

1001826

APPLICATION FOR FEDERAL ASSISTANCE		2. DATE SUBMITTED 7/6/2010	Applicant Identifier
1. TYPE OF SUBMISSION <i>Application</i> <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	Pre-application <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	3. DATE RECEIVED BY STATE	State Application Identifier
		4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier
5. APPLICANT INFORMATION			
Legal Name: Gainesville-Alachua County Regional Airport Authority		Organizational Unit: Department: Airport Administration	
Organizational DUNS: 13-492-5275		Division: Airport Authority	
Address: Street: 3880 NE 39 <sup>th</sup> Ave. Suite A		Name and telephone number of the person to be contacted on matters involving this application (give area code): Prefix: Mr. First Name: Allan	
City: Gainesville		Middle Name: John	
County: Alachua		Last Name: Penksa	
State: FL Zip Code: 32609-		Suffix:	
Country: USA		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:  <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See instructions for description of letters.) <input type="checkbox"/> <input type="checkbox"/> Other (specify)		7. TYPE OF APPLICANT: (See Instructions for Application Types) G  Other (specify)	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:  2 0 • 1 0 6		9. NAME OF FEDERAL AGENCY: Federal Aviation Administration	
TITLE (Name of Program): Airport Improvement Program		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Rehabilitate South Airfield Lighting Vault and Misc. Airfield Elec. Improvements Rehabilitate Taxiway C Rehabilitate Taxiway A- Phase I Prepare Airport Wildlife Hazard Plan and Acquire Wildlife Control Devices	
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: 1/7/2010 Ending Date: 12/31/2011	
15. ESTIMATED FUNDING:  a. Federal \$2,244,794.00 b. Applicant \$59,855.00 c. State \$58,292.00 d. Local e. Other f. Program Income g. TOTAL \$2,362,941.00		14. CONGRESSIONAL DISTRICTS OF: a. Applicant Fifth District b. Project Fifth District  16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? a. Yes <input checked="" type="checkbox"/> THIS PREAPPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: 1/7/2010 b. No <input type="checkbox"/> PROGRAM IS NOT COVERED BY E.O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW  17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes If "Yes", attach an explanation. <input checked="" type="checkbox"/> 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 e. Date Signed:  <i>Allan Penksa</i> July 6, 2010			

FAA Grant Pre-Application  
Gainesville Regional Airport  
6-Jul-10

**PROGRAM NARRATIVE**  
Application for Federal Assistance Dated July 6, 2010  
Gainesville Regional Airport

**Rehabilitation of South Airfield Electrical Vault, Upgrade Airport Lighting Control System and Misc. Airfield Electrical Improvements**

**Project Summary**

The airport's main airfield lighting electrical vault was constructed in 1978 and requires rehabilitation. This vault provides electrical power to the airport's primary runway, parallel taxiway, misc. apron and taxiway edge lighting as well as all airport maintained approach lighting aids (PAPI and REIL). All primary airfield lighting control relays are located in the vault and receive inputs from the Air Traffic Control Tower and pilot radio control unit. The existing control relay panel is obsolete and parts are no longer manufactured. A new PLC based lighting control panel will be installed with touch screen controls in the air traffic control tower. Some of the constant current regulators are also in need of replacement due to age and parts availability. The existing engine generator is approaching thirty years of age and is to be replaced. The associated automatic transfer switch is obsolete and is to be replaced. The vault is subject to high interior temperatures and basic air conditioning for equipment cooling purposes will be installed. Basic building improvements include: upgrade/replacement of electrical distribution panels; new interior and exterior lighting; door replacement and installation 5kv safety floor matting. Some misc. airfield improvements including select airfield sign panel replacement and installation of a radio activated ARFF alarm operated from the air traffic control tower are also included in the project.

The Airport Authority requests use of \$544,452 in FY 2010 FAA entitlement funds for 95% of construction costs, professional fees and reimbursement of minor administrative costs associated with this project. The project was designed and bid by the airport's professional engineering consultant. A copy of the project budget and bid tabulations is included.

**Project Justification**

The project is needed to continue provision of reliable electric power, including emergency power when needed, to the airfield lighting and signage system. Continued operational control from the tower is at risk due to the obsolete relay control panel. An alternate, radio activated ARFF alarm system with battery back-up, independent of local telephone services and on-airport buried cabling is desired for increased safety.

## Rehabilitation of Taxiway C Pavement

### **Project Summary**

Taxiway C provides a critical, direct connection between the airport's primary instrument runway and the main general aviation apron and its various aeronautical service providers. The Airport Authority proposes to rehabilitate Taxiway C between Taxiway A and the hold short line for Runway 11-29, a distance of approximately 2,300 ft. Our records indicate the existing asphalt pavement in this area is in excess of thirty years old and has been evaluated as poor along its majority, with PCI's of 43-57. The pavement has outlived its expected service life. The surface suffers from high density reflective cracking. Surface treatments and crack filling will not be effective in significantly prolonging the pavements life due to the density of the cracks. Rehabilitation is needed in order to avoid a more costly reconstruction. The Airport Authority proposes to mill and remove existing asphalt to a depth necessary to limit the re-occurrence of reflective cracking and replace with new asphalt pavement sufficient to accommodate aircraft operations expected over the life of the pavement. The taxiway is 50 ft. wide with non-standard 47 ft. wide paved shoulders. A portion of the existing paved shoulders up to the existing taxiway edge lights will be rehabilitated and the excess will be removed and replaced with sod. The project has been designed by a professional engineering consultant in accordance with applicable FAA Group III design standards.

