

Statement of Qualifications for

# ENGINEERING AND CONSULTING SERVICES FOR VENICE MUNICIPAL AIRPORT

**RFQ NO. 3057-17**

APRIL 13, 2017

**ORIGINAL**



**PREPARED FOR:**



**City of Venice**  
401 West Venice Avenue, Room #204  
Venice, FL 34285

**PREPARED BY:**



**Mohsen Mohammadi, Ph.D., P.E.**  
**Project Manager**  
3810 Northdale Boulevard, Suite 170  
Tampa, FL 33624  
(813) 374-2200

## RFQ NO. 3057-17

ENGINEERING AND CONSULTING SERVICES FOR  
VENICE MUNICIPAL AIRPORT



April 13, 2017

Mr. Jon Mayes  
Finance - Purchasing Department  
City of Venice  
401 W. Venice Avenue  
Venice, Florida 34285

Subject: Request for Qualifications – Engineering and Consulting Services  
Venice Municipal Airport

Dear Mr. Mayes:

Please accept this letter as a response to your Request for Qualifications (RFQ) for Engineering and Consulting Services for the City of Venice at Venice Municipal Airport (VNC). We look forward to the opportunity to continue our longstanding relationship with the City of Venice. American Infrastructure Development, Inc. (AID) has been providing similar services to the City at Venice Municipal Airport for more than six years. We are immediately available and eager to work on this Contract. We have prepared our submittal in strict accordance with the format and submission requirements presented in the RFQ.

Our Team will be led by Mohsen Mohammadi, Ph.D., P.E., who will be the primary contact with the City and VNC. We believe that AID is the right firm to work with the City and the Airport. We have the in-house capabilities to provide all the Airport Engineering Design services necessary to successfully complete this project. We are supported by the following firms that will complement our capabilities:

- **SchenkelShultz Architecture – Architectural Services**
- **Hillers Electrical Engineering, Inc. – Airfield Electrical Services**
- **Hyatt Survey Services, Inc. – Survey Services**
- **Atkins – Environmental Services**
- **Terracon – Geotechnical Services**

We have successfully collaborated with these Team members on other projects at VNC and other airports. As a Team, we have a proven track record for providing exceptional service to you and our other clients. Our commitment to *Quality, Service, and Integrity* has helped us produce successful projects at VNC on schedule and within budget. If selected, we will commit to exceed your expectations and will successfully complete your projects. We hope that, as you review our Proposal, you will accept AID as the best suited to assist the City with your Work Program at the Airport.

We would greatly appreciate the opportunity to be selected for this Contract and to maintain our continued working relationship with your Airport and City staff. If you have any questions or require additional information regarding this Letter of Interest, please contact our Project Manager, Mohsen Mohammadi, directly at (813) 244-6609 or me at (813) 374-2200.

Sincerely,  
American Infrastructure Development, Inc.

A handwritten signature in blue ink that reads 'Sabina C. Mohammadi'.

Sabina C. Mohammadi  
President – CEO



## QUALIFICATIONS AND EXPERIENCE

American Infrastructure Development, Inc. (AID) was established in February 2009 by Sabina C. Mohammadi, President-CEO, to provide airports with comprehensive Engineering and Planning Services. Since its inception, AID has established six office locations throughout Florida, including one in Venice, and one office in St. Croix, USVI.

As the Lead Firm, AID will provide the overall Project Management and Engineering Design Services necessary to successfully complete this Contract.

Our goal is to continue to provide the City with excellent service while meeting the budget and schedule parameters established for your projects. We are always committed to making your goals and interests our priority and have demonstrated this on several Airfield Engineering Design projects at Venice Municipal Airport (VNC), including the Runway 13-31 Runway Protection Zone Improvements and EMAS project; Taxiways A and C Rehabilitation; Runway 4-22 (now 5-23) Rehabilitation and Taxiway E Relocation; and numerous other projects.



Our commitment to client satisfaction and our technical expertise, combined with our exceptional management practices, proves that we will be a valuable asset VNC. We are the right size firm and have the adequate resources and support services to assist the City with this contract. AID has a local office at the Airport and uses this office as a base for operations on all construction projects at VNC.

AID's comprehensive management approach has worked well on our past projects and establishes a foundation that includes the Venice Municipal Airport staff, the Design Team, and other stakeholders, such as your tenants. We base our Project Approach on our Mission Statement, which is based on these values: **Communication, Quality, and Service.**

**Communication** must occur in all phases of the design, from the program verification with the City through the final closeout of the project. From the onset of a project, effective coordination between the City, the Airport, the FAA, the FDOT, and the Design Team will ensure that it is in fact feasible, fundable, and constructible. The experience of our Project Manager, Mohsen Mohammadi, Ph.D., P.E., and our supporting staff allows the City and Airport staff to feel confident that this Contract will be managed as though the AID Team is an extension of your staff.

As stated in our Mission Statement, AID is committed to a high **Quality** process, which is the key to successful projects. By implementing our Quality Control (QC) Process, AID has successfully designed and constructed several projects at VNC and other airports that have exceeded expectations. For instance, the FDOT awarded the City of Venice with the VNC Runway 4-22 (now 5-23) Rehabilitation Project as the General Aviation Airport Project of the Year in 2013. AID is honored to have led the project Team which worked diligently with the City and Airport Staff to make that project and every other project at the Airport a success.



Providing exceptional **Service** to our clients has always been one of the cornerstones of AID. We are committed to making your success our priority. We continue to commit to an immediate and effective response to all your needs. AID has a proven track record for client service with the City of Venice as well as with our other clients. This can be confirmed when you contact our references. Mohsen will dedicate as much time as necessary to work with the Airport to maintain open and clear communication, to maximize quality, and to ensure client service and responsiveness.



Our Engineers, Planners, and Designers have provided a variety of services to our clients during the past several years. Services have included, but are not limited to:

- ➔ Airport General Consulting
- ➔ Runway and Taxiway Design
- ➔ Commercial Apron Pavement Rehabilitation
- ➔ New Taxiways and Apron Design
- ➔ Airport Entrance Roadway Rehabilitation
- ➔ Security (Wildlife) Fencing Design
- ➔ Stormwater Modeling and Permitting
- ➔ Airport and Land Use Planning
- ➔ Construction Phase Services
- ➔ Geotechnical Engineering
- ➔ FAA and FDOT Grant Assistance

The following pages will provide specific information on our experience working with the City of Venice in the areas of airport engineering, architectural, planning, and environmental services.

## EXPERIENCE AT VENICE MUNICIPAL AIRPORT

AID has worked with the City of Venice for over six years at Venice Municipal Airport. The City completed a Master Plan Update and Airport Layout Plan Update in 2011. AID was selected by the City of Venice in 2010 as a Consultant to the Airport to help implement the Master Plan that was in its final stages of approval by the City, the FAA and the FDOT.

AID worked with the Airport Staff to help verify the airfield pavement conditions and prioritize the proposed improvements at the Airport based on the FAA and the FDOT funding availability and the condition of the pavements. AID assisted the Airport in verifying the cost estimates established in the Master Plan to help with updating the JACIP and prepared FAA Pre-Applications and Grant Applications to maximize the use of available FAA Discretionary Funding for these projects.

A few of these projects are listed below for reference showing the vast knowledge AID has accumulated since 2010. An overall exhibit showing the Master Plan Implementation Program is provided on the following page. More detailed information for these projects is also provided in the following pages, including the role AID and its proposed subconsultants had on each project.

For all the FAA funded projects, AID has assisted the Airport with the preparation of FAA Pre-Applications and Grant Applications, FAA Quarterly Reports, and FAA Grant closeout process. In addition, all the design and bidding phase schedules were streamlined to ensure that the deadlines established by the City Council and the FAA Grants were met.

- ➔ Runways and Taxiways Pavement Evaluations
- ➔ Runway 4-22 (5-23) Reconstruction, Runway Safety Area and Object Free Area Improvements, Taxiway E Realignment, and Removal of effluent Ponds east of Runway 4-22

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ENGINEERING AND CONSULTING SERVICES FOR  
VENICE MUNICIPAL AIRPORT



- Taxiways A and C Reconstruction
- Runway 13-31 Safety Improvements, including the EMAS
- Apron Reconstruction
- Shade Hangar Rehabilitation
- T-Hangar Design
- Airport Layout Plan Updates
- Obstruction Evaluation
- Airport Floodplain Study and Stormwater Master Plan Update and Conceptual Permit
- Apron Expansion (at Suncoast Air Center)





## Runway 4-22 (5-23) Reconstruction, RSA and ROFA Improvements, and Taxiway E Realignment

As Engineer of Record and Prime Civil Designer, AID prepared design plans for the reconstruction of Runway 4-22 (now 5-23). The project included improvements to the Runway Safety and Object Free Areas, requiring the relocation of the airfield security fencing, relocation of the golf course driving range which was located on the approach to Runway 5, and additional modifications to the golf course.

Two effluent ponds located on the east side of the airport were removed to help reduce wildlife attractants. In addition to the runway rehabilitation, the project included the reconstruction of Taxiway B connector from Runway 5-23, which provides access to the Midfield Tie-Down Apron.

As part of the project, AID prepared a Modification to FAA Design Standards to allow the City to use Cold-In-Place Recycling of the surface and base material to be mixed and used for a stabilized base. This process provided the City with significant cost savings & reduced environmental impacts, such as reduction of truck movements through City streets, disposal of existing materials in landfills, and use of more natural resources to construct a new base course.



AID prepared the FAA Pre-Application & Grant Application. A CATEX was also prepared and submitted to the FAA and an Airspace checklist was prepared and submitted to the FAA.

**Subconsultants:** Terracon (formerly Dunkelberger) assisted in the geotechnical investigations and Quality Assurance Testing during construction. Atkins assisted in the wetland delineations, environmental permitting, and topographic surveys. Hillers assisted in all the airfield electrical design (LED lighting and signage) and Navigational Aids (NAVAIDS) design.

**Project Relevance:** Familiarity with FAA design guidelines; Modifications to FAA design standards; Planning and Environmental studies; airfield operations; and Construction Management.

## Taxiways A and C Reconstruction

AID was the Engineer of Record and responsible for all airfield and civil design as well as Construction Administration Services for this project. Taxiway A was realigned to provide the required Object Free Area (OFA) between the taxiway centerline and the tie-down locations on the adjacent Public Use Apron. The centerline was shifted approximately 17 foot to the south and reconstructed along with portions of the adjacent apron to the limits of the OFA to allow the future reconstruction of the Public Use Apron to take place without interrupting traffic to Taxiway A.

The Realignment of the southern portion of Taxiway C was also necessary due to recent FAA design guidelines. At the intersection with Taxiways D and E, Taxiway C was reconfigured to avoid the condition of providing a pilot more than three choices at an intersection, known as “Three-Node Concept”. A detailed phasing plan was required to minimize impact to airport operations.



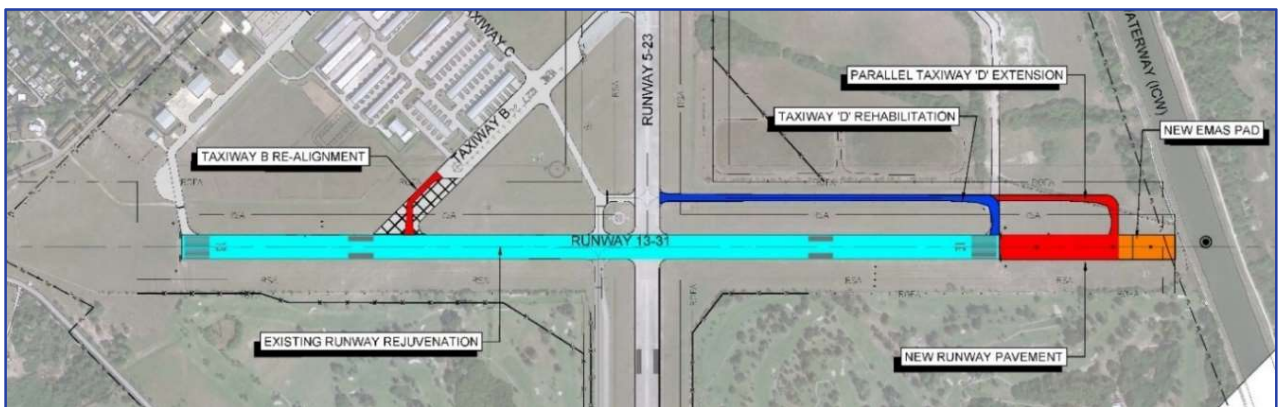


**Subconsultants:** Terracon (formerly Dunkelberger) assisted in the geotechnical investigations and Quality Assurance Testing during construction. Atkins assisted in the topographic surveys and electrical design.

**Project Relevance:** Familiarity with FAA design guidelines; Modifications to FAA design standards, airfield operations; and Construction Management.

## Runway 13-31 Safety Area Improvements

AID was the Engineer of Record and responsible for the airfield and civil design aspects of this project, as well as Construction Administration Services. The scope of the project was to displace the existing runway threshold due to the existing impacts to the Runway 13 Runway Protection Zone (RPZ), while maintaining the existing utility of the 5,000 foot of runway. This was achieved by extending the pavement on Runway 31 end to the south and displacing the threshold on the Runway 13 end. By establishing Declared Distances, shifting the Runway to the south, and the construction of an Engineered Materials Arrestor System (EMAS), 24 single-family homes were removed from the limits of Runway 13 RPZ. The project included the extension of Taxiway D to the south end of Runway 13-31 and the installation of LED lighting and signage and PAPI's.



As part of this project, AID designed a new Connector Taxiway B (400 x 35 foot plus tapers) which included demolition of sections of pavement on the abandoned east-west runway to Runway 13-31 and adjacent to the Midfield Tie-Down Apron. Taxiway B is a part of the abandoned Runway 9-27 of the original air base that preceded Venice Municipal Airport. Taxiway B did not meet the FAA geometric standards due to a wide expanse of pavement and angled connection to Runway 13-31. It was reconstructed to the limits of the Runway Object Free Area as part of this project. The reconstruction of Taxiway B included the removal of all existing pavement that was no longer needed and the reconstruction of a single connection meeting the new FAA standards.





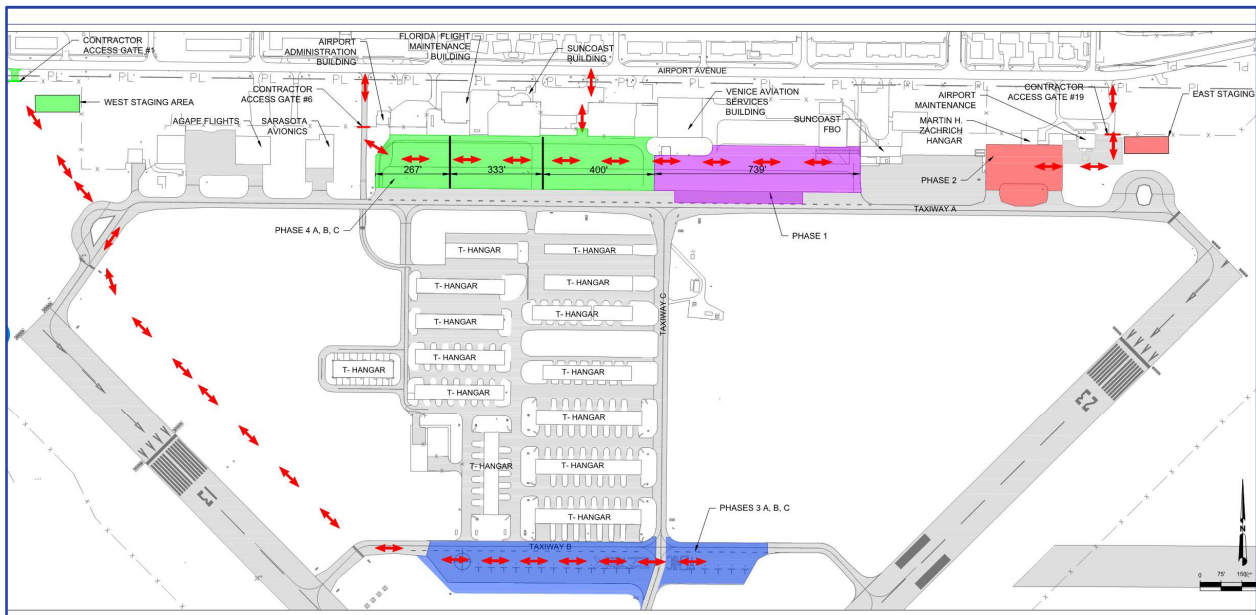
**Subconsultants:** Terracon (formerly Dunkelberger) assisted in the geotechnical investigations and Quality Assurance Testing during construction. Atkins assisted in the environmental permitting (including gopher tortoise survey and relocation), topographic surveys, and electrical design.

