LEGISLATIVE # 120287D

APPLICATION FOR FEDERAL ASSISTANCE

2. DATE SUBMITTED	Applicant Identifier
8/9/2012	
3. DATE RECEIVED BY STATE	State Application Identifier
4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

1. TYPE OF SUBMISSION

Application	*Pre-application*
☒ Construction	☐ Construction
☐ Non-Construction	☐ Non-Construction

5. APPLICANT INFORMATION

Legal Name: Gainesville-Alachua County Regional Airport Authority

Organizational DUNS: 13-492-5275

Address:

Street: 3880 NE 39th Ave.
Suite A

City: Gainesville

County: Alachua

State: FL Zip Code: 32609-

Country: USA

Organizational Unit:

Department: Airport Administration

Division: Airport Authority

Name and telephone number of the person to be contacted on matters involving this application (give area code):

Prefix: Mr. First Name: Allan

Middle Name: John

Last Name: Penksa

Suffix:

Email: allan.penksa@flygainesville.com

6. EMPLOYER IDENTIFICATION NUMBER (EIN):

5 9 — 2 7 7 4 6 4 3

Phone Number (give area code): 352-373-0249

Fax Number (give area code): 352-374-8368

8. TYPE OF APPLICATION:

☒ New ☐ Continuation ☐ Revision

If Revision, enter appropriate letter(s) in box(es)

(See instructions for description of letters.) ☐ ☐

Other (specify)

7. TYPE OF APPLICANT: (See instructions for Application Types)

G

Other (specify)

9. NAME OF FEDERAL AGENCY: Federal Aviation Administration

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:

2 0 . 1 0 6

TITLE (Name of Program): Airport Improvement Program

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:

1) Airport Master Plan Update and Related Planning Studies

12. AREAS AFFECTED BY PROJECT *(Cities, Counties, State, etc.)*:

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

13. PROPOSED PROJECT

Start Date: 10/1/2012 Ending Date: 03/31/2014

14. CONGRESSINAL DISTRICTS OF:

a. Applicant Fifth District b. Project Fifth District

15. ESTIMATED FUNDING:

a. Federal	$333,000.00
b. Applicant	$37,000.00
c. State	
d. Local	
e. Other	
f. Program Income	
g. TOTAL	$370,000.00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?

a. Yes. ☒ THIS PREAPPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: 8/9/2012

b. No. ☐ PROGRAM IS NOT COVERED BY E.O. 12372

☐ OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

☐ Yes If "Yes", attach an explanation. ☒ No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE GOVERNING BODY OF THE APPLICANT HAS DULY AUTHORIZED THE DOCUMENT, AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative

Prefix: Mr. First Name: Allan Middle Name: John

Last Name: Penksa Suffix:

b. Title: CEO c. Telephone Number (give area code): 352-373-0249

d. Signature of Authorized Representative

Allan J Penksa

e. Date Signed: August 9, 2012

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Standard For 424 (REV 9-2003)
Prescribed by OMB Circular A-102

FAA AIP Application
Gainesville Regional Airport
August 9, 2012

Brief Item Description	% Fed	Units	RW	(1) Const or Land Cost	(2) Eng/Land Incidental	(3) Admin	(4) Total	(5) Federal	(7) Non-Federal
Airport Master Plan Update and Related Planning Studies	90				365,904	4,096	370,000	333,000	37,000
Total				**0**	**365,904**	**4,096**	**370,000**	**333,000**	**37,000**

Legistar 120287D

Gainesville Regional Airport
FAA AIP Application
August 9, 2012

Legistar 120287D

PROJECT COST SUMMARY

Airport Master Plan Update and Related Planning Studies		
Professional Services		
Reynolds, Smith & Hills, Inc.		
Task Order #15		$365,904.00
Administration		
Independent Fee Estimate - URS Inc. Task 24		$2,000.00
Advertise Public Meetings (estimated)		$2,096.00
Project Total		**$370,000.00**
Total		$370,000.00
FAA Share Requested (90%)	x.90=	$333,000.00

DETERMINATION OF ENVIRONMENTAL IMPACTS

Airport: Gainesville- Alachua County Regional Airport

Detailed Project Description: **Airport Master Plan Update and Related Planning Studies**

In order for the FAA to determine the appropriate course of action, the FAA must determine and the sponsor must certify that the proposed action is not likely to:

a. Have an effect on properties protected under Section 106 of the Historic Preservation Act of 1966, as amended, Section 4(f) of the Department of Transportation Act of 1966, or Section 6(f) of the Land and Water Conservation Act;
b. Be highly controversial on environmental grounds. A proposed Federal action is considered highly controversial when the action is opposed by a Federal, state or local government agency or by a substantial number of persons affected by such action on environmental grounds;
c. Have a significant impact on natural, ecological, cultural, or scenic resources of national, state, or local significance, including endangered species, wetland, floodplains, coastal zones, prime or unique farmland, energy supply and natural resources, or resources protected by the Fish and Wildlife Coordination Act;
d. Be highly controversial with respect to the availability of adequate relocation housing. In an action involving relocation of persons or businesses, a controversy over the amount of the acquisition or relocation payments is not considered to be a controversy with respect to the availability of adequate relocation housing;
e. Cause substantial division or disruption of an established community, or disrupt orderly, planned development, or is likely to be not reasonably consistent with plans or goals that have been adopted by the community in which the project is located;
f. Have a significant environmental impact on minority or low-income populations;
g. Cause a significant increase in surface traffic congestion;
h. Have a significant impact on noise levels of noise sensitive areas;
i. Have a significant impact on water quality or contaminate a public water supply system;
j. Have a significant impact on air quality or violate the local, state or Federal standards of air quality;
k. Be inconsistent with any Federal, state, or local law or administrative determination relating to the environment.

Based on the attached Environmental Determination Checklist, I certify that the project(s) described above meet(s) the test for a Categorical Exclusion in accordance with FAA Order 5050.4B and paragraphs a thru k above.

_____ Aug. 9, 2012

Signature of Authorized Airport Representative — Date

FAA Determination (by Program Manager/Environmental Specialist signature):

Categorically Excluded: _____ Date_____

Requires Further Environmental Analysis: _____ Date_____

ENVIRONMENTAL DETERMINATION CHECKLIST (FY11)

Airport: Gainesville- Alachua County Regional Airport

Detailed description of Proposed Project: **Update of Airport Master Plan Document and Airport Layout Plan to reflect changes in airport activity from previous Master Plan and sponsor development plans. No construction will be completed under this project. The project includes an update of the airports facilities inventory, number of based aircraft, fleet mix, operational forecast and other metrics. Results of these investigations, recommended development alternatives and planned and previous airport construction will be used to update the ALP set. The work will also include: An Air Traffic Control Tower site location study; Alternatives analysis for possible relocation of the ARFF station; Aerial survey of airport facilities for input into the FAA GIS System; Survey of runway Approach Surfaces for FAR Part 77 analysis; conceptual plans for airport terminal development and future aeronautical and non-aeronautical developments on airport lands.**