The Authority requests FAA funds in the amount of \$898,980, representing 95% of the anticipated project costs. A cost summary, including construction costs, professional services and minor administrative costs is attached. A copy of the project bid tabulation is also attached.

### **Project Justification**

Taxiway C is required for efficient aircraft movements between the primary instrument runway (R/W 11-29) and main general aviation apron, hangars and connecting taxiways. Rehabilitation is necessary to maintain functionality of the taxiway and eliminate F.O.D. and potential damage to aircraft.

## Taxiway A Pavement Rehabilitation - Phase I

### **Project Summary**

Taxiway A is the airport's main general aviation taxiway. T/W A runs parallel to Runway 7-25 and provides access to the public apron and all general aviation hangars and aeronautical businesses on the airport. The approximate 6,500 ft. long taxiway was lengthened at various times and the pavement strength, width, and condition varies along its length. The taxiway services a variety of aircraft including occasional FAA Design Group III and IV airline transport category aircraft conducting charters from the general aviation apron (south end), and is limited to Design Group I aircraft accessing T-hangars at the north end. The majority of the pavement is in excess of thirty years old and the pavement condition index in critical areas is referenced as "poor" (PCI 41-55) and "very poor" (PCI 26-40). The area to be rehabilitated in Phase I has reached the end of its expected service life. The surface suffers from high density reflective cracking. Surface treatments and crack filling are not practical and will not significantly prolong the pavements life due to the

density of the cracks. Rehabilitation in these areas is needed in order to avoid a more costly reconstruction. The Airport Authority proposes to mill/remove the poorest sections (approximately 2,875 l.f. of asphalt) to a depth necessary to limit the re-occurrence of reflective cracking and replace with new asphalt pavement sufficient to accommodate aircraft operations expected over the life of the pavement. Crack filling will occur on the balance of the taxiway (approx. 3,570 l.f.) in order to prolong the life of the remaining pavement, which is categorized as fair to good. Crack sealing will reduce water intrusion which erodes the pavement base and sub-base and eliminate vegetation growth through the pavement.

The Authority requests FAA funds in the amount of \$771,664 representing 95% of the anticipated project costs. A cost summary, including construction costs, professional services and minor administrative costs is attached. A copy of the project bid tabulation is also attached.

#### **Project Justification**

Taxiway A is the primary taxiway serving the airport's general aviation facilities. Pavement rehabilitation is necessary to maintain functionality of approximately 2,875 l.f. of taxiway, reduce foreign object debris (F.O.D.) and prolong the life of the remaining pavement by sealing cracks.

#### **Conduct Wildlife Hazard Management Plan and acquire Misc. Wildlife Control Devices.**

The airport is currently conducting an FAA funded Wildlife Hazard Study. The year long study will be concluded by the end of 2010 and has identified various species of birds and animals that frequent the airport. The consultant has also identified various attractants for future action and additional measures that can be employed to mitigate wildlife hazards. The airport has experienced several "triggering events" requiring the study and based on the observations and data collected, it is expected that a Wildlife Hazard Management Plan will be required. In order to maintain continuity and complete and execute the plan at the earliest possible time, the Airport Authority is requesting funds now. The cost for the WHMP is \$21,262.

The airport actively employs measures to scare and eliminate birds on the airport. The wildlife consultant has recommended additional measures that can be employed in the short-term to further discourage bird activity. The Airport Authority requests funds to purchase additional scare devices, including propane cannons, bird effigies, scare pistols as well as anti-nesting devices such as bird spikes to discourage nesting on shade hangars, antennas, lighting fixtures and other manmade structures. The Airport Authority will provide labor for installation at its own expense.

The total cost of the wildlife Plan and control devices is \$31,262.00. The Airport Authority requests FAA funds in the amount of \$29,699, representing 95% of project costs.

Gainesville Regional Airport  
 FAA AIP Application  
 July 10, 2010

PROJECT COST SUMMARY

<b>Airfield Lighting Vault Rehabilitation and Misc. Airfield Electrical Improvements</b>	
<u>Construction</u>	
Mil-Con Electric Company per bid opened 6/23/2010	\$425,617.00
<u>Professional Services</u>	
URS Inc. Task Order #13 Design and bid phase services	\$71,500.00
URS Inc. Task Order #14 (pending) RPR and construction phase services	\$75,000.00
<u>Administration</u>	
Bid advertisements, postage	\$990.00
<b>Project Total</b>	<b>\$573,107.00</b>

<b>Taxiway C Rehabilitation</b>	
<u>Construction</u>	
Andrews Paving Inc. per bid opened 6/23/2010	\$677,995.00
<u>Professional Services</u>	
URS Inc. Task Order #12 Design and Bid Phase Services	\$121,732.00
URS Inc. Task Order #15 (pending) RPR and construction phase services	\$142,568.00
<u>Administration</u>	
The LPA Group, Inc.- Prof. designs services IFE	\$1,407.00
The LPA Group Inc. - Prof. RPR services IFE	\$1,407.00
Bid advertisements, postage	\$1,186.00
<b>Project Total</b>	<b>\$946,295.00</b>

**Taxiway A Rehabilitation Phase I**Construction

Andrews Paving Inc. \$608,937.00  
per bid opened 6/23/2010

Professional Services

URS Inc. task Order #4 \$83,700.00  
Design and Bid Phase Services

URS Inc. Task Order #16 (pending) \$117,140.00  
RPR and construction phase services