**Project Relevance:** Familiarity with FAA design guidelines; Modifications to FAA design standards, airfield operations; environmental studies and permitting; and construction management.

## Reconstruct Public Use and Mid-Field Aprons

AID recently completed the design for the reconstruction of the Public Use Aprons north of the airfield and the mid-field apron. The project consists of the removal of existing concrete and asphalt pavements and replacement with approximately 57,000 square yards of new pavement. The project includes the reconfiguration of existing tie-downs and taxilanes to meet the FAA design guidelines.

The project is bid using a Base Bid and two Additive Bids to ensure maximum use of available FAA Discretionary funds. Also, multiple construction phasing has been included in the bid documents to minimize impact to tenants and airport operations. The construction of this project is anticipated to begin in September 2017. With the completion of this project, the Airport would complete the rehabilitation or reconstruction of all the runways and taxiways.



**Subconsultants:** Terracon (formerly Dunkelberger) assisted in the geotechnical investigations and Quality Assurance Testing during construction.

**Project Relevance:** Familiarity with FAA design guidelines; Modifications to FAA design standards; and airfield operations.

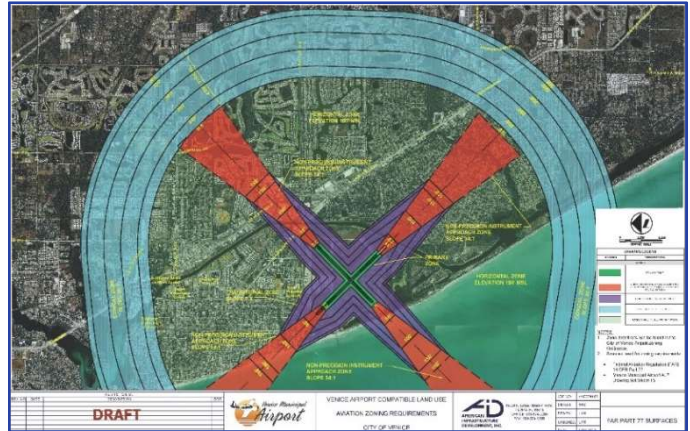




## Airport Planning Services

AID has served the Airport and the City of Venice on several planning projects, including:

- ➔ Runway length analyses and displaced thresholds
- ➔ Declared distance planning for runways
- ➔ Runway safety area studies, threshold siting analyses, runway approach plans and profiles
- ➔ Hangar, apron, and airplane parking layouts
- ➔ Taxiway geometry enhancements
- ➔ Navigational aid siting and implementation
- ➔ Oversight of field surveys for wildlife species
- ➔ Floodplain study, stormwater master plan updates, effluent pond assessment and removal plan, gopher tortoise relocation
- ➔ Land use planning and zoning
- ➔ Airport zoning ordinance and comprehensive plan amendment
- ➔ Wildlife attractant review
- ➔ Conceptual planning for airport perimeter road



- ➔ Airspace analysis and approach surveys
- ➔ Golf course conceptual planning and modifications
- ➔ Two ALP Updates
- ➔ EA for shifting of Runway 13-31 RPZ improvements and EMAS installation
- ➔ Public involvement programs
- ➔ Grant planning and administration

**Project Relevance:** Diverse On-Call Airport Planning Tasks, Declared Distance Planning and Displaced Threshold Analysis for Obstructions, Comprehensive Plan Amendments, Airport Zoning Ordinance, Land use planning – golf course redesign to relocate driving range, Sustainable Planning Alternatives

## Airport Floodplain Study

This project included the collection and merging of project data from various airport projects during the past decade. Finished grade surfaces from each project were developed and merged with existing terrain data to create a comprehensive model of the airport topography. This revised surface data along with field reconnaissance information was used to update and correct the 2,900-acre Island of Venice stormwater model.

Once revised, the model was used to calculate the 100-year storm flood levels and the revised floodplain map was prepared. The project involved coordination and meetings with several stakeholder organizations, including the City of Venice, Southwest Florida Water Management District, and the Federal Emergency Management Agency. As part of this project, the City of Venice was advised on problem flooding areas near the airport and potential mitigation strategies.





**Project Relevance:** Stormwater Analysis and Modeling, Agency Coordination

### Update of Airport Master Drainage Plan

Project included the planning and design of stormwater management for the northeast portion of the airport. The design utilized regional stormwater facilities to replace existing facilities and free up developable land for future development. Establishing the design involved multiple stages of coordination and reporting among agencies, including the City of Venice, the Southwest Florida Water Management District, the Florida Department of Transportation, and the Federal Aviation Administration.

Historic permits and agreements were researched to establish the treatment capacity of existing facilities and ensure the regional facilities will be sized to replace them. The plan methodology was reviewed and approved by the stakeholder organizations and the master plan was finalized.



**Project Relevance:** Stormwater Analysis and Modeling, Agency Coordination

### T-Hangar Rehabilitation

The project consisted of the demolition of an existing 14,400 square-foot Metal Hangar, including all Metal R-Panel Roofing, Roof Purlins, Eave Struts, Soffit Panels, Closures and Trim, Metal R-Panel Siding, Support Framing and existing Metal Demising Walls, all Doors (Sectional Overhead, Bi-Fold Hangar and Personnel), Windows, associated Electrical Components attached to or associated with the Structure, East and West End Walls, Gutter System, and Structural Main Frames.

Following the demolition, the New Shade Hangar Building consisted of all new Rigid Frames, Purlins, Girts, and R-Panel Metal Roofing. The new Roofing System was comprised of Metal R-Panels, Galvanized Roof Purlins, and all Eave Struts, Closures and Trim. The new construction also included new aircraft "tie-downs", installation of electrical components, new LED lighting, and the installation of all required fire apparatuses.

**Project Relevance:** Facilities renovation





## EXPERIENCE ON SIMILAR PROJECTS AT OTHER AIRPORTS

### Fixed Based Operator Facility – Palm Beach International Airport

AID was responsible for the Civil/Site design for a new FBO Facility at Palm Beach International Airport. The project included the design of a new entrance road, parking facility, 12-inch waterline, 4-inch sanitary sewer line, aircraft parking apron, taxiway, airport service road, and modifications to Belvedere Road median and markings. The project also included the modifications to the intersection traffic signals, turn lane modifications/extensions, culvert design and permitting, landscaping, and high mast lighting on the apron and parking lot. Permitting effort included coordination with the South Florida Water Management District, Water/Utilities Department, Health Department, Fire Marshal, County Engineering, Traffic, and Drainage Departments, as well as County Right-of-Way Use Permit. An Airspace Checklist was also submitted to the FAA. Additionally, AID provided Construction Administration Services on this project.



SchenkelShultz was the Architect for the construction of the FBO Facility, including the design of a 10,000 Square-foot FBO building. AID worked closely with SchenkelShultz during the planning, design, and construction of this facility.



**Project Relevance:** FBO Building design, Asphalt and Concrete Pavement Design, Aircraft Hardstand and Taxiway Design, Drainage Design and Permitting, Roadway and Parking Lot Design, Roadway Intersection Improvements, Utilities Design and permitting, Agency Coordination, and Construction Administration



### Airport Administration Building – Boca Raton Airport

AID and SchenkelShultz have provided General Engineering and Architectural Services at Boca Raton Airport under the Master Consulting Agreement. Projects include airfield related improvement and facilities such as the new Airport Administration offices (**LEED® Silver Certified**), Customs and Border Protection Facility (currently under construction), Airport Traffic Control Tower Renovations, and Airport utilities corridor study.



### General Aviation Terminal and Hangar – Page Field Airport

The new general aviation terminal and multi-use aircraft hangar was designed by SchenkelShultz using an architectural style reminiscent of a historical 1940's time-period, which signifies the beginning of Page Field operations as an Air Force Base. The **LEED® Certified** terminal building accommodations:

- ➔ Public lobby with cafe and gift shop
- ➔ Rental car agency counters
- ➔ Pilot lounge, recreation space, and quiet area
- ➔ Flight planning
- ➔ Community seminar room
- ➔ Operations and administration offices and conference room

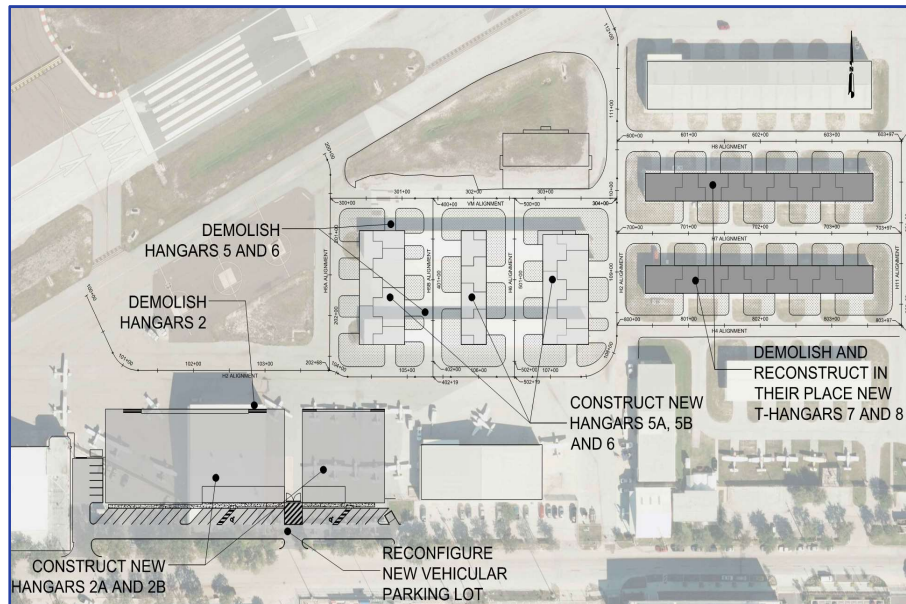


As a tribute to the role that the Page Field Airport played in servicing our country, historical posters, and artifacts are featured throughout the facility. A full-size model of an P-51 Mustang is displayed from the ceiling in the main two-story lobby and a fully restored T-6 Texan Aircraft is displayed outside the main entry of the terminal.



## Hangar Development – Albert Whitted Airport

AID serves as the General Consultant (GEC) for the City of St. Petersburg at Albert Whitted Airport. As part of the GEC contract, AID has been involved with numerous projects including the design of five rows of T-Hangars and two maintenance hangars, taxilanes, tie-down aprons, vehicular parking, and stormwater facilities. The projects are designed to accommodate the City's Sustainable Green Initiative, Downtown Waterfront Master Plan, City's Stormwater Regulations, and Land Development Regulations.





## Runway 7-25 and South Connector Taxiways Rehabilitation – Albert Whitted Airport

AID provided Professional Engineering Services (design and construction administration) for this airfield project. The design included the rehabilitation of the inner 75-foot width of the existing 100-foot wide runway, sealcoating the outboard sections to retain the pavement for future use, reconstruction/realignment of the existing taxiway connectors, and re-establishing displaced thresholds, PAPI locations, and evaluation of the safety areas as part of the FAA's required safety area analysis for new runway projects.



Rehabilitation techniques included a combination of mill and overlay, full-depth reclamation, new construction, and sealcoating. New LED lighting and signage were also installed.

Full-Depth Reclamation of the existing pavements on the connector taxiways and a portion of the runway were utilized. Connector taxiways were relocated and resized with fillets and tapers adjusted to meet the new FAA design guidelines. The construction was phased to maintain aircraft operations on Runway 18-36. Night-time construction was required at the intersection of the two runways to maintain daytime aircraft operations on Runway 18-36. AID also verified and updated the existing declared distances on Runway 7-25 and prepared a Runway Safety Area Analysis, which is required by the FAA on all new runway-related projects.

**Subconsultants:** Hillers assisted in all the airfield electrical design (LED lighting and signage) and Navigational Aids (NAVAIDS) design.

**Project Relevance:** Familiarity with FAA design guidelines; Modifications to FAA design standards, airfield operations; and construction management.



## KNOWLEDGE OF AGENCIES REGULATIONS, POLICIES, AND PROCEDURES

### FAA and FDOT



AID utilizes the FAA and the FDOT standards and regulations for planning, environmental, engineering, and other studies on a day-to-day basis. Our thorough knowledge of these standards allows the application of these important requirements to all our airport projects. Our working relationships with the FAA Orlando Airports District Office (Krystal Ritchey) and the FDOT District 1 (Kristi Smith) are helpful in completing projects. We have a reputation with these agencies for using innovative approaches to find solutions that work and save money.



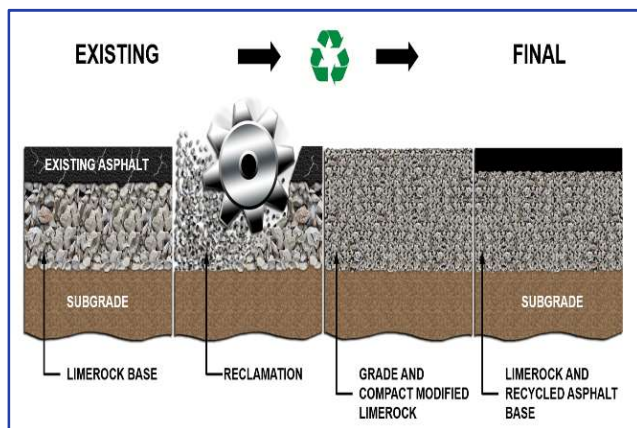
AID continuously monitors updates to the FAA Orders and Engineering Briefs and the FAA Advisory Circulars, such as the recently updated Airport Design Circular and the FAA Contract Provisions.

AID takes pride in assisting all our airport clients with potential business development, pre-planning strategies, and discussions with the FAA and the FDOT to maximize available funds and project budgets. AID is known for our resourcefulness and assistance in securing grants for airport projects. Much of AID's success with clients is due to being proactively involved, able to determine what sources of funding are available, and how the funding can be obtained for each project. Our success is based on tracking the federal and state grant process, deadlines and eligibility, and submittal requirements.

We prepare the documentation, coordinate with the agencies, and follow-up on a continual basis. Our assistance does not end when the grant has been awarded. We assist with all project grant administration requirements from start to grant closeout, including Pre-Applications, Grant Applications, JACIP, Grant Quarterly Reports, DBE Reporting, and Grant Closeout Documentation.

We have also prepared the Obstruction Analysis and Airport Airspace Analysis (OE/AAA) on our airfield projects, addressing temporary and permanent facilities. We are well-versed in this online process and have successfully received approvals on all studies we have prepared.

Through this system, AID has worked with Venice Municipal Airport to request and receive approval of Modifications to the FAA Design Standards to address specific site conditions or materials used for construction, such as cold in-place recycled base course.





Our Project Team, and specifically our Project Manager, have shown all our clients the level of familiarity and experience they have in working with the FAA on a variety of challenges related to airfield geometrics, construction materials, Construction Safety and Phasing, and grant funding.

### Southwest Florida Water Management District (SWFWMD)

AID has worked with Venice Municipal Airport, Albert Whitted Airport, and St. Pete-Clearwater International Airport to update their Stormwater Master Plans and to plan drainage facilities using the new general permit for stormwater management systems serving airside activities at airports. This new rule attempts to minimize pond sizes on airports. AID implemented these approaches on several airport projects, including our recent projects at Venice Municipal Airport (Apron Expansion for Suncoast Air Center) and at St. Pete-Clearwater International Airport (Taxiway Construction). The construction of 30-foot paved shoulders along a 9,000-foot taxiway was permitted through SWFWMD without any new water quality treatment ponds. We are also currently in the process of updating the Stormwater Master Plan for Albert Whitted Municipal Airport using these new stormwater rules.

## DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

American Infrastructure Development, Inc. is a qualified and certified **DBE** Firm under the Florida Unified Certification Program. AID is also committed to partnering with other DBE firms on this Contract. We believe that it is important to select businesses that are qualified and can meet your specific needs on potential task assignments.