Prepared and certified by: Allan J. Penksa, Airport CEO Date: 8/9/2012

	YES	NO	COMMENTS
IS THIS PROPOSED PROJECT LISTED AS CATEGORICALLY EXCLUDED IN FAA ORDER 5050.4B?	X		Cite from FAA Order 1050.1E 310f. **Cat Ex per 307n, 307o and 307p.**
THIS PROPOSED PROJECT CONSISTS OF:		X	
First Time ALP Approval		X	
Commercial Service Airport Location Approval		X	
New Air Carrier Runway		X	
New Airport Location		X	
New Runway		X	
Runway Extension		X	
Runway Strengthening w/ 1.5 DNL Increase		X	
Construction or Relocation of a Roadway		X	
Land Acquisition		X	
ILS or ALS		X	
THIS PROPOSED PROJECT WILL AFFECT:			
Section 4(f) Land		X	
Historic/Archaeological Resources		X	
Farmland		X	
Wetlands		X	
Floodplains		X	
Coastal Zone		X	
Endangered or Threatened Species		X	
THIS PROPOSED PROJECT IS LIKELY TO:			
Be Highly Controversial on Environmental Grounds		X	
Cause Natural Resource Impacts		X	
Be Controversial Regarding Relocation Housing		X	
Cause Community Disruption		X	
Cause Surface Traffic Congestion		X	
Cause Increase of 1.5 DNL over Noise Sensitive Areas		X	

Gainesville Regional Airport
FAA AIP Application
August 9, 2012

Project Narrative

Master Plan Update and Related Planning Studies
The Gainesville Regional Airport requests AIP funds to complete an update of its basic Master Plan and ALP set to reflect changing conditions and needed airport improvements. A detailed description of the proposed data collection and planning tasks is included in the attached "Project Proposal Number 15" with Reynolds, Smith and Hills, Inc.

Data collection for the airport's existing Master Plan began in November of 2002, almost ten years ago. The final Master Plan Report was published in June of 2006. Commercial enplanements are tracking in accordance with the previous Master Plan but have been somewhat volatile. While enplanements at large metropolitan airports may more closely follow national and regional economic trends, a single carrier entering and exiting a smaller, regional airport may cause significant swings in commercial enplanements. This has been the case at GNV, where commercial enplanements were slipping due to the weak economy. While demand for general aviation services remains in a weakened condition since the recession of 2008, American Eagle service to MIA was added in 2010 providing a welcome boost to commercial enplanements. Annual enplanements in CY 2002 were 133,463. Commercial enplanements in CY2011 were 183,091, an increase of 37%. Additionally, in April of 2012 the airport became the primary maintenance base for Silver Airways, a regional carrier operating locally under United Express. CY2012 enplanements are expected to surpass 2011 by a significant margin. The existence of the Silver Airways maintenance base has created daily turboprop service to four new cities as aircraft must be cycled in each night for maintenance.

The recent boost in air service has created congestion within the terminal building and on the commercial apron. The airport is now undertaking a state funded study of the terminal building, apron and vehicle parking to explore expansion alternatives. The results of this study are hoped to be incorporated in the Master Plan Update.

Airport management has identified several other areas of the existing Master Plan that require updating as well as alternative analysis for the following key improvements that should be made in the near to mid-term. The following must be reflected on the airport's Airport Layout Plan:

<u>Air Traffic Control Tower Site Location Study</u>
The existing air traffic control tower is just 47 ft. tall and was dedicated in 1979. Due to its age and condition, it is expected the tower will need to be rehabilitated or replaced within the current master planning period. The location of the existing tower may not be optimal for the airports closed-V runway configuration. Also, portions of Taxiway A are

not under tower control, due to line of sight limitations. The Airport proposes to include an Air Traffic Control Tower Site Location Study in accordance with FAA Order 6480.4B, Chapter 8 - *Alternate Siting Process*. The preferred location would be shown on the updated ALP.

ARFF Building Site Selection

The existing Aircraft Rescue and Fire Fighting Building was constructed in 19XX and will need to be renovated or replaced in the near future. The existing building is located on the general aviation side of the airport. While there are several factors to consider, the existing location may not be optimal for the most rapid response to the commercial runway or future expansion. The area it presently occupies may also be best suited for future aircraft hangars or other aeronautical use in the long-term. Both existing and alternative sites for the ARFF station will be evaluated and the preferred site will be included on the updated ALP.

Airport Land Planning

Airport management believes that given the volatility and uncertainty of regional commercial service, the Airport Authority should concentrate on developing the revenue potential of its non-aeronautical land. This may provide some stability in support of the Airport Authority's primary mission of airfield maintenance and operations. The airport is currently completing construction of a new access road as shown on the current ALP. This road will create a preferred access to the commercial terminal from State Road 24 and will open approximately 40 acres for development. This could include aeronautical or mixed use development north of the road and airport compatible, non-aeronautical development south of the road. The airport will examine local demand for commercial and industrial development. The study would further examine those airport lands available for development, identify existing constraints, including environmental concerns, airspace restrictions and infrastructure needs. Concept plans and cost estimates for critical infrastructure would be developed. The study would build on previous work undertaken by the airport in this regard and depict proposed developments on the ALP as applicable.

ALP Update using Aerial Survey Data and Color, Photogrammetry Imagery

Airport base mapping will be completed using new aerial survey imaging. Survey data will be collected and protected in conformance with AC-150/5300-16A, 17C and 18B for eventual inclusion in the FAA's Airports-GIS system, to the maximum extent practical.

FAR Part 77 Obstruction Analysis

Aerial photogrammetry data will be collected to examine runway approach surfaces and identify potential Part 77 obstructions. This data will be used to update the ALP set and to assist airport management in on-going obstruction removal and avoidance activities. Survey data will also assist airport management in identifying areas where additional land controls may be necessary.

