at a scale to best display the information. Two final prints signed and sealed by a professional land surveyor registered in the State of Florida shall be submitted.

2.17.2. Provide a DTM file (*.DXF format) compatible for use with the computer program AutoCAD Civil 3D. All survey points shall have a descriptor identifying the shot as a pavement, edge of pavement, ground, ground at edge of pavement, etc.

2.17.3. Provide Survey and Quality Control Plan

2.17.4. Provide weekly project status reports

2.17.5. Final Project Survey Report detailing the information that was used to develop the Survey including project photographs of SACS, PACS and monuments.

2.18. Survey Accuracy:

2.18.1. Elevations of pavement, structures, inverts, and paved swales to nearest 0.01 foot.

2.18.2. Elevations of non-paved areas to nearest 0.1 foot.

2.18.3. Horizontal location of all features to nearest 0.1 foot. Horizontal location of utility structures, lights, and small slabs shall be referenced to center of structure. Structure locations and large slabs shall be referenced to a minimum of 2 corners.

2.18.4. Runway Profile Points on 10-foot stations

2.18.5. All vertical controls shall be referenced to North American Vertical Datum of 1988 (NGVD1988).

2.18.6. All horizontal controls shall be referenced to the NAD1983 State Plane Coordinate System.

2.18.7. Primary and Secondary Airport Control Stations (PACS and SACS) established by the National Geodetic Survey at the airport should be utilized.

3. Items Excluded from this Proposal

3.1. Boundary survey work

3.2. Excavation and probing for underground lines, conduits, or obstructions

3.3. Aerial photography of the sites

4. Schedule

All work is to be complete within 60 consecutive calendar days of the date of Notice-to-Proceed.

RUNWAY 9-27 PHASE 1 REHABILITATION (DESIGN ONLY)
EXHIBIT "B" FEE SCHEDULE

TASK	PROJECT ACTIVITY	Cliff Manuel, PE Principal Engineer		Brian Mainberg, PE Project Manager		Sr. Project Engineer		Sr. Designer		Burt Bennett Construction PM		Joe Callaman Sr. Envir. Scientist		Gary Smith, PSM Sr. Land Surveyor		JD Hall Sr. Survey Technician		Survey Crew		Candi Rentro Clerical Admin.		Basic Activity	Man Hrs by Activity	Avg Hrly Rate
		Man Hrs	Cost	Man Hrs	Cost	Man Hrs	Cost	Man Hrs	Cost	Man Hrs	Cost	Man Hrs	Cost	Man Hrs	Cost	Man Hrs	Cost	Man Hrs	Cost	Man Hrs	Cost	$ AMOUNT		
1	Runway 9-27 Rehabilitation Topo Survey	10	$ 170.00		$132.00		$110.00		$ 90.00	38	$165.00	5	$110.00	50	$ 110.00	80	$ 85.00	216	$132.00	10	$ 55.00	$ 49,882.00	409	$121.96
2	Stormwater Engineering	4	$ 170.00	16	$132.00	20	$110.00	40	$ 90.00	4	$165.00	5	$110.00		$ 110.00		$ 85.00		$132.00	4	$ 55.00	$ 10,022.00	93	$107.76
3	SWFWMD Permitting	4	$ 170.00	20	$132.00	52	$110.00	30	$ 90.00	4	$165.00	8	$110.00		$ 110.00		$ 85.00		$132.00	8	$ 55.00	$ 13,720.00	126	$108.89
4	Environmental Survey & Permitting	1	$ 170.00	1	$132.00		$110.00	8	$ 90.00		$165.00	30	$110.00		$ 110.00		$ 85.00		$132.00	2	$ 55.00	$ 4,432.00	42	$105.52

SUB-TOTAL HOURLY COSTS $ $ 78,056.00

Out-of-Pocket Expenses (actual cost - not to exceed) $ $1,500.00

NOT TO EXCEED TOTAL LUMP SUM COST $ $ 79,556.00

Firm Name: Coastal Engineering Associates, Inc.

Signature:

Clifford E. Manuel, Jr., PE, President
(Printed Name and Title)

(Date)

AMERICAN INFRASTRUCTURE DESIGN, INC.