We have a second DBE certified company as a part of our Team, as summarized in the following table. As the Prime consultant on this project, the AID team will exceed the City's DBE goals.

Firm Name	DBE	Role	% Estimate
American Infrastructure Development, Inc.	DBE (Prime)	Project Management, Airfield Design, Site/Civil, Drainage Design, Airport Planning	65%
Hyatt Survey Services	DBE	Topographic Surveys	5%
Total DBE Utilization (%)			70%

As a DBE, AID understands the importance of rapid invoicing and payment, as well as insurance requirements. AID will work with our Team members to find feasible solutions to any challenges that may be encountered. As a small, woman-owned business, AID has previously encountered similar challenges with having to adhere to high insurance limits, which are not proportionate to the portion of work to be performed. Therefore, we are sensitive to the needs and issues of other small businesses and minority-owned firms – specifically DBE firms.

Recent examples of DBE Participation are shown below, demonstrating that we are committed and willing to work with the Airport to achieve your contracting goals and opportunities.





## AID EXAMPLE - DBE RECENT PROJECT PARTICIPATION

Project	Services	DBE
Venice Municipal Airport – GEC Contract	Planning, Environmental, Civil Design, Project Management	80%
Henry E. Rohlsen Airport, St. Croix, USVI – GEC Contract	Project Management, Civil and Electrical Engineering, Planning	54%
St Petersburg Clearwater International Airport – GEC Contract and Specific Projects	Planning, Stormwater Design, Civil Engineering, Survey, Project Management	75%

AID continuously monitors the participation of our DBE subconsultants on every project or Task Assignment. We use an in-house tracking method that is monitored and documented by our Project and Grant Coordinators and reported weekly to the Project Manager. AID will provide an accounting spreadsheet of all DBE participation at the completion of each Assignment or as needed.



## KEY PERSONNEL

### PROJECT MANAGER

Mohsen Mohammadi, Ph.D., P.E. will be the designated Project Manager and primary liaison with the City. Mohsen brings 27 years of experience in Program Management, Project Management, Construction Management, and Aviation Design. During this time, he has been involved with numerous vertical and horizontal aviation related projects at over 50 airports. His commitment to client service, his responsiveness, and knowledge of grant funding will be of value to the City.

Mohsen has been with American Infrastructure Development, Inc. (AID) since its inception in 2009. Mohsen is a Senior Aviation Consultant with AID and serves as either the Project Manager or Principal-In-Charge on our projects. In this capacity, he has been involved with the negotiation, preparation, and review of all contracts, as well as amendments when required. Because of his extensive experience, he can solve design and construction issues expeditiously and insure that the solutions are implemented in a manner that avoids unnecessary delays or additional costs to the client. Mohsen works closely with the President and CEO of AID, Sabina C. Mohammadi, who will approve and sign all contracts.

#### MOHSEN'S CONTACT INFORMATION

<b>CELL PHONE</b>	<b>(813) 244-6609</b>
<b>OFFICE PHONE</b>	<b>(813) 374-2200</b>
<b>EMAIL</b>	<b>mohsen@aidinc.us</b>
<b>ADDRESS</b>	<b>3810 Northdale Boulevard, Suite 170 Tampa, FL 33624</b>

Mohsen lives in Tampa and works out of AID's Corporate Headquarters in Tampa. AID Engineers and Planners in our Tampa office will perform most the work under this Contract. Our Venice office will be used for construction administration and inspections services.

### CORPORATE OFFICE:

**3810 Northdale Boulevard,  
Suite 170  
Tampa, FL 33624  
(813) 374-2200**



### VENICE OFFICE:

**400 Airport Avenue East  
Venice, FL 34285**



## TEAM CAPABILITIES

American Infrastructure Development, Inc. (AID) has highly qualified staff with extensive experience with airport and aviation-related projects. Our experience includes the design and construction administration experience on the rehabilitation, reconstruction, and extension of runways, taxiways, and aircraft parking aprons. The following table provides a list of AID and our subconsultants' in-house capabilities.

AIRPORT RELATED SCOPE OF SERVICES	AID	SCHENKEL SHULTZ	HEE	ATKINS	TERRACON	HYATT
Airfield Design	→					
Airport Master Planning and Airport Layout Plan Updates	→					
Construction Administration and Inspections	→	→				
Environmental Assessments, Permitting, CATEX	→			→		
Quality Control and Constructability Reviews	→	→				
Facilities Design	→	→				
Civil/Site Plan Development	→					
Electrical and NAVAIDS Design			→			
Development of Pavement Maintenance Programs	→					
Stormwater Master Planning and Design	→					
Geotechnical Engineering and Q/A Testing	→				→	
Topographic Surveys						→
Permitting	→	→				
Preparation and/or Review of FAA Form 7460 (OE/AAA)	→					
Exhibit A Property Map Updates	→					
Cost Estimates and Independent Fee Estimates	→	→	→			
Assistance with Grant Applications or Grant Reporting	→					
Landside Roadway, Parking, and Utilities Design	→					

An Organizational Chart, describing the role of Key Individuals assigned to this Contract is provided on the following page. Résumé summaries of Key staff members are also included in this Section.



ORGANIZATION CHART





## RÉSUMÉS

### AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.



#### **SABINA C. MOHAMMADI | PRINCIPAL-IN-CHARGE**

**Education:** Master's in Business Management | **Experience:** Total: 28, AID: 8

*Successful project development and execution starts at the top. Sabina is the President-CEO of American Infrastructure Development, Inc. (AID). She is the Principal-In-Charge of many of the Company's projects. She has 27 years of experience managing projects, programs, personnel, and implementing Quality Control/Assurance processes while working with the Department of Transportation, Environmental Consulting, Real Estate Management, and Engineering. Since founding AID in 2009, Sabina has been Principal-In-Charge on similar contracts. Sabina is also a Private Pilot.*

## RELEVANT EXPERIENCE

### **General Engineering and Architectural Consulting Venice Municipal Airport, Venice, Florida**

Sabina served as the Principal-In-Charge and Quality Assurance for all airport engineering services provided by AID at Venice Municipal Airport. Projects have included the design for Runway 4-22 (now 5-23) Reconstruction; Taxiway E Relocation; Runway 4-22 RSA and ROFA Improvements; Taxiways A, B, and C Reconstruction; Runway 13-31 RSA Improvements, Apron Reconstruction; Shade Hangar Rehabilitation; and T-hangar design. Other work includes the preparation of all FAA Grant documents (Pre-Applications, Applications, Quarterly Reports, compliance with Grant Assurances, and Closeout). Sabina oversees Quality Assurance on all these projects and provides independent review of bid documents, as needed.

### **General Engineering and Architectural Consulting Henry E. Rohlsen Airport, St. Croix, U.S. Virgin Islands**

Sabina serves as the Principal-In-Charge and Quality Assurance for all airport engineering services provided by AID at Henry E. Rohlsen Airport. Projects included the Rehabilitation of the 10,000-ft Runway 10-28 in two phases. It also included the rehabilitation/reconstruction of over 1.3M square feet of commercial, general aviation, cargo, and military aprons. Other work includes the preparation of all FAA Grant documents (Pre-Applications, Applications, Quarterly Reports, compliance with Grant Assurances, and Closeout). AID also assisted in the preparation of bid documents for the installation of a new Terminal Generator, implementation of a photovoltaic (PV) system and airside and landside design for a new ARFF Facility.

### **Taxiway Rehabilitation Phase I St. Pete-Clearwater International Airport, Clearwater, Florida**

Sabina served as the Principal-In-Charge for the 10,000' rehabilitation of Taxiway "A", which serves the main north-south Runway, as well as the construction of seven new taxiway connectors designed in conformance with the design guidelines in the recently updated FAA's Airport Design Advisory Circular. Responsibilities included oversight of subconsultants and quality assurance of all the services, including pavement and geometric design, Modifications of Design Standards, Safety Risk Management (SRM) process, Construction Documents, cost benefit analysis on various bidding alternatives, and Construction Administration Services.

### **New Fixed Based Operator Facility (Signature Flight Support) Palm Beach International Airport, West Palm Beach, Florida**

Sabina served as the Principal-In-Charge. This project included Landside and Airside design improvements for Palm Beach International Airport to support a new Fixed Based Operator (FBO), taxiway extension, and apron grading design. Design



of drainage infrastructure to support terminal, apron, taxiway and parking lot, which included dry retention stormwater facilities designed to recover in less than 24 hours. This project also included Roadway intersection modifications, which provided connection to Palm Beach County's arterial road.

## AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.



### MOHSEN MOHAMMADI, PH.D., P.E. | PROJECT MANAGER

**Education:** B.S. in Civil Engineering; M.S. in Civil/Structural Engineering; Ph.D. in Civil/Structural Engineering | **Experience:** Total: 28, AID: 8 | **Professional Engineering License:** Florida/47813

*Mohsen, a Senior Consultant with AID, has 27 years of diverse experience in the transportation industry. During this time, he has worked at over 50 Airports throughout the United States providing aviation-related services, including Program Management, Airport Design (rehabilitation, reconstruction or new construction of Runways, Taxiways, and Aprons), Project Management, Navigational Aids Design and Relocation, Construction Management, Roadways and Drainage Design, as well as Bridges and other Structural Design.*

*Mohsen has provided General Airport Engineering Consulting Services for numerous agencies in Florida, including, but not limited to, Venice Municipal Airport, Albert Whitted Airport, Brooksville-Tampa Bay Regional Airport, Zephyrhills Municipal Airport, Key West International Airport, Palm Beach County Department of Airports (four airports), St. Pete-Clearwater International Airport, Sarasota Bradenton International Airport, Daytona Beach International Airport, Tallahassee Regional Airport, Jacksonville Aviation Authority (four airports), and Okaloosa County Airports (three airports). Mohsen has an excellent long-term relationship with FDOT and FAA Orlando Airports District Office coordinating on grants, designs, modifications to standards, navigational aids, construction administration, and project closeouts. Mohsen is also a Private Pilot.*

## RELEVANT EXPERIENCE

### **General Engineering and Architectural Consulting Venice Municipal Airport, Venice, Florida**

Mohsen served as the Project and Client Manager for all airport engineering services provided by AID at Venice Municipal Airport. Projects have included the design for Runway 4-22 (now 5-23) Reconstruction; Taxiway E Relocation; Runway 4-22 RSA and ROFA Improvements; Taxiways A, B, and C Reconstruction; Runway 13-31 RSA Improvements, Apron Reconstruction; Shade Hangar Rehabilitation; and T-hangar design. Other work includes the preparation of all FAA Grant documents (Pre-Applications, Applications, Quarterly Reports, compliance with Grant Assurances, and Closeout).

### **General Engineering and Architectural Consulting Henry E. Rohlsen Airport, St. Croix, U.S. Virgin Islands**

Mohsen served as the Project Manager and Engineer-of-Record for all airport engineering services provided by AID at Henry E. Rohlsen Airport. Projects included the Rehabilitation of the 10,000-ft Runway 10-28 in two phases. It also included the rehabilitation/reconstruction of over 1.3M square feet of commercial, general aviation, cargo, and military aprons. Other work includes the preparation of all FAA Grant documents (Pre-Applications, Applications, Quarterly Reports, compliance with Grant Assurances, and Closeout). AID also assisted in the preparation of bid documents for the installation of a new Terminal Generator, implementation of a photovoltaic (PV) system, and airside and landside design for a new ARFF facility.

### **General Engineering Services Palm Beach County Department of Airports, West Palm Beach, Florida**

Mohsen served as the Project Manager and Engineer of Record (AID as a subconsultant) for several projects that have been conducted at North Palm Beach County General Aviation Airport, Pahokee General Aviation Airport, and Palm Beach International Airport. Projects have included Pavement Inspection and Structural Evaluation at PBI, Terminal Flooring at



PBI, Taxiway H Extension at North Palm Beach County GA Airport, Security and Electrical Improvements at Pahokee and North Palm Beach County GA Airports, and an Apron Rehabilitation Project at Pahokee.

### **Taxiway Rehabilitation Phase I**

#### **St. Pete-Clearwater International Airport, Clearwater, Florida**

Mohsen served as the Project Manager and Engineer-of-Record for the 10,000' rehabilitation of Taxiway "A", which serves the main north-south Runway, as well as, the construction of seven new taxiway connectors designed in conformance with the design guidelines in the recently updated FAA's Airport Design Advisory Circular. Responsibilities included coordination with subconsultants, airfield design including pavement and geometric design, Modifications of Design Standards, Safety Risk Management (SRM) process, Construction Documents, cost benefit analysis on various bidding alternatives, and Construction Administration Services.

## **AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.**



### **MARK JANSEN, P.E., LEED BD+C | QUALITY CONTROL**

**Education:** B.S. in Civil and Environmental Eng.; M.S. in Civil Engineering | **Experience:** Total: 20, AID: 5 | **Professional Licenses:** Florida/56095, Georgia/034997 | LEED® Accredited Professional

*Mark Jansen, P.E. has 20 years of experience managing projects from concept and permitting to construction administration. He is experienced in the engineering design of aviation and other transportation facilities, with specialization in pavement design, evaluation, materials characterization and hangar building design coordination. Mark also specializes in pavement management and non-destructive testing and evaluation, readily applying sophisticated mechanistic pavement designs, as well as, AASHTO, FAA, ICAO, and US Army Corps of Engineers procedures.*

## **RELEVANT EXPERIENCE**

### **FBO Complex & Site Development**

#### **Mineta San José International Airport, San José, California**

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

#### **New Fixed Based Operator Facility (Signature Flight Support)**

##### **Palm Beach International Airport, West Palm Beach, Florida**

Mark served as the Construction Manager. This project included Landside and Airside design improvements for Palm Beach International Airport to support a new Fixed Base Operator (FBO) facility. It also involved the design of a drainage infrastructure to support the terminal, apron, taxiway and parking lot, which involved the design of dry retention stormwater facilities to recover in less than 24 hours. Roadway intersection modifications were also included to provide connection to Palm Beach County's arterial road.

### **General Aviation Hangars**

#### **Meacham International Airport, Fort Worth, Texas**

Mark served as the Project Manager for this Civil/Site design for 11 Acres of a new FBO Facility at the Meacham International Airport, which included three new Hangars and the remodel/reconstruction of one of the first American Airlines (American Aero) Hangars. AID coordinated design activities and design of a new access road, parking facility, water main, fire main, sanitary main, aircraft parking apron, and taxiway design. A regional 100-acre drainage analysis was prepared for the City of Fort Worth as part of this project. Permitting efforts included coordination with the FAA, City of Fort Worth, Texas



Department of Transportation, Water/Utilities Department, Health Department, Fire Marshal, City Engineering, Traffic, and Drainage Departments. An Airspace Checklist was also submitted to the FAA.

### **Taxiway Rehabilitation Phase I**

#### **St. Pete-Clearwater International Airport, Clearwater, Florida**

Mark served as Assistant Project Manager and Quality Control Engineer for the 10,000' rehabilitation of Taxiway "A", which serves the main north-south Runway as well as the construction of seven new taxiway connectors designed in conformance with the design guidelines in the recently updated FAA's Airport Design Advisory Circular. Responsibilities included quality review of all airfield design including pavement and geometric design, Modifications of Design Standards, Safety Risk Management (SRM) process, Construction Documents, cost benefit analysis on various bidding alternatives, and construction closeout.

## **AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.**



### **MARANDA HOLLEY | PROJECT AND GRANT ADMINISTRATION**

**Education:** Master's in Secondary Sciences | **Experience:** Total: 8, AID: >1

*Maranda has served on a wide variety of projects at airports ranging in size from small GA facilities to large international hubs and military installations. Maranda has experience with federal, local, and state grant compliance. Maranda works closely with the Project Manager to ensure project success. Maranda's most recent experience has been at Albert Whitted Airport, Venice Municipal Airport, Sarasota Bradenton International Airport, Brooksville-Tampa Bay Regional Airport, and Henry E. Rohlsen International Airport in St. Croix, USVI. Maranda is Wildlife Hazard Management Certified.*

### **RELEVANT EXPERIENCE**

#### **Runway 13-31 RPZ Improvements – Construction Venice Municipal Airport, Venice, Florida**

Maranda assisted the Project Manager with FAA Grant Compliance, Quarterly Reports, Closeout, and assembled support documentation. She also provided construction administrative review of documents prior to the submittal, as well as reviews and verifies all certified payrolls.