Justification

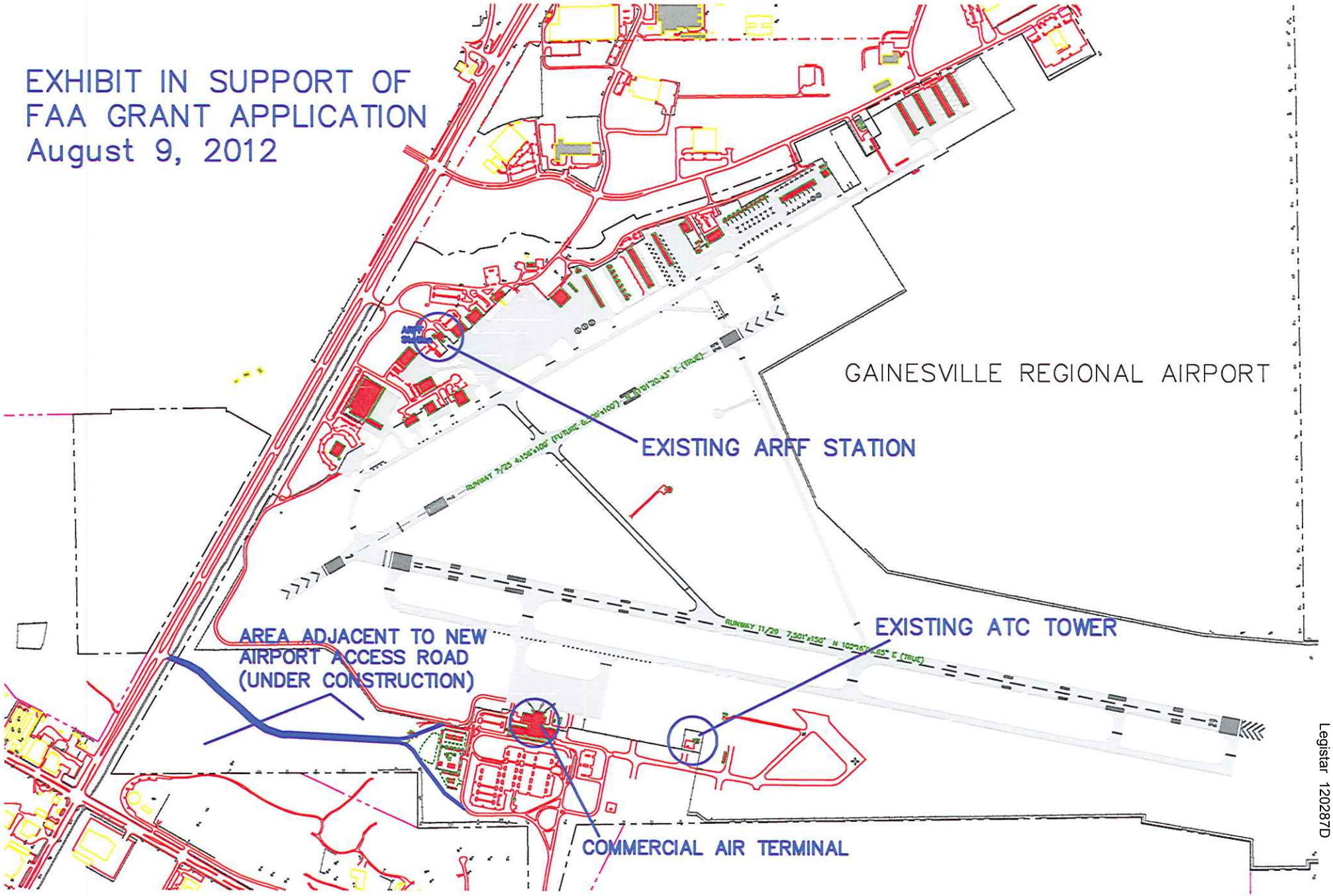
Airport Master Plans are to be kept current and relevant and are therefore periodically updated. Data collected for the airport's existing Master Plan is approaching ten years old. The current ALP for Gainesville does not provide sufficient guidance for eventual replacement of the airport's Air Traffic Control Tower, ARFF station and terminal improvements currently under study. The airport must be prepared to meet future demand for aeronautical facilities and capture other commercial/industrial development opportunities. when they arise. The long-term viability of the airport depends upon maximizing revenue opportunities from both aeronautical and non-aeronautical sources. Revenues from non-aeronautical sources work to support the airports primary mission of airfield operations and supporting air transportation and aeronautical services to the public. The proposed project will assist the airport in developing infrastructure to meet these goals. The airport must also continue to identify and mark potential Part 77 Surface obstructions and arrange for their removal in order to provide a safe airport operating environment. The proposed aerial survey work will also assist the airport in meeting FAA's forthcoming requirement (year 2014) to supply Airport GIS survey data in accordance with AC-150/5300-16A, 17C and 18B.

Project Cost

The airport has negotiated a single project task order with its appropriately qualified and selected general consultant. TRFQ for general consulting services included airport master planning services and was conducted in accordance with AC150/5100-14D, latest edition. A copy of proposed Project Task Order #15 in the amount of $365,904 is attached. The total project cost I estimated at $370,000, and includes the attached Independent Fee Estimate by URS, Inc. and nominal administrative costs for potential public advertising is.

The Gainesville-Alachua County Regional Airport Authority respectfully requests approval of AIP funds in the amount of $333,000, representing 90% of the eligible project costs.

EXHIBIT IN SUPPORT OF FAA GRANT APPLICATION August 9, 2012



Legistar 120287D

Gainesville Regional Airport

GAINESVILLE REGIONAL AIRPORT

ALP Update Study

PROJECT PROPOSAL #15

RS&H
IMPROVING YOUR WORLD

Reynolds, Smith and Hills, Inc.
10748 Deerwood Park Boulevard South
Jacksonville, Florida 32256
904-256-2500
Fax: 800-464-4358

By: John Walz, Vice President

August 13, 2012

Gainesville Regional Airport

PROJECT PROPOSAL #15
Airport Layout Plan (ALP) Update Study

WORK PLAN

In June 2006, Reynolds, Smith & Hills, Inc. (Consultant) completed a Master Plan for the Gainesville-Alachua County Regional Airport Authority (Airport) for the Gainesville Regional Airport. As of August 10, 2012, a Terminal Plan Update study is being conducted.

Several important items have changed since the development of the Master Plan yet not to the extent that a Master Plan update is warranted. This scope addresses the preparation of an ALP Update building upon the 2006 Master Plan in accordance with FAA Advisory Circular 150/5070-6B, which states:

> *In many instances, however, it is more appropriate simply to update the ALP package rather than conduct a complete master plan study. In fact, keeping the ALP current is a legal requirement for airports that receive Federal assistance. An update of the ALP drawing will reflect actual or planned modifications to the airport and significant off-airport development. An accompanying ALP report may explain and document those changes.*

There will be five components of the ALP Update Study (Project) that will become an extension to the 2006 Master Plan. These will be identified as Tasks, which are:

- Air Traffic Control Tower Site Selection Study
- Future ARFF Location Concept Planning
- Airspace Protection of Ultimate Extension of Runway 11-29
- Update ALP Set
- Investigation of Airport Land Development Opportunities

This Work Plan describes the scope of services by Reynolds, Smith and Hills, Inc. (RS&H), for the Project. This Work Plan includes a Project Schedule and a Project Proposal. The Project Schedule defines the duration of work that is the basis of the Work Plan and Project Proposal. The Project Proposal provides the basis of the estimate for the required compensation and defines the task efforts and deliverables required for the Project.

Task 1. Air Traffic Control Tower Site Selection Study

This task will investigate potential options for the FAA's replacement of its existing Air Traffic Control Tower. The first phase of work to complete the project is to perform an ATCT Siting Analysis per Federal Aviation Administration Order 6480.4B *Airport Traffic Control Tower Siting Process*. The Consultant will perform the siting analysis per the Criteria/Acceptance criteria specified in FAA Order 6480.4B *Airport Traffic Control Tower Siting Process*, Chapter 8 - Alternate Siting Process

Task 1.1 Kick-Off Meeting

The Consultant will coordinate and attend one (1) kick-off meeting with the Airport at Gainesville Regional to establish the preliminary ATCT siting goals and objectives. At this meeting, the Consultant will review the Airport's files and collect available information related to the project. The Consultant will also review project requirements with the Airport and other stakeholders as identified by FAA Order 6480.4B and recommended by the Airport

Task 1.2 Siting Analysis
The Consultant will develop the alternate site analysis for three alternative sites based on FAA Order 6480.4B – *Airport Traffic Control Tower Siting Process*, Chapter 8 - Alternate Siting Process. Per FAA Order 6480.4B the program will contain the following elements:

- The siting report will adhere to FAA Order 6480.4B, Chapter 2, Siting Criteria.
- The proposed ATCT location(s) will be depicted overlaid on a copy of the latest approved Airport Layout Plan (ALP).
- The report will contain all documentation required in Alternate Process Criteria of FAA 6480.4B.
- The report will be compiled per FAA Order 6480.4B, Appendix B, Siting Report Table of Contents.
- The report will contain an Executive Summary as shown in Appendix B, Sample B-2.
- The report will contain a site attribute chart per FAA Order 6480.4B, Appendix B-4, Site Comparison Chart.
- The report will contain a recommended site concurrence document, as shown in Appendix B, Sample B-5 Final Site Recommendation and Approval.