(Department Name)

(Authorized Signature)

Mohsen Mohammadi, Principal

(Date)

(Printed Name and Title)

(Printed Name and Title)

RUNWAY 9-27 EXTENSION
BROOKSVILLE-TAMPA BAY REGIONAL AIRPORT

Exhibit A - Scope of Work

The Hernando County (Owner) intends to extend Runway 9-27 at Brooksville-Tampa Bay Regional Airport (BKV.) American Infrastructure Development, Inc. (AID) has been selected to provide professional services for the Design services for this project. The Owner has acquired FDOT funding for the design of this project, which will begin in the Fall of 2020. Construction is anticipated in a future year once the Environmental Assessment is complete. The following provides a detailed scope of work for this project.

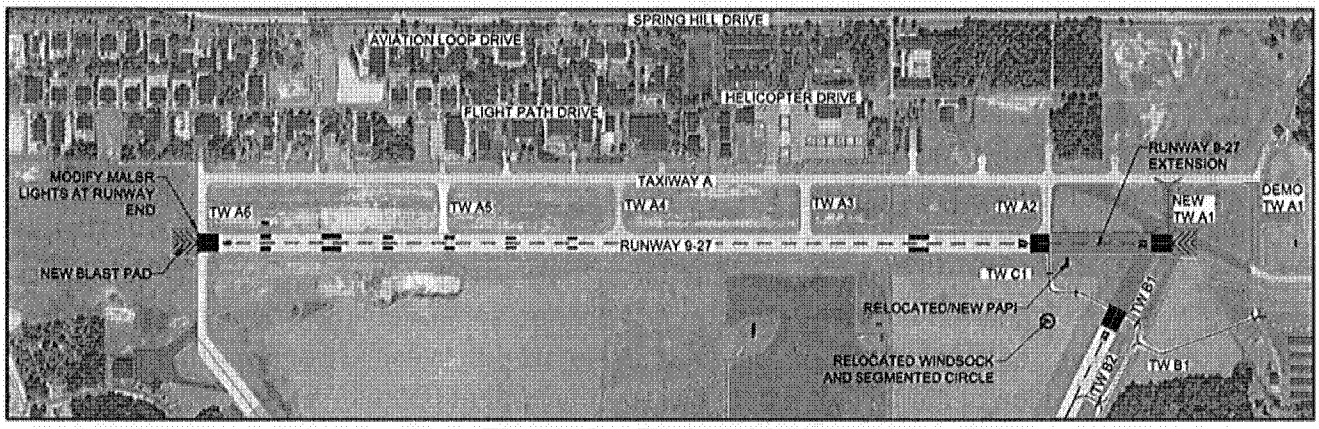

Figure 1 – Project Limits

1.0 Project Description

Runway 9-27 is 7,001 feet long and 150 feet wide. The County anticipates increased operations by larger aircraft requiring additional runway length. The County has begun an Environmental Assessment for this runway extension. This study is anticipated to be completed by August of 2021 with the FAA approving a FONSI (findings of no significant impact.) The recently completed Master Plan and the approved Airport Layout Plan propose a 1,000-foot extension of Runway 9-27 to the east. In addition, a new Taxiway Connector will be constructed to provide access from the new runway end to Taxiway A.

Runway 9-27 edge lighting and signage were recently upgraded. The currently system will be modified based on the new runway end and connector taxiways. It is anticipated that Runway 9 Localizer will be relocated prior to the Runway Extension and as part of Runway 9-27 Rehabilitation project.

The current scope of work includes the design for the following specific project elements:

1.1 Extend Runway 27 by 1,000 feet
1.2 Construct a Taxiway Connector from Runway 27 end to Taxiway A

1.3 Remove Taxiway A1
1.4 Relocate existing Runway 27 PAPI (or install a new PAPI)
1.5 Install new REIL's on Runway 27
1.6 Modify Runway/Taxiway lighting and signage
1.7 Construct new blast pads (and modify MALSR and runway end lights as required)
1.8 Relocate of the segmented circle and wind sock

The estimated construction cost for the above items is $3.9M.