#### **Apron Reconstruction Venice Municipal Airport, Venice, Florida**

Maranda assists the Project Manager with FAA Grant Compliance, Quarterly Reports, and assembled support documentation. She also provides construction administrative review of all documents prior to the submittal, as well as reviews and verifies all certified payrolls.

#### **Taxiway B Rehabilitation Brooksville-Tampa Bay Regional Airport, Brooksville, Florida**

Maranda assisted the Project Manager with FAA Grant Compliance, Quarterly Reports, Construction Safety and Phasing Plan (CSPP) and assembled support documentation. She also provides construction administrative review of all documents prior to the submittal, as well as reviews and verifies all certified payrolls.

#### **Taxiway 10-28 Rehabilitation Henry E. Rohlsen Airport, St. Croix, U.S. Virgin Islands**

Maranda served as Construction Administrator and assisted the Project Manager. The project involved review of all documents prior to submittal, review and verification of certified payrolls, daily logs, and weekly construction meetings. This





project is funded by the FAA. Maranda was responsible for FAA Grant Compliance, Quarterly Reports, Closeout, and assembling all support documentation.

## AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.



### **KYLE HOLLEY, P.E. | LEAD AIRPORT ENGINEER**

**Education:** B.S. in Civil Engineering | **Experience:** Total: 11, AID: 4 | **Professional Engineering License:** Florida/72953

*Kyle, P.E. has 11 years of experience in airport and aviation design. Kyle has served on a wide variety of projects at airports ranging in size from small GA facilities to large international hubs and military installations. He is well-versed with the current FAA, ICAO, and Military UFC guidelines with skills encompassing Pavement Design, Geometric Layout of Facilities, Utility Design, Project Management, and Construction Administration.*

## RELEVANT EXPERIENCE

### **FBO Complex & Site Development Mineta San José International Airport, San José, California**

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

### **Runway 7-25 and South Connector Taxiways Rehabilitation Albert Whitted Airport, St. Petersburg, FL**

Kyle served as the Lead Airfield Engineer on this project. The design included the rehabilitation of the inner 75-foot width of the existing 100-foot wide runway, sealcoating the outboard sections to retain the pavement for future use, reconstruction/realignment of the existing taxiway connectors, and re-establishing displaced thresholds, PAPI locations, and evaluation of the safety areas as part of the FAA's required safety area analysis for new runway projects. The rehabilitation of the runway and connector taxiways included a combination of milling and overlay and full-depth reclamation. Kyle also provided Construction Administration services on this project.

### **Terminal Apron Hardstand Expansion Phase I St. Pete-Clearwater International Airport, Clearwater, Florida**

Kyle assisted in construction management and served as Assistant Resident Project Representative for the Terminal Apron Hardstand Expansion, Phase II at PIE in Pinellas County, Florida. This project involved a series of sub-phases to minimize impacts to airport operations and consisted of the rehabilitation of the western half and southern portion of the terminal apron at PIE to accommodate 13 domestic and international gates. The primary goal was to expand aircraft parking such that the new, larger concrete hardstands will provide a rigid and chemically inert surface for GSE and aircraft operations. The project scope included installation of new sanitary and storm sewer, high mast lighting, relocation of primary power ductbank, rehabilitation of approximately 29,000 square yards of apron pavement, and removal of existing PCC and asphalt pavement sections between the terminal service road and terminal building near Gates 1, 1A, 2 and 7 through 11.



### **General Aviation Hangars Meacham International Airport, Fort Worth, Texas**

Kyle served as Lead Airfield Engineer for this Civil/Site design for 11 Acres of a new FBO Facility at the Meacham International Airport, which included three new Hangars and the remodel/reconstruction of one of the first American Airlines (American Aero) Hangars. AID coordinated design activities and design of a new access road, parking facility, water main, fire main, sanitary main, aircraft parking apron, and taxiway design. A regional 100-acre drainage analysis was prepared for the City of Fort Worth as part of this project. Permitting efforts included coordination with the FAA, City of Fort Worth, Texas Department of Transportation, Water/Utilities Department, Health Department, Fire Marshal, City Engineering, Traffic, and Drainage Departments. An Airspace Checklist was also submitted to the FAA.

## **AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.**



### **ELTON SMITH, P.E. | LEAD DRAINAGE ENGINEER**

**Education:** B.S. in Mechanical Engineering | **Experience:** Total: 10, AID: 3 | **Professional Engineering License:** Florida/71920

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

## **RELEVANT EXPERIENCE**

### **General Engineering and Architectural Consulting Venice Municipal Airport, Venice, Florida**

Elton has served as the Project Engineer and Stormwater Designer for all airport engineering services provided by AID at Venice Municipal Airport. Projects have included the design Taxiways A, B, and C Reconstruction; Runway 13-31 RSA Improvements, Apron Reconstruction; Shade Hangar Rehabilitation; and T-hangar design. He also was the Lead Drainage Engineer for completing a Stormwater Masterplan for the northeast quadrant of the Airport, including the former circus area. This effort included coordination with City Engineering Department, Florida Department of Transportation, and Southwest Florida Water Management District (SWFWMD). Elton acquired a Conceptual Stormwater Permit as part of this Master Plan Update.

### **FBO Complex & Site Development Mineta San José International Airport, San José, California**

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

### **General Aviation Hangars Meacham International Airport, Fort Worth, Texas**

Elton served as the Drainage Engineer for this Civil/Site design for 11 Acres of a new FBO facility at the Meacham International Airport, which included three new Hangars and the remodel/reconstruction of one of the first American Airlines (American Aero) Hangars. AID coordinated design activities and design of a new access road, parking facility, water main,



fire main, sanitary main, aircraft parking apron, and taxiway design. A regional 100-acre drainage analysis was prepared for the City of Fort Worth as part of this project. Permitting efforts included coordination with the FAA, City of Fort Worth, Texas Department of Transportation, Water/Utilities Department, Health Department, Fire Marshal, City Engineering, Traffic, and Drainage Departments. An Airspace Checklist was also submitted to the FAA.

### **Overflow Parking Lot**

#### **St. Pete-Clearwater International Airport, Clearwater, FL**

Elton was the Engineer of Record for the design of the 5-acre overflow parking lot project at the St. Pete-Clearwater International Airport. The work involved the design of the parking lot, dry detention pond and associated swales. The design was unique due to its emphasis on a low construction budget, while still providing approximately 500 additional parking spaces. This was accomplished using recycled materials (asphalt millings), minimal piping and lighting. The project required coordination and permits from SWFWMD, Pinellas County, and the US Army Corps of Engineers.

### **Remote Parking Addition**

#### **St. Pete-Clearwater International Airport, Clearwater, FL**

Elton was the Engineer of Record for the design of the 10-acre remote parking expansion project at the St. Pete-Clearwater International Airport. The work involved the design of the parking lot, wet detention pond, and associated storm sewer system. The wet detention pond was designed to integrate into the existing regional airport storm system and provide potential areas of pond expansion for future landside parking improvements. Additionally, the project included coordination with the FDOT during the design process for the FDOT Gateway Project. Locations were set aside for the FDOT stormwater pond expansion for the Gateway Project without causing the loss of valuable parking areas.

## **AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.**



### **NABIL O. HMEIDI, P.E. | GEOTECHNICAL ENGINEERING**

**Education:** B.S. in Civil Engineering | **Experience:** Total: 28, AID: <1 | **Professional Engineering License:** Florida/57842

*Nabil has over 28 years of geotechnical engineering and construction materials testing experience. He has directed geotechnical explorations for mid to high-rise buildings, bridges, industrial facilities, roadways, educational and religious institutions, communication towers, elevated water tanks, and residential developments. Clients on these projects included governmental, commercial, and private entities. He has experience in shallow and deep foundation analysis and design, reinforced earth structures, inspections, testing and monitoring of earthwork operations. In addition, his experience includes ALDOT & FDOT geotechnical investigations and design for roadway improvements and bridges. Nabil is also familiar with various governmental regulations and testing standards such as COE, ASTM, OSHA, FAA, AASHTO and DOT.*

## **RELEVANT EXPERIENCE PRIOR TO AID**

### **Airport Projects**

Nabil served as Geotechnical Engineer on several Airport Projects in Alabama, Georgia, and Florida including Birmingham International Airport, Baxley Airport, Cedar Key Airport, Crystal River Airport, Umatilla Airport, Suwannee County Airport, George T. Lewis Airport, Leesburg International Airport, St. Augustine Airport, Perry-Foley Airport, Lake City Airport, Cannon Creek Airpark, Kissimmee Municipal Airport, Williston Airport, Okeechobee County Airport, Gainesville Airport, Tallahassee Regional Airport, Bob Sikes Airport, Quincy Airport, Ocala International Airport, Valdosta Airport, Henry E. Rohlsen International Airport (St. Croix, USVI), Cyril E. King International Airport (St. Thomas, USVI), and Antigua International Airport (Antigua and Barbuda, West Indies). Duties included performing geotechnical investigations, evaluation and supervising construction activities of rehabilitation and construction of new runways, taxiways, and aprons. He provided geotechnical engineering recommendations for widening, resurfacing and support facilities such as hangers and control towers.



### **ALDOT & FDOT Projects**

Nabil served as Quality Control Manager for several new construction and roadway improvements in the Florida Panhandle area. He was the Geotechnical Project Engineer on several roadway improvements and bridge replacement projects including bridges on CR 53 over Abbie Creek in Henry County, Alabama and SR 21 and SR 200 in Piedmont, Calhoun County, Alabama. The work included geotechnical evaluation, temporary sheet pile design, deep foundation analysis, settlement and slope stability analysis, and the development of soil parameters for use in the design of retaining walls and mast arm signalization structures.

### **Communication Towers and Switchgear Buildings**

Nabil served as Project Engineer for foundation investigations for the construction of several communication towers of various types in Alabama and Tennessee. He performed geotechnical investigations and monitored materials testing during the construction phase. Clients included BellSouth Mobility, Inc., Contel Cellular, Inc., Verizon Wireless, and Network Building Consulting, Inc.

### **Residential and Highrise Developments**

Nabil served as Senior Project Engineer / Manager for several single, multi-family residential and high-rise building developments, including Grande Harbor Condominiums in Pensacola, Florida, Emerald Beach Resort in Panama City Beach, and Shores of Panama in Panama City, Florida, Pier Point Condominiums in Jacksonville Beach, Florida, and Watersedge Condominiums in Jacksonville, Florida, the Club House for the Tournament Player Club (TPC) at Sawgrass in Ponte Vedra, Florida. The work on these projects included performing geotechnical explorations, evaluation of field data, provide recommendations for deep and shallow foundations, monitoring of pile load testing, sampling and testing of cast-in-place concrete, inspection of structural steel, and evaluating compliance with shop drawings and Engineer of Record's recommendations (Threshold Inspections).

## **AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.**



### **TIMEKA CARTER | AIRPORT PLANNER**

**Education:** B.S. in Aviation Management | **Experience:** Total: 12, AID: <1

*Timeka has 12 years of General Aviation airport experience, including master planning, noise analysis, environmental planning, and land use planning. She possesses extensive experience in the development and implementation of noise mitigation programs, which includes hybrid acquisition relocation/sound insulation programs. Timeka has been involved in several projects with dynamic public outreach components, which were key to project success. She is an expert in noise modeling to determine airport noise impacts. Timeka has experience with both the Integrated Noise Model and the Aviation Environmental Design Tool along with ArcGIS.*

### **RELEVANT EXPERIENCE**

#### **Part 150 Noise Study Update – Ft. Lauderdale Hollywood International Airport, Broward County, FL**

Timeka serves as a subconsultant to provide public meeting support from project initiation to the Public Hearing. This project began in October of 2016.

#### **Master Plan Update – North Perry Airport, Broward County, FL**

Timeka serves as a subconsultant to provide airport planning support in the areas of forecasting, airfield demand capacity analysis, and public meetings for the North Perry General Aviation Master Plan update. AID's responsibilities under Phase II of this project will be specific tasks for the project management and coordination, demand capacity assessments, and facility requirements, alternatives analysis, environmental overview, ALP checklist narrative report, and public outreach.



## RELEVANT EXPERIENCE PRIOR TO AID

### Master Plan Update – Fernandina Beach Municipal Airport, Fernandina Beach, FL

Timeka served as Airport Planner. As a subconsultant, Timeka completed the Aviation Forecast, Noise Analysis, and Land Use Planning. She also developed all GIS mapping for the land use planning task. One key element of this project was the development of a technical advisory committee. This committee was made up of a variety of stakeholders, including neighboring homeowners, airport users, and city department representatives. Timeka provided outreach support for presentations to the technical advisory committee related to the forecast, noise analysis, and land use planning.

### Master Plan Update – Arcadia Municipal Airport, Arcadia, FL

As lead planner and project manager, Timeka was responsible for several tasks related to the completion of this project. These tasks included the initial data/inventory collection and verification of existing airport facilities. Timeka developed the Aviation Forecast and conducted both the Facility Requirements Analysis and Environmental Review including the noise analysis. She worked with staff engineers to develop alternatives for future development focusing on the increase in operations and revenue. The major challenge during this project was the lack of effective management of the single FBO responsible for providing basic services to local pilots. The lack of fueling services was a major factor causing revenue leakage from the City of Arcadia to surrounding airports. The City's interest in attracting an agricultural flight school provided demand justification for the recommended facility improvements.

## AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.



### ERIC BAIN, P.E. | LEAD AVIATION ENGINEER

**Education:** B.S. in Civil Engineering; M.B.A. in Business Administration | **Experience:** Total: 19, AID: 2 | **Professional Engineering License:** Florida/59252 | **Certification:** FDEP Qualified Stormwater Management Inspector

*Eric has worked on Aviation, Roadway, and Drainage projects during his career. His duties have included the preparation of Conceptual and Construction Plans (FAA, FDOT and ICAO), Specifications (FAA, FDOT and UFGS), Construction Administration and Inspections, Engineers Estimates of probable construction costs, and Engineer's Reports. Eric has also prepared detailed Scope of Work Statements, Design and Construction Schedules, and performed Independent Fee Estimates for other Consultants' proposals.*

## RELEVANT EXPERIENCE

### General Engineering and Architectural Consulting – Venice Municipal Airport, Venice, Florida

Eric has served as the Project Engineer or Construction Inspector for airport engineering services provided by AID at Venice Municipal Airport. Projects have included the design and construction services for Runway 13-31 RSA Improvements, and the design of the Apron Reconstruction. Eric has also assisted in the preparation of construction cost estimates, preparation of Engineer's Reports, and Construction Safety and Phasing Plans, and airfield pavement design.

### Aircraft Rescue and Fire Fighting (ARFF) Facility – Henry E. Rohlsen Airport, St. Croix, USVI

Eric served as Design Manager. The project included construction of a new ARFF Facility. Eric led design team meetings, coordinated with Client and permitting agencies, coordinated AID drawing production, prepared Front End



Documents, prepared Site Civil Technical Specifications, and prepared Engineers Report with Engineers Estimate of Probable Construction Cost. Currently, the project is currently under construction.

### **Consolidated Maintenance and Warehouse Facility-Phase I: North and South Checkpoints – Jacksonville International Airport, Jacksonville, Florida**

Eric served as Project Engineer. The project included construction of a new Northwest Access AOA Gate, a new North Security Checkpoint and new South Security Checkpoint. AID worked as a Subconsultant to Jacobs Engineering Group, Inc. to prepare the Civil-Site Construction Drawings including, Utility Drawings (water and sewer), Typical Pavement Sections (concrete and asphalt), AOA Security Fence and Gate Details, Drainage, Grading, Signage and Pavement Markings, and Maintenance of Traffic. In addition, Eric prepared the Engineers Report including the Engineers Estimate of Probable Cost and the Civil Technical Specifications (Jacksonville Electric Authority and Florida Department of Transportation). Eric also coordinated with the rest of the Jacobs design team to assemble a complete Engineers Report and cross discipline coordination of the drawings.