Administration

The LPA Group Inc. - Prof. RPR services IFE \$1,407.00  
Bid advertisements, postage \$1,093.00

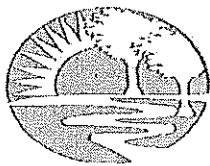
**Project Total** **\$812,277.00**

**Prepare Airport Wildlife Hazard Plan and Acquire  
Misc. Wildlife Control Equipment**Professional Services

Environmental Resource Solutions, Inc. \$21,262.00

Wildlife control devices - materials and equipment \$10,000.00

**Project Total** **\$31,262.00**



ENVIRONMENTAL RESOURCE  
SOLUTIONS, INCORPORATED

GAINESVILLE REGIONAL AIRPORT  
Phase 2 Consultant Services

**1. Consulting services associated with preparation of a Wildlife Hazard Management Plan (WHMP).**

Due to potential wildlife hazards to aircraft operations, GNV is in the process of completing a Wildlife Hazard Assessment (WHA). The assessment is being conducted by a Qualified Airport Wildlife Biologist pursuant to 14 CFR Part 139.337. Upon completion of the WHA (December 2010), Environmental Resource Solutions, Inc. (ERS) will assist GNV in the completion of a WHMP.

A WHMP addresses policies, procedures and responsibilities at GNV to reduce wildlife hazards. The Airport Chief Executive Officer generally has authority over the WHMP and various departments will each have specific duties and responsibilities identified in the final WHMP. As such, it will be critical to receive significant input from each airport staff member to successfully complete this task. The final WHMP will address specific wildlife hazards at GNV and will establish guidelines for alleviating these hazards. Specifically, the WHMP will incorporate the seven elements required by FAA under 14 CFR 139.337(f). These elements are:

1. The persons who have the authority and responsibility for implementing the plan.
2. Priorities for needed habitat modification and changes in land use identified in the WHA, with target dates for completion.
3. Requirements for and, where applicable, copies of local, state, and federal wildlife control permits.
4. Identification of resources to be provided by the certificate holder for implementation of the plan.
5. Procedures to be followed during air carrier operations, including at least:
  - a. Designation of personnel responsible for implementing the procedures;
  - b. Provisions to conduct physical inspections of the aircraft movement areas and other areas critical to successfully manage known wildlife hazards before air carrier operations begin;
  - c. Wildlife control measures; and
  - d. Ways to communicate effectively between personnel conducting wildlife control or observing wildlife hazards and the air traffic control tower.
6. Procedures to review and evaluate the WHMP every 12 months or following a triggering event:
  - a. The plan's effectiveness in dealing with known wildlife hazards on or in the vicinity of the airport; and
  - b. Aspects of the wildlife hazards described in the WHA that should be reevaluated.
7. A training program by a Qualified Airport Wildlife Biologist to provide airport personnel with the knowledge and skills needed to carry out the WHMP.

Prepared For:

Gainesville Regional Airport  
Airport Wildlife Management Plan

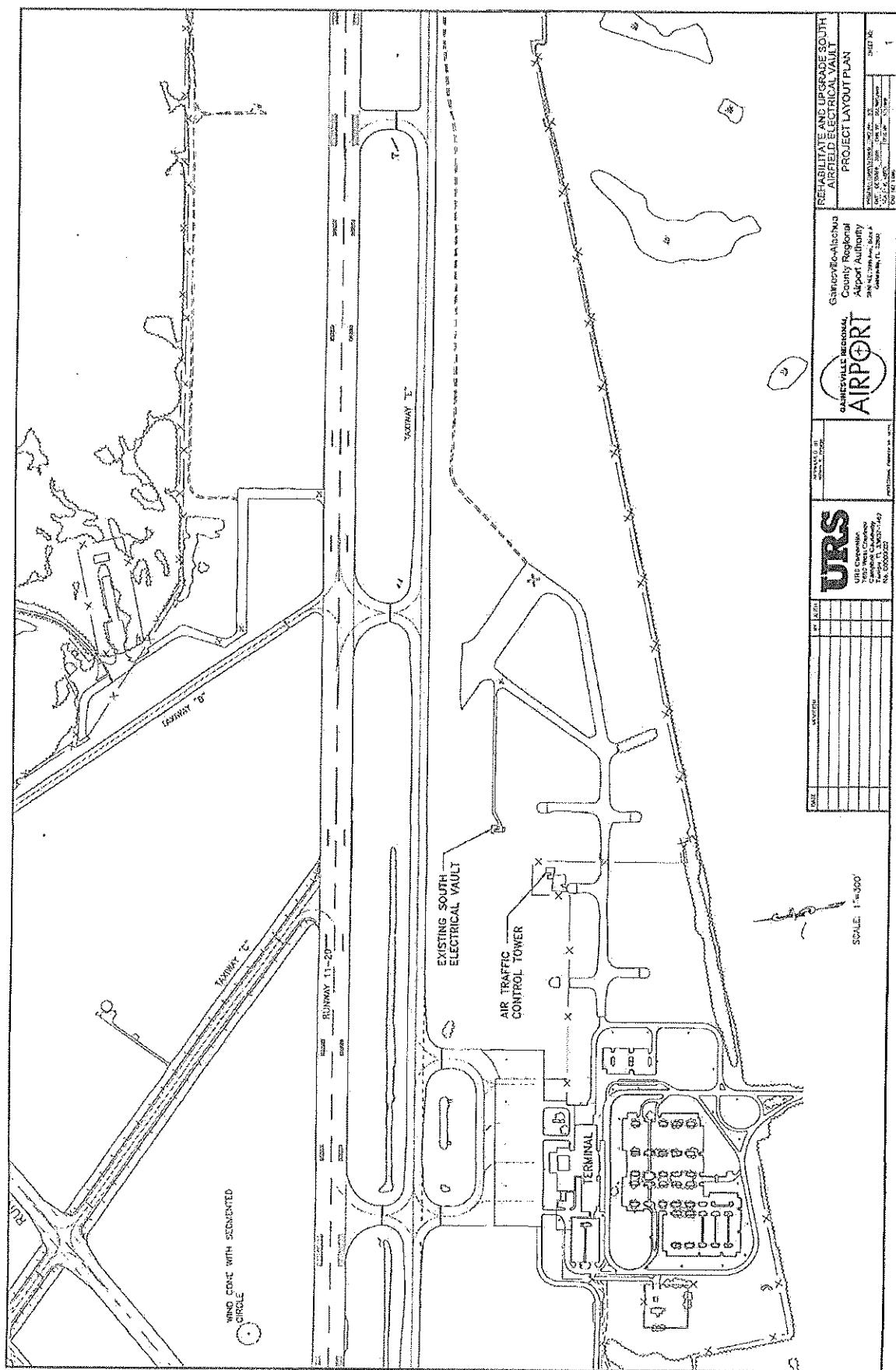
Prepared By:

Environmental Resource Solutions, Inc.

TASKS / BILLING RATES	SENIOR ENV. SPECIALIST (Kim Allerton) \$50.00	ENV. SPECIALIST (Amy Wester) \$32.49	ENV. SPECIALIST (Amy Johnson) \$16.87	ENV. TECH CADD KC Daubel \$15.75	TOTAL HOURS	TOTAL TASK COST
<i>I. Coordination with GNV Staff</i>	8	16	24		48	\$1,300.72
<i>II. Draft WHMP Report</i>	16	32	56	16	136	\$3,461.52
<i>III. Final WHMP Report</i>	8	16	24	12	72	\$1,850.56
<b>TOTAL HOURS</b>	<b>32</b>	<b>64</b>	<b>104</b>	<b>28</b>	<b>256</b>	<b>\$6,612.80</b>
<b>TOTAL DOLLARS</b>	<b>\$1,600.00</b>	<b>\$2,079.36</b>	<b>\$1,650.48</b>	<b>\$841.96</b>	<b>\$441.00</b>	<b>\$6,612.80</b>
<b>TOTAL HRS</b>	<b>32</b>	<b>64</b>	<b>104</b>	<b>28</b>	<b>256</b>	
<b>TOTAL DOLLAR</b>	<b>\$1,600.00</b>	<b>\$2,079.36</b>	<b>\$1,650.48</b>	<b>\$841.96</b>	<b>\$441.00</b>	<b>\$6,612.80</b>
Salary Related Cost						
Overhead				173.86%		\$6,612.80
Profit Margin				12.00%		\$11,498.34
FCCM				2.21%		2,173.34
Expenses				12.58%		145.88
Grand Total						<b>\$31.89</b>
						<b>\$21,252.24</b>

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BID TABULATION					
SOUTH VAULT RENOVATION AND ALCS UPGRADE					
GAINESVILLE REGIONAL AIRPORT					
FAA AIP No. : 03-12-0023-031-2070					
GARCA PROJECT NO. : 10-305					
URS Project No. : 12009302					
William R. Prange, P.E. #6751 URS Corporation, Lake City, FL RIDS WERE OPENED 6/20/10 AT 3:00 P.M.	Engineer's Estimate 1009 SW Main Blvd, Suite 130 Lake City, FL 32055 361.754.8663	URS Corporation 1009 SW Main Blvd, Suite 130 Lake City, FL 32055 361.754.8663	Military Construction 8142 Lake City Blvd Jacksonville, FL 32224 904.231.7301	The New Florida Industries, Electric, Inc. 1800 Miller Dr. Altamonte Springs, FL 32701 407.275.1749	Precision Approach LLC 172 Sammons Parkway Elton, GA 31044 706.451.7205 555.978.3180 362.371.1617
ITEM DESCRIPTION	BID PRICE	BID PRICE	BID PRICE	BID PRICE	BID PRICE
<b>BASE BID</b> AIRFIELD LIGHTING CONTROL SYSTEM UPGRADE, GENERATOR AND AUTOMATIC TRANSFER SWITCH REPLACEMENT, SOUTH VAULT ELECTRICAL SYSTEM IMPROVEMENTS, SOUTH VAULT ARCHITECTURAL IMPROVEMENTS, AND ALL ASSOCIATED WORK	\$65,285.00	\$390,238.00	\$405,183.00	\$300,000.00	\$557,367.00
<b>BID OPTION 1</b> UPGRADE TO SEVEN (7) NEW L-829 CCRs IN SOUTH VAULT AND ADD MEETING TO TWO (2) EXISTING L-528 CCRs IN NORTH VAULT. UPDATE ALCS ACCORDINGLY	\$27,300.00	\$9,547.00	\$23,276.00	\$23,010.00	\$36,520.00
<b>BID OPTION 2</b> PASSIVE ALCS MONITOR IN ELECTRICIAN ROOM	\$15,000.00	\$4,134.00	\$3,362.00	\$23,776.00	\$13,013.00
<b>BID OPTION 3</b> ALCS TOUCHSCREEN MONITOR IN SOUTH VAULT	\$10,910.00	\$7,486.00	\$687.00	\$500.00	\$451.00
<b>BID OPTION 4</b> DIAL TO MANUFACTURER FOR REMOTE ASSISTANCE	\$1,500.00	\$197.00	\$422.00	\$250.00	\$407.00
<b>BID OPTION 5</b> REPLACE TAXIWAY GUIDANCE SIGN PANELS	\$26,000.00	\$14,010.00	\$17,220.00	\$16,770.00	\$19,164.00
<b>PROJECT TOTAL</b>	<b>\$764,785.00</b>	<b>\$425,617.00</b>	<b>\$456,234.00</b>	<b>\$569,300.00</b>	<b>\$627,022.00</b>
					\$1,140,040.00



