

LEGISLATIVE #

150261D



July 28, 2015

Mr. Richard Owen
Program Manager
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, FL 32822

Subject: Gainesville Regional Airport (GNV)
FY 2015 Airport Improvement Program
Application

Dear Mr. Owen:

Enclosed please find our FY2015 Airport Improvement Program Pre-Application for the following improvement projects. The projects are listed below in priority order.

- 1) **Rehabilitate Runway 11-29 Edge Lighting (HIRL), Design and Construction**
This project includes bid alternates for: Taxiway A (North) Signage Improvements and; Replace Runway End Identifier Lights (REIL) Runway 11. These items were included in our January Pre-application.

- 2) **Expand Commercial Apron Expansion by 7,794 square yards – Construction**

- 3) **Replace Aircraft Rescue and Firefighting Building – Design Only.**
It is anticipated the building will be approximately 7,000 s.f., however the final footprint will be finalized during the design process in accordance with the AC.

Please note we received six competitive bids for the Apron Project, which was rebid on July 22nd. The low bid was below the engineer's estimate. The total cost for all items is anticipated to be \$2,742,677.80. We tentatively request FAA participation in the amount of \$2,468,410.00, representing 90% of the eligible project costs. We understand this is within the amount of our available FY15 entitlement balance. No discretionary funds should be required.

Thank you for your consideration of our request.

Sincerely,

A handwritten signature in black ink, appearing to read "Allan J. Penksa".

Allan J. Penksa
Chief Executive Officer

enclosures

Application for Federal Assistance SF-424

* 1. Type of Submission <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): - Select One - * Other (Specify)
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* 3. Date Received: 07/28/2015	4. Application Identifier:
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5a. Federal Entity Identifier:	* 5b. Federal Award Identifier:
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State Use Only:

6. Date Received by State:	7. State Application Identifier:
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8. APPLICANT INFORMATION:

* a. Legal Name: Gainesville-Alachua County Regional Airport Authority

* b. Employer/Taxpayer Identification Number (EIN/TIN): 59-277-484	*c. Organizational DUNS: 13-492-5275
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d. Address:

* Street1: 3880 NE 39th Avenue
 Street 2: Suite A
 * City: Gainesville
 County: Alachua
 * State: Florida
 Province:
 Country: USA *Zip/ Postal Code: 32609

e. Organizational Unit:

Department Name:	Division Name:
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f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr. First Name: Allan
 Middle Name: John
 * Last Name: Penksa
 Suffix:

Title: Chief Executive Officer

Organizational Affiliation:
 Gainesville-Alachua County Regional Airport Authority

* Telephone Number: (352) 373-0249 Fax Number: (352) 374-8368

* Email: allan.penksa@flygainesville.com

Application for Federal Assistance SF-424

*9. Type of Applicant 1: Select Applicant Type:

D. Special District Government

Type of Applicant 2: Select Applicant Type:

- Select One -

Type of Applicant 3: Select Applicant Type:

- Select One -

* Other (specify):

* 10. Name of Federal Agency:

Federal Aviation Administration

11. Catalog of Federal Domestic Assistance Number:

20.106

CFDA Title:

Airport Improvement Program

*12. Funding Opportunity Number:

Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

All or portions of Alachua, Bradford, Clay, Columbia, Gilchrist, Levy, Marion, Putnam and Union Counties in North Central Florida

* 15. Descriptive Title of Applicant's Project:

- 1) Rehabilitate Runway 11-29 Edge Lighting, Replace REIL R/W 11; Taxiway A Signage Improvements - Design and Construct
- 2) Expand Commercial Apron by 7,794 square yards- Construction
- 3) Replace ARFF Building - Design Only

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

16. Congressional Districts Of:

*a. Applicant: 5th

*b. Program/Project: 5th

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

*a. Start Date: 10/01/2015

*b. End Date: 03/01/2017

18. Estimated Funding (\$):

*a. Federal	<u>2,468,410.00</u>
*b. Applicant	<u>274,267.80</u>
*c. State	_____
*d. Local	_____
*e. Other	_____
*f. Program Income	_____
*g. TOTAL	<u>2,742,677.80</u>

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on 03/01/2015
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372

***20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation on next page.)**

Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr. *First Name: Allan
Middle Name: John
*Last Name: Penksa
Suffix:

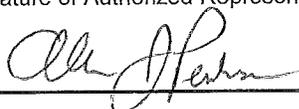
*Title: Chief Executive Officer

*Telephone Number: (352) 373-0249

Fax Number: (352) 374-8368

* Email: allan.penksa@flygainesville.com

*Signature of Authorized Representative:



*Date Signed: 07/28/2015

Application for Federal Assistance SF-424

***Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

Application for Federal Assistance (Development Projects)

PART II – PROJECT APPROVAL INFORMATION

SECTION A	
<p>Item 1. Does this assistance request require State, local, regional, or other priority rating?</p> <p style="text-align: center;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Name of Governing Body:</p> <p>Priority:</p>
<p>Item 2. Does this assistance request require State, or local advisory, educational or health clearances?</p> <p style="text-align: center;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Name of Agency or Board:</p> <p>(Attach Documentation)</p>
<p>Item 3. Does this assistance request require clearinghouse review in accordance with OMB Circular A-95?</p> <p style="text-align: center;"><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>(Attach Comments)</p>
<p>Item 4. Does this assistance request require State, local, regional, or other planning approval?</p> <p style="text-align: center;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Name of Approving Agency:</p> <p>Date:</p>
<p>Item 5. Is the proposal project covered by an approved comprehensive plan?</p> <p style="text-align: center;"><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Check one: State <input type="checkbox"/> Local <input checked="" type="checkbox"/> Regional <input type="checkbox"/></p> <p>Location of Plan: Alachua County Administration Bldg.</p>
<p>Item 6. Will the assistance requested serve a Federal installation?</p> <p style="text-align: center;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Name of Federal Installation:</p> <p>Federal Population benefiting from Project:</p>
<p>Item 7. Will the assistance requested be on Federal land or installation?</p> <p style="text-align: center;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Name of Federal Installation:</p> <p>Location of Federal Land:</p> <p>Percent of Project: %</p>
<p>Item 8. Will the assistance requested have an impact or effect on the environment?</p> <p style="text-align: center;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>(See instructions for additional information to be provided.)</p>
<p>Item 9. Will the assistance requested cause the displacement of individuals, families, businesses, or farms?</p> <p style="text-align: center;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Number of: Individuals: Families: Businesses: Farms:</p>
<p>Item 10. Is there other related Federal assistance on this project previous, pending, or anticipated?</p> <p style="text-align: center;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>(See instructions for additional information to be provided.)</p>

PART II – SECTION C (Continued)

9. Exclusive Rights – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

None.

10. Land – (a) The sponsor holds the following property interest in the following areas of land* which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit "A":

All airport land is held fee simple by the City of Gainesville and is under the operational control of the Sponsor by state statute.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land* on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit "A":

Not Applicable. No additional property interests are needed for this project. The entire project will constructed on airport land.

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land* which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit "A"

Not applicable. No additional land needs to be purchased for this project.

*State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL			
1. Federal Domestic Assistance Catalog Number: <u>20. 106</u>			
2. Functional or Other Breakout: _____			
SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administration expense	\$	\$	\$ 25,000.00
2. Preliminary expense			13,787.00
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			316,634.80
5. Other Architectural engineering fees			
6. Project inspection fees			308,678.00
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			2,078,578.00
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)			2,742,677.80
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			2,742,677.80
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			2,742,677.80
20. Federal Share requested of Line 19			2,468,410.00
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (lines 20 & 21)			2,468,410.00
23. Grantee share			274,267.80
24. Other shares			
25. Total Project (Lines 22, 23 & 24)	\$	\$	\$ 2,742,677.80

SECTION C – EXCLUSIONS		
Classification	Ineligible for Participation (1)	Excluded From Contingency Provision (2)
a.	\$	\$
b.		
c.		
d.		
e.		
f.		
g. Totals	\$	\$
SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE		
27. Grantee Share		
a. Securities		\$
b. Mortgages		
c. Appropriations (By Applicant)		
d. Bonds		
e. Tax Levies		
f. Non Cash		
g. Other (Explain)		
h. TOTAL - Grantee share		
28. Other Shares		
a. State		
b. Other		
c. Total Other Shares		
29. TOTAL		\$ 274,267.80
SECTION E – REMARKS		
<p>Sponsor share to be paid in cash from appropriations. Sponsor anticipates eventual reimbursement from approved Passenger Facility Charge collections.</p>		

PART IV – PROGRAM NARRATIVE (Attach – See Instructions)

PART IV
PROGRAM NARRATIVE
(Suggested Format)

PROJECT : Rehabilitate R/W 11-29 Edge Lighting, REIL, Improve T/W A Signage; Expand Commercial Apron; Design ARFF Bldg.