2.0 Scope of Work

Scope of Work will generally include the following:

2.1. Preparation of design submittals for review and approval at 30%, 60%, 90% and 100% construction contract documents (to include survey, geotechnical reports, Construction Safety Phasing Plan, and all applicable permits)
2.2. Provide bidding documentation (plans and specifications) and support as described in accordance with local, FDOT and FAA guidelines
2.3. Preparation of the Engineer's Report and construction cost estimates
2.4. Grant Assistance
2.5. Obstruction Evaluation / Airport Airspace Analysis (OE/AAA)
2.6. Base bid and Bid Additives. This project may be separated into one or multiple bid additives at the time of Bid. One or multiple bid additives may be awarded for construction at the time of Bid and will be dependent upon the available funding at the time. Additive Bids may include the construction of the blast pads, installation of the REIL's, and the installation of a new PAPI system in lieu of relocation (depending on the condition of the PAPI system.)

3.0 Basic Services

Phase 1 – Program Verification. The AID Team will perform the following tasks under this phase:

1. Coordinate and attend a Pre-Design meeting with the Airport, FAA, FDOT and the Air Traffic Control Tower (ATCT) on project issues such as design alternatives, project phasing, construction staging, Safety Risk Management study (SRM), budget, and schedule.
2. Confer and provide general consultation and advice with respect to the project requirements, budget, schedules and other pertinent design requirements of the project
3. Compile and review project related documents
4. Perform a field inspection to complete a visual inspection of the site, electrical system, and electrical vault to determine the condition of the existing pavements, equipment, lighting and signage

5. Evaluate segmented circle and wind sock relocation and verify the proposed location reflected in the approved Master Plan.
6. Meet and coordinate with the survey and geotechnical team members to determine the civil and electrical survey requirements.
7. Determine number and locations of pavement cores.
8. Prepare a preliminary construction schedule taking into account weather and air traffic conditions.
9. Identify any additional information that may be required from field investigations or other agencies

AID will provide a written narrative of the findings in the Program Verification phase upon completion of this task.

Phase 2 – Design Development (30%)

Following the Program Verification phase and the receipt and review of survey and completion of the geotechnical investigation, AID will proceed with the 30% level design and plans production. AID will visit the site to field verify the survey information and address any comments received during the Program Verification phase. Specifically, the following tasks will be performed under this phase:

1. Preliminary pavement design using bituminous asphalt surface course
2. Field verify survey information
3. Preliminary phasing analysis
4. Prepare 30% drawings which will include existing conditions, horizontal and vertical control, demolition, pavement geometry, erosion control, and electrical/NAVAIDs
5. Update the construction cost estimate
6. Update the construction schedule
7. Prepare Preliminary Engineer's Report
8. Identify any modifications to FAA standards
9. Prepare an outline of technical specifications

Deliverables: AID will submit electronic (PDF) copies of 30% drawings and a Preliminary Engineer's Report to the Owner for review. AID will proceed with the 60% level contract documents upon receipt of review comments from the Owner.

Phase 3A – Contract Documents (60%)

During this phase. AID will continue with the design and preparation of the construction drawings and specifications. Specifically, the following tasks will be performed under this phase:

1. Finalize the pavement design for the Runway and Taxiway Connector
2. Evaluate the construction sequence and update the phasing plan
3. Prepare 60% level drawings, which will include the following sheets:
    a. Cover Sheet

b. Project Site/Layout Plan
c. Project Survey Control Plan
d. Geotechnical/Boring Location Plan
e. Project Safety Plan
f. Project Phasing/Construction Sequencing Plan
g. General/Safety Notes Plan
h. Typical Sections
i. Staking and Demolition Plans
j. Paving, Grading, and Drainage Plans
k. Runway and Taxiway Connector Profiles
l. Pavement Marking Plans
m. Marking Details
n. Electrical Key Map
o. Electrical Demolition
p. Lighting and Signage Plans and Details
q. PAPI Relocation Plan and Details
r. Segmented Circle and Wind Sock Relocation Plan and Details

4. Review and revise construction cost estimate
5. Review and revise construction schedule
6. Update the Engineer's Report
7. Meet with SWFWMD (Pre-Application)
8. Prepare Draft Technical Specifications

Deliverables: AID will submit electronic (PDF) copies of 60% drawings and a Draft Engineer's Report to the Owner for review.