12009302  
June 25, 2010

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

Reference: **GACRAA PROJECT NO. 10-006**  
**SOUTH VAULT RENOVATION AND ALCS UPGRADE**  
**FAA AIP PROJECT NO. 03-12-0028-031-2010**  
**GAINESVILLE REGIONAL AIRPORT**

Dear Mr. Penksa:

We have received and reviewed the Bids that were publicly opened and read aloud on June 23, 2010 for the referenced project. The following is a list of Bidders and the amount bid by each:

FIRM	BID AMOUNT	
Military Construction Corporation, Florida dba MIL-CON Electric Company	\$390,238.00	Base Bid
	\$9,542.00	Bid Option 1
	\$4,134.00	Bid Option 2
	\$7,496.00	Bid Option 3
	\$197.00	Bid Option 4
	\$14,010.00	Bid Option 5
The New Florida Industrial Electric, Inc.	\$405,183.00	Base Bid
	\$23,270.00	Bid Option 1
	\$9,362.00	Bid Option 2
	\$667.00	Bid Option 3
	\$422.00	Bid Option 4
	\$17,330.00	Bid Option 5
Precision Approach LLC	\$500,000.00	Base Bid
	\$28,010.00	Bid Option 1
	\$23,770.00	Bid Option 2
	\$500.00	Bid Option 3
	\$250.00	Bid Option 4
	\$16,770.00	Bid Option 5
Hypower, Inc.	\$557,367.00	Base Bid
	\$36,620.00	Bid Option 1
	\$13,013.00	Bid Option 2
	\$451.00	Bid Option 3
	\$407.00	Bid Option 4
	\$19,164.00	Bid Option 5

Scherer Construction of North Florida	\$875,500.00	Base Bid
	\$77,550.00	Bid Option 1
	\$68,640.00	Bid Option 2
	\$50,600.00	Bid Option 3
	\$52,250.00	Bid Option 4
	\$15,500.00	Bid Option 5
Engineer's Estimate	\$685,285.00	Base Bid
	\$27,000	Bid Option 1
	\$15,000	Bid Option 2
	\$10,000	Bid Option 3
	\$1,500	Bid Option 4
	\$26,000	Bid Option 5

Based on the desire to fully utilize the available grant funds we recommend that you award a contract for the construction of the Base Bid and the combination of Bid Options 1 through 5 that bests suits the needs of the Airport. The lowest responsive bid for the combination of the Base Bid and all of the Bid Options was received from Military Construction Corporation, Florida dba MIL-CON Electric Company and it is forty four percent (44%) lower than the Eng ineer's Estimate.

The bids received from Military Construction Corporation, Florida dba MIL-CON Electric Company and The New Florida Industrial Electric, Inc. were both missing non-material bid forms when the bids were opened. Both bidders submitted the missing documentation within 24 hours. We recommend that the missing forms be considered a minor irregularity and the matter be waived.

We have evaluated the qualifications of Military Construction Corporation, Florida dba MIL-CON Electric Company and, in our opinion; we believe that Military Construction Corporation, Florida dba MIL-CON Electric Company is qualified to perform the Work. We unconditionally recommend that Military Construction Corporation, Florida dba MIL-CON Electric Company be awarded a contract for the Base Bid and the combination of Bid Options 1 through 5 of the South Vault Renovation and ALCS Upgrade project at Gainesville Regional Airport that bests suits the Airport under a FAA entitlement grant.

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: Mike Iguina, Lynn Noffsinger/GNV  
Steve Henriquez, Dennis Combs, Dave Schmidgall, file/URS

100182b

## DETERMINATION OF ENVIRONMENTAL IMPACTS

Airport: Gainesville Regional (GNV)

Detailed Project Description: Rehabilitate South Airfield Electrical Vault and Misc. Airfield Electrical Improvements

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 5050.4A and paragraphs a thru k above.