AIRPORT : Gaiensville Regional Airport (GNV)

1. Objective:

- 1) Rehabilitate deteriorating edge lights circuit on primary runway, and REIL. Improve effectiveness and safety of T/W A signs to reduce pilot errors.
 - 2) expand commercial aircraft parking apron to improve aircraft circulation, parking capacity and safety of passengers during ground operations.
 - 3) Design Only a replacement for ageing Aircraft Rescue and Fire Fighting building in new location to maintain ARFF capability, improve operational efficiencies and emergency response times to primary runway.
- *Please see attached Program Narrative for additional detail.

2. Benefits Anticipated:

- 1) Maintain runway edge light functionality and minimum required illumination levels, decrease outages, decrease pilot taxiing errors at airfield hot spots (T/W A signage improvements).
 - 2) Facillitate safer enplaning and deplaning of passengers, safer taxiing and circulation of aircraft and ground service personnel and increase aircraft parking capacity to meet current demand.
 - 3) Maintain existing ARFF services by replacing outdated building in need of refurbishment or replacement. Improve operational efficiencies by providing needed servicing, agent storage, training and misc. space within current FAA Advisory Circular.
- *Please see attached Program Narrativefor additional detail.

3. Approach: (See approved Scope of Work in Final Application)

- 1) Replace underground electric cable and counterpoise ground cable, transformers and fixtures to eliminate electrical faults and ensure future functionality for the life of the equipment.
 - 2) Build sufficinet new concrete aircraft parking apron of appropriate strength for current and anticipated aircraft fleet mix.
 - 3) Design replacement ARFF building in optimum location sufficient to support current ARFF index. Designto curent FAA standards. Construction to be undertaken in a separate project.
- *Please see attachment for additional detail.

4. Geographic Location:

All Lighting and apron work to occur within the Air Operations Area of the Gainesville Regional Airport. ARFF building to be constructed near the existing air traffic control tower with the majority of the buidling within the AOA. Airport coordinates N29°41.40', W82°16.31".

*Please see project exhibits attached.

5. If Applicable, Provide Additional Information:

*Please see Program Narrative, attached.

6. Sponsor's Representative: (include address & telephone number)

Allan J. Penksa, CEO
Gainesville-ALachua County Regional Airport Authority
3880 NE 39th Avenue
Suite A
Gainesville, FL 32609

PROJECT COST SUMMARY

ESTIMATED COSTS

1. Design and Construct - Rehabilitate Runway 11-29 Edge Lighting, R/W11 REIL Improve T/W A (North) Signage	
<u>Construction</u>	
TCA Electrical Contractors Inc. (bid scheds. A & B received 6/17/2015)	\$432,930.00
Design - URS Task Order # 34	\$69,700.00
Construction Phase Services/RPR/inspection/Testing - URS Task Order #35	\$94,643.00
Subtotal	<u>\$597,273.00</u>
<u>Administration Expenses</u>	
Independent Fee Estimate - GAI, Inc.	\$1,500.00
Misc. GACRAA grant admin., bookkeeping, processing, advertisements, postage, etc.	<u>\$6,500.00</u>
Project Total	\$605,273.00

2. Expand Commercial Apron 7,794 square yds.	
<u>Construction</u>	
Scherer Construction of Florida, (base bid received 7/22/2015)	\$1,645,648.00
Construction Phase Services/RPR/Inspection/Testing - URS Task Order # 36	\$214,035.00
Subtotal	<u>\$1,859,683.00</u>
<u>Administration Expenses</u>	
Independent Fee Estimate - AVCON	\$1,500.00
Misc. GACRAA grant admin., bookkeeping, processing, advertisements, postage, etc.	<u>\$10,500.00</u>
Project Total	\$1,871,683.00

3. Replace ARFF Building - Design Only	
Architectural and Design Services Michael Baker Intl. Inc., Task Order #2	\$246,934.80
<i>Other Professional Services -</i> RS&H Task Order #12, Site environmental work (prepare documented CatEx)	\$13,787.00
<u>Administration Expenses</u>	
Independent Fee Estimate - AVCON Inc.	\$1,500.00
IFE, Misc. GACRAA grant admin., bookkeeping, processing, advertisements, postage, etc.	<u>\$3,500.00</u>
Project Total	\$265,721.80

Total - All Projects	\$2,742,677.80
	x.90
FAA Share Requested (90%) AIP 3-12-0028-038-2015	\$2,468,410.02

Available FAA Funding - Est. \$2,492,782

We request use of GNV's available FY15 AIP entitlement funds and all carryover balance from FY2014 and previous project closeout balances, as needed.

* **Please Note** - The above projects are in priority order.

Project Narrative

Commercial Apron Expansion (7,794 sq. yds.)

Project Scope

The airport proposes to construct an apron extension of approximately 7,794 square yards. The concrete pavement section would match the existing concrete apron, which was constructed in 1978. The section design, like the existing apron, would support daily activity by narrow body aircraft such as the B-717 and B-737 and all scheduled airliners presently in use at the Gainesville Regional Airport. The proposed pavement will support current and forecast activity by large air charter aircraft such as the B-737-800, B-757-200 and B-767-200. The project would also accommodate a future, two gate expansion of the terminal building. Modifications to existing apron light poles and any needed supplemental light poles will be included.

Design of this project was completed under FAA Project # 3-12-0028-037-2014.

Background

GNV's commercial terminal and adjacent concrete apron were completed in 1979. Commercial enplanements totaled approximately 113,000 when the terminal and apron facilities were designed (1977). A two-year period of rapid passenger growth followed completion of the terminal. A period of steep decline and then sporadic growth came next, as air carriers responded to the effects of airline deregulation. Since that time, the local population has continued to grow at a modest pace. In CY 2013, the Airport enplaned approximately 205,000 commercial passengers. This is up approximately 64% over the previous ten years. CY 2014 enplanements increased to 213,014*. Based on airport YTD data, CY2015 commercial enplanements are expected to top 225,000, roughly double the number of enplanements when the terminal was constructed.

Aircraft serving GNV have changed from daily operations by narrow body, air transport category aircraft (i.e. DC-9 and B-737) in the 1970's and 1980's to more frequent departures by 50 seat regional jets. Prior to 2005, all aircraft were ground loaded on the tarmac. They were parked about a single, terminal exit door located on the east side of the departure lounge and a single entry door on the west side of the departure area.

In 2014, Delta, the airports largest carrier, once again made GNV a mainline station. Delta replaced most of its 50 seat RJ operations with 110- passenger Boeing 717's and larger, 70-90 seat RJ's. Delta also includes the MD-88 and Airbus 319 in the schedule from time to time.

In 2005, separate airline departure gates were created within the departure lounge to serve the airport's three carriers. Each incorporated a passenger loading bridge for regional aircraft. While the bridges reduce the flexibility of available apron space, they improve apron security and facilitate safer and more orderly boarding. In 2008, interior terminal space was reallocated to gain more seats in the departure lounge. In 2012, the airport added a fourth airline, Silver Airways, which operates 34 passenger Saab turboprops. A temporary, fourth departure door was added to the diminutive departure lounge to accommodate Silver. Silver's aircraft must be remotely parked from the terminal, however, due to limited aircraft parking and maneuvering space adjacent to the terminal. *(Please note: On July 3, Silver announced it was suspending GNV service effective August 18, 2015. Silver continues to have financial service and difficulties system wide. Silver is a minor component of GNV's traffic, representing only 4% of total enplanements YTD and 2 flights per day.)*

In addition to scheduled airline operations, the commercial terminal supports a large number of unscheduled charter operations. Most of these are related to the University of Florida and visiting NCAA sports teams. In 2014 the UF's basketball team switched from using 50 seat regional jets to 130 passenger Boeing 737-200 aircraft for all flights. Football charters range from B-737-800 to B-757 and occasionally B-767 size aircraft. The airport also occasionally supports fan and misc. charters using narrow body transport category aircraft. Pavements on the general aviation apron are not capable of supporting the weight of these aircraft. Also, passengers boarding these aircraft must often undergo TSA screening available at the commercial terminal.

In order to accommodate current operations, airport management has had to convert the existing apron taxiway into a parking area. This results in a more congested taxi environment and long walking distances for passengers. Remote parking exposes passengers to the elements and creates safety concerns with ground servicing vehicles. Passengers must be escorted to ensure they board safely, which increases staffing requirements.

In 2013, the Airport Authority commissioned the firm Reynolds, Smith and Hills, Inc. to undertake a Terminal Conceptual Development Plan. The FDOT funded study examined current and forecast demand for interior terminal space, aircraft parking, vehicle roadways and auto parking facilities. A copy was provided to the ADO. The study recommends a westward expansion of the terminal and the terminal apron. Phase 1 apron expansion is recommended now to accommodate existing aircraft and facilitate needed gate area expansion. RS&H also recently completed the airport's Master Plan/ALP update (AIP# GNV-35). Both the current ALP draft now under review and the latest approved Airport Master Plan (2006), provide for a phased, linear expansion of the terminal building and apron.