### **Runway 7-25 & South Connector Taxiways Rehabilitation – Albert Whitted Airport, St. Petersburg, Florida**

Eric served as Project Engineer. The project included rehabilitation of the main runway, Runway 7-25. Runway 7-25 is 3,677 feet long by 75 feet wide. Approximately 323 feet of the runway will be rehabilitated using full-depth pavement reclamation (FDR) of the asphalt surface to create base course material and new 2-inch asphalt surface. The remainder of the runway, except for the intersection with Runway 18-36, was rehabilitated with a 2-inch mill and overlay. In addition to the runway rehabilitation, the existing south connector taxiways A3, A2, C, A1 and B (west to east) were realigned per the new geometry rules in FAA AC 150/5300-13A. Also, the existing PAPI's along Runway 7-2 were replaced. Eric led plans preparation, prepared Front End Documents, Technical Specifications, and the Engineers Report with Engineers Estimate of Probable Construction Cost. In addition, he sited the location for the PAPI's using FAA Order 8260.3B and prepared documentation for submittal to FAA for approval of the PAPI locations. The Project was constructed in 2016.



## SCHENKELSHULTZ ARCHITECTURE



### **CRAIG W. HANSON, AIA, LEED® AP | LEAD ARCHITECT**

**Experience:** Total: 27 | **Education:** Master of Architecture | **Professional Certifications:** Registered Architect; FL No. AR0017787 | Plus four additional states and the United States Virgin Islands | LEED® Accredited Professional | **Professional Membership:** American Institute of Architects | National Council of Architectural Registration Boards (NCARB)

*Craig, a Principal with SchenkelShultz Architecture, has provided architectural design, consulting and project management services for more than 150 aviation projects totaling more than \$2.5 billion. He has demonstrated superior leadership as the lead design architect and project director on numerous complex aviation projects throughout the United States and Internationally. Through his 27 years of professional experience, Craig has produced an in-depth knowledge base of all facets of airport programming, planning and architectural design. The projects have ranged from large scale International Terminals to a variety of aviation facilities at regional airports.*

### RELEVANT EXPERIENCE

**Boca Raton Airport Authority, General Consulting Services Contract at Boca Raton Airport – Boca Raton, Florida –** Projects include New Admin Building (LEED® Silver Certified), Hangar Assessment / Review, Air Traffic Control Tower Renovation, and Customs & Border Protection Facility.

**Palm Beach County Department of Airports, General Consulting Contract at Palm Beach International Airport – West Palm Beach, Florida –** Projects include Annual Facilities Assessment, Terminal Renovation Flooring Replacement, Baggage System Upgrades, Concourse C Exit Improvements, and ADA Compliance Assessment & Upgrade.

**Virgin Islands Port Authority, General Consulting Contract at Henry E. Rohlsen Airport – St. Croix, US Virgin Islands –** Projects include New Aircraft Rescue & Firefighting Facility (ARFF), Terminal Improvements, and Terminal Solar Energy Implementation.

**Lee County Port Authority, General Architectural / Engineering Services at Southwest Florida International Airport (RSW) and Page Field General Aviation Airport (FMY) – Fort Myers, Florida –** Projects include FMY New General Aviation Terminal (LEED® Certified), FMY Hangar B Restoration, FMY Multi-Use Hangar, FMY T-Hangar Restoration, RSW Rental Car Relocation, RSW Airline Tenant Improvements, and RSW Canopy Improvements.

**Greater Orlando Aviation Authority, General Consultant Contract for Orlando International Airport and Orlando Executive Airport – Orlando, Florida –** Projects include OIA Airsides 1 and 3 Renovation, OIA Airside 4 Expansion Study, OIA Airside 2 Expansion Study, OIA Escalator Fire/Smoke Door Study, OIA TSA Security Improvements – Landside & Airside, OIA Concessions Renovations, and GOAA Boardroom and Executive Offices.

**Signature Flight Support – Nationwide –** Projects include Executive Terminal at Palm Beach International Airport, Executive Terminal & Hangars at San Jose International Airport, Executive Terminal at Princess Juliana International Airport, St. Maarten, Executive Terminal at Indianapolis International Airport, Executive Terminal at Chicago Regional Airport, Executive Terminal at Chicago O'Hare International Airport (LEED® Silver Certified), Executive Terminal at Boston-Logan International Airport (LEED® Certified), Executive Terminal & Hangars at Palm Springs International Airport, Executive Terminal & Hangars at San Francisco International Airport (LEED® Gold Certified), Executive Terminal & Hangars at Nashville International Airport, Executive Terminal Conceptual Design at San Diego International Airport, Hangar Renovations at Dulles International Airport, Hangar Renovations at Newark International Airport, and Hangar Renovations at White Plains Westchester County Airport.



## HILLERS ELECTRICAL ENGINEERING, INC.

### AMY L. CHAMPAGNE-BAKER, P.E. | SENIOR ELECTRICAL ENGINEER



**Experience:** Total: 20 | **Education:** B.S., Electrical Engineering | **Professional Certifications:** Registered Electrical Engineer, Florida No. 73735 | Registered Electrical Engineer, Connecticut No. 27854 | **Professional Membership:** LEED® Accredited Professional

*Amy has 20 years of electrical design and construction management experience. Her airport experience includes runway, taxiway, centerline, runway guard lights, wig-wags, apron and approach lighting systems for major air carrier and general aviation airports, guidance and mandatory signage, MALSR, LAHSO, PAPI, REIL, ODALs, glideslope, instrument landing systems, FAA relocation of RT and RR facilities, FAA coordination, airfield lighting control systems, airfield electrical vaults, aircraft maintenance hangars, T-hangars, fuel systems, security systems, parking garages, and park and ride lighting. Amy's responsibilities included estimating, project budgeting, contract administration, scheduling, staffing, resource allocation, subcontracts, submittals, purchasing, client/owner interaction, cost analysis, labor tracking, quality, value engineering, change orders, invoicing and project close out. Amy has a proficiency with AutoCAD, MicroStation, SKM Power Tools for Windows DAPPER, CAPTOR, LitePRO and GE Lighting Systems Aladan + Plus.*

### RELEVANT EXPERIENCE

**Fort Lauderdale / Hollywood International Airport – Terminal 4 Western Expansion, Fort Lauderdale, FL.** Included on-site verifications, testing and calculations, designed all power, control and lighting systems, fire alarm system, infrastructure for baggage handling systems, 4160V Emergency power expansion, apron lighting, TSA & US Customs screening areas power & lighting systems.

**Fort Lauderdale / Hollywood International Airport – Terminal 4 Eastern Expansion, Fort Lauderdale, FL.** Included on-site verifications, testing and calculations, designed all power, control and lighting systems, fire alarm system, infrastructure for baggage handling systems, 4160V Emergency power expansion, apron lighting, TSA & US Customs screening areas power & lighting systems.

**Fort Lauderdale/Hollywood International Airport – New Airfield Vault Electrical Normal & Emergency Power Distribution Systems.** Included calculations, layouts, circuitry new distribution systems with main switchgear, transfer switches, conduit systems to all the airfield lighting & NAVAID systems.

**Fort Lauderdale / Hollywood International Airport Designed & Construction Services – Airfield Modifications 3 High Speed Exit Taxiways & Taxiways A & B Rehabilitation Project, Ft. Lauderdale, FL**

Design: Included new runway & taxiway lighting and signage systems, modifications to existing FAA MALSR approach lighting system, complete new runway in pavement guard lighting system, relocation of existing 4 box PAPI system, complete new computer controlled airfield lighting systems in airfield lighting vault and in FAA air traffic control tower and modifications to the existing airfield lighting vault that included new regulators, power & control systems.

**Palm Beach County Department of Airports – 4100 ft. Taxiway “F” Extension Lighting & Signage, West Palm Beach, FL**

Design: Included new taxiway edge lighting, new mandatory & guidance signage, new electrical circuits conductors & conduit systems, FAA ILS cabling systems relocations, airfield lighting vault current regulators and modifications to the ATC airfield lighting control system and NAVAIDS modifications.





## **Palm Beach County Department of Airports – New Apron “A” Expansion, West Palm Beach, FL**

Design: Included on-site verifications, testing and calculations, main PBIA Westside power and communications duct banks for FP&L, AT&T, PBI and FAA air traffic control tower, 3 new vehicle security gates with access control & security camera and emergency powers systems, apron & taxiway lighting & signage systems, apron aircraft parking security lighting and grounding systems.

## **TERRACON**



### **SCOTT N. PARRISH, P.E. | SENIOR GEOTECHNICAL ENGINEER**

**Experience:** Total: 20 | **Education:** B.S., Civil Engineering | **Professional Certifications:** Professional Engineer, Florida No. 69091 (2009) | **Professional Membership:** Florida Engineering Society | American Society of Civil Engineers | National Society of Professional Engineers

*Scott, a geotechnical engineer and office manager in Terracon's Sarasota office, specializes in soil mechanics, foundation engineering design, and pavement design through Tri-State University. Since joining Terracon, he has been directly involved in various geotechnical projects for airport taxiway and runway rehabilitation, water/wastewater transmission lines, water/wastewater plants, roadways, bridges, reservoirs, dams, and commercial developments. These projects have required borings, test pits, laboratory soils classification, groundwater studies, pavement material analysis, pile and drilled shaft foundation analysis, and roadway underdrain analyses. Scott has also been involved in construction materials testing (CMT) and earthwork observation activities on numerous projects.*

## **RELEVANT EXPERIENCE**

### **Venice Municipal Airport, Runway 4-22 Rehabilitation & Taxiway E Relocation, Venice, Florida**

Scott served as the Geotechnical Engineer. The project involved the reconstruction of the existing runway and relocation of the existing taxiway at the Venice Municipal Airport in Venice, Florida. The geotechnical study provided recommendations for the new taxiway and identified the materials, thicknesses, and strength properties of the existing Runway 4-22 to evaluate their potential for reuse in the new pavement sections. Terracon also provided CMT services for the project.

### **Venice Municipal Airport, Taxiways A & C, Venice, Florida**

Scott served as the Geotechnical Engineer. The project involved the rehabilitation of Taxiways A and C at the Venice Municipal Airport in Venice, Florida. The exploration program consisted of cores, in-situ base and subgrade strength testing, and laboratory testing to evaluate the existing materials for potential reuse in the new pavement sections. Terracon also provided CMT services for the project.

### **Venice Municipal Airport, Runway 13-31 RPZ Improvements, Venice, Florida**

Scott served as the Geotechnical Engineer. The project involved the rehabilitation of Taxiways B and D, the design and construction of an extension to Taxiway D, an access road north of Runway 13-31, and extension to Runway 13-31, a berm/landscaping area to the northwest of Runway 13-31, and an Engineered Materials Arresting System (EMAS) area for the southeast end of Runway 13-31. The exploration program consisted of cores, borings, in-situ base and subgrade strength testing, and laboratory testing to evaluate the existing materials for potential reuse in the new pavement sections and design recommendations for the other planned improvements. Terracon also provided CMT services for the project.

### **Albert Whitted Airport, St. Petersburg, Florida**

Scott served as the Geotechnical Engineer. The project involved field and laboratory support services to produce a Full Depth Reclamation (FDR) mix design with cement additive for Taxiway A at the Albert Whitted Airport in St. Petersburg, Florida. The field and laboratory testing consisted of cores, field in-place nuclear density tests, laboratory Proctor, and Limerock Bearing Ratio (LBR) tests.

**Venice Municipal Airport, T-Hangar, Venice, Florida**

Scott served as the Geotechnical Engineer. The project involved the design of a new 14-Unit Nested T-hangar structure and associated pavement and stormwater management system. The exploration program consisted of borings, field infiltration testing, and laboratory testing to provide geotechnical recommendations for design of the foundations, pavement, and stormwater management system for the project.

**HYATT SURVEY SERVICES, INC.****PAMELA HYATT, PSM – TOPOGRAPHIC SURVEYS**

**Experience:** Total: 25 | **Education:** B.S., Survey and Mapping | **Professional Certifications:** Professional Surveyor and Mappers, State of Florida, No. 5550 | **Professional Membership:** Florida Surveying and Mapping Society | Manasota Chapter of the Florida Surveying and Mapping Society | American Congress on Surveying and Mapping | National Association of Woman in Construction | National Association of Professional Women

*As President of Hyatt Survey Services, Inc., Pamela's duties include the direction of quality control and technical procedures as well as client relations and marketing. In addition to her administrative duties, Pamela is also responsible for the production of boundary, right-of-way and topographic surveys. Pamela has over 25 years of surveying experience with a four-year degree in Surveying and Mapping. Her project experience has included residential, commercial and municipal development surveys. In the Spring of 2009, Pamela obtained her FDOT DBE Certification and pre-qualified Hyatt Survey to perform the following services for FDOT:*

**RELEVANT EXPERIENCE**

**SRQ Runway 14 Rehab** - Topographic Survey of a portion of Runway 14 for future rehabilitation

**SRQ Commercial Park Connector** - Topographic survey for the proposed offsite commercial park and connecting roadway

**SRQ FEMA Elevation Certifications** - Provided FEMA Elevation certifications for many buildings located on airport property

**SRQ National Car Rental Site** - Provided a Boundary and topographic survey for proposed fuel tank

**SRQ Airport Terminal Entrance** - Provided a Topographic survey for new sidewalks

**SRQ Monitoring Well Locations** - Determined the locations of 175 monitoring wells within the SRQ properties

**SRQ LiDAR Ground Truthing** - Provided a Topographic survey for LiDAR verification

**SRQ Taxiway "G" & Taxiway "J"** - Provided construction stakeout and as-builts

**SRQ Buchanan Hangar** - Provided construction stakeout and as-builts

**Tampa Port Authority ConRAC Facility and Taxiway "J"** - Provided construction stakeout and as-builts

**Tampa Port Authority Sidewalk Replacement/Ramp Repair** - Provided construction stakeout services

**St. Pete/Clearwater Airport Hardstand Replacement** - Provided construction stakeout services



## ATKINS

### PATRICK D. BATES | ENVIRONMENTAL

**Experience:** Total: 14 | **Education:** B.S., Wildlife Ecology and Conservation; A.A., General Studies | **Professional Certifications:** National Pollutant Discharge Elimination System (NPDES) – Certified Inspector | Florida Fish and Wildlife Conservation Commission (FWCC) – Authorized Gopher Tortoise Agent | GTA-09-00012D

*Patrick Bates has 14 years of diverse ecological sciences experience involving assessment and monitoring of ecological conditions including water quality monitoring, watershed assessment, environmental permitting compliance, environmental impact studies, wildlife habitat assessment, threatened and endangered (T&E) species assessments, permit preparation and evaluation, wetland delineation and mitigation site monitoring, biological data collection and analysis, and vegetation sampling.*

### RELEVANT EXPERIENCE

**City of Venice Florida Municipal Airport and Lake Venice Golf Course Relocation, Sarasota County, FL.** As lead project scientist, Patrick provided field and permitting support for multi-year construction and improvement projects associated with the municipal airport. Patrick was responsible for jurisdictional wetland delineations, tree surveys, burrowing owl surveys and Florida scrub jay surveys and monitoring of the resident scrub jay population during active construction and vegetation removal. In addition, Patrick provided gopher tortoise relocation services, which included gopher tortoise burrow surveying, permitting and tortoise relocation. Duration: 09/2011-11/2015

**Sarasota County Public Works Division, Honore Avenue/Pinebrook Road Extension Phase 7, Sarasota County, FL.** As lead project scientist, Patrick provided gopher tortoise burrow surveying, relocation permitting, gopher tortoise bucket trapping and mechanical excavation relocation and Florida scrub jay surveys. Duration: 04/2014-07/2015

**Sarasota County Public Works Division, Fox Creek Regional Off-site Mitigation Area (ROMA) Project Phase 1 and 2, Sarasota County, FL.** As project scientist, Patrick provided ecological site assessment, Florida scrub jay surveys, Bald Eagle nest location monitoring, and mitigation site planting oversight and review. Duration: 2010-Current

**SR 70 and Interstate 75 (SR 93) Interchange Project, FDOT D1, Manatee County, FL. Florida Department of Transportation (FDOT) District One, I-75 from SR 64 to N of University Parkway, Manatee and Sarasota Counties.** This project involves the widening of I-75 from north of SR 64 to N of University Parkway. Patrick is project scientist and conducted wetland delineations, listed species survey, and agency coordination for the Environmental Resource Permit (ERP) for the project. Duration: 08/2012-11/2015

**Florida Power and Light Co. (FPL), Corkscrew Road Electric Utility Installation and Removal Project, Lee County, FL.** As lead project biologist, Patrick has provided initial wetland and wildlife surveys, permitting, and site assessments. Duration: 07/2016-current

**CR 769 (Kings Highway: Sandhill Blvd. to Peace River Road) PD&E FDOT D1, Charlotte County, FL.** As project scientist, Patrick conducted various threatened and endangered species surveys. Surveyed species included Crested caracara, Florida scrub jay, Red-cockaded woodpecker, Southeastern American kestrel and gopher tortoise. Duration: 08/2013-08/2015



## KEY PERSONNEL EXPERIENCE AND REFERENCES

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### PROJECT MANAGER

Our Project Team is well suited to assist the City on your projects. Our Project Manager, Mohsen, brings 27 years of technical and managerial experience to our Team. His commitment to client service is clearly recognized by our clients and peers in the industry. We strongly encourage you to contact our clients, FAA, and FDOT to get further information on our qualifications, responsiveness, and commitment to our clients.