Task 1.3 Alternate Analysis
The Consultant will evaluate each alternative based on the 10 evaluation criteria identified in FAA Order 6480.4B, which are defined below.

Task 1.3.1 Criteria 1 - Visual Performance
The visual performance criterion demonstrates whether there is an unobstructed view from any proposed ATCT site, at controller eye level, of all controlled movement areas on the airport, including all runways, taxiways, and any other landing areas, and of air traffic in the vicinity of the airport. Use the ATCTVAT (Airport Control Tower Visibility Analysis Tool) to perform both an Object Discrimination Analysis and Line of Sight Angle of Incidence Analysis.

Acceptance Criteria - Provide a shadow study depicting shadows so that no portion of any movement area is obscured. Provide a printout of the data derived from ATCTVAT verifying that the preferred sites meet criteria established in Chapter 2, Siting Criteria. Provide 360 degree panoramic photographs from controlled eye level using SLR 35m camera.

Task 1.3.2 Criteria 2 - TERPS
The TERPS criterion will document any TERPS impacts caused by any proposed ATCT site. Ensure no degradation to any current or planned terminal instrument procedures.

Acceptance Criteria - Final 7460-1 documenting no impacts to approaches with vertical guidance. Final 7460-1 documenting non-precision approaches are impacted will be acknowledged by a letter from the Gainesville Regional Airport stating user community concurrence with impacts and approaches.

Task 1.3.3 Criteria 3 - Part 77
The Part 77 criterion will document whether Part 77, Objects Affecting Navigable Airspace, is reviewed and complied with.

Acceptance Criteria - Final 7460-1 evaluated as a Non Rule Making Action (NRA) in accordance with FAA Order 7400.2, Procedures for Handling Airspace matters, documenting Part 77 surfaces are not impacted or if impacted can be properly mitigated.

Task 1.3.4 - Criteria 4 Sunlight/Daylight
The sunlight/daylight criterion will document whether sun glare off natural and manmade surfaces, thermal distortion, etc., are no impact to the operations of ATCT.

Acceptance Criteria – Provide panoramic photographs from proposed ATCT sites showing no potential impact. Provide statement demonstrating criteria consideration and outlining rationale utilized to determine sunlight/daylight does not impact operations from proposed tower location(s).

Task 1.3.5 Criteria 5 Artificial Lighting
The artificial lighting criterion will identify any impacts to night-time ground and airborne operations caused by airport lighting/background clutter, municipal and industrial lighting.

Acceptance Criteria – Panoramic photographs showing airport lighting/background clutter, municipal and industrial lighting does not impact ground and airborne operations as viewed from the ATCT. If a potential impact is noted, provide documentation of how these impacts are to be mitigated.

Task 1.3.6 Criteria 6 Atmospheric Conditions
The atmospheric conditions criterion will identify any naturally occurring atmospheric conditions that create site limitations from any proposed ATCT site.

Acceptance Criteria - Atmospheric conditions risk level will have a hazard rating of low based on Appendix C, Table C-1 Hazard Matrix and definitions. Evaluate available data and acknowledge potential impact to the air traffic operation from the proposed sites.

Task 1.3.7 Criteria 7 - Industrial Municipal Discharge
The industrial municipal discharge criterion will identify any industrial/municipal discharges that create site limitations from any proposed ATCT site.

Acceptance Criteria – Acceptable risk level for industrial/municipal discharge conditions must have a hazard rating of low based on Appendix C, Table C-1 Hazard Matrix and definitions. Evaluate available data and acknowledge potential impact to the air traffic operation from the proposed sites.

Task 1.3.8 Criteria 8 - Site Access
The site access criterion will document whether access to any proposed ATCT site does not cross existing ground/air traffic patterns. Acceptance Criteria - Site plan depicting proposed A TCT site access does not cross existing ground or air traffic patterns.

Task 1.3.9 Criteria 9 - Interior Physical Boundaries
The interior physical boundaries criterion will identify any interior physical barriers of an ATCT (mullions/equipment etc.) that could create sight limitations. The scope and fee of this task is based on a generic, off-the-shelf, FAA cab design. If a cab must be designed by RS&H, this will require an additional Work Order and Fee.

Acceptance Criteria - Cab drawings depicting console and mullion layout and how they are oriented in relation to the runway configuration. Mullions and cab equipment cannot impact line of sight from the proposed ATCT to critical movement areas. These include, but are not limited to, runway approach and departure ends, runway/taxiway intersections, high speed turnoffs.

Task 1.3.10 Criteria 10 - Security
The security criterion will identify any security risks to any proposed ATCT site.

Acceptance Criteria – Coordinate efforts with AIN-100 to identify security requirements and any required mitigations for the recommended site.

Task 1.4 Preliminary Hazard Analysis/Comparative Safety Assessment
The Consultant will participate in a Preliminary Hazard Analysis (PHA) and/or Comparative Safety Assessment (CSA), which will be led and coordinated by FAA. The Consultant will compile the final PHA/CSA report and provide to FAA for the purpose of obtaining signatures.

Task 1.5 Documentation

The Consultant will prepare a draft Siting Analysis Report after completion of Task 1.3 and submit five copies of the document to the Airport and FAA for use in conduction the Comparative Safety Analysis. After the CSA is complete, the Consultant will prepare a Safety Risk Management Document for FAA internal approval, review and comments. This work scope is based on coordination with one FAA office and does not anticipate or include multi-office coordination or use of facilities associated with the Airport Facilities Terminal Integration Laboratory.

Upon receipt of written review comments from the Airport and FAA, verification of the siting report will be prepared in conformance with FAA guidelines. The Consultant will incorporate comments as appropriate and produce a final Safety Risk Management Document (SRMD). The Consultant will provide five copies of the final SRMD to the Airport for distribution to agencies and to be made available to the general public. Electronic copies of the document in Portable Document Format (PDF) will also be prepared and used whenever possible to minimize the number of paper copies.

The following identifies the deliverables, schedule, and exclusions associated with this task:

- Deliverables:
  - Preparation of meeting materials, and attendance at project meetings
  - Five Copies of Preliminary Siting Analysis
  - Five Copies of Comparative Safety Analysis report
  - Five Copies of Final Safety Risk Management Document
- Schedule. The project will be completed within six (6) months from Notice to Proceed, exclusive of agency review times, which are outside of the Consultant's control.
- Exclusion. It is anticipated that the City of Gainesville will supply a bucket truck, crane or other device capable of serving as a photography platform at the proposed height of each alternative site. In the event such a truck, crane or device needs to be rented, that cost will be additional.