GNV's airlines are expected to continue to add a mixture of larger regional jets and narrow body jets to the Gainesville market as aging 50-seat regional jets are retired. Only one of the airport's three loading bridges is long enough to accept the B717, MD88 or B737 and meet ADA slope requirements. The bridge will not support the A319/320 and

still maintain acceptable slope. The airport's apron size and closeness of the loading bridges does not allow additional gates or longer bridges to accommodate narrow body aircraft. Aircraft maneuvering between the bridges is tight, given the small size of the gate area.

The recent Terminal Conceptual Development Plan recommends a two gate expansion of the terminal to the west. The loading bridges would be adequately spaced and achieve sufficient height to accommodate narrow body airliners, including the A319 and A320 series. The proposed apron expansion would facilitate future expansion of the terminal gates.

Justification

Additional apron space is needed to accommodate existing aircraft parking and ground servicing needs. This need has increased as larger aircraft have been added to GNV's daily mix. Apron space needs to be convenient to the terminal departure area and positioned to minimize conflicts with surrounding flights during passenger ground loading operations. Silver Airways and large charters operated by major airlines are presently being parked on a former taxiway on the north side of the apron. Passengers on these flights must walk in the elements up to 300 feet through busy ramp activities to access these aircraft. This presents concerns for passenger safety, security and comfort. The expanded apron would be positioned to facilitate planned terminal expansion as GNV is nearing a capacity threshold. The capacity of the existing gate lounge area is below what was adequate to accommodate 2012 traffic*. (*GNV Terminal Development Concept Study, RS&H 2013).

Project Cost

The cost for construction of the apron expansion is \$1,645,648. Total project cost for all work is expected to be \$1,871,683, including construction phase professional services and administrative costs. A copy of the cost breakdown is included. The airport respectfully requests FAA participation in the amount of \$1,516,070 or 90% of the eligible project costs.

*Airport Records

Rehabilitate Runway 11-29 Edge Light System, REIL and Modifications to Taxiway A Signage - Design and Construct

Project Scope

The proposed project includes replacement of underground power cables, transformers and connectors on the Runway 11-29 edge lighting circuit. A new buried counterpoise ground system will be installed. New high intensity edge light fixtures and constant current regulator will also be provided. Replacement signage is not included.

A bid alternate to replace two aging Runway End Identifier Lights, which are now connected to the edge light circuit and located at the threshold of Runway 11, has been included.

A second bid alternate to modify signage on the north end of Taxiway A, near the intersection with Taxiway B has also been included. Air Traffic Control has noted confusion and errors by general aviation pilots taxiing on T/W Alpha and wishing to depart on Runway 25 or 29. This area is identified as a "Hot Spot" on our airfield diagram. The area of proposed work as well as a "hot spot" diagram is shown in the attached exhibits.

The above bid alternates are relatively small items and including them with the runway edge light project offers significant savings over a future, stand-alone project. These items were included in our January 2015 Pre-Application request.

Background

Runway 11-29 is the airports primary instrument runway and the only runway available for air carrier use. Gainesville experiences significant thunderstorm and lightning activity. FAA L-824 Type C, lightning resistant cable was installed on the runway edge light circuit in 2001. This type cable does not employ a traditional counterpoise ground system. The existing circuit is failing, as evidenced by continuously deteriorating meg-ohm readings. This degradation is attributed to faults in the cable, corroding connectors and failure of transformer insulation. Please see the attached memo regarding this from URS, Inc. Per the manufacturer's (Crouse-Hinds) Trouble Shooting Guide*, a 10%-20% annual decline in L-824 cable resistance to ground is to be expected. The cable is now 14 years old. The airport proposes to replace the existing cable with traditional L-824, 5kv cable. The existing underground conduits, junction boxes and light cans will be re-utilized wherever possible. Some additional underground pull boxes will be installed to facilitate pulling of new cable. As the previous LRC cable incorporates its own ground wire, a new, direct burial, #6 copper, counterpoise ground wire system must be installed.

Taxiway A Signage Modifications

Taxiway A extends beyond the turnoffs for the runway (at T/W's A1 and B). Occasionally pilots taxiing to the north miss their turn and must leave the taxiway to get turned around. This item has been identified in the airport's Tower Runway Safety Program since 2012 (copies attached). ATC has requested signage be added or changed to better inform/alert pilots and help prevent this error. Runway guard lights (*Wig-wag lights*) were also suggested by ATC as a way to get pilots added attention in this area. Airport management believes improved signage to be a more appropriate way to solve the issue at this time. Miscellaneous sign changes will be made including a new informational sign noting the direction of turn for R/W 7 and R/W 29. An informational sign noting the direction of turn for the FBO for aircraft departing the runway will also be added and a "hangars only" with a straight ahead arrow will be added for aircraft traveling north on taxiway alpha near the confusing turn to the runway. It was also suggested that renaming Taxiway A1 to another letter identifier would help to more

clearly communicate the turn requested from ATC to pilots taxiing on Alpha. The airport proposes to change taxiway A1 to Delta. Other sign changes and relocations will be considered.

Justification

Runway 11-29 is the airport's only airline capable runway. Its edge lighting circuit must provide specified and uniform lamp brightness levels per AC150/5340-30 and AC 150/5345-46. In order for this to occur, all components in the circuit must perform satisfactorily. Airfield maintenance personnel monitor resistance readings on a regular basis and make repairs as necessary. Age and electrical condition dictate that the cables, connectors and transformers be replaced. The airport has had several failures to this circuit requiring emergency action to limit impacts on airline flight schedules. Please see the attached recommendation for replacement from the Airport's engineering consultant, URS Inc. The REIL lights on Runway 11 need to be replaced due to age and condition.

The Taxiway A signage modifications are needed to reduce confusion between ATC and general aviation pilots and to help improve an area that is currently listed as a "hot spot" on the airfield diagram.

Project Cost

Construction cost for all items based on competitive bid is expected to be \$432,930 (please see attached bid tabulation). Bids were well within the engineers estimate. A copy of the bid results is attached. Total project cost including construction, professional services (design and construction phase services) and administrative costs is \$605,273. Supporting cost documentation is attached. The Airport Authority requests funding in the amount of \$544,745 representing 90% of the eligible project costs.

Design Only – Replace Aircraft Rescue and Firefighting Building

Project Scope

The airport proposes to replace its existing, single purpose ARFF station originally constructed in 1979. The project is for the design of a new ARFF building relocated to the commercial side of the airport. The building will house the airport's ARFF equipment and crew domicile. The proposed location is shown on the latest draft ALP and is just west of the air traffic control tower. A driveway will be necessary to connect the building to Taxiway E. The new station will be designed to modern standards in accordance with AC150/5210-15A, latest edition.

Background

The airport has only one ARFF station, providing acceptable response time to the mid-point of the airport's primary commercial service runway and secondary runway. The existing 5,600 s.f., two bay, single-story building was constructed in 1979. The building includes two drive-through, tandem length storage bays for the airport's fire fighting

vehicles as well as space for rescue equipment and personal protective gear, firefighting agent, alarm system and emergency communications closet, dorm rooms, locker room, bathrooms, kitchen, office and crew training areas.

The airport's current ARFF index is Index B. GNV has three ARFF vehicles. One meets the requirements of Index B. The other two vehicles together meet the requirements of Index B and provide necessary back-up and training capacity. The two smaller vehicles are parked in tandem. A higher ARFF Index is periodically requested by airport users. The airport can accommodate this by combining the capabilities of all vehicles.

GNV completed a Master Plan/ALP update in 2014. The study examined the feasibility of renovating the existing ARFF building vs. construction of a new building. It was determined that the site of the existing building was not optimal and renovation costs, including temporary facilities during construction, would be cost prohibitive. Four potential sites for the new ARFF building were evaluated, including the existing site. The existing site is adjacent to a busy general aviation ramp, which introduces the possibility of traffic conflicts and delay. This location does not provide optimal visibility of the airfield or line of sight to the commercial terminal. The preferred site D is shown in the attachment. It is near the airport's existing air traffic control tower and is shown on the draft ALP. This site offers improved response to the main commercial runway, improved views of the main runway and commercial terminal, good access to an existing service road and utilities and lower site development costs. It is a relatively level and dry site, with no environmental concerns.

Justification

The existing 35 year-old building is in need of rehabilitation. The roof must be replaced and the crew quarters, electrical systems, alarm and communications closets, plumbing fixtures and finishes, etc. need improvement. While the building has served the airport well, it was not designed with space or facilities for washing and drying protective equipment and efficiently drying hoses. There are no overhead lift facilities to assist with loading agent or transferring equipment to minimize the chance of injury. Over the years, ARFF vehicles of the same agent capacity have gotten taller and wider. Although the door openings were modified as much as possible to fit newer equipment, space to maneuver around the vehicles for loading, unloading and minor maintenance, as well as storage and maintenance of equipment, is lacking. The location of the existing building is not optimal as it is on a busy general aviation apron and does not have clear views of the airfield and commercial apron. The ARFF unit is also the quickest responding unit for medical calls in the commercial terminal. The distance and response to the primary/commercial runway (11-29) as well as the airline terminal will be reduced by building a new ARFF station in the proposed location. The new location will also eliminate the need to cross Runway 7-25 (secondary runway) and associated taxiways when responding to an incident on the commercial runway.