Phase 3B – Contract Documents (90%)

AID will proceed with the final construction documents including finalizing the construction phasing plan. At this stage, the construction cost estimate and the construction schedule will be updated and finalized, and the Engineer's Report will be completed.

The Project Manual, which will contain front-end documents, FAA General Provisions, Technical Specifications, and the geotechnical report, will also be completed. In addition, 90% construction drawings will be prepared including:

a. Cover Sheet
b. Project Site/Layout Plan
c. Geotechnical/Boring Location Plan
d. Project Safety Plan
e. Project Phasing/Construction Sequencing Plan
f. General/Safety Notes Plan
g. Project Key Sheet

h. Typical Sections
i. Staking and Demolition Plans
j. Paving, Grading and Drainage Plans
k. Runway and Taxiway Connector Profiles Plan
l. Paving Details
m. Pavement Marking Plans
n. Electrical Key Map
o. Electrical Demolition
p. Lighting and Signage Plans and Details
q. PAPI Relocation Plans and Details
r. Segmented Circle and Wind Sock Relocation Plans and Details.

Deliverables: AID will submit electronic copies of the 90% contract documents to the Owner, and one (1) hard copy to FDOT and the FAA for their review. Hardcopy will consist of 11x17 drawings and one (1) 8 ½ x 11" Project Manual. The Final Engineer's Report and Cost Estimates will also be submitted to the Airport and FDOT. AID will meet with the Owner, the FDOT, the FAA, and tenants, as necessary, to address any final comments regarding the construction of this project.

Phase 3C – Contract Documents (100%)

Upon receipt of final comments from the Owner, the FDOT and the FAA, AID will proceed with the preparation of the bidding documents. This effort includes incorporating comments by updating the construction drawings, project manual (front-end documents, general provisions, and technical specifications), Engineer's Report, construction cost estimate, and construction schedule. Signed and sealed contract documents will be submitted to the Owner.

Deliverables: AID will submit one (1) full-size and two (2) 11"X17" signed and sealed copies of the 100% contract documents to the Owner.

Phase 4 – Bidding and Award Services (Not included)

Phase 5 – Construction Administration Services (not included)

4.0 Special Services

In addition to the Basic Services described herein, AID or one of its subconsultants will provide the following special services required under this contract:

1. SWFWMD Stormwater Permit Preparation – AID and Coastal will coordinate with SWFWMD for the stormwater permitting associated with the Runway Extension, new Taxiway Connector, and demolition of the existing Taxiway A1. As part of the Decoupling project, impervious credits were approved by SWFWMD for the removal of

815 feet of Runway 21 and demolition of Taxiway B1. The new permit will incorporate this impervious credit to help avoid construction any treatment facilities.

2. Environmental Survey and Permitting – Not included as the Airport is currently conducting an Environmental Assessment for this project.

3. Geotechnical Evaluation – AID will provide a full geotechnical report including the design elements listed below. Tierra Inc. will provide technical and field support to AID for obtaining the Geotechnical soil borings and other field related data. See Attached Geotechnical Scope – **Exhibit C**. In addition, due to the documented presence of previous anomalies and sinkhole activity along Taxiway A, a full ground penetrating radar (GPR) scan of the Runway extended centerline and taxiway connector will be performed by one of AID's qualified subconsultants.

4. Airspace Checklist – AID will assist the Airport in the preparation of the Airspace Checklist and submit same to the FAA, via the OE/AAA web portal, in conjunction with a Construction Safety and Phasing Plan. AID will submit multiple points and associated data to clearly identify the different elements of the project, including construction staging areas, haul routes, and specific construction sites for FAA's review and approval.

5. Construction Safety and Phasing Plan – AID will prepare and submit the Construction Safety and Phasing Plan (CSPP) to the FAA in conjunction with the Airspace Checklist described above. The CSPP will contain the safety details, construction work times, and phasing requirements specific to this project and the Airport.