Task 2: Future ARFF Location Concept Planning

The existing Aircraft Rescue and Firefighting Facility (ARFF) is located along Runway 7-25 within the general aviation area. GNV is currently listed as an ARFF Index A but has the necessary equipment to be classified as an ARFF Index B facility. Based upon the 2006 Master Plan, GNV may reach ARFF Index B by 2013. One of the projects of the Master Plan's Capital Improvements program identifies a future need for renovation of the ARFF building.

Task 2.1 ARFF Analysis

This task will investigate the existing condition of the ARFF building and the need and timing for ARFF condition, renovation, rehabilitation, and potential relocation. An architect and an engineer from the Consultant will assess the condition of the structure and develop an evaluation of the building in terms of cost to renovate and its potential for future expansion versus new construction at an alternate location.

Up to two additional site locations will be identified and evaluated with the Airport in terms of response time to Runway 11-29 and Runway 7-25. Site concept plans will be developed considering airside and landside accessibility. After considerations of the pros and cons of site locations, a preferred location meeting future needs will be identified. The recommended site envelope will be shown on the updated ALP.

Task 2.2 Documentation

The deliverables for Task 2 will be one site visit by the Consultant's architect and engineer and preparation of a White Paper describing the pros and cons of alternative ARFF locations. The White Paper will include exhibits will be prepared showing the potential site envelope of the facility, including building location, airfield and landside access, and parking.

Task 3: Airspace Protection for Ultimate Extension of Runway 11-29

In view of continued growth in the greater Gainesville area and encroaching land use considerations, the Airport considers it prudent to investigate an ultimate runway extension for Runway 11-29. The 2006 Master Plan identifies a future runway extension for Runway 7-25 but not for Runway 11-29. Therefore to protect airspace for an ultimate runway extension, this task's purpose is to supplement the Master Plan with an alternatives evaluation of a future Runway 11-29 extension.

Task 3.1 Potential New Activity
Along with the Airport, the Consultant will interview users whose potential operation from GNV may require a longer runway. In addition, a scenario forecast will be developed based upon these interviews to incorporate potential new activity. As a base, the forecast will use the current FAA Terminal Area Forecast which would be modified by any operational changes derived from the scenario forecast.

Task 3.2 Fleet Changes
Along with the Airport, the Consultant will assess any potential changes in the aircraft that would use GNV, characteristics of the aircraft, their reasonable stage lengths, and frequency and time of operation.

Task 3.3 Identification of Future Runway Length
Based upon interviews and the scenario forecast, a future runway length will be designated for purposes of evaluation and depicting on the Airport Layout Drawing.

Task 3.4 Aircraft Geometry
Per AC 150/5300-13A, the required modifications to the airfield as a result of an extension will be identified, such as: length of extension and runway end, any modification of Runway Reference Code and associated dimensional changes that may be required in the runway/taxiway system, any modifications in taxiways, runway lighting and navigational aids, and modification to the Runway Protection Zone.

Task 3.5 Airport Surfaces/Airspace
This will include identification of modifications to approach and departure surfaces including Part 77, TERPS, and One Engine Inoperative as per AC 150/5300-13A.

Task 3.6 On-airport land use impacts
Land requirements for the specified runway extension will be identified.

Task 3.7 Potential Environmental impacts
Potential wetlands and other environmental considerations will be identified from existing sources.

Task 3.8 Off-Airport impacts
Off airport impacts such as potential changes to noise existing contours or the need to consider modifications to existing land use regulations and ordinances will be identified.

Task 3.9 Rough Order of Magnitude Cost for Future Runway
The Consultant will provide the Client a Rough Order of Magnitude (ROM) Cost for the runway extension determined as part of Task 3.3. The ROM cost estimate will be based on previous project experiences, including other professional services, but not necessarily limited to environmental assessments, design fees, land acquisition services or easements and construction costs. The Consultant cannot and does not warrant or represent that ROM costs will not vary from actual budget or funding estimate or evaluations provided by GNV, FDOT or FAA.

Task 3.10 Documentation
The deliverable will be a White Paper outlining the potential actions and consequences of extending Runway 11-29.

Task 4: Update ALP

Task 4.1 Remote-Sensing and Photogrammetry

This task has a dual purpose. The first purpose of this task is to provide an up-to-date base-map (planimetric and topographic data) for use in the ALP Update. At the same time, the Airport is giving thought to its future requirements to create an Airport-GIS dataset. Therefore, this task also was prepared with the goal to identify what portion of the work that could be performed at this time that will not be changed and would be fully usable in 2014 for the Airport-GIS. Keeping this in mind as a goal, the data collection effort for this ALP Update will be performed in such a way that ensures the data serves maximum utility to the airport and is able to be incorporated into the airport's GIS dataset when that task is eventually undertaken by the airport.

For this task, RS&H will subcontract this portion of the work to Martinez Geospatial, a Certified Florida DBE, who has worked with FAA pilot projects as well as projects for varying size airports across the United States.

In general, it is recognized that an airport's legacy data often is not useable for a new Airports-GIS project for several reasons. In particular, the data is often not "traceable to the source." As a result, there is often ambiguity as to the true source of the data, its ties to the National Spatial Reference System, the accuracies associated with the data, or the means by which it was collected. Furthermore, legacy planimetric data often is 2-dimensional, whereas Airports-GIS is based upon 3-dimensional data. Adding a third dimension to legacy 2D data in an attempt to make it compliant is largely unfeasible.

While working to meet the current planning needs of the ALP Update, there is the goal of investigation whether or not the Airport can advance the process for GNV toward an Airport GIS. Expressly, the intent of this scope is to prepare base mapping for the ALP Update for a dual purpose so as not to perform any work that could be used for an Airports-GIS that will become dated and have to redone, i.e., collect the new data in such a way as it can easily be incorporated into the airport's GIS dataset when the time comes. This will be achieved by the following main objectives:

- All data acquisition will be accomplished through methods acceptable by the Airports-GIS system and Advisory Circulars AC-150/5300-16A, 17C, and 18B.
- All data will be tied to the National Spatial Reference System (NSRS)
- All survey activities will be documented through digital photos and the proper FAA paperwork. This will act as metadata for the dataset so that its source is well documented and traceable for future GIS efforts
- Survey and Remote Sensing Reports will be delivered as metadata with the dataset to further document the methodologies used to acquire the data.
- All raw imagery and data will be archived and delivered to the airport to act as metadata for the data collection effort.
- All data collected will be 3-dimensional.
- An NSSDA Map-Accuracy Check and Report will be accomplished and delivered with the dataset in order to provide a lasting accuracy statement. This will also act as metadata for the dataset.

Accomplishing the aforementioned points will help avoid the pitfalls that are normally associated with incorporating legacy data into an Airports-GIS project. In this way, the airport can be confident that this data will be useable into the future. As a result, this project will allow the airport to have a "head start" toward their eventual/future Airports-GIS project.

Project Area Description

The project area generally consists of that land area that is part of GNV property, part of the runway RPZs, or land area significant to airport planning activities. Exhibit 1 provides the project limits and was derived from the last iteration of the GNV airport layout plan.

Task 4.1.1- Aerial Imagery Acquisition

New color aerial imagery will be captured for all areas defined in the Project Area Description section of this scope utilizing a calibrated photogrammetric camera. The aerial imagery acquisition flight mission will consist of one (1) flight-altitude:

> **3,000' above-mean-terrain for a photo scale of 1"=500'.** This imagery is required for the planimetric & topographic mapping tasks. Furthermore, this imagery will be utilized for the creation of digital ortho imagery.