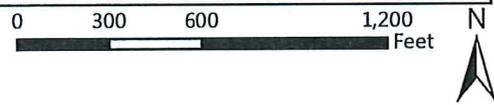
Project Cost

Design fees on the project are expected to be \$246,934. The Airport Authority completed a consultant selection process in accordance with AC150/5100-14E in March, 2015. A copy of the proposed design Task Order from Michael Baker Inc. is attached. The negotiated price is within the Independent Fee Estimate. *(See AVCON IFE attached)*. It is anticipated that the project site will qualify for a Documented Categorical Exclusion. A Documented CATEX was submitted to the FAA ADO on May 18, 2015. The cost for completing the preliminary environmental research and required documentation is \$13,787.00 *(Please see RS&H Task Order #12, attached)*.

Total costs for the above; including estimated administrative costs is expected to be \$265,722. The Airport Authority tentatively requests FAA funds in the amount of \$239,149, representing 90% of the eligible costs.



Sources: Esri, 2015; RS&H, 2015

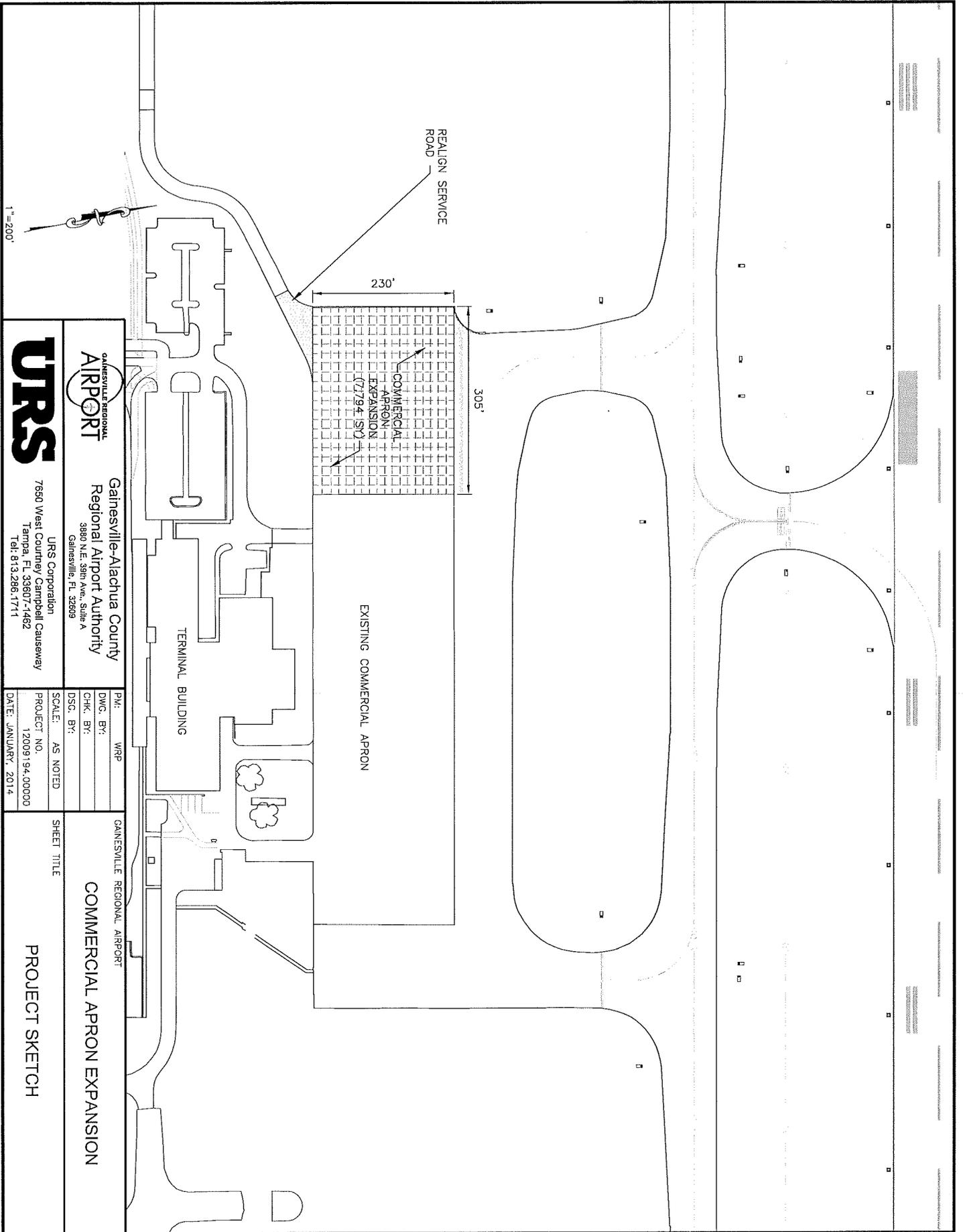


Legend

- Current ARFF Facility to be Demolished
- Replacement ARFF Building
- Roadway and Parking
- Security Fence
- Project Study Area



Figure 2
Proposed Project and Project Study Area



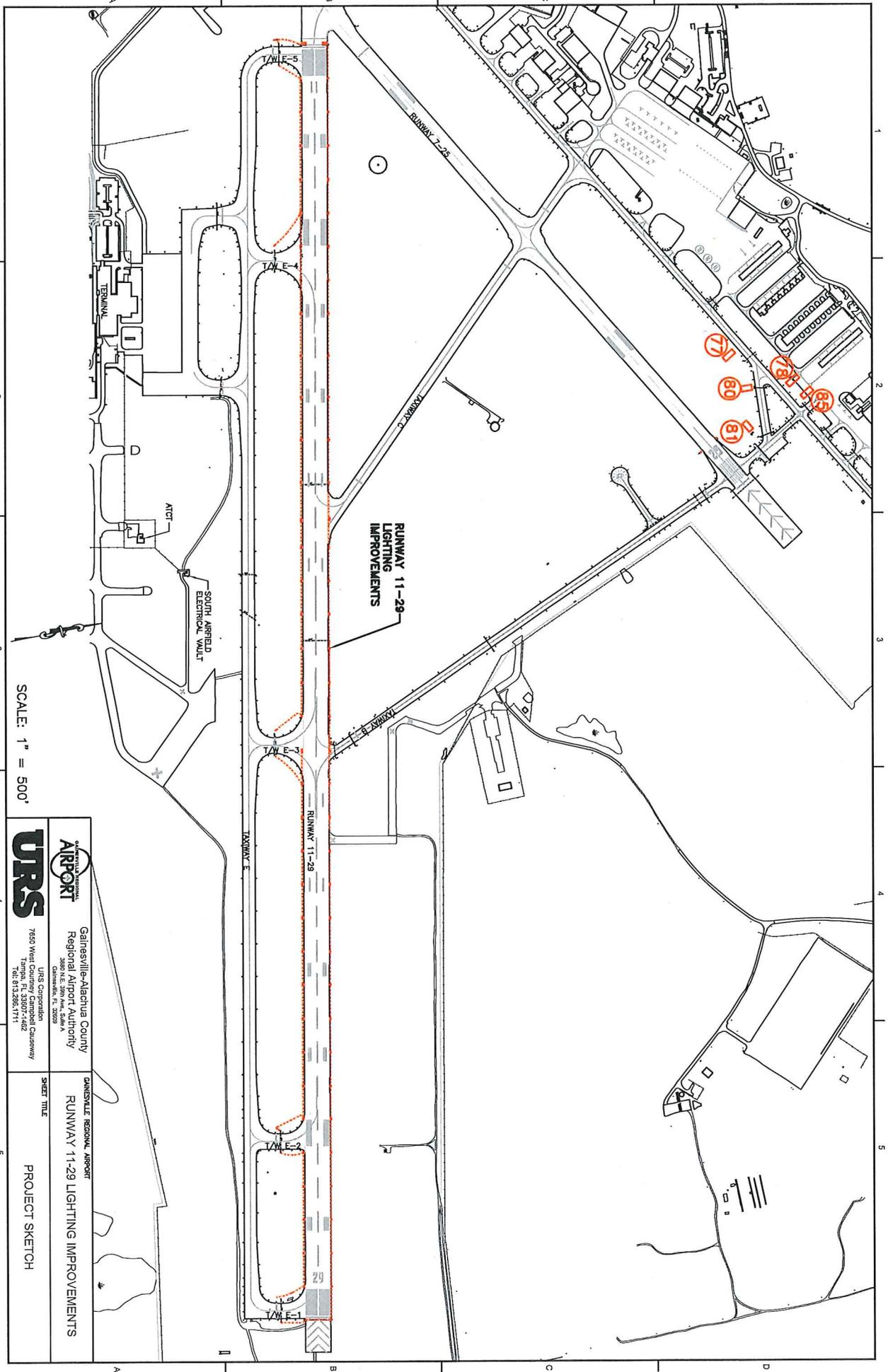
GAINESVILLE REGIONAL AIRPORT
Gainesville-Alachua County Regional Airport Authority
 3880 N.E. 39th Ave., Suite A
 Gainesville, FL 32609