  
\_\_\_\_\_  
Signature of Authorized Airport Representative

1-7-2010

Date

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

Categorically Excluded: \_\_\_\_\_ Date \_\_\_\_\_

Requires Further Environmental Analysis: \_\_\_\_\_ Date \_\_\_\_\_

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## ENVIRONMENTAL DETERMINATION CHECKLIST (FY06)

Airport: Gainesville Regional (GNV)

Detailed description of Proposed Project: (attach drawing) Rehabilitate South Airfield Electrical Vault and Misc. Airfield Electrical Improvements

Prepared and certified by:

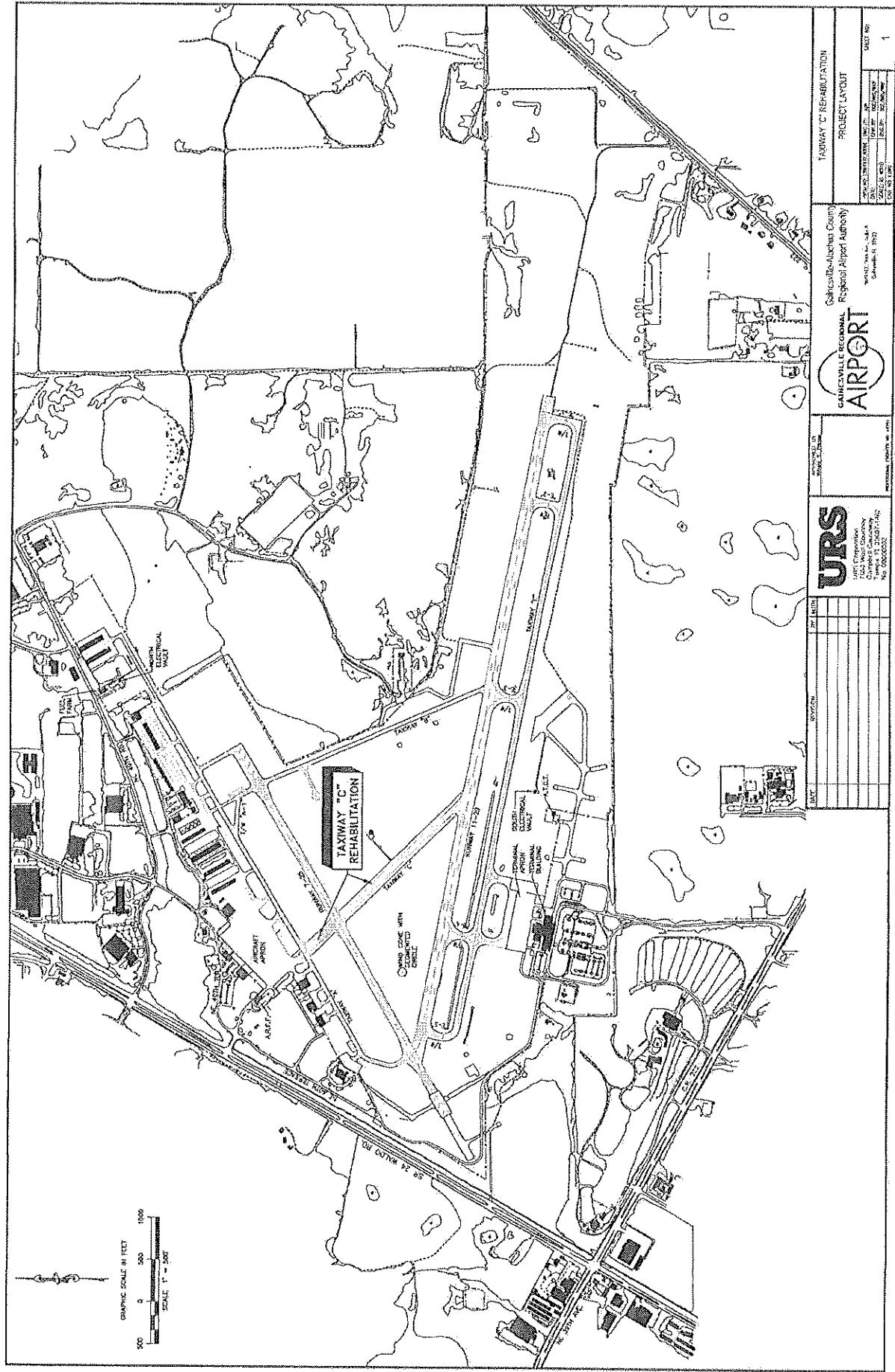
*Ally J. Larson*

Date: 1-1-2010

	YES	NO	COMMENTS
IS THIS PROPOSED PROJECT LISTED AS CATEGORICALLY EXCLUDED IN FAA ORDER 5050.4A?	x		
THIS PROPOSED PROJECT CONSISTS OF:			
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		
Cause an Effect on Air Quality	x		
Cause an Effect on Water Quality	x		
Cause Environmental Justice Concerns	x		
Contain or Affect Hazardous Materials	x		
Be Inconsistent with Other Environmental Laws	x		

Attach detailed comments for all "yes" answers on a separate sheet, and explain your justification for a request for a determination of Categorical Exclusion.

1001826



1001826



12009191  
June 25, 2010

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

Reference: **GACRAA PROJECT NO. 10-008**  
**REHABILITATE TAXIWAY "C"**  
**FAA AIP PROJECT NO. 03-12-0028-031-2010**  
**GAINESVILLE REGIONAL AIRPORT**

Dear Mr. Penksa:

We have received and reviewed the Bids that were publicly opened and read aloud on June 23, 2010 for the referenced project. The following is a list of Bidders and the amount bid by each:

FIRM	BID AMOUNT
Andrews Paving, Inc.	\$677,995.00
John C. Hipp Construction Equipment Company	\$721,795.75
CW Roberts Contracting, Inc.	\$820,200.00
APAC Southeast, Inc.	\$912,847.05
Anderson Columbia Co., Inc.	\$1,146,318.00
Engineer's Estimate	\$1,105,955.00

Based on the desire to fully utilize all available grant funds we recommend that you award a contract for the construction of Rehabilitate Taxiway "C" if FAA funds become available. The lowest responsive bid for the project was received from Andrews Paving, Inc. and it is thirty-nine percent (39%) lower than the Engineer's Estimate.