6. Grant Assistance – AID will assist the Airport in the preparation of FDOT monthly (or quarterly) Reports. AID will also assist in the preparation of the Grant Pre-application documentation for the FAA, if necessary. Once the project has been bid, and final construction costs are received, AID will assist in the preparation of the final Grant Application if funded by the FAA.

7. Safety Risk Management Process – AID will prepare for and attend a Safety Risk Management hearing with the FAA and the ATCT to discuss the impacts to the airfield during this project. Comments generated from the SRM process will be incorporated into the safety and phasing plans for the project. Objectives for this process will be to define identify any potential hazards or consequences that may occur as a result of construction. The SRM will identify the risks of the project from a safety perspective and evaluate any further action that may be necessary to mitigate any unacceptable risks and hazards.

8. AGIS Survey – A pre-construction AGIS survey is not included at this time since the actual date of construction is not known. AID will coordinate with the Airport ahead of the bidding phase to prepare an amendment for this work prior to construction so that

the information can be presented to the FAA for re-establishing the approaches on Runway 9-27.

9. ALP Update – AID will update the 2015 ALP set as part of this project and submit via OE/AAA for FAA approval. This will include incorporating the Runway 27 extension, new Taxiway Connector, ILS and NAVAIDs relocation, elements of the decoupling project (Taxiways C1 and B1), and Taxiway A5.

5.0 Subconsultants

1. Airfield Electrical/NAVAIDs Engineering – AECOM will provide all engineering associated with relocation/replacement of Runway 27 PAPI, installation of REIL's on Runway 27, modifications to the MALSR's due to the construction of the blast pad at Runway 9 end, and the electrical items associated with the wind sock relocation, as described in **Exhibit D**.

2. Topographic Survey – Coastal will provide topographic survey for the extension of Runway 9-27 and construction of a new Taxiway Connector. Detailed scope of survey is included in **Exhibit E.**

3. Geotechnical Evaluation and Geophysical Investigation – Tierra, Inc. will provide support services for the geotechnical and geophysical evaluation of the Runway. AID will use the data collected by Tierra to provide a recommendation on the pavement design. Detailed geotechnical investigations performed by Tierra and AID are provided in **Exhibit C**.

6.0 Schedule

This schedule is based on an approximate NTP in August 2020 for the design phase services of this project. The project schedule does not include review phases from the owner, FAA, or stormwater agencies. Comments from stakeholders will be incorporated into the project documents as they are received at each design milestone submittal.

Design Phase	Complete Within
Program Verification and Field Investigations	60 Days
Design Development (30%)	45 Days
Contract Documents (60%)	60 Days
Contract Documents (90%)	30 Days
Contract Documents (100%)	15 Days
Total Design Phase	**225 Days**

Exhibit B: Fees

TASK		Totals
Basic Services (Lump Sum)		
Phase 1 -	Program Verification	$15,176.00
Phase 2 -	Design Development (30%)	$44,136.00
Phase 3A -	Contract Documents (60%)	$72,712.00
Phase 3B -	Contract Documents (90%)	$64,194.00
Phase 3C -	Contract Documents (100%)	$19,544.00
Phase 4 -	Bidding and Award Services - Not Included	$0.00
Phase 5 -	Construction Phase Services - Not Included	$0.00
Electrical Design (AECOM)		$78,680.00
	Total Basic Services:	**$294,442.00**
Special Services (Lump Sum)		
1	Geotechnical Investigations and GPR (AID and Tierra)	$21,947.00
2	Topographic Surveys (COASTAL)	$10,900.00
3	SWFWMD Coordination and Permitting (COASTAL)	$16,184.00
4	Environmental Site Survey (COASTAL)	$0.00
5	Grant Services During Design (Pre-App, Grant App, Quarterly Reports)	$3,536.00
6	Prepare CATEX	$1,588.00
7	Construction Safety and Phasing Plan (CSPP) and Airspace Evaluation (OE/AAA)	$9,280.00
8	SRM Coordination (ATCT and FAA)	$7,884.00
9	ALP Set Update	$12,476.00
	Total Special Services:	**$83,795.00**
Reproduction Expenses		
	Reproduction (Lump Sum)	$1,000.00
	SWFWMD Permit Fees (Allowance)	$2,500.00
	Total Expenses:	**$3,500.00**
Total Design Fees:		**$381,737.00**