URS Corporation
 7650 West Courtney Campbell Causeway
 Tampa, FL 33607-1462
 Tel: 813.286.1711

PK:	WRP
DWG. BY:	
CHK. BY:	
DSG. BY:	
SCALE:	AS NOTED
PROJECT NO.	12009194.00000
DATE:	JANUARY, 2014

GAINESVILLE REGIONAL AIRPORT
COMMERCIAL APRON EXPANSION
 SHEET TITLE
PROJECT SKETCH

1"=200'



SCALE: 1" = 500'

		Gainesville-Alachua County Regional Airport Authority 3000 Gainesville, FL 32609
		URS Corporation 7850 West Courtney Campbell Causeway Tampa, FL 33607-1482 Tel: 813.288.1711
SHEET TITLE		GAINESVILLE REGIONAL AIRPORT RUNWAY 11-29 LIGHTING IMPROVEMENTS
PROJECT SKETCH		



12012334
June 19, 2015

Mr. Allan J. Penksa
Chief Executive Officer
Gainesville Regional Airport
3880 NE 39th Avenue, Suite A
Gainesville, Florida 32609

Reference: **GACRAA PROJECT NO. 15-003**
REHABILITATE RUNWAY 11-29 LIGHTING, REPLACE RUNWAY 11 REIL, AND
IMPROVE TAXIWAY "A" NORTH SIGNAGE
FAA AIP PROJECT NO. 03-12-0028-038-2015
GAINESVILLE REGIONAL AIRPORT

Dear Mr. Penksa:

We have received and reviewed the Bids that were publicly opened and read aloud on June 17, 2015 for the referenced project. The following is a list of Bidders and the amount bid by each. For clarity we have not shown the bid schedule amounts for bid schedules that are not being funded by the FAA.

FIRM	BID AMOUNT	
TCA Electrical Contractors, Inc.	\$ 406,530.00	Bid Sch. A
	\$ 26,400.00	Bid Sch. B
	\$432,930.00	Total Bid
Kobo Utility Construction Corp.	\$ 424,931.00	Bid Sch. A
	\$ 27,900.00	Bid Sch. B
	\$452,831.00	Total Bid
Engineer's Estimate	\$ 653,700.00	Bid Sch. A
	\$ 32,100.00	Bid Sch. B
	\$685,800.00	Total Bid

Based on the amount of available FAA grant funds Bid Schedules A and B are being awarded. The lowest responsive bid for that combination of bid schedules was received from TCA Electrical Contractors, Inc.

We have evaluated the qualifications of TCA Electrical Contractors, Inc. and, in our opinion; we believe that TCA Electrical Contractors, Inc. is qualified to perform the work. We unconditionally recommend TCA Electrical Contractors, Inc. be awarded a contract for the combination of Bid Schedules A and B. If the total amount of FAA funding is less than previously stated then you will need to award less bid schedules.

Enclosed for your file is a copy of the "Bid Tabulation" of the bids received.

Sincerely,

URS CORPORATION

William R. Prange, P.E.
Enclosure

xc: Lynn Noffsinger, Suzanne Schiemann/GNV



12012139
July 22, 2015

Mr. Allan J. Penksa
Chief Executive Officer
Gainesville Regional Airport
3880 NE 39th Avenue, Suite A
Gainesville, Florida 32609

Reference: **GACRAA PROJECT NO. 15-006**
COMMERCIAL APRON EXPANSION
FAA AIP PROJECT NO. 03-12-0028-038-2015
GAINESVILLE REGIONAL AIRPORT

Dear Mr. Penksa:

We have received and reviewed the Bids that were publicly opened and read aloud on July 22, 2015 for the referenced project. The following is a list of Bidders and the amount bid by each.

<u>FIRM</u>	<u>BID AMOUNT</u>	
Scherer Construction of North Florida LLC	\$ 1,645,648.00	Base Bid
	- \$ 156,041.00	Bid Alternate 1 Deduct
Commercial Industrial Corporation	\$ 1,915,333.93	Base Bid
	- \$ 220,503.65	Bid Alternate 1 Deduct
GLF Construction Corporation	\$ 1,980,690.00	Base Bid
	- \$ 152,220.00	Bid Alternate 1 Deduct
Johnson-Laux Construction LLC	\$ 2,038,205.00	Base Bid
	- \$ 191,503.40	Bid Alternate 1 Deduct
Owen-Ames-Kimball Company	\$ 2,058,830.83	Base Bid
	- \$ 189,668.30	Bid Alternate 1 Deduct
Old World Craftsmen Inc.	Non-Responsive – No unit prices provided for Bid Alternate 1	
Engineer's Estimate	\$ 2,086,288.00	Base Bid
	- \$ 234,250.00	Bid Alternate 1 Deduct

The lowest responsive bid was received from Scherer Construction of North Florida LLC.

Some of the bids received contained minor mathematical errors. These errors have been corrected in accordance with the Contract Documents and notations have been added to the attached bid tabulation. These minor errors did not impact the low bidder.

We have evaluated the qualifications of Scherer Construction of North Florida LLC and, in our opinion; we believe that Scherer Construction of North Florida LLC is qualified to perform the work. We unconditionally recommend Scherer Construction of North Florida LLC be awarded a contract for the Base Bid, or Base Bid with a deduction of the Bid Alternate 1 work based on available funding.

Enclosed for your file is a copy of the "Bid Tabulation" of the bids received.

Sincerely,

URS CORPORATION

A handwritten signature in blue ink, appearing to read "Will R. Prange". The signature is fluid and cursive, with the first name "Will" and last name "Prange" clearly distinguishable.