We have evaluated the qualifications of Andrews Paving, Inc. and, in our opinion; we believe that Andrews Paving, Inc. is qualified to perform the Work. The low bid price from Andrews is a result of the current market conditions and their lack of current projects. We unconditionally recommend that Andrews Paving, Inc. be awarded a contract for Rehabilitate Taxiway "C" under a FAA entitlement grant if grant funds become available.

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: Mike Iguina, Lynn Noffsinger/GNV  
Steve Henriquez, Dennis Combs, Dave Schmidgall, file/URS

## DETERMINATION OF ENVIRONMENTAL IMPACTS

Airport: Gainesville Regional (GNV)Detailed Project Description: Rehabilitate Taxiway C Pavement

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 5050.4A and paragraphs a thru k above.

Allen J. Parker  
Signature of Authorized Airport Representative

1-7-2010

Date

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

Categorically Excluded: \_\_\_\_\_ Date \_\_\_\_\_

Requires Further Environmental Analysis: \_\_\_\_\_ Date \_\_\_\_\_

100182b

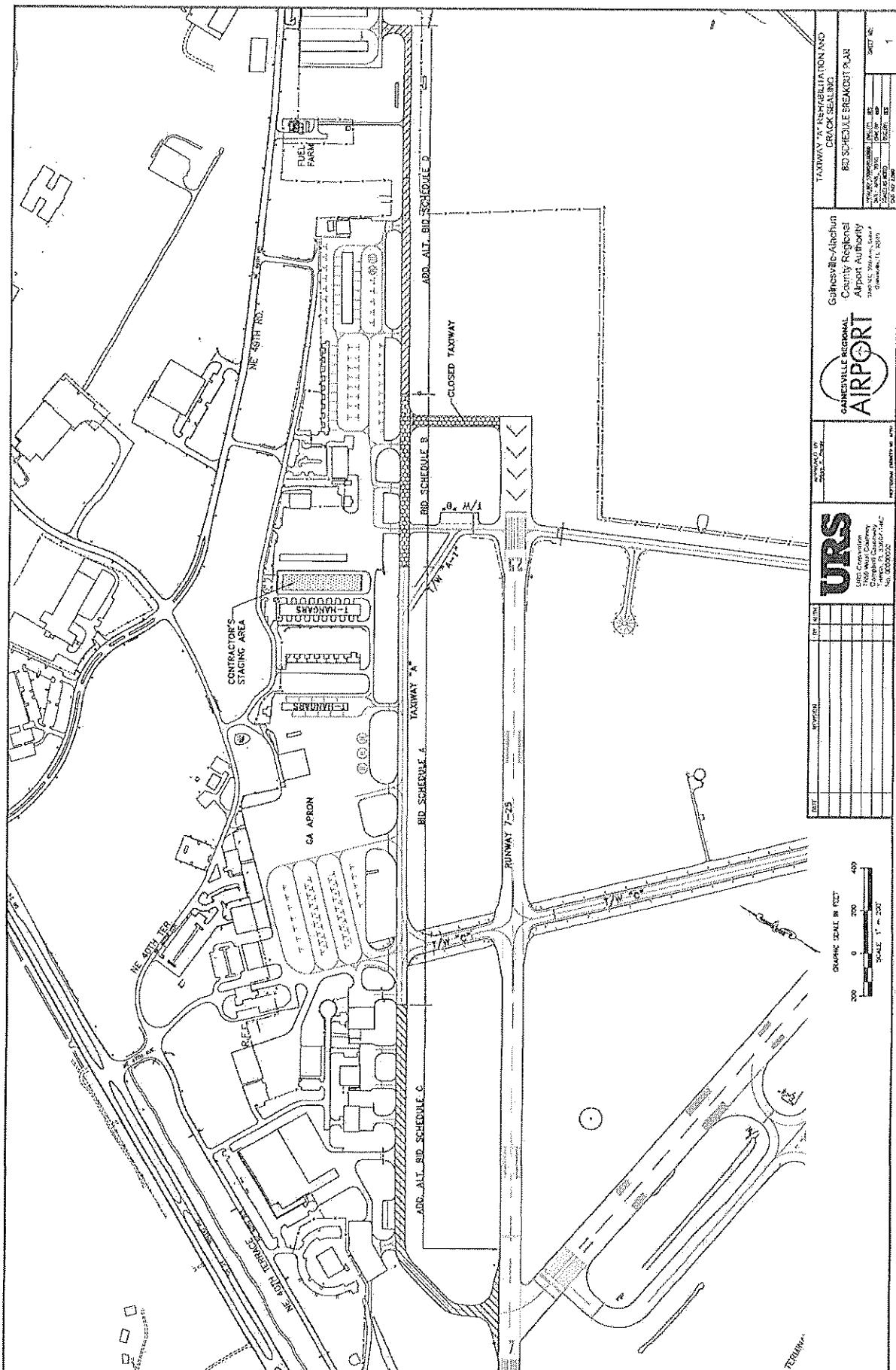
## ENVIRONMENTAL DETERMINATION CHECKLIST (FY06)