Mohsen's knowledge of FAA and FDOT grant processes, FAA's Advisory Circulars and the recently updated AIP Handbook, will be of significant benefit to the City ensuring that the Design and Construction of your projects meet the guidelines and the grant assurances.

We commit to the City that our Team will adhere to our Mission Statement as described below.

### MISSION STATEMENT

The Mission Statement of the AID Team clearly describes our goals and objectives. Our Mission Statement is based on three fundamental tenets:

1. **QUALITY**
2. **SERVICE**
3. **INTEGRITY**

We will implement these goals by:

- Providing the City with a quality product while meeting the budget and schedule parameters established for every project.
- We are committed to making our client's goals and interest our priority. Our commitment to client satisfaction and our technical expertise, combined with our exceptional management practice, will be a valuable asset to the City.
- We are the right size firm with adequate resources and support services to assist you with all aspects of this project.
- As stated in our Mission Statement, AID is committed to a **quality** process, which is the key to a successful project completed on time and within budget. Quality assurance is the responsibility of our Project Manager, Mohsen. He will ensure that the following activities take place, as a minimum, for every project:
  - a. Initial Coordination between the City, Airport, AID, and the funding agencies (if required)
  - b. Establishment of a clear scope for each project
  - c. Visiting the project site for a clear understanding of field conditions
  - d. Establishment of a budget and a schedule
  - e. Conducting a Project Kick-Off meeting
  - f. Engaging subconsultants early in the process and continuously monitoring their performance
  - g. Scheduling Pre-Application meeting(s) with the permitting agencies
  - h. Performing independent quality reviews of the documents at each submittal phase
  - i. Verifying construction cost estimates at each submittal phase



By implementing these tasks, in addition to many specific tasks associated with each project, our Project Manager will help plan, design, and construct a successful project that both the City and AID will be proud of.

In summary, each planning, design, and construction phase of an infrastructure development project requires skilled planning and design, attention to detail, frequent communication and interaction among all parties involved, and a project manager who listens and responds to your needs.

Providing exceptional **service** to our clients has always been the business philosophy of AID. We are committed to making your success our priority and commit to an immediate response to all your needs. AID has a proven track record for client service, as proven by past experience with the City and as you will be assured of when you contact our references.

## CLIENT REFERENCES

There is no better way to exemplify the effect of our Project Manager and our Team than to provide a sampling of what our clients have said about AID and our Key Staff. We are confident that the City will benefit from AID's work ethic, philosophy and mission statement as demonstrated throughout this proposal. Below is just a sampling of references we have received from our clients:

***"AID is a sub-contractor for our Prime Consultant. I do not believe this project would have been as successful as it was without Mr. Mohammadi acting as the Project Manager. Mr. Mohammadi arranged for weekly conference calls between the contractor, design team and airport staff to work through issues encountered during construction as well as site meetings when needed. He was able to keep all parties involved focused on any issues encountered to arrive at a timely conclusion. He worked well with the design team, contractor and airport staff."***

Donald Silvernell | Manager (Retired) | Hernando County Airport | (352) 799-1711 | Kevin Daugherty (New Manager)

***"I strongly recommend that you contact Mohsen Mohammadi [(813) 244-6609] of American Infrastructure Development, Inc. (AID) to assist you in dealing with any FAA matters for constructing the new Pier. His team of professional engineers and planners will do an excellent job for you."***

Richard Herrmann, P.E. | Sr. Professional Engineer | City of St. Petersburg | (727) 893-7852 | rick.herrmann@stpete.org

***"... Mohsen has a true customer service philosophy that is known by all his clients in Florida. Mohsen not only embraces a customer service philosophy but has the communication skills to cement positive working relationships with clients.... Many consultants base their decisions on the generation of 'billable hours'; Mohsen is focused on performance and ensuring that the best interests of his clients come first..."***

Noah Lagos | Airport Director (retired) | St. Pete-Clearwater International Airport | (727) 453-7803 | nlagos@co.pinellas.fl.us

***"... Extremely Satisfied. The most responsive Consultant I've ever worked with... Having a knowledgeable and responsive Consultant like AID as a part of your team simply makes everything that much easier..."***

Damian Cartwright, P.E. | Sr. Engineer | Virgin Islands Port Authority, St. Croix USVI | (340) 626-9048 | dcartwright@viport.com

## RFQ NO. 3057-17

ENGINEERING AND CONSULTING SERVICES FOR  
VENICE MUNICIPAL AIRPORT



*“The Virgin Islands Port Authority has previous experience with the principals of AID, in their capacity working with a former General Engineering Consultant. It was as a result of our satisfaction with the performance of these individuals that their participation with Ricondo & Associates was a deciding factor in the award of the current GEC contract.”*

Jeff Lawlor, P.E. | Sr. Engineer (Retired) | Henry E. Rohlsen Airport, St. Croix USVI

The following is a list of several clients we have served for many years. We encourage the City to contract these clients to confirm our commitment to Quality, Service, and Integrity.

### REFERENCE NO. 1 - VIRGIN ISLANDS PORT AUTHORITY

<b>Contact Person</b>	Mr. Damian Cartwright, P.E., Senior Engineer
<b>Address</b>	P.O. Box 1134
<b>City, State, ZIP</b>	St. Croix, U.S.V.I. 00821
<b>Telephone</b>	(340) 626-9048
<b>E-mail</b>	<a href="mailto:dcartwright@viport.com">dcartwright@viport.com</a>

### REFERENCE NO. 2 – VENICE MUNICIPAL AIRPORT

<b>Contact Person</b>	Mr. Chris Rozansky (Former Airport Director at VNC) – Executive Director, Naples Municipal Airport
<b>Address</b>	160 Aviation Drive North
<b>City, State, ZIP</b>	Naples, FL 34104-3568
<b>Telephone</b>	(239) 643-0733
<b>E-mail</b>	<a href="mailto:crozansky@flynaples.com">crozansky@flynaples.com</a>

### REFERENCE NO. 3 - ST. PETE-CLEARWATER INTERNATIONAL AIRPORT

<b>Contact Person</b>	Mr. Thomas R. Jewsbury, Airport Director
<b>Address</b>	14700 Terminal Blvd.
<b>City, State, ZIP</b>	Clearwater, FL 33762
<b>Telephone</b>	(727) 453-7801
<b>E-mail</b>	<a href="mailto:jewsbury@fly2pie.com">jewsbury@fly2pie.com</a>

## RFQ NO. 3057-17

ENGINEERING AND CONSULTING SERVICES FOR  
VENICE MUNICIPAL AIRPORT



### REFERENCE NO. 4 – BROOKSVILLE-TAMPA BAY REGIONAL AIRPORT

<b>Contact Person</b>	Mr. Kevin Daugherty, AAE, Airport Manager
<b>Address</b>	15800 Flight Path Drive
<b>City, State, ZIP</b>	Brooksville, Florida 34604
<b>Telephone</b>	(352) 754-4061
<b>E-mail</b>	<a href="mailto:KDaugherty@co.hernando.fl.us">KDaugherty@co.hernando.fl.us</a>

### REFERENCE NO. 5 - ALBERT WHITTED AIRPORT

<b>Contact Person</b>	Mr. Richard Lesniak, Airport Manager
<b>Address</b>	107 8th Ave SE
<b>City, State, ZIP</b>	St. Petersburg, FL 33701
<b>Telephone</b>	(727) 893-7657
<b>E-mail</b>	<a href="mailto:richard.lesniak@stpete.org">richard.lesniak@stpete.org</a>



## ADDITIONAL INFORMATION

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### DESIGN CONSIDERATIONS

The following criteria will be considered during the design phase of pavement rehabilitation projects to deliver a final product of highest quality at a reasonable cost; minimize construction duration that impact operations; meet all the recently modified FAA design guidelines on airfield runway and taxiway geometry; produce a sustainable design; and minimize disruption to the airport users.

### FULL-DEPTH RECLAMATION

There are several options available for the reconstruction of existing airfield pavements. We will discuss these options with the City before proceeding with the design. In this section, we would like to discuss one of the options that may be a feasible and cost effective approach to pavement rehabilitation projects. AID recently performed pavement reconstruction projects at several airports using recycled material by Full Depth Reclamation (FDR) to help meet all the criteria mentioned above. We believe that your airfield pavement rehabilitation projects may be good candidates for this process.

Currently, FAA does not have an approved technical specification for the use of FDR. Therefore, a Modification of Design Standards (MOS) would be required. AID Project Manager, Mohsen, has received approval for and used this process on several recent projects, including:

- Runway 7-25 Rehabilitation at Albert Whitted Airport
- Runway 13-31 Shift and Taxiway D Extension at Venice Municipal Airport
- Taxiways "A" and "C" Reconstruction at Venice Municipal Airport
- Taxiway Rehabilitation Phase 1 at St. Pete-Clearwater International Airport (approved for paved shoulders)
- Runway 4-22 Reconstruction at Venice Municipal Airport

In fact, on a recent MOS submitted to the FAA, we received the following comment:

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***"Armando: Good Morning Sir. Attached is the signed and approved MOS for the TXY D & B Project at Venice, FL.... Let me know if you or the Engineer (Mohsen) have any questions. If you could, please forward me a copy of the final revised bid specification for this project for our RO records. It's the best FDR MOS request I've seen to date. Regards,"***

*Anthony L. Cochran, P.E., Regional Engineer, Airports Division, FAA Southern Region*

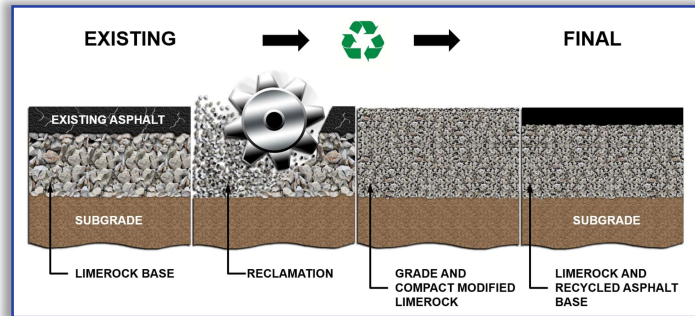
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As shown below, this process will mix the existing surface and base material to create a new base course under the new Bituminous Concrete Surface Course (P-401). The reclaimed material is tested by our geotechnical engineer to determine the CBR/LBR value. Depending on the in-situ CBR/LBR value after mixing, an additive agent, such as Portland Cement or asphalt emulsion, can be introduced to help with further stabilization of this material. On the above listed projects, we added approximately 1% to 1.5% Portland Cement to the reclaimed base to produce a CBR value over 100. This amount of Portland Cement is sufficient to stabilize the material without creating a rigid base, such as a Cement Treated Base (P-304), that would result in reflective cracking. The reclaimed material is used as an equivalent substitute for limerock base course (P-211), which is typically used in this type of pavement section. However, because the material has been stabilized with Portland Cement, it will perform much better especially in areas with high water table where the limerock base course deteriorates over time.





On Runway 5-23 Reconstruction Project at Venice Municipal Airport, our Geotechnical investigations revealed that the CBR values for the in-place base material ranged from 20 to 73. By simply mixing the base with the asphalt surface course, a minimum CBR value of 60 was obtained. Once the Portland Cement was added as the stabilizing agent, the CBR values for the base were increased to 150 to 200 range. This new base course was constructed without bringing any new material to the site or hauling the existing base and surface courses off the site.



AID's review of the projects at Venice and Albert Whitted Airports has provided project-based evidence that the process eliminates any potential reflective cracking that will be observed on typical milling and resurfacing projects and can easily make grade adjustments, such as correcting the offset crown or cross slope deficiencies. It is also beneficial on some projects to raise the runway grades as much as possible due to ground water elevations or flooding concerns. Unlike the detail above, which indicates removing some of the reclaimed material to maintain the same finished grade, higher finished grades can be specified by using all the reclaimed material and placing the new hot mix asphalt directly on top of the new stabilized and compacted base.



There are many environmental and cost advantages of using the reclamation process in pavement reconstruction in lieu of a typical remove and replace type of construction. Some advantages include less waste, less noise, less truck movement, less natural resources, less time, and less cost. On the Runway 5-23 project, we were able to show the following benefits to the FAA, the Tenants, and the neighboring public:

### **Significant Cost Savings**

We estimate that the cost difference between a complete removal and replacement of the pavement versus FDR was \$470,000. However, in the current literature, the cost savings are reported as high as 50%. This cost saving is primarily due to the fact that new limerock material will not be used as the base course. There are local contractors with proper equipment (such as reclaimers) that can complete this work.

### **Significant Time-Savings**

We estimated a 40% reduction in the construction time between removal and replacement of the base material and FDR. This process has substantially reduced runway closure time at airports that have used this process. This will be critical especially when working at the intersection of the two runways. The typical reclamation process and cement stabilization (if necessary) can be achieved and ready for asphalt pavement within a few days as opposed to weeks with asphalt, and limerock removal and replacement. This is primarily because the operation is not dependent on trucking since all the material stays on site with little or no waste.

### **Reduction of Further Use of Natural Resources**

By reusing the existing base material, we eliminated mining, hauling, and placing 32,000 tons of limerock. This is more significant in Florida because of the limited availability of limerock that meets FAA Specifications. This will also meet the goals of the City to design and construction of sustainable projects.

### **Reduction or Elimination of Material Disposal in Landfills**

By reusing the existing surface and base material, we eliminated transporting approximately 38,000 tons of material to the disposal sites. This would be another measure in meeting the City's sustainability goals.

### **Reduction of Noise and Air Pollution and Impact to the Neighboring Communities**

It was estimated that we would take approximately 2,800 trucks off the local and state roads by eliminating the transport of new limerock material to the site, in addition to transporting on-site material to the landfills. This would help reduce fuel consumption, reduce CO<sub>2</sub> and N<sub>2</sub>O emissions by 80% or more, and eliminate further wear and deterioration of the road system. It will also be a significant benefit to the neighboring public around your airport by reducing environmental impacts such as noise, dust, and debris.

## **STORMWATER CONSIDERATIONS AND PERMITTING**

Typically, airfield pavement rehabilitation projects may only require some minor stormwater improvements related to relocating Connector Taxiways or geometric changes. Adjustments to the existing inlet structures and piping may be required depending on the geometric changes, such as tapers and fillets. A camera inspection of existing storm pipes under the pavements may also be necessary as part of the pavement rehabilitation process.

The City may wish to evaluate the current permitted stormwater facilities to determine if any modifications may be beneficial to the airport, including the deterrence of wildlife on airport property. We have implemented the new statewide stormwater rules on several projects. These rules are part of Florida Administrative Code F.A.C. 62-330.449 – General Permit for Construction, Operation, Maintenance, Alteration, Abandonment or Removal of Airport Airside Stormwater Management Systems. These rules, which are the result of 12 years of research funded by FDOT and conducted by the University of Florida, attempt to minimize pond sizes on airports.



AID has implemented these approaches on all our Florida airports' projects. For instance, our recent taxiway design project at St. Pete-Clearwater International Airport included permitting for the construction of 30-foot paved shoulders along a 9,000-foot taxiway. This project was permitted through Southwest Florida Water Management District (SWFWMD) without the construction of water quality treatment ponds. We have also utilized the new rules on several projects at Venice Municipal Airport. According to SWFWMD, AID was the first Consultant who approached SWFWMD to implement these new rules, which also result in significant cost savings to the Airport Owner. Elton Smith, P.E., our designated Drainage Engineer, has extensive knowledge of these rules and has successfully acquired permits from SWFWMD on our projects.