William R. Prange, P.E.
Enclosure

xc: Lynn Noffsinger, Suzanne Schiemann/GNV

SPONSOR'S NAME AND ADDRESS		OFFICIAL NAME AND LOCATION OF AIRPORT		DESCRIPTION OF WORK:		FAA AIP NO.:		URS PROJECT NO.:								
Gainesville-Alachua County Regional Airport 3880 39th Avenue, Suite A Gainesville, FL 32609		Gainesville Regional Airport July 22, 2015		Commercial Apron Expansion		3-12-0228-038-2015		12012139								
ENGINEER'S ESTIMATE		Scherer Construction of North Florida LLC 2504 NW 71st Place Gainesville, FL 32653 <th colspan="2">GLF Construction Corporation 60 South West 8th Street, Suite 2201 Miami, FL 33130 <th colspan="2">Johnson-Luax Construction LLC 8100 Chancellor Drive, Suite 105 Orlando, FL 32809 <th colspan="2">Owen-Ames-Kimball Company 11941 Fairway Lakes Drive Fort Myers, FL 33915 <th colspan="2">Old World Craftsmen Inc PO Box 710 Lakeland, FL 33856 </th></th></th></th>		GLF Construction Corporation 60 South West 8th Street, Suite 2201 Miami, FL 33130 <th colspan="2">Johnson-Luax Construction LLC 8100 Chancellor Drive, Suite 105 Orlando, FL 32809 <th colspan="2">Owen-Ames-Kimball Company 11941 Fairway Lakes Drive Fort Myers, FL 33915 <th colspan="2">Old World Craftsmen Inc PO Box 710 Lakeland, FL 33856 </th></th></th>		Johnson-Luax Construction LLC 8100 Chancellor Drive, Suite 105 Orlando, FL 32809 <th colspan="2">Owen-Ames-Kimball Company 11941 Fairway Lakes Drive Fort Myers, FL 33915 <th colspan="2">Old World Craftsmen Inc PO Box 710 Lakeland, FL 33856 </th></th>		Owen-Ames-Kimball Company 11941 Fairway Lakes Drive Fort Myers, FL 33915 <th colspan="2">Old World Craftsmen Inc PO Box 710 Lakeland, FL 33856 </th>		Old World Craftsmen Inc PO Box 710 Lakeland, FL 33856						
BID NO.	SPEC. NO.	DESCRIPTION OF ITEM	UNIT	AWARD QTY.	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL				
1	P-102-1	BASE BID - TOTAL APRON CONSTRUCTION	LS	1	\$188,000.00	\$188,000.00	\$295,986.00	\$116,566.30	\$116,566.30	\$343,000.00	\$343,000.00	\$318,985.00	\$318,985.00	\$339,488.15	\$175,000.00	
2	P-102-2	MAINTENANCE OF TRAFFIC AND TEMPORARY CONSTRUCTION FOR PHASING PLAN - BARRICADES, SIGNAGE, MISC NOT DEVICES, FLAGMAN, TEMPORARY ACCESS ROUTES - SUPPLY, SET UP, REMOVE, POSITION, REPOSITION, AND MAINTAIN, ETC.	LS	1	\$25,000.00	\$25,000.00	\$34,669.00	\$39,352.00	\$39,352.00	\$85,000.00	\$85,000.00	\$99,160.00	\$99,160.00	\$85,298.81	\$32,000.00	
3	P-101-5.1	MISCELLANEOUS DEMOLITION	LS	1	\$20,000.00	\$20,000.00	\$12,982.00	\$46,382.00	\$46,382.00	\$25,000.00	\$25,000.00	\$15,000.00	\$15,000.00	\$9,028.41	\$72,000.00	
4	P-101-5.2	UNCLASSIFIED EXCAVATION	CY	4600	\$8.00	\$36,800.00	\$9.35	\$43,010.00	\$43,010.00	\$14.00	\$64,400.00	\$10.20	\$46,920.00	\$15.78	\$72,600.00	
5	P-102-5.1	UNUSABLE EXCAVATION	CY	5200	\$12.00	\$62,400.00	\$9.35	\$48,620.00	\$48,620.00	\$35.00	\$182,000.00	\$16.36	\$85,072.00	\$17.46	\$90,000.00	
6	P-102-5.2	BORROW EXCAVATION	CY	1400	\$15.00	\$21,000.00	\$10.18	\$14,252.00	\$14,252.00	\$33.00	\$46,200.00	\$28.40	\$39,660.00	\$15.58	\$20,412.00	
7	P-102-5.4	DEWATERING	LS	1	\$10,000.00	\$10,000.00	\$12,307.00	\$3,776.45	\$3,776.45	\$31,000.00	\$31,000.00	\$34,549.00	\$34,549.00	\$41,863.17	\$74,000.00	
8	P-102-5.5	EROSION CONTROL MEASURES	LS	1	\$10,000.00	\$10,000.00	\$6,609.00	\$7,626.66	\$7,626.66	\$55,000.00	\$55,000.00	\$23,100.00	\$23,100.00	\$1,071.00	\$28,000.00	
9	P-102-6.1	STABILIZED SUBGRADE (12" THICK) - ACCESS ROAD	SY	460	\$10.00	\$4,600.00	\$6.40	\$2,944.00	\$2,944.00	\$8.00	\$3,680.00	\$8.00	\$3,680.00	\$5,474.00	\$2,000.00	
10	P-102-6.2	STABILIZED SUBGRADE (18" THICK) - APRON EXPANSION & FILLET	SY	8100	\$15.00	\$121,500.00	\$6.95	\$56,295.00	\$56,295.00	\$10.37	\$83,997.00	\$11.00	\$89,100.00	\$11.54	\$117,774.00	
11	P-211-5.1	LIMEROCK BASE COURSE (6" THICK) - APRON EXPANSION	SY	8010	\$15.00	\$120,150.00	\$7.70	\$61,877.00	\$61,877.00	\$10.75	\$85,107.50	\$11.00	\$88,110.00	\$11.54	\$100,445.40	
12	P-211-5.2	LIMEROCK BASE COURSE (6" THICK) - ACCESS ROAD	SY	480	\$20.00	\$9,600.00	\$9.50	\$4,560.00	\$4,560.00	\$14.50	\$6,960.00	\$11.00	\$5,280.00	\$11.54	\$5,496.00	
13	P-308-8.1	LEAN CONCRETE BASE COURSE (6" THICK) - APRON EXPANSION	SY	7940	\$45.00	\$357,300.00	\$33.00	\$262,020.00	\$262,020.00	\$33.00	\$264,180.00	\$31.00	\$246,180.00	\$32.36	\$311,803.30	
14	P-401-8.1	BITUMINOUS SURFACE COURSE	TONS	80	\$300.00	\$24,000.00	\$33.66	\$26,932.80	\$26,932.80	\$50.00	\$4,000.00	\$47.64	\$3,811.20	\$47.64	\$3,811.20	
15	P-501-8.1	PORTLAND CEMENT CONCRETE PAVEMENT (12" THICK) - APRON EXPANSION	S.Y.	8200	\$110.00	\$902,000.00	\$75.90	\$622,890.00	\$622,890.00	\$100.54	\$823,428.00	\$97.66	\$800,812.00	\$95.30	\$669,080.00	
16	P-602-5.1	TAXIWAY PAINTING-YELLOW/REFLECTIVE (2 COATS REQUIRED)	SF	2780	\$4.00	\$11,120.00	\$3.30	\$9,174.00	\$9,174.00	\$2.22	\$6,171.60	\$2.28	\$6,238.40	\$1.05	\$2,919.00	
17	P-602-5.2	8" BLACK OUTLINE, NON REFLECTIVE (2 COATS REQUIRED)	SF	3940	\$4.00	\$15,760.00	\$1.45	\$5,713.00	\$5,713.00	\$1.26	\$4,984.40	\$1.50	\$5,910.00	\$0.58	\$2,285.20	
18	D-201-5.1	18 INCH RCP (CLASS IV)	LF	8	\$300.00	\$2,400.00	\$1,050.00	\$840.00	\$840.00	\$1,175.65	\$9,405.00	\$700.00	\$5,600.00	\$1,180.00	\$9,520.00	
19	D-251-5.1	IN-PAVEMENT DRAINAGE INLET (APRON)	EA	1	\$2,000.00	\$2,000.00	\$14,103.00	\$8,342.88	\$8,342.88	\$15,000.00	\$15,000.00	\$6,500.00	\$6,500.00	\$5,950.00	\$14,000.00	
20	D-251-5.2	MODIFY EXISTING DRAINAGE STRUCTURE S-11	EA	1	\$2,000.00	\$2,000.00	\$985.00	\$6,200.88	\$6,200.88	\$8,000.00	\$8,000.00	\$4,950.00	\$4,950.00	\$892.50	\$5,800.00	
21	T-904-5.1	SOODING	S.Y.	4000	\$4.00	\$16,000.00	\$3.58	\$14,320.00	\$14,320.00	\$4.41	\$17,640.00	\$3.20	\$12,800.00	\$2.30	\$9,200.00	
22	F-162-5.1	CHAIN LINK FENCE	LF	320	\$40.00	\$12,800.00	\$25.44	\$8,140.80	\$8,140.80	\$31.47	\$10,070.40	\$33.00	\$10,560.00	\$47.60	\$15,232.00	
23	F-162-5.2	NEW 16" WIDE SINGLE LEAF MANUAL CANTILEVER SLIDE GATE	EA	2	\$3,000.00	\$6,000.00	\$1,815.00	\$3,630.00	\$3,630.00	\$4,405.85	\$8,811.70	\$2,000.00	\$4,000.00	\$2,380.00	\$4,760.00	
24	L-108-5.1	REMOVE EXISTING TAXIWAY EDGE LIGHTS, CABLE, AND CONDUIT	LS	1	\$5,000.00	\$5,000.00	\$2,840.00	\$3,147.04	\$3,147.04	\$1,000.00	\$1,000.00	\$1,120.00	\$1,120.00	\$1,190.00	\$2,000.00	
25	L-108-5.2	NO. 8 AWG, 5 KV, L-24, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT	LF	740	\$4.00	\$2,960.00	\$6.60	\$4,884.00	\$4,884.00	\$3.78	\$2,787.20	\$2.00	\$1,480.00	\$2.38	\$1,761.20	
26	L-108-5.3	NO. 6 AWG, SOLID, BARE COUNTERPOISE WIRE, INSTALLED IN TRENCH, OR CONDUIT, INCLUDING GROUND RODS AND GROUND CONNECTORS	LF	310	\$5.00	\$1,550.00	\$7.95	\$2,464.50	\$2,464.50	\$4.53	\$1,404.30	\$2.24	\$694.40	\$2.38	\$737.80	
27	L-108-5.4	FIBER OPTIC CABLE, INSTALLED IN DUCT - PVC, SCHEDULE 40, NON-CONCRETE ENCASED, INCLUDING TRENCHING	LF	330	\$20.00	\$6,600.00	\$12.10	\$3,993.00	\$3,993.00	\$12.59	\$4,154.70	\$7.00	\$2,310.00	\$7.84	\$2,587.20	
28	L-110-5.1	11W* UNDERGROUND ELECTRICAL DUCT, PVC, SCHEDULE 40, NON-CONCRETE ENCASED, INCLUDING TRENCHING	LF	370	\$8.00	\$2,960.00	\$12.10	\$4,477.00	\$4,477.00	\$8.81	\$3,259.70	\$4.48	\$1,667.60	\$4.76	\$1,761.20	
29	L-110-5.2	CONCRETE ENCASED, INCLUDING TRENCHING	LF	270	\$15.00	\$4,050.00	\$16.50	\$4,455.00	\$4,455.00	\$18.88	\$5,097.60	\$7.00	\$1,890.00	\$8.33	\$2,248.10	
30	L-110-5.3	21W* UNDERGROUND ELECTRICAL DUCT, PVC, SCHEDULE 40, CONCRETE ENCASED, INCLUDING TRENCHING	LF	60	\$40.00	\$2,400.00	\$40.32	\$2,419.20	\$2,419.20	\$75.53	\$4,531.80	\$70.00	\$4,200.00	\$83.30	\$5,033.00	
31	L-110-5.4	NEW QUANTITY OF BOX WITH 1 (FOOT) INDEX 17700, 16.6-16.2.9 X 2.9 RELOCATED L-867-C ELEVATED MEDIUM INTENSITY TAXIWAY EDGE LIGHT (LED), BASE MOUNTED ON NEW L-867-B BASE CAN AND CONCRETE PAD, INSTALLED IN TURF	EA	2	\$1,000.00	\$2,000.00	\$3,833.50	\$7,667.00	\$7,667.00	\$4,789.50	\$9,579.00	\$1,250.00	\$2,500.00	\$1,487.50	\$2,975.00	
32	L-125-5.1	RELOCATED L-867-C ELEVATED MEDIUM INTENSITY TAXIWAY EDGE LIGHT (LED), BASE MOUNTED ON NEW L-867-B BASE CAN AND CONCRETE PAD, INSTALLED IN TURF	EA	6	\$500.00	\$3,000.00	\$3,630.00	\$6,294.41	\$6,294.41	\$1,000.00	\$1,000.00	\$1,120.00	\$1,120.00	\$1,190.00	\$2,000.00	
33	E-1	NEW HIGH MAST LIGHT POLE AND ASSOCIATED LIGHTING IMPROVEMENTS	LS	1	\$85,000.00	\$85,000.00	\$43,147.50	\$86,295.00	\$86,295.00	\$85,200.00	\$85,200.00	\$77,655.00	\$77,655.00	\$82,508.85	\$140,000.00	
34	0710 11231	PAINTED PAVEMENT MARKING, STANDARD, YELLOW, SKIP 6"	LF	430	\$4.00	\$1,720.00	\$3.30	\$1,419.00	\$1,419.00	\$1.26	\$541.80	\$0.40	\$172.00	\$1.14	\$490.20	
35	0710 11232	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID 24"	LF	12	\$4.00	\$48.00	\$16.50	\$198.00	\$198.00	\$1.89	\$22.68	\$1.50	\$18.00	\$5.50	\$66.00	
TOTAL BASE BID						\$2,086,288.00	\$1,645,048.00	\$1,915,333.93	\$2,038,205.00	\$2,038,205.00	\$2,056,830.83	\$2,056,830.83	\$2,056,830.83	\$2,056,830.83	\$2,056,830.83	
36	P-102-1	DEDUCT BID SCHEDULE FOR SMALLER APRON	SY	-65	\$10.00	-\$650.00	\$6.40	-\$416.00	-\$416.00	\$9.09	-\$590.85	\$13.00	-\$854.00	\$8.80	-\$574.40	
37	P-102-2	STABILIZED SUBGRADE (12" THICK) - ACCESS ROAD	SY	-1260	\$15.00	-\$18,900.00	\$6.85	-\$8,613.00	-\$8,613.00	\$10.37	-\$13,066.20	\$10.00	-\$12,600.00	\$11.00	-\$13,860.00	
38	P-211-5.1	LIMEROCK BASE COURSE (6" THICK) - APRON EXPANSION & FILLET	SY	-1250	\$15.00	-\$18,750.00	\$7.70	-\$9,622.50	-\$9,622.50	\$10.75	-\$13,437.50	\$11.00	-\$13,750.00	\$11.54	-\$14,437.50	
39	P-211-5.2	LIMEROCK BASE COURSE (6" THICK) - ACCESS ROAD	SY	-90	\$20.00	-\$1,800.00	\$9.90	-\$891.00	-\$891.00	\$14.53	-\$1,307.70	\$14.00	-\$1,260.00	\$15.58	-\$1,381.00	
40	P-308-8.1	LEAN CONCRETE BASE COURSE (6" THICK) - APRON EXPANSION	SY	-1230	\$45.00	-\$55,350.00	\$33.00	-\$40,590.00	-\$40,590.00	\$53.04	-\$65,350.00	\$31.00	-\$38,130.00	\$24.36	-\$29,962.80	
41	P-501-8.1	PORTLAND CEMENT CONCRETE PAVEMENT (12" THICK) - APRON EXPANSION	S.Y.	-1260	\$110.00	-\$138,600.00	\$75.90	-\$95,834.00	-\$95,834.00	\$100.54	-\$126,690.40	\$97.66	-\$123,051.60	\$83.30	-\$104,958.00	
TOTAL BID ALTERNATE 1 DEDUCT						-\$234,250.00	-\$168,044.00	-\$220,595.65	-\$152,220.00	-\$152,220.00	-\$191,693.40	-\$191,693.40	-\$188,668.30	-\$188,668.30	-\$188,668.30	\$0.00