Upon completion of the flight mission, the imagery will be thoroughly checked using the Consultant's in-house Quality Assurance procedures. This includes checks for proper contrast, tone, balance, and resolution.

Task 4.1.2 Geo-Reference the Imagery
After the film has passed the quality assurance check, the negatives will be scanned on a photogrammetric digital scanner and converted to digital imagery files. The scanned imagery will be imported onto a digital photogrammetric workstation where the imagery will be oriented with Surveyed Ground Control. This procedure will establish both horizontal and vertical control for the project. This orientation will be accomplished using Soft Copy Aerial Triangulation methods.

Photo-identifiable ground points will be surveyed and tied to the NSRS to be used in geo-referencing the imagery. Approximately **10** ground-control points will be required.

Task 4.1.3 Create Digital Ortho Imagery
After the analytical triangulation process has been completed, the creation of the digital orthophotos will take place. The digital orthophotos will be produced to meet the base map needs of the Airport. One set of ortho imagery will be produced, covering the following defined areas and meeting the following specifications:

- Ground Pixel Resolution of 0.5' covering the limits for planimetric & topographic mapping.
- Deliverable Format: TIFF (uncompressed) format, with TFW world files on DVD media.

A sheet layout for the areas-of-interest will created prior to cutting the individual imagery tiles. This sheet layout will serve as an index for the individual tiles. Each tile will be created to have a file size of no more than 200MB.

Copies of the digital ortho imagery will be delivered to the Airport on DVD media.

Task 4.1.4 Create Hard Copy Plots (Wall-Hangings) of Ortho Imagery
In addition to the digital format of the ortho imagery, hard copy plots of the aerial imagery will be created for the project area. These high quality hard-copy plots will be generated and suitable for display at the Airport and other locations. The plots are valuable tools for planning activities, meetings, and discussions regarding airport development as well as being aesthetically pleasing. Three (3) hard-copy plots will be generated for the Airport.

Task 4.1.5 Collect ALP Mapping Data
Utilizing the aerotriangulated digital imagery, photographic stereo pairs will be oriented and compiled on digital photogrammetric workstations. Topographic & Planimetric mapping data will be produced within the defined project limit at a 1"=100' scale with a 2' topographic contour interval.

All mapping data will be collected into a CAD deliverable, adhering to National CAD Standards for layering/naming. This CAD product will be used for the base map to update ALP drawings. The software formats available for this deliverable is AutoCAD Civil 3D 2011 or ArcGIS

Task 4.1.6 Perform NSSDA Map Accuracy Assessment

An NSSDA Map Accuracy assessment will be performed following the completion of the mapping. Checkpoints will be field-surveyed throughout the mapping area. These checkpoints will then be utilized to run an NSSDA map-accuracy assessment. The final results will be compiled into a report format to accompany the final dataset. It should be understood that this deliverable will ensure the mapping meets ASPRS Class II Standards appropriate for the mapping scale and topographic contour used for this project.

Task 4.1.7 Part 77 Obstruction Analysis

A partial/modified Part 77 obstruction survey will be performed for Runway 11/29 and 07/25 based on existing conditions. This analysis will include survey and analysis of the Approach surface only (primary, transition, horizontal, and conical surfaces are excluded).

For Runway 29, the PIR Approach Surface (50:1) will be applied. For Runway Ends 07, 11, and 25 a Non-Precision Type C (34:1) will be applied. The PIR approach surface will be carried out 10,000 feet from runway end (surface altitude of 200 feet above-runway-end). The three Non-Precision approach surfaces will be carried out 6,000 feet from runway end (surface altitude of approximately 175 feet above-runway-end).

All four surfaces will be stereoscopically analyzed for manmade and natural penetrations using the precision 3D imagery acquired as part of this project. Spot-shots will be collected and compiled of all penetrations identified within the aforementioned limits of the approach surfaces. Once all obstruction identification and measurements have been completed, the data will be analyzed and formatted into the following two deliverables:

- CAD File containing Part 77 Approach Obstruction Identification Surfaces and Obstruction Points. (including object type, number, and elevation); and,
- Microsoft Excel Spreadsheet containing X-Y coordinates and MSL-elevation of each spot-shot. The runway associated with each spot-shot will be clearly identified. Furthermore, for each spot shot the following values will be calculated and reported in the Excel spreadsheet:
  - Object type
  - Object number (corresponding to CAD File)
  - Height-Above-Runway-End
  - Height-Above-Touchdown-Zone
  - Height-Above-Airport-Elevation
  - Distance-to-Runway-End
  - Distance-From-Runway-Centerline (and direction)
  - Penetration Value

Part 77 obstruction data will be collected to meet an accuracy of +/-20 ft horizontal & +/-3 ft vertical accuracy.

Software Used for Part 77 Deliverables: AutoCAD Civil 3D 2011 & Microsoft Excel 2003

Task 4.1 Documentation:

- Bi-weekly Project Status Reports.
- 0.5'GSD Ortho Imagery in a TIFF format with TFW World Files.
- Five Hard Copy Plots of Aerial Imagery on high-quality photogrammetric paper.
- AutoCAD or ArcGIS file, adhering to National CAD Standards, containing digital airport basemap (planimetric and topographic data).
- Final NSSDA Map Accuracy Assessment
- CAD File containing Part 77 Approach Obstruction Identification Surfaces and Obstruction Points. (including object type, number, and elevation); and,
- Microsoft Excel Spreadsheet containing X-Y coordinates and MSL-elevation of each spot-shot. The runway associated with each spot-shot will be clearly identified.

Task 4.2 Update General Aviation Inventory
While the preparation of new base mapping will depict any changes that have physically occurred at GNV with regard to modifications of the general aviation areas, there will be an inventory conducted for the Airport to specify the pilot population, general building and pavement condition, hangar space, and tie-downs. The existing conditions will be explained as part of the ALP Report narrative.

Task 4.3 Incorporate Terminal Development Study
A terminal development study is underway by RS&H. The results of this study and any terminal, airside or landside modifications associated with the terminal study will be depicted on the ALP.

Task 4.4 Airport Land Development Considerations
As part of the ALP study, land development opportunities will be investigated for properties on-airport and adjacent to the airport which the GACRAA has been considering as non-aeronautical development. The purpose of this task is to provide concept alternatives for these parcels on-airport which are essentially west of the terminal area along the new airport access road and as much as 200 acres of property adjacent to the airport.

This task will accomplish the following:

- In association with the airport, identification of the properties to be considered;
- Identification of potential land use options for parcels. Additional input for this task is Task 5 – Investigation of Airport Land Development Opportunities.
- Preparation of concept plans for both aeronautical development and non-aeronautical development. RS&H will work with local consultant Eng. Dengman and Associates, Inc. (EDA) for utilities information and cost estimation relative to this task.
    - It is anticipated that land on the north side of the new access road, approximately 40-acres west of the terminal, would be considered for future development of aeronautical activities such as apron, taxiway, and landside access. A concept plan will be developed that identifies potential building envelopes, airside, and landside access. Planning level cost estimates for infrastructure needs will be developed in conjunction with the concept plan. The concept plan will be incorporated into the ALP. .
    - It is anticipated that land on-airport south of the access road may be considered for non-aeronautical uses. A concept plan will be developed that identifies potential building envelopes and highway access. Planning level cost estimates for infrastructure needs will be developed in conjunction with the concept plan. The concept plan for this area will be incorporated into the ALP.
    - It is anticipated that land adjacent to the airport will be considered for non-aeronautical uses. A concept plan will be developed that identifies potential building envelopes and highway access. Planning level cost estimates for infrastructure needs will be developed in conjunction with the concept plan. The concept plan for this area will be incorporated into the ALP.