## DESIGN AND POST DESIGN SERVICES

### ***Schematic Design (30%)***

Following the Notice to Proceed, AID will conduct field investigations and review available drawings and reports and proceed with the 30% level design and plans production. Project Team Members will visit the site to field verify the survey information and become more familiar with airport operations. Specifically, AID will evaluate repair alternatives for each pavement section, perform preliminary pavement design, prepare a preliminary construction phasing and safety plan and 30% level drawings, update the construction cost estimate and schedule, and identify any required Modifications of Design Standards (MOS).

### ***Design Development (60%)***

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

### ***Contract Documents (90%)***

The Design Team will proceed with 90% construction documents, including finalizing the Construction Phasing Plan. At this stage, the construction cost estimate and construction schedule will be updated and finalized and the Engineer's Report will be completed. The Project Manual, which will contain the latest FAA required contract provisions, FAA General Provisions, Technical Specifications, and the Geotechnical Report, will also be completed. In addition, 90% construction drawings will be prepared. During this phase, AID will assist the City in submitting the CSPP and the Airspace Analyses for temporary construction equipment and permanent facilities to the FAA via the OE/AAA web portal.

### ***Contract Documents (100%)***

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

### ***Bidding and Award Phase***

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



### ***Construction Administration***

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

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

We will also review monthly pay applications and supporting documentations, such as Certified Payrolls and DBE Participation Reports to ensure compliance with Grant Assurances. Once the final inspection is performed and Punchlist items are complete, AID will assist the City in obtaining all the construction closeout documents and prepare Record Drawings as the final steps in closing projects.

### ***RPR Services***

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

Eric Bain, P.E. will be one of our engineers who will be assigned this responsibility. Eric has extensive RPR experience working on similar airfield pavement projects, including the ones we have completed at Venice Municipal Airport. In addition to Eric, we will have other experienced inspectors, such as Karla Dowd or Michael Cummings who have performed identical RPR services associated with airfield pavements. As we get closer to the construction phase of projects and as requested by the City, we will assign one of our highly-qualified inspectors to your projects.

## **COORDINATION AND COMMUNICATION**

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



## QUALITY CONTROL / QUALITY ASSURANCE

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

### ***Principal-In-Charge Responsibility***

Sabina Mohammadi will be responsible for Quality Management. She will ensure that the entire Project Team carries out specific and detailed reviews prior to AID delivery of any submittal to the City. This includes AID internal staff reviews, as well as external reviews by each of the Project Team Members. Sabina will also ensure all contractual obligations with the City are fulfilled and manpower scheduling supports submittals being made on schedule.

### ***Project Manager Responsibility***

All Team Members are responsible for following AID's quality control procedures and delivering the best-in-class technical products and services to the Project Manager, Mohsen. Prior to submitting work to the Project Manager, the Overall Quality Control and Constructability Reviewer will assure that the work is technically correct and is presented with the highest quality. The Project Manager will coordinate with each discipline leader and then review all materials prior to submitting to the City. The Project Manager will coordinate resource allocation, project-specific communication with the City and other stakeholders, and provide direct, hands-on oversight of technical work through each project element.

### ***Overall Quality Control and Constructability Reviews***

Mark Jansen, P.E., LEED BD+C, a Senior Engineer with AID and with over 20 years of experience in airfield design, will conduct Quality Control and Constructability Reviews of all documents prior to being delivered to the Project Manager and the City. Mark will remain independent of the daily design efforts. He will also be responsible for reviews of all subconsultant work during the design.

As stated in our Mission Statement, AID is committed to a **Quality** process, which is the key to a successful project completed on time and within budget.

Our Quality Control and Assurance Process ensures that the following activities take place, as a minimum, for every project:

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

### ***Quality Control Checklist***

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



## COST CONTROL

Establishing a project budget and continually updating the cost estimate is critical to making the project successful and keeping grant dollars assigned. To control costs, AID monitors the project budget from the planning stage throughout the design and construction. The following examples show our success with this process.

AIRPORT	PROJECT	DESIGN	CONST.	ORIGINAL TOTAL COSTS	FINAL TOTAL COSTS	(%) DIFF
VNC	Runway 13-31 RPZ Improvements	2015	2016	\$8,894,960.00	\$8,749,337.00	98%
VNC	Taxiway A and C Construction	2014	2015	\$4,659,298.00	\$4,543,798.00	98%
VNC	Runway 4-22, Taxiway E, & RSA/ROFA Improvements	2012	2014	\$8,513,951.00	\$8,382,179.00	98%
STX	Runway 10-28 Rehabilitation	2010	2011	\$9,998,699.00	\$9,042,420.00	90%
STX	Apron Phase 1	2013	2014	\$5,167,506.00	\$4,763,635.00	92%
STX	ARFF - Design Services	2015	2015	\$426,103.00	\$418,432.00	98%
STX	ARFF - Construction	2016	2017	\$7,590,687.00	On-Going	-
STX	Airfield Security Improvements	2014	2015	\$382,980.00	\$377,474.00	99%
PIE	Taxiway Rehabilitation	2013	2016	\$16,618,262.00	\$16,516,436.00	99%
PIE	Terminal Hardstand Phase 2 – CM Services	2015	2016	\$6,137,659.00	\$6,089,785.00	99%

## CONSTRUCTION COST ESTIMATING

### SCHEMATIC DESIGN (30%)

In this phase of the project, AID will review the project elements and prepare a preliminary cost estimate to validate the planning level cost estimate provided by the City. At this stage, the Project Team will base the estimate on available information, including site conditions derived from our topographic surveys, and pavement sections based on the pre-design geotechnical investigations. The Project Team will utilize the preliminary drawings and the preliminary pavement design to determine the estimated quantities. Bid items will be prepared based on our preliminary engineering and our experience on similar projects.

AID will use recent bids on projects at Vero Beach Airport and nearby airports to establish reasonable preliminary unit prices for this estimate. This historical data will help with preparing a more accurate estimate of construction costs at this stage of design. Since the design would be at an early stage, the preliminary estimate will include a 10%-20% contingency.

*“Excellent customer service, technically superior in developing solutions, works with integrity. Engineer’s estimate of \$7.28M was within \$10K of Low Bid.”*

Chris Rozansky, Former Airport Director



## DESIGN DEVELOPMENT (60%)

AID believes that by 60% design, important decisions must be made on the budget for projects. The Project Team will have an excellent understanding of the major elements of work, including pavement demolition or milling, base construction, and the quantity of asphalt. All Modifications of Design Standards (MOS) would be submitted during this phase as well to produce the FAA adequate review time and avoid delaying the project. This may include the use of recycled pavement material for the new base course on pavement reconstruction projects. These modifications will impact quantities, construction schedule, and cost estimates.

The Project Team will prepare a detailed phasing plan at this stage not only to reduce operational impacts, but also to provide the Contractor with as much flexibility in construction as possible. This will in turn help eliminate unnecessary increases in the construction costs.

At this stage of the project and based on the revised construction cost estimate, the Project Team will coordinate with the City to evaluate options such as additive or alternate bids to help manage the already established budget or to help the City in seeking additional funds, as necessary, to complete the project. The Project Team will not design a project that is beyond the original scope of work, which could increase the construction costs. However, if the revised estimate at this stage of design is higher than the budget established by the City, then the Project Team and the City may need to evaluate reducing the scope of work, including base and additive bids as mentioned above, or request additional funding if the two initial options are not feasible.

## CONTRACT DOCUMENTS (90%)

AID's Project Team will complete the design by this stage and prepare detailed construction plans and technical specifications. Quantities will be calculated based on these detailed plans and the materials included in the technical specifications. These quantities will be calculated by the Design Team and independently reviewed by another individual not directly involved with the project. This will ensure quantities are calculated correctly and will guarantee that all items specified on the construction plans are accounted for in the bid items. The Project Manager will be directly involved with verifying the unit prices used in estimating the construction cost estimate.

## BID DOCUMENTS (100%)

AID will prepare the Final Engineer's Estimate based on any final modifications made to the 90% level Contract Documents. All comments from the City, FAA, and FDOT will be incorporated into the bid documents and the quantities will be updated as necessary. The Bid Form will be prepared using the latest bid items and quantities. The Engineer's Estimate will be used to prepare a Bid Tabulation sheet for a comparison of bids received. AID has had great success in estimating construction costs, which helps the Owner plan projects and budgets accordingly. Our experience with similar projects and understanding of the local construction costs and available contractors will help us in better estimating the costs on projects.





**QUALIFICATIONS STATEMENT**

The undersigned certifies under oath the truth and correctness of all statements and all answers to questions made hereinafter:

**SUBMITTED TO:** CITY OF VENICE  
 Procurement- Finance Department  
 401 W. Venice Avenue Room # 204  
 Venice, Florida 34285

**CHECK ONE:**  
 Corporation  
 Partnership  
 Individual  
 Joint Venture  
 Other

**SUBMITTED BY:**  
 NAME: American Infrastructure Development, Inc.  
 ADDRESS: 3810 Northdale Blvd., Suite 170, Tampa, Florida 33624  
 PRINCIPLE OFFICE: Same

1. State the true, exact, correct and complete legal name of the partnership, corporation, trade or fictitious name under which you do business and the address of the place of business.

The correct name of the Proposer is:	<u>American Infrastructure Development, Inc.</u>
The address of the principal place of business is:	<u>3810 Northdale Blvd., Suite 170, Tampa, Florida 33624</u>

2. If the Proposer is a corporation, answer the following:

a.	Date of Incorporation:	<u>02/16/2009</u>
b.	State of Incorporation:	<u>Florida</u>
c.	President's Name:	<u>Sabina C. Mohammadi</u>
d.	Vice President's Name:	
e.	Secretary's Name:	
f.	Treasurer's Name:	
g.	Name and address of Resident Agent:	

3. If Proposer is an individual or partnership, answer the following:

- a. Date of Organization: N/A
- b. Name, address and ownership units of all partners:

<u>N/A</u>
<u>N/A</u>
<u>N/A</u>

- c. State whether general or limited partnership: N/A

4. If Proposer is other than an individual, corporation, partnership, describe the organization and give the name and address of principals:

N/A
N/A
N/A
N/A
N/A

5. If Proposer is operating under fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute. **N/A**

6. How many years has your organization been in business under its present business name?

8 years

a. Under what other former names has your organization operated?

N/A
N/A
N/A

**ACKNOWLEDGEMENT**

State of Florida

County of Hillsborough

SS.

*Sabrina C. Mohammadi 4-12-17*

On this the 12 day of April, 2017, before me, the undersigned Notary Public of the State of Florida, personally appeared \_\_\_\_\_ and (Names of individual(s) who appeared before Notary) whose name(s) in/are Subscribed to within instrument, and he/she/they acknowledge that he/she/they executed it.

*Zebra E M*

NOTARY PUBLIC, STATE OF FLORIDA

NOTARY PUBLIC  
SEAL OF OFFICE:



Zebrina Edgerton-Maloy

(Name of Notary Public: Print, stamp, or type as commissioned)

Personally known to me, or  Produced Identification: \_\_\_\_\_  DID take an oath, or  DID NOT take an oath

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**CONSULTANT TEAM**

<b>Prime Role</b>	<b>Name and City &amp; State of Residence of Individual Assigned to the Project</b>	<b>No. of Years of Experience</b>	<b>Education, Degree(s)</b>	<b>Florida Active Registration Nos.</b>
Principal in Charge	Sabina Mohammadi Tampa, Florida	27	Masters	
Project Manager(s)	Mohsen Mohammadi Tampa, Florida	27	Ph.D.	47813
Project Architect(s)	Craig Hanson Orlando, Florida	27	Masters	AR0017787
Project Construction Administrator(s)	Mohsen Mohammadi Tampa, Florida	27	Ph.D.	47813
Other Key Member (role) _____	Elton Smith Tampa, Florida	9	Bachelor	71920
Other Key Member (role) _____	Kyle Holley St. Croix, USVI	10	Bachelor	72953

<b>Sub-consultant Role</b>	<b>Company Name, Federal ID Number and Address of the Office Handling this Project</b>	<b>No. of Years of Experience</b>	<b>Projected % of Work on the Entire Project</b>	<b>Individual(s) Assigned to Project</b>
Architecture	Schenkel Shultz Orlando, Florida	59	15%	Craig Hanson
Electrical	Hillers Electrical Boca Raton, FL	23	5%	Amy Champagne
Geotechnical	Terracon Sarasota, FL	52	5%	Scott Parish
Survey	Hyatt Bradenton, FL	15	5%	Pamela Hyatt
Environmental	Atkins Sarasota, FL	79	5%	Patrick Bates

\* Please attach no more than one additional page, if necessary.

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Subconsultant Name: Schenkel Shultz

Address: 200 E Robinson St #300, Orlando, FL 32801

FIN: #35-1382527

Subconsultant Name: Hillers Electrical Engineering

Address: 23257 State Road 7, Suite 100, Boca Raton, Florida 33428

FIN: #65-0469356

Subconsultant Name: Terracon

Address: 8260 Vico Ct., Unit B, Sarasota, FL 34240

FIN: #42-1249917

Subconsultant Name: Hyatt Survey Services

Address: 11007 8<sup>th</sup> Avenue East, Bradenton, FL 34212

FIN: #03-0476653

Subconsultant Name: Atkins

Address: 100 Paramount Drive, Suite 207, Sarasota, FL 34232

FIN:



**PUBLIC ENTITY CRIME INFORMATION**

A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in s. 287.017, F.S. for CATEGORY TWO for a period of 36 months following the date of being placed on the convicted vendor list.

I, Sabina C. Mohammadi, being an authorized representative of the firm of American Infrastructure Development, Inc., located at City: Tampa  
State: Florida Zip: 33624, have read and understand the contents of the Public Entity Crime Information and of this formal RFQ package and hereby submit our proposal accordingly.

*Sabina C. Mohammadi*

Authorized Signature

Sabina C. Mohammadi, President - CEO

Printed Name, Title

4/12/2017

Date

26-4321571

Federal ID No.

813-374-2200

Phone

813-374-8905

Fax

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**STATEMENT of DRUG-FREE WORKPLACE**

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more RFQ, RFP or bid submittals, which are otherwise equal with respect to price (if applicable), quality, and service, are received by the City of Venice for the procurement of commodities or contractual services, a submittal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference. In order to have a drug-free workplace program, a business shall:

- (1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
- (2) Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
- (3) Give each employee engaged in providing the commodities or contractual services under RFQ, RFP or bid a copy of the statement specified in subsection (1).
- (4) In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under RFQ, RFP or bid, the employees will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace, no later than five (5) days after such conviction.
- (5) Impose a sanction on, or require the satisfactory participation in, a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by an employee who is so convicted.
- (6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

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

**American Infrastructure Development, Inc.**

\_\_\_\_\_  
Firm Name

**Sabina C. Mohammadi, President - CEO**

\_\_\_\_\_  
Name and Title of Authorized Individual

*Sabina C. Mohammadi*  
\_\_\_\_\_  
Authorized Signature

**4/12/2017**

\_\_\_\_\_  
Date

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**INDEMNIFICATION/HOLD HARMLESS**

The Successful Offeror(s) shall indemnify and hold harmless the City and its officers and employees from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of the elected firm and other persons employed or utilized by the elected firm in the performance of the contract.

I, Sabina C. Mohammadi, being an authorized representative of the firm of American Infrastructure Development, Inc. located at City Tampa, State Florida, Zip Code 33624 Phone: 813-374-2200 Fax: 813-374-8905. Having read and understood the contents above, hereby submit accordingly as of this Date, April 12, 2017.

Sabina C. Mohammadi  
Please Print Name

*Sabina C. Mohammadi*  
Signature

This signed document shall remain in effect for a period of one (1) year from the date of signature or for the contract period, whichever is longer.

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**CERTIFICATION REGARDING DEBARMENT, SUSPENSION,  
INELIGIBILITY AND VOLUNTARY EXCLUSION**

**CERTIFICATION OF OFFERER/BIDDER REGARDING DEBARMENT**

1. By responding to this Solicitation, the Offeror certifies that neither it nor its owners, principals, directors, officers, project directors, managers, or any other person associated with the Offeror are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded by any Federal department or agency from participation in this transaction.
2. The undersigned also certifies that the Offeror and its principals:
  - (a) Have not, within a three-year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State anti-trust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
  - (b) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 2. (a) of this Certification; and have not within a three-year period preceding this certification had one or more public transactions (Federal, State or Local) terminated for cause or default.
3. Where the undersigned is unable to certify to any of the statements in this certification, an explanation shall be attached to this certification.