Mathematical errors and omissions have been corrected and indicated with bold, italics, and highlighted cells.

Unit Prices Not Provided for Bid Alternate 1

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION
SELECTION OF CONSULTANTS**

Gainesville-Alachua County
Regional Airport Authority

Gainesville Regional Airport
(GNV)

3-12-0028-038-2015

(Sponsor)

(Airport)

(Project Number)

Expand Commercial Apron, Rehabilitate Runway 11-29 Edge Lighting, Replace REIL Runway 11, Improve T/W A Signage, Design and Construct;
Replace ARFF Building, Design Only *(Work Description)*

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General standards for selection of consultant services within Federal grant programs are described in Title 49, Code of Federal Regulations (CFR), Part 18.36. Sponsors may use other qualifications-based procedures provided they are equivalent to specific standards in 49 CFR 18 and FAA Advisory Circular 150/5100-14, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standard.

	Yes	No	N/A
1. Solicitations were (will be) made to ensure fair and open competition from a wide area of interest.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Consultants were (will be) selected using competitive procedures based on qualifications, experience, and disadvantaged enterprise requirements with the fees determined through negotiations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A record of negotiations has been (will be) prepared reflecting considerations involved in the establishment of fees, which are not significantly above the sponsor's independent cost estimate.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. If engineering or other services are to be performed by sponsor force account personnel, prior approval was (will be) obtained from the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. The consultant services contracts clearly establish (will establish) the scope of work and delineate the division of responsibilities between all parties engaged in carrying out elements of the project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Costs associated with work ineligible for AIP funding are (will be) clearly identified and separated from eligible items in solicitations, contracts, and related project documents.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Mandatory contract provisions for grant-assisted contracts have been (will be) included in consultant services contracts.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. The cost-plus-percentage-of-cost methods of contracting prohibited under Federal standards were not (will not be) used.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. If the services being procured cover more than the single grant project referenced in this certification, the scope of work was (will be) specifically described in the advertisement, and future work will not be initiated beyond five years.



I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

Gainesville-Alachua County Regional Airport
Authority

 (Name of Sponsor)

(Signature of Sponsor's Designated Official Representative)

Allan J. Penksa

(Typed Name of Sponsor's Designated Official Representative)

Chief Executive Officer

(Typed Title of Sponsor's Designated Official Representative)

July 28, 2015

(Date)

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION
PROJECT PLANS AND SPECIFICATIONS**

Gainesville-Alachua County
Regional Airport Authority

Gainesville Regional Airport

3-12-0028-038-2015

(Sponsor)

(Airport)

(Project Number)

Expand Commercial Apron , Rehabilitate Runway 11-29 Edge Lighting, Replace REIL Runway 11, Improve T/W A Signage, Design/Construct;
Replace ARFF Building, Design Only *(Work Description)*

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). AIP standards are generally described in FAA Advisory Circular (AC) 150/5100-6, Labor Requirements for the Airport Improvement Program, AC 150/5100-15, Civil Rights Requirements for the Airport Improvement Program, and AC 150/5100-16, Airport Improvement Program Grant Assurance One--General Federal Requirements. A list of current advisory circulars with specific standards for design or construction of airports as well as procurement/installation of equipment and facilities is referenced in standard airport sponsor Grant Assurance 34 contained in the grant agreement.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

	Yes	No	N/A
1. The plans and specifications were (will be) prepared in accordance with applicable Federal standards and requirements, so no deviation or modification to standards set forth in the advisory circulars, or State standard, is necessary other than those previously approved by the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Specifications for the procurement of equipment are not (will not be) proprietary or written so as to restrict competition. At least two manufacturers can meet the specification.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. The development included (to be included) in the plans is depicted on the airport layout plan approved by the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Development that is ineligible for AIP funding has been (will be) omitted from the plans and specifications.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. The process control and acceptance tests required for the project by standards contained in Advisory Circular 150/5370-10 are (will be) included in the project specifications.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. If a value engineering clause is incorporated into the contract, concurrence was (will be) obtained from the FAA.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. The plans and specifications incorporate (will incorporate) applicable requirements and recommendations set forth in the Federally approved environmental finding.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No	N/A
8. For construction activities within or near aircraft operational areas, the requirements contained in Advisory Circular 150/5370-2 have been (will be) discussed with the FAA as well as incorporated into the specifications, and a safety/phasing plan has FAA's concurrence, if required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. The project was (will be) physically completed without Federal participation in costs due to errors and omissions in the plans and specifications that were foreseeable at the time of project design.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

Gainesville-Alachua County Regional Airport
Authority

(Name of Sponsor)

(Signature of Sponsor's Designated Official Representative)

Allan J. Penksa,

(Typed Name of Sponsor's Designated Official Representative)