Task 4.5 ALP Update Report
The ALP set for GNV consists of the following drawings:

- Cover Sheet
- Facilities Layout Plan
- Airport Layout Plan
- Terminal Area Plan
- General Aviation Plan
- Runway Approach Profile and RPZ Runway 11
- Runway Approach Profile and RPZ Runway 29
- Runway Approach Profile and RPZ Runway 7
- Runway Approach Profile and RPZ Runway 25
- Part 77 Imaginary Surfaces Plan (Future)

- Part 77 Imaginary Surfaces Plan (Future)
- Land Use Compatibility Plan
- Airport Property Map

Task 4.6 Documentation
This ALP Update Report will modify all the drawings to incorporate the new base mapping and facilities concepts. The updated Airport Layout Plan will depict:

- Existing Conditions per the new base map
- Potential Runway 11-29 extension and modifications to taxiways, navigational aid locations, airport surfaces, and land requirements that would entail should the runway be extended.
- Potential location for a new airport traffic control tower, if applicable
- Potential location for new ARFF structure, if applicable
- Future terminal expansion in accordance with new terminal study
- Concept plans for future land development.

Five hard copies and up to 25 electronic copies of the ALP Update report will be provided. Eight full-size copies and eight electronic copies of the updated ALP set will be provided incorporating the results of the working papers and facilities concept development as identified in the various tasks.

Task 5: Investigation of Airport Land Development Opportunities

This task will be input into the land development concept planning performed as part of the ALP Update Report. The purpose of this task is to provide the Airport with land development information that it can use in determining what are the reasonable market opportunities for an airport the size of GNV and relative to the specific location of the parcels to be investigation. The task will be oriented toward development of non-aeronautical revenue opportunities. The study will consist of three tasks: portfolio review, performance of a market scan, and asset positioning. The following scope will be performed by the Orlando, Florida office of C&S Companies.

Task 5.1 Portfolio Review
The Consultant will meet with the Airport to discuss the ongoing marketing opportunities and discussions with local real estate interests as part of a data gathering exercise which will be the basis for beginning the study. With this information, a review and validations will be performed of the market research performed by the Airport to date. In addition, the Consultant will review revenue property lease holds to obtain an understanding of GNV business procedures. From these reviews, the Consultant will identify potential opportunities and constraints associated with leasehold agreements.

Task 5.2 Market Scan
Based upon Task 5.1 and information that the Consultant has available from its extensive database, the Consultant will identify between 3 to 5 uses and provide market commentary and analytics related to same summarized as brief, executive-level market snapshots.

Task 5.3 Asset Positioning
For each of the potential uses that may be identified, the Consultant will characterize the market viability of those uses in terms of use and location. In this context, the Consultant will consider the type of investment and the extent of the potential development of that type of revenue opportunity with GNV.

Task 6: Project Documentation and Coordination

This task involves the management and coordination of Tasks 1-5.

It is anticipated that coordination and project management of this project will be largely conducted through Greg Smith during times when he will already be in Gainesville conducting other business as part of the GEC. The Airport's day to day contact on the project will be Project Manager Gary Logston. As much as possible, trips to the Airport will combine purposes.
It is anticipated that there will be close telephone communication between the Airport, Consultant, and FAA.

Bi-weekly progress reports will be prepared identifying work completed to date, issues being addressed, and adherence to schedule.

Summary of Meetings and Deliverables

The following is a summary of meetings and deliverables within the project:

- Task 1 – Airport Traffic Control Siting Study
  - ATC Siting Kickoff meeting
  - Five Copies of Preliminary Siting Analysis
  - Five Copies of Comparative Safety Analysis report
  - Five Copies of Final Safety Risk Management Document
- Task 2 – Future ARFF Location Concept Planning
  - ARFF Conditions and Field Visit
  - White Paper for ARFF Location Concepts
- Task 3 – Airspace Protection of Ultimate Extension of Runway 11-29
  - White Paper
- Task 4 – ALP Update Report
  - Remote Sensing and Photogrammetry: Bi-weekly Project Status Reports; 0.5'GSD Ortho Imagery in a TIFF format with TFW World Files; Five Hard Copy Plots of Aerial Imagery on high-quality photogrammetric paper; AutoCAD or ArcGIS file, adhering to National CAD Standards, containing digital airport basemap (planimetric and topographic data); Final NSSDA Map Accuracy Assessment; CAD File containing Part 77 Approach Obstruction Identification Surfaces and Obstruction Points. (including object type, number, and elevation); and, Microsoft Excel Spreadsheet containing X-Y coordinates and MSL-elevation of each spot-shot. The runway associated with each spot-shot will be clearly identified.
  - Eight Full-size copies and eight electronic copies of Updated Airport Layout Plan Set: Cover Sheet; Facilities Layout Plan; Airport Layout Plan; Terminal Area Plan; General Aviation Plan; Runway Approach Profile and RPZ Runway 11; Runway Approach Profile and RPZ Runway 29; Runway Approach Profile and RPZ Runway 7; Runway Approach Profile and RPZ Runway 25; Part 77 Imaginary Surfaces Plan (Future) Part 77 Imaginary Surfaces Plan (Future); Land Use Compatibility Plan; and, Airport Property Map.
  - Five hard copies and up to 25 electronic copies of the ALP Update Report
- Task 5 – Investigation of Airport Land Development Opportunities
  - Airport Land Development Concept Meeting
  - White Paper

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ALP Update Report
Gainesville Regional Airport
PROJECT PROPOSAL #15