**CERTIFICATION OF LOWER TIER CONTRACTS REGARDING DEBARMENT**

The Successful Offeror, by administering each lower tier subcontract that exceeds \$25,000 as a “covered transaction”, must verify each lower tier participant of a “covered transaction” under the project is not presently debarred or otherwise disqualified from participation in federally-assisted projects. The Successful Offeror will accomplish this by:

- (a) Checking the System for Award Management at website: <http://www.sam.gov>;
- (b) Collecting a certification statement similar to the Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion, above; and
- (c) Inserting a clause or condition in the covered transaction with the lower tier contract.

If the FAA later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

Dated this 12 day of April, 2017.

By:  Sabina C. Mohammadi, President - CEO  
Authorized Signature Printed Name, Title

Firm Name: American Infrastructure Development, Inc.

Address: 3810 Northdale Blvd., Suite 170, Tampa, Florida 33624

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**CONFLICT/NON-CONFLICT OF INTEREST AND LITIGATION STATEMENT**

**CHECK ONE**

To the best of our knowledge, the undersigned Offeror has no potential conflicts of interest due to any other clients, contracts, or property interest for this project.

**OR**

The undersigned Offeror, by attachment to this form, submits information which may be a potential conflict of interest due to other clients, contracts, or property interest for this project.

**LITIGATION STATEMENT**

IN FLORIDA ONLY, JUDGMENTS AGAINST THE FIRM, AND SUITS AGAINST CITY OF VENICE. INCLUDE ACTIONS AGAINST THE FIRM BY OR AGAINST ANY LOCAL, STATE, OR FEDERAL REGULATORY AGENCY.

**CHECK ONE**

The undersigned Offeror has had no litigation adjudicated against the Offeror on any projects in the last five (5) years and has filed no litigation against City of Venice in the last five (5) years.

**OR**

The undersigned Offeror, BY ATTACHMENT TO THIS FORM, submits a summary and disposition of individual cases of litigation in Florida adjudicated against the Offeror during the past five (5) years; all legal actions against City of Venice during the past five (5) years; and actions by or against any Federal, State and local agency during the past five (5) years.

Company Name: American Infrastructure Development, Inc.

Authorized Signature: 

Name (print or type): Sabina C. Mohammadi

Title: President - CEO

Failure to check the appropriate blocks above may result in disqualification of your proposal. Failure to provide documentation of a possible conflict of interest, or a summary of past litigation, may result in disqualification of your Proposal. Should additional information regarding the above items come to the attention of City of Venice after award, the awarded contract shall be subject to immediate termination.

---

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**CERTIFICATION REGARDING LOBBYING**

The bidder or offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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

**American Infrastructure Development, Inc.**

\_\_\_\_\_  
Firm Name

**Sabina C. Mohammadi, President - CEO**

\_\_\_\_\_  
Name and Title of Authorized Individual

*Sabina C. Mohammadi*  
\_\_\_\_\_  
Authorized Signature

**4/12/2017**

\_\_\_\_\_  
Date

***THIS PAGE MUST BE COMPLETED AND SUBMITTED WITH OFFER***

**NON-COLLUSION AFFIDAVIT**

State of Florida

SS.

County of Hillsborough

Sabina C. Mohammadi being first duly sworn, deposes and says that:

1. He/she is the Owner, (Owner, Partner, Officer, Representative or Agent) of American Infrastructure Development, Inc., the Proposer that has submitted the attached Proposal;
2. He/she is fully informed respecting the preparation and contents of the attached Proposal and of all pertinent circumstances respecting such Proposal;
3. Such Proposal is genuine and is not a collusive or sham Proposal; and
4. Neither the said Proposer nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, have in any way colluded, conspired, connived or agreed, directly or indirectly, with any other Proposer, firm, or person to submit a collusive or sham Proposal in connection with the Work for which the attached Proposal has been submitted; or have in any manner, directly or indirectly sought by agreement or collusion, or have in any manner, directly or indirectly, sought by agreement or collusion, or communication or conference with any Proposer, firm, or person to fix the price or prices in the attached Proposal or of any other Proposer, or to fix any overhead, profit, or cost elements of the Proposal price or the Proposal price of any other Proposer, or to secure through any collusion, conspiracy, connivance, or unlawful agreement any advantage against the City of Venice, or any person interested in the proposal Work.

Signed, sealed and delivered in the presence of:

(Witness)

(Witness)

By:

Sabina C. Mohammadi  
Sabina C. Mohammadi, President - CEO

(Printed Name, Title)

**ACKNOWLEDGEMENT**

State of Florida

County of Hillsborough

On this the 12 day of April, 2017, before me, the undersigned Notary Public of the State of Florida, personally appeared \_\_\_\_\_ and (Names of individual(s) who appeared before Notary) whose name(s) in/are Subscribed to within instrument, and he/she/they acknowledge that he/she/they executed it.

NOTARY PUBLIC  
SEAL OF OFFICE:



Zebrina Edgerton-Maloy  
NOTARY PUBLIC, STATE OF FLORIDA

(Name of Notary Public: Print, stamp, or type as commissioned)

Personally known to me, or  Produced Identification: \_\_\_\_\_  DID take an oath, or  DID NOT take an oath

**THIS PAGE MUST BE COMPLETED AND SUBMITTED WITH OFFER**



**TRADE RESTRICTION CERTIFICATION**

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror -

- a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (U.S.T.R.);
- b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the U.S.T.R; and
- c. has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Offeror or subcontractor:

- (1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R. or
- (2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such U.S.T.R. list or
- (3) who incorporates in the public works project any product of a foreign country on such U.S.T.R. list;

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by U.S.T.R, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA

**American Infrastructure Development, Inc.**

Firm Name

**Sabina C. Mohammadi**

Name of Authorized Individual

*Sabina C. Mohammadi*

Authorized Signature

**4/12/2017**

Date

***THIS PAGE MUST BE COMPLETED AND SUBMITTED WITH OFFER***



**E-VERIFICATION CERTIFICATION**

The Proposer acknowledges and agrees to the following:

The Proposer certifies, by submission of this proposal or acceptance of this contract, that the Proposer:

1. Shall utilize the U.S. Department of Homeland Security’s E-Verify system to verify the employment eligibility of all new employees hired by the Proposer during the term of the contract; and
2. Shall expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise use the U.S. Department of Homeland Security’s E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.

Further information can be found at the following website: <http://www.uscis.gov/e-verify>.

**American Infrastructure Development, Inc.**

\_\_\_\_\_  
Firm Name

**Sabina C. Mohammadi**

\_\_\_\_\_  
Name of Authorized Individual

*Sabina C. Mohammadi*

\_\_\_\_\_  
Authorized Signature

**4/12/2017**

\_\_\_\_\_  
Date

***THIS PAGE MUST BE COMPLETED AND SUBMITTED WITH OFFER***



**TEXTING WHEN DRIVING**

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving" (10/1/2009) and DOT Order 3902.10 "Text Messaging While Driving" (12/30/2009), the FAA encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or sub-grant.

In support of this initiative, the Owner encourages the Consultant to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Consultant must include the substance of this clause in all sub-tier contracts exceeding \$3,500 and involve driving a motor vehicle in performance of work activities associated with the project.

American Infrastructure Development, Inc.

Firm Name

Sabina C. Mohammadi

Name of Authorized Individual

*Sabina C. Mohammadi*

Authorized Signature

4/12/2017

Date

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***THIS PAGE MUST BE COMPLETED AND SUBMITTED WITH OFFER***



**PROHIBITION of SEGREGATED FACILITIES**

The Consultant must comply with the requirements of the E.E.O. clause by ensuring that facilities they provide for employees are free of segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin. This clause must be included in all contracts that include the equal opportunity clause, regardless of the amount of the contract.

The Prohibition of Segregated Facilities clause must be incorporated into in any contract containing the Equal Employment Opportunity clause of 41 CFR § 60.1. This obligation flows down to subcontract and sub-tier purchase orders containing the Equal Employment Opportunity clause.

- (a) The Consultant agrees that it does not and will not maintain or provide for its employees any segregated facilities at any of its establishments, and that it does not and will not permit its employees to perform their services at any location under its control where segregated facilities are maintained. The Consultant agrees that a breach of this clause is a violation of the Equal Opportunity clause in this contract.
  
- (b) “Segregated facilities,” as used in this clause, means any waiting rooms, work areas, rest rooms and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees, that are segregated by explicit directive or are in fact segregated on the basis of race, color, religion, sex, or national origin because of written or oral policies or employee custom. The term does not include separate or single-user rest rooms or necessary dressing or sleeping areas provided to assure privacy between the sexes.
  
- (c) The Consultant shall include this clause in every subcontract and purchase order that is subject to the Equal Opportunity clause of this contract.

**American Infrastructure Development, Inc.**

\_\_\_\_\_  
Firm Name

**Sabina C. Mohammadi**

\_\_\_\_\_  
Name of Authorized Individual

*Sabina C. Mohammadi*

\_\_\_\_\_  
Authorized Signature

**4/12/2017**

\_\_\_\_\_  
Date

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***THIS PAGE MUST BE COMPLETED AND SUBMITTED WITH OFFER***



### **CERTIFICATE OF BUY AMERICAN COMPLIANCE FOR TOTAL FACILITY**

As a matter of Proposal responsiveness, the Offeror must complete, sign, date, and submit this certification statement with their Proposal. The Offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one of the following certification statements. These statements are mutually exclusive. Offeror must select one or the other (i.e. not both) by inserting a checkmark (✓) or the letter “X”.

- Offeror hereby certifies that it will comply with 49 USC. 50101 by:
- a) Only installing steel and manufactured products produced in the United States; or
  - b) Installing manufactured products for which the FAA has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
  - c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the Offeror agrees:

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
  2. To faithfully comply with providing US domestic products.
  3. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
- The Offeror hereby certifies it cannot comply with the 100% Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the Offeror agrees:
1. To the submit to the Owner within 15 calendar days of issuance of a Work Assignment, a formal waiver request and required documentation that support the type of waiver being requested.
  2. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
  3. To faithfully comply with providing US domestic products at or above the approved US domestic content percentage as approved by the FAA.
  4. To furnish US domestic product for any waiver request that the FAA rejects.
  5. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

#### **Required Documentation**

**Type 3 Waiver** - The cost of components and subcomponents produced in the United States is more that 60% of the cost of all components and subcomponents of the “facility”. The required documentation for a type 3 waiver is:

- a) Listing of all manufactured products that are not comprised of 100% US domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety)
- b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.



- c) Percentage of non-domestic component and subcomponent cost as compared to total “facility” component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

**Type 4 Waiver** – Total cost of project using US domestic source product exceeds the total project cost using non-domestic product by 25%. The required documentation for a type 4 of waiver is:

- a) Detailed cost information for total project using US domestic product
- b) Detailed cost information for total project using non-domestic product

**False Statements:** Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

4/12/2017

Date

American Infrastructure Development, Inc.

Company Name



Signature

President - CEO

Title

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### **CERTIFICATE of BUY AMERICAN COMPLIANCE for MANUFACTURED PRODUCTS**

As a matter of Proposal responsiveness, the Offeror must complete, sign, date, and submit this certification statement with their Proposal. The Offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one on the following certification statements. These statements are mutually exclusive. Offeror must select one or the other (not both) by inserting a checkmark (✓) or the letter “X”.

- Offeror hereby certifies that it will comply with 49 USC § 50101 by:
- a) Only installing steel and manufactured products produced in the United States, or;
  - b) Installing manufactured products for which the FAA has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing, or;
  - c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the Offeror agrees:

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
2. To faithfully comply with providing US domestic product
3. To furnish US domestic product for any waiver request that the FAA rejects
4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

- The Offeror hereby certifies it cannot comply with the 100% Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b).

By selecting this certification statement, the Offeror agrees:

1. To the submit to the Owner within 15 calendar days of the issuance of a Work Assignment, a formal waiver request and required documentation that support the type of waiver being requested.
2. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination may result in rejection of the proposal.
3. To faithfully comply with providing US domestic products at or above the approved US domestic content percentage as approved by the FAA.
4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

### **Required Documentation**

**Type 3 Waiver** - The cost of the item components and subcomponents produced in the United States is more that 60% of the cost of all components and subcomponents of the “item”. The required documentation for a type 3 waiver is:


- a) Listing of all product components and subcomponents that are not comprised of 100% US domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
- b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.
- c) Percentage of non-domestic component and subcomponent cost as compared to total “item” component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

**Type 4 Waiver** – Total cost of project using US domestic source product exceeds the total project cost using non-domestic product by 25%. The required documentation for a type 4 of waiver is:

- a) Detailed cost information for total project using US domestic product
- b) Detailed cost information for total project using non-domestic product

**False Statements:** Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

4/12/2017  
 Date  
American Infrastructure Development, Inc.  
 Company Name

  
 Signature  
President - CEO  
 Title

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***THIS PAGE MUST BE COMPLETED AND SUBMITTED WITH OFFER***



**CERTIFICATION – TRAFFICKING in PERSONS**

**Project:** Engineering and Consulting Services for Venice Municipal Airport

The undersigned hereby certifies, to the best of his or her knowledge and belief, that:

- C. Prohibitions: The prohibitions against trafficking in persons (Prohibitions) that apply to any entity, other than a State, local government, Indian tribe, or foreign public entity, including private Sponsors, public Sponsor employees, sub-recipients of private or public Sponsors (private entity) are:
  - 4. Engaging in severe forms of trafficking in persons during the period of time that the agreement is in effect;
  - 5. Procuring a commercial sex act during the period of time that the agreement is in effect; or
  - 6. Using forced labor in the performance of the agreement, including subcontracts or sub-agreements under the agreement.
  
- D. In addition to all other remedies for noncompliance that are available to the FAA, Section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended (22 U.S.C. 7104(g)), allows the FAA to unilaterally terminate an agreement, without penalty, if a private entity:
  - 3. Is determined to have violated the Prohibitions; or
  - 4. Has an employee who the FAA determines has violated the Prohibitions though conduct that is either:
    - c. Associated with the performance of the agreement; or
    - d. Imputed to the Sponsor or sub-recipient using 2 CFR part 180, “OMB Guidelines to Agencies on Government wide Debarment and Suspension (Non-procurement),” as implemented by the FAA in 49 CFR Part 29.

American Infrastructure Development, Inc.

Firm Name

Sabina C. Mohammadi

Name of Authorized Individual

*Sabina C. Mohammadi*

Authorized Signature

4/12/2017

Date

***THIS PAGE MUST BE COMPLETED AND SUBMITTED WITH OFFER***

**CITY OF VENICE  
FINANCE- PROCUREMENT  
DEPARTMENT**

**401 W. VENICE AVE. - ROOM # 204  
VENICE, FL. 34285  
(941) 486-2626  
FAX (941) 486-2790**

**ADDENDUM NO. 1**

**Date: March 28, 2017**

**To: All Prospective Proposers**

**Re: RFQ# 3057-17: Engineering & Consulting Services for Venice Municipal Airport**

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This addendum sets forth changes and/or information as referenced and is hereby made part of and should be attached to the subject Contract Documents. Receipt of this Addendum shall be acknowledged below and in the submitted proposal. It shall be the responsibility of each proposer, prior to submitting a proposal, to contact the City of Venice- Procurement Department to determine if addenda were issued and to make such addenda a part of their proposal.

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The following is to clarify and provide additional information:

- 1. “What are the minimum requirements to submit as a Prime?” Response: To submit as a prime, supply all the information identified in the RFQ in the format requested.**
- 2. “Also, can we go after this project as a Prime and as a subconsultant to other firms? Or, are we limited to one or the other?” Response: The City has no stipulations regarding submission as a prime and/or a sub.**
- 3. “Can we have the names of the individuals on the Evaluation Committee?” Response: The selection committee is comprised of: Venice Airport Director, Property Administrator, The Assistant City Manager and the Manager of Facilities & Security of the Punta Gorda Airport.**

**Jon Mayes**  
**Procurement Department**

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Acknowledgment is requested even if you have elected not to respond to this bid. A designated management representative of your firm can sign the receipt for this addendum. Please acknowledge receipt of this addendum immediately by fax to (941) 486- 2790 or mail to the above noted address, if a fax is not possible.

Receipt Acknowledged:



Signature

American Infrastructure Development, Inc.

Company

Date: 4/12/2017