Chief Executive Officer

(Typed Title of Sponsor's Designated Official Representative)

July 28, 2015

(Date)

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 AIRPORT IMPROVEMENT PROGRAM
 SPONSOR CERTIFICATION
 EQUIPMENT/CONSTRUCTION CONTRACTS

Gainesville-Alachua County
 Regional Airport Authority
 (Sponsor)

Gainesville Regional Airport
 (Airport)

3-12-0028-038-2015
 (Project Number)

Description of Work:

Expand Commercial Apron , Rehabilitate Runway 11-29 Edge Lighting, Replace REIL Runway 11, Improve T/W A Signage, Design/Construct;
 Replace ARFF Building, Design Only

Title 49, United States Code (USC), section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General standards for equipment and construction contracts within Federal grant programs are described in Title 49, Code of Federal Regulations (CFR), Part 18.36. AIP standards are generally described in FAA Advisory Circular (AC) 150/5100-6, Labor Requirements for the Airport Improvement Program, AC 150/5100-15, Civil Rights Requirements for the Airport Improvement Program, and AC 150/5100-16, Airport Improvement Program Grant Assurance One--General Federal Requirements. Sponsors may use State and local procedures provided procurements conform to these Federal standards.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

	Yes	No	N/A
1. A code or standard of conduct is (will be) in effect governing the performance of the sponsor's officers, employees, or agents in soliciting and awarding procurement contracts.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Qualified personnel are (will be) engaged to perform contract administration, engineering supervision, construction inspection, and testing.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. The procurement was (will be) publicly advertised using the competitive sealed bid method of procurement.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. The bid solicitation clearly and accurately describes (will describe):			
a. The current Federal wage rate determination for all construction projects, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. All other requirements of the equipment and/or services to be provided.			

	Yes	No	N/A
5. Concurrence was (will be) obtained from FAA prior to contract award under any of the following circumstances:			
a. Only one qualified person/firm submits a responsive bid,			
b. The contract is to be awarded to other than the lowest responsible bidder,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Life cycle costing is a factor in selecting the lowest responsive bidder, or			
d. Proposed contract prices are more than 10 percent over the sponsor's cost estimate.			
6. All contracts exceeding \$100,000 require (will require) the following provisions:			
a. A bid guarantee of 5 percent, a performance bond of 100 percent, and a payment bond of 100 percent;			
b. Conditions specifying administrative, contractual, and legal remedies, including contract termination, for those instances in which contractors violate or breach contract terms; and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Compliance with applicable standards and requirements issued under Section 306 of the Clean Air Act (42 USC 1857(h)), Section 508 of the Clean Water Act (33 USC 1368), and Executive Order 11738.			
7. All construction contracts contain (will contain) provisions for:			
a. Compliance with the Copeland "Anti-Kick Back" Act, and			
b. Preference given in the employment of labor (except in executive, administrative, and supervisory positions) to honorably discharged Vietnam era veterans and disabled veterans.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. All construction contracts exceeding \$2,000 contain (will contain) the following provisions:			
a. Compliance with the Davis-Bacon Act based on the current Federal wage rate determination; and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Compliance with the Contract Work Hours and Safety Standards Act (40 USC 327-330), Sections 103 and 107.			
9. All construction contracts exceeding \$10,000 contain (will contain) appropriate clauses from 41 CFR Part 60 for compliance with Executive Orders 11246 and 11375 on Equal Employment Opportunity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. All contracts and subcontracts contain (will contain) clauses required from Title VI of the Civil Rights Act and 49 CFR 23 and 49 CFR 26 for Disadvantaged Business Enterprises.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Appropriate checks have been (will be) made to assure that contracts or subcontracts are not awarded to those individuals or firms suspended, debarred, or voluntarily excluded from doing business with any U.S. Department of Transportation (DOT) element and appearing on the DOT Unified List.

Yes	No	N/A
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

Gainesville-Alachua County Regional Airport Authority

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

Allan J. Penksa

(Typed Name of Sponsor's Designated Official Representative)

Chief Executive Officer

(Typed Title of Sponsor's Designated Official Representative)

7-28-2015

(Date)

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 AIRPORT IMPROVEMENT PROGRAM
 SPONSOR CERTIFICATION

CONSTRUCTION PROJECT FINAL ACCEPTANCE

Gainesville-Alachua County
 Regional Airport Authority

Gainesville Regional Airport

3-12-0028-038-2015

(Sponsor)

(Airport)

(Project Number)

Description of Work:

Expand Commercial Apron , Rehabilitate Runway 11-29 Edge Lighting, Replace REIL Runway 11, Improve T/W A Signage, Design/Construct;

Replace ARFF Building, Design Only

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program. General standards for final acceptance and close out of federally funded construction projects are in Title 49, Code of Federal Regulations, Part 18.50. The sponsor shall determine that project costs are accurate and proper in accordance with specific requirements of the grant agreement and contract documents.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

	<u>Yes</u>	<u>No</u>	<u>N/A</u>
1. The personnel engaged in project administration, engineering supervision, construction inspection and testing were (will be) determined to be qualified as well as competent to perform the work.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Daily construction records were (will be) kept by the resident engineer/construction inspector as follows:			
a. Work in progress,			
b. Quality and quantity of materials delivered,			
c. Test locations and results,			
d. Instructions provided the contractor,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Weather conditions,			
f. Equipment use,			
g. Labor requirements,			
h. Safety problems, and			
i. Changes required.			
3. Weekly payroll records and statements of compliance were (will be) submitted by the prime contractor and reviewed by the sponsor for Federal labor and civil rights requirements (Advisory Circulars 150/5100-6 and 150/5100-15).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No	N/A
4. Complaints regarding the mandated Federal provisions set forth in the contract documents have been (will be) submitted to the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. All tests specified in the plans and specifications were (will be) performed and the test results documented as well as made available to the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. For any test results outside of allowable tolerances, appropriate corrective actions were (will be) taken.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Payments to the contractor were (will be) made in compliance with contract provisions as follows:			
a. Payments are verified by the sponsor's internal audit of contract records kept by the resident engineer, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If appropriate, pay reduction factors required by the specifications are applied in computing final payments and a summary of pay reductions made available to the FAA.			
8. The project was (will be) accomplished without significant deviations, changes, or modifications from the approved plans and specifications, except where approval is obtained from the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. A final project inspection was (will be) conducted with representatives of the sponsor and the contractor and project files contain documentation of the final inspection.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Work in the grant agreement was (will be) physically completed and corrective actions required as a result of the final inspection is completed to the satisfaction of the sponsor.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. If applicable, the as-built plans, an equipment inventory, and a revised airport layout plan have been (will be) submitted to the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Applicable close out financial reports have been (will be) submitted to the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

Gainesville-Alachua County Regional Airport Authority

(Name of Sponsor)

(Signature of Sponsor's Designated Official Representative)

Allan J. Penksa

(Typed Name of Sponsor's Designated Official Representative)

Chief Executive Officer

(Typed Title of Sponsor's Designated Official Representative)

July 28, 2015

(Date)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

**AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION**

DRUG-FREE WORKPLACE

Gainesville-Alachua County
Regional Airport Authority

(Sponsor)

Gainesville Regional Airport
(GNV)

(Airport)

3-12-0028-038-2015

(Project Number)

Description of Work:

Expand Commercial Apron , Rehabilitate Runway 11-29 Edge Lighting, Replace REIL Runway 11, Improve T/W A Signage, Design/Construct;

Replace ARFF Building, Design Only

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within Federal grant programs are described in Title 49, Code of Federal Regulations, Part 29. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

	<u>Yes</u>	<u>No</u>	<u>N/A</u>
1. A statement has been (will be) published notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. An ongoing drug-free awareness program has been (will be) established to inform employees about:			
a. The dangers of drug abuse in the workplace;			
b. The sponsor's policy of maintaining a drug-free workplace;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Any available drug counseling, rehabilitation, and employee assistance programs; and			
d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.			
3. Each employee to be engaged in the performance of the work has been (will be) given a copy of the statement required within item 1 above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Employees have been (will be) notified in the statement required by item 1 above that, as a condition employment under the grant, the employee will:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Yes No N/A

- a. Abide by the terms of the statement; and
- b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.
5. The FAA will be notified in writing within ten calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title of the employee, to the FAA. Notices shall include the project number of each affected grant.
6. One of the following actions will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:
- a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
- b. Require such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
7. A good faith effort will be made to continue to maintain a drug-free workplace through implementation of items 1 through 6 above.

I have prepared documentation attached hereto with site(s) for performance of work (street address, city, county, state, zip code). There are no such workplaces that are not identified in the attachment. I have prepared additional documentation for any above items marked "no" and attached it hereto. I certify that, for the project identified herein, responses to the forgoing items are accurate as marked and attachments are correct and complete.

Gainesville-Alachua County Regional Airport Authority

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

Allan J. Penksa

(Typed Name of Sponsor's Designated Official Representative)

Chief Executive Officer

(Typed Title of Sponsor's Designated Official Representative)

July 28, 2015

(Date)