SCOPE / TASK TITLE	PROJECT DIRECTOR	PROJECT MANAGER	SENIOR A/E/P	PLANNER	SENIOR TECHN	ADMIN ASST/ WORD PROC	SUBCONSULTANT	TOTAL
Basic Services -- Lump Sum Amount Estimate Breakdown								
Task 1 Airport Control Tower Site Selection Study								
Task 1.1 Kick-Off Meeting / Data Collection	2	16		24				42
Task 1.2 Siting Analysis				40	8			48
Task 1.3 Alternate Analysis								
1.3.1 - Visual Performance			12	40	20			72
1.3.2 - TERPS				24				24
1.3.3 - Part 77			4	24	8			36
1.3.4 - Sunlight/Daylight				4				4
1.3.5 - Artificial Light				4				4
1.3.6 - Atmospheric Conditions				16				16
1.3.7 - Industrial/Municipal Discharge				4				4
1.3.8 - Site Access				6				6
1.3.9 - Interior Physical Boundaries			4	4	8			16
1.3.10 - Security				16	8			24
Task 1.4 Prelim Hazard Analysis/Comparative Safety Analysis		16		40				56
Task 1.5 Documentation	4	60		136		8		208
Subtotal for Task 1	6	92	20	382	52	8		$60,604
Task 2 - Future ARFF Location Concept Planning								
Task 2.1 ARFF Analysis		20	32	12	8			72
Task 2.2 Documentation	2	12	4	4	4	4		30
Subtotal for Task 2	2	32	36	16	12	4		$13,810
Task 3 - Airspace Protection for Ultimate Extension of Runway 11-29								
Task 3.1 Potential New Activity	2	24		4	4			34
Task 3.2 Fleet Changes		12		4				16
Task 3.3 Identification of Future Runway Length				4				4
Task 3.4 Airport Geometry	4	16		8				28
Task 3.5 Airport Surfaces/Airspace		10		16				26
Task 3.6 On-Airport Land Use				2	4			6
Task 3.7 Potential Environmental Impacts			8	4				12
Task 3.8 Off-Airport Impacts		4	8					12
Task 3.9 Rough Order of Magnitude Cost for Future Runway		16	16					32
Task 3.10 Documentation	4	12	2	8	4	4		34
Subtotal for Task 3	10	94	34	50	12	4		$30,490
Task 4 - ALP Update								
Task 4.1 Remote-Sensing and Photogrammetry								
Task 4.1.1. Aerial Imagery Acquisition (Incl. Flight Mission/Ground controls							$19,800	
Task 4.1.2 Geo-Reference the Imagery							$3,420	
Task 4.1.3 Create Diginal Ortho Imagery							$6,800	
Task 4.1.4 Create Hard Copy Plots							$980	
Task 4.1.5 Collect ALP Mapping Data							$17,600	
Task 4.1.6 Perform NSSDA Map Accuracy Assessment/Produce Mapping							$28,900	
Task 4.1.7 Part 77 Obstruction Analysis							$10,700	
Task 4.2 Update General Aviation Inventory		4		8	4			16
Task 4.3 Incorporate Terminal Development Study		4						4
Task 4.4 Airport Land Development Considerations	4	36	24	52	20		$20,000	136
Task 4.5 ALP Update Report		96		80	320			496
Task 4.6 Documentation	6	32	4	24		8		74
Subtotal for Task 4	10	172	28	164	344	8		$201,330
Task 5 - Investigation of Airport Land Development Opportunities								0
Task 5.1 Portfolio Review		8					$10,000	8
Task 5.2 Market Scan		4					$20,000	4
Task 5.3 Asset Positioning		6					$10,000	6
Subtotal for Task 5	0	18	0	0	0	0		$43,510
Task 6 Project Documentation and Coordination	12	40				8		60
Subtotal for Task 6	12	40	0	0	0	8		$11,180
TOTAL HOURS	40	448	118	612	420	32		1,670
BURDENED RATE	$241.00	$195.00	$114.00	$85.00	$115.00	$61.00		$127.38
TOTAL BURDENED LABOR $	$9,640	$87,360	$13,452	$52,020	$48,300	$1,952	$148,200	$360,924
								$360,924
OTHER DIRECT NON-SALARY COSTS (ODC)								
	# DWGS	# PAGES						

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ALP Update Report
Gainesville Regional Airport
PROJECT PROPOSAL #15

SCOPE / TASK TITLE	PROJECT DIRECTOR	PROJECT MANAGER	SENIOR A/E/P	PLANNER	SENIOR TECHN	ADMIN ASST/ WORD PROC	SUBCONSULTANT	TOTAL
REPRODUCTION	@	@						
	$1.00	$0.20		#SETS				
Drawings	13			15				$195
Reports/Specifications		110		30				$660
TOTAL REPRODUCTION								$855
	# PCKGS	# PCKGS						
POSTAGE/DELIVERY	@	@						
	$15.00	$10.00						
Drawings and Specifications	5	5						$125
TOTAL POSTAGE/DELIVERY								$125
SPECIAL SERVICES								
NOAA Data Center -- Weather Information								$50
TRAVEL			Airfare @	Car @	Lodging @	Per Diem @		
	# People	# Days	$500	$125	$115	$50		
GNV Project Kick-Off / On Site Verification	3	1	$200	$125	$345	$150		$820
GNV Comparative Safety Assessment Panel Meeting	1	1	$0	$125	$115	$50		$290
Land Development Concept Meeting	2	1	$200	$125	$115	$100		$540
Runway 11-29 Feasibility	2	3	$400	$250	$230	$100		$980
Existing Conditions	2	1		$125		$50		$175
Report Presentation	2	1	$200	$125	$230	$100		$655
ARFF Site Visit	3	1	$200	$125	$115	$100		$540
								$4,000
MILEAGE		Miles @	$0.50					$0
TELEPHONE								$0
TOTAL ODC's								$4,980
Total Proposed Fee:	**Basic Services -- Lump Sum Amount Estimate Breakdown**							**$365,904**

GNV ALP Update Study - Project Schedule									
Project Schedule - Months	1	2	3	4	5	6	7	8	9
Task 1 - Air Traffic Control Tower Site Selection Study									
Task 2 - Future ARFF Location Concept Planning									
Task 3 - Airspace Protection for Ult. Extension of Rwy 11-29									
Task 4 - Update ALP									
Remote Sensing and Photogrammetry/Part 77 Obstructions									
Update General Aviation Inventory									
Incorporate Terminal Development Study									
West Concept Plans									
Update ALP									
ALP Update Report									
Task 5 - Investigation of Airport Land Development Opportunities									
Meetings	1,2	3	4		5	6			7

Note: Schedule does not reflect FAA Reviews (ATC or Airspace)/Responses to Comments

Meetings:

1-ATCT Kickoff Meeting

2-Existing Conditions Meeting

3-ARFF Site Visit

4-Runway 11-29 Feasibility Meeting

5-ATCT Comparative Safety Assessment Panel Meeting

6-Land Development Concept Meeting

7-Report Presentation

TASK ORDER NUMBER 24

This Task Order No. 24 is an amendment to and made a part of the Agreement dated February 1, 2008, between Gainesville-Alachua County Regional Airport Authority (Owner) and URS Corporation Southern, (Engineer). This Task Order No. 24 includes the scope of services and labor costs described herein. The Scope of Services for this Task Order No. 23 is as follows:

A. SCOPE OF SERVICES

I. Project Description

The **CLIENT** hereby retains **URS** to furnish services for:

Gainesville Regional Airport, Independent Fee Estimate for ALP Update Study

The above described improvements are hereinafter called the **PROJECT**.

The task consists of preparing an Independent Fee Estimate of the GNV ALP Update Study task in accordance with FAA criteria. The task will include a detailed review of the proposed scope of work and an independent calculation of a reasonable fee for such work.

B. TIME OF PERFORMANCE

This task shall be completed By Wednesday, August 1, 2012.

C. PAYMENT

Lump sum fee of $2,000.

D. EFFECTIVE DATE

This Task Order No. 24 is effective as of the signature date below.

E. ORIGINAL AGREEMENT

All Terms and Conditions of the Agreement dated February 1, 2008 shall remain the same and shall apply hereto.

F. ACCEPTANCE

By signature, the parties hereto accept the provisions of this Task Order No. 24.

ENGINEER:	OWNER:
URS Corporation Southern,	GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY
By: _____	By: _____ Chief Executive Officer
Date: _____, 2012	Date: 8/8, 2012

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