Exhibit B: Fees

TASK	Project Principal	Project Manager	Senior Engineer	Engineer/ Planner	Designer	Clerical	Totals
	$214.00	$184.00	$162.00	$133.00	$92.00	$78.00	
Phase 1 - Program Verification							
1 Compile and Review Project related Documents			2	4	2	2	10
2 Perform a Field Inspection and Verify As-Builts			4	4			8
3 Meet with the FAA and FDOT		16					16
4 Meet with ATCT (Initial discussions)		4					4
5 Review and Confirm Initial Cost Estimates		2	2		2	2	8
6 Meet and Coordinate with the Owner	2	8	8	2		2	22
10 Determine Number and locations of Cores			2				2
11 Meet and Coordinate with Subconsultants		2	2	4		2	10
12 Coordinate and Attend a Pre-Design Meeting		4	4			2	10
13 Prepare a Preliminary Construction Schedule			2			2	4
14 Identify Permit Requirements			2	2		2	6
Total Labor Hours:	2	36	28	16	4	14	100
Total Labor Costs:	$428.00	$6,624.00	$4,536.00	$2,128.00	$368.00	$1,092.00	$15,176.00
Phase 2 - Design Development (30%)							
1 Review Geotech Report and Evaluate Findings			2	2			4
2 Perform a Site Visit to Verify Survey		2	4	4	4		14
3 Preliminary Pavement Design		2	4	4			10
4 Preliminary Phasing Analysis		4	8	8			20
5 Prepare 30% Drawings							
a Cover Sheet				2	2		4
b Project Site/Layout Plan			2	2	4		8
c Project Key Sheet				2	4		6
d Survey Control Plan			2	2	4		8
e Typical Sections			2	2	8		12
f Phasing Plan		2	2	8	16		28
g Staking/Demolition Plans			4	16	24		44
h Paving and Grading Plans			4	16	24		44
i Paving Details			2	4	8		14
j Segmented Circle & Wind Sock Relocation Plan			2	2	8		12
l Electrical Plans			4	4	8		16
6 Update Construction Cost Estimate		2	4		4	2	12
7 Update Construction Schedule			2	2			4
8 Prepare Preliminary Engineer's Report		2	4	16	8	8	38
9 Identify any Modification to Standards		2	2				4
10 Prepare outline of Technical Specifications			4	4		8	16
11 Quality Review		8					8
12 Submit 30% Documents			2	4	8	8	22
13 General Coordination with Owner	2	4	4				10
Total Labor Hours:	2	28	64	104	134	26	358
Total Labor Costs:	$428.00	$5,152.00	$10,368.00	$13,832.00	$12,328.00	$2,028.00	$44,136.00

Exhibit B: Fees

	TASK	Project Principal	Project Manager	Senior Engineer	Engineer/ Planner	Designer	Clerical	Totals
		$214.00	$184.00	$162.00	$133.00	$92.00	$78.00	
Phase 3A - Contract Documents (60%)								
1	Finalize Pavement Design		2	8	4			14
2	Evaluate Construction Sequence and Phasing		2	4	16	4		26
3	Review Owner and other Comments		2	4	8	4		18
4	Prepare 60% Drawings							0
	a Cover Sheet				2	2		4
	b Project Site/Layout Plans				4	8		12
	c Project Survey Control Plans				4	8		12
	d Geotechnical/Boring Location Plan					2		2
	e Project Safety Plan		2	2	4	16		24
	f Phasing/Construction Sequencing Plan		4	8		24		36
	g General Notes Plan			2	4	8		14
	h Project Key Sheet			2		4		6
	i Typical Sections			2	4	8		14
	j Staking and Demolition Plans		2	2	4	16		24
	k Paving and Grading Plans		8	8	24	32		72
	l Drainage Plans and Details			4	8	24		36
	m Pavement Marking Plans		2	8	16	24		50
	n Segmented Circle and Wind Sock Relocation Plan			2	8	24		34
	o Marking Details			2	4	8		14
	p Electrical Plans			2		8		10
5	Update Construction Cost Estimate			2	2	4	2	10
6	Update Construction Schedule			4			2	6
7	Update Engineer's Report			4	24	4	8	40
8	Prepare Draft Front-End Documents			4	16		24	44
9	Prepare Draft Specifications				8			8
10	Quality Review		8					8
11	Submit 60% Documents			4	4	8	4	20
12	Permit Review and Coordination			8	4	4		16
13	General Coordination with Owner	4	16	4				24
	Total Labor Hours:	4	48	90	172	244	40	598
	Total Labor Costs:	$856.00	$8,832.00	$14,580.00	$22,876.00	$22,448.00	$3,120.00	$72,712.00