Airport: Gainesville Regional (GNV)Detailed description of Proposed Project: (attach drawing) Rehabilitate Taxiway C PavementPrepared and certified by: Alay J. PetersonDate: 1-1-2010

	YES	NO	COMMENTS
IS THIS PROPOSED PROJECT LISTED AS CATEGORICALLY EXCLUDED IN FAA ORDER 5050.4A?	x		
THIS PROPOSED PROJECT CONSISTS OF:			
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		
Cause an Effect on Air Quality	x		
Cause an Effect on Water Quality	x		
Cause Environmental Justice Concerns	x		
Contain or Affect Hazardous Materials	x		
Be Inconsistent with Other Environmental Laws	x		

Attach detailed comments for all "yes" answers on a separate sheet, and explain your justification for a request for a determination of Categorical Exclusion.

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2021-2022 School Year Annual Report - English Language Learners



100182b

100182b



12008510  
June 25, 2010

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

Reference: **GACRAA PROJECT NO. 10-007**  
**TAXIWAY "A" REHABILITATION AND CRACK SEALING**  
**FAA AIP PROJECT NO. 03-12-0028-031-2010**  
**GAINESVILLE REGIONAL AIRPORT**

Dear Mr. Penksa:

We have received and reviewed the Bids that were publicly opened and read aloud on June 23, 2010 for the referenced project. The following is a list of Bidders and the amount bid by each:

FIRM	BID AMOUNT	
John C. Hipp Construction Equipment Company	\$388,890.16	Schedule A
	\$182,943.25	Schedule B
	\$22,574.00	Add. Alt. Schedule C
	\$14,530.00	Add. Alt. Schedule D
Andrews Paving, Inc.	\$413,549.50	Schedule A
	\$179,837.50	Schedule B
	\$25,800.00	Add. Alt. Schedule C
	\$17,025.00	Add. Alt. Schedule D
CW Roberts Contracting, Inc	\$435,900.00	Schedule A
	\$225,060.00	Schedule B
	\$14,601.00	Add. Alt. Schedule C
	\$9,651.00	Add. Alt. Schedule D
APAC Southeast. Inc.	\$468,489.04	Schedule A
	\$203,050.78	Schedule B
	\$32,353.92	Add. Alt. Schedule C
	\$22,766.42	Add. Alt. Schedule D
Anderson Columbia Co., Inc.	\$622,378.00	Schedule A
	\$353,072.50	Schedule B
	\$161,400.00	Add. Alt. Schedule C
	\$107,680.00	Add. Alt. Schedule D

Engineer's Estimate	\$545,273.00	Schedule A
	\$274,735.00	Schedule B
	\$35,500.00	Add. Alt. Schedule C
	\$22,000.00	Add. Alt. Schedule D

Based on the amount of available FAA grant funds we recommend that you award a contract for the combination of Bid Schedules that best suits the Airport. The lowest responsive bid for the combination of all Bid Schedules was received from John C. Hipp Construction Equipment Company and it is thirty one percent (31%) lower than the Engineer's Estimate.

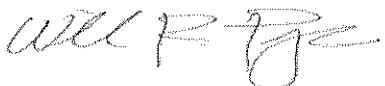
The bid received from Anderson Columbia Co. contained a minor mathematical error. This error has been corrected in accordance with the Contract Documents and notations have been added to the attached bid tabulation.

We have evaluated the qualifications of John C. Hipp Construction Equipment Company and, in our opinion; we believe that John C. Hipp Construction Equipment Company is qualified to perform the Work. We unconditionally recommend that John C. Hipp Construction Equipment Company be awarded a contract for the combination of Bid Schedules A, B, Add. Alt. C, and Add. Alt. D that best suits the Airport.

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: Mike Iguina, Lynn Noffsinger/GNV  
Steve Henriquez, Dennis Combs, Dave Schmidgall, file/URS

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## DETERMINATION OF ENVIRONMENTAL IMPACTS

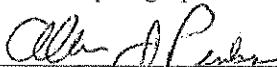
Airport: Gainesville Regional (GNV)

Detailed Project Description: Rehabilitate Taxiway A Pavement – Phase I

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 5050.4A and paragraphs a thru k above.

  
\_\_\_\_\_  
Signature of Authorized Airport Representative

1-1-2010  
\_\_\_\_\_  
Date

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

Categorically Excluded: \_\_\_\_\_ Date \_\_\_\_\_

Requires Further Environmental Analysis: \_\_\_\_\_ Date \_\_\_\_\_

1001826

## ENVIRONMENTAL DETERMINATION CHECKLIST (FY06)

Airport: Gainesville Regional (GNV)Detailed description of Proposed Project: (attach drawing) Rehabilitate Taxiway A Pavement – Phase IPrepared and certified by: Allen J. Parker

Date: 1-1-2010

	YES	NO	COMMENTS
IS THIS PROPOSED PROJECT LISTED AS CATEGORICALLY EXCLUDED IN FAA ORDER 5050.4A?	x		
THIS PROPOSED PROJECT CONSISTS OF:			
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		
Cause an Effect on Air Quality	x		
Cause an Effect on Water Quality	x		
Cause Environmental Justice Concerns	x		
Contain or Affect Hazardous Materials	x		
Be Inconsistent with Other Environmental Laws	x		

Attach detailed comments for all "yes" answers on a separate sheet, and explain your justification for a request for a determination of Categorical Exclusion.