Exhibit B: Fees

TASK	Project Principal	Project Manager	Senior Engineer	Engineer/ Planner	Designer	Clerical	Totals
	$214.00	$184.00	$162.00	$133.00	$92.00	$78.00	
Phase 3B - Contract Documents (90%)							
1 Finalize Construction Cost Estimate			4	4	8	2	18
2 Finalize Construction Schedule			2		4		6
3 Finalize Engineer's Report			8	16	4	8	36
4 Prepare 90% Drawings							0
a Cover Sheet					2		2
b Project Site/Layout Plan					2		2
c Project Survey Control Plan					2		2
d Geotechnical/Boring Location Plan					2		2
e Project Safety Plan				8	4		12
f Phasing/Construction Sequencing Plan		2	4	8	16		30
g General Notes			4		4		8
h Project Key Sheet					2		2
i Typical Sections			2	4	8		14
j Staking and Demolition Plans			2	4	16		22
k Paving and Grading Plans		4	8	32	48		92
l Drainage Plans and Details			8	24	40		72
m Cross Sections			2	4	16		22
n Pavement Marking Plans		2	4	8	16		30
o Marking Details			2	2	4		8
p Segmental Circle and Wind Sock Relocation Plan			2	4	8		14
q Electrical Plans			2	4	8		14
5 Complete Front-End Documents			8	16		16	40
6 Complete Technical Specifications			8	24		16	48
7 Quality Review		8					8
8 Submit 90% Documents			4	8	8	8	28
9 General Coordination with Owner	4	8					12
Total Labor Hours:	4	24	74	170	222	50	544
Total Labor Costs:	$856.00	$4,416.00	$11,988.00	$22,610.00	$20,424.00	$3,900.00	$64,194.00
Phase 3C - Contract Documents (100%)							
1 Incorporate Final Review Comments		2	8	16	8	16	50
2 Prepare and Submit Final Bid Documents		8	16	24	64	8	120
Total Labor Hours:	0	10	24	40	72	24	170
Total Labor Costs:	$0.00	$1,840.00	$3,888.00	$5,320.00	$6,624.00	$1,872.00	$19,544.00
Phase 4 - Bidding and Award Services - Not Included							
Phase 5 - Construction Phase Services - Not Included							
Electrical Design (Localizer and wind cone) (AECOM)							$78,680.00
Total Fees (Lump Sum):							**$294,442.00**

Exhibit B: Fees

		Project Principal	Project Manager	Senior Engineer	Engineer/ Planner	Designer	Clerical	Total Hours	Total Dollars
		$214.00	$184.00	$162.00	$133.00	$92.00	$78.00		
Special Services (Lump Sum)									
1	Geotechnical Investigations and GPR (AID and Tierra)								$21,947.00
2	Topographic Surveys (COASTAL)								$10,900.00
3	SWFWMD Coordination and Permitting (COASTAL)								$16,184.00
4	Environmental Site Survey (COASTAL)								$0.00
5	Grant Services During Design (Pre-App, Grant App, Quarterly Reports)		2	8			24	34	$3,536.00
6	Prepare CATEX		2		8		2	12	$1,588.00
7	Construction Safety and Phasing Plan (CSPP) and Airspace Evaluation (OE/AAA)		4	8	40	4	20	76	$9,280.00
8	SRM Coordination (ATCT and FAA)	2	8	24		16	8	58	$7,884.00
9	ALP Set Update		4		44	64		112	$12,476.00

Total Fees - Special Services (LS) $83,795.00