John Galusha, Chairman
Arica Andreatta, Commissioner
Karl Sporleder, Commissioner

HUERFANO COUNTY GOVERNMENT
PROCUREMENT MEMORANDUM

Date: October 10, 2023
To: Huerfano County Board of County Commissioners
From: Carl Young, County Administrator
Re: Huerfano County Solicitation #2023-05: Engineering Services - Spanish Peaks Airport Airfield Electrical Rehab Project
Attachments: RFP, Garver Proposal

Summary: On August 17th Huerfano County released RFQ 2023-05 to find an Airfield Engineer for our Electrical Rehab Project. The solicitation closed on September 18th and we received one application from Garver, our current airfield engineering firm. Having reviewed the application and finding it sufficient we request you approve the award of RFQ 2023-05 to Garver.

Requested Motion/Action:
Motion to approve the award for the Spanish Peaks Airport Airfield Electrical Rehab Project Engineering Services RFQ 2023-05 to Garver.

Background: On August 17th Huerfano County released RFQ 2023-05 requesting statements of qualifications and experience from consulting firms qualified and experienced in the field of airport engineering services. This solicitation covered a single project, an airfield electrical rehab project at the Spanish Peaks Airport. Only proposers having recent similar experience in airport projects were qualified to respond. Federal funds will be used to pay for part of the project cost while local and CDOT/Aeronautics funds will be used to fund the balance of project costs. The County conducted an open engineering selection process in accordance with FAA Advisory Circular 150/5100-14E § 1.4.2 Change 1.

_____
Signature of the Chair

☐ Approved

☐ Approved with Changes

☐ Denied

Request for Qualifications: Engineering Services- Spanish Peaks Airport Airfield Electrical Rehab Project

Huerfano County Solicitation #2023-05
August 17, 2023

Summary of Request

Huerfano County, Colorado (referred to herein as "Sponsor"), as owners of the Spanish Peaks Airport near the City of Walsenburg Colorado, is requesting statements of qualifications and experience from consulting firms ("Proposers") qualified and experienced in the field of airport engineering services. This solicitation covers a single project, an airfield electrical rehab project at the Spanish Peaks Airport. Only proposers having recent similar experience in airport projects should respond. Federal funds will be used to pay for part of the project cost while local and CDOT/Aeronautics funds will be used to fund the balance of project costs. Huerfano County (Sponsor) will conduct an open engineering selection process in accordance with FAA Advisory Circular 150/5100-14E § 1.4.2 Change 1. The consultant shall have experience working under the guidance of the Federal Aviation Administration (FAA) and have knowledge of all current environmental and other project-related requirements.

Submission Information

Written submissions for the supply of the services described herein will be accepted until **Monday, September 18, 2023 at 4PM MT**. Any proposal received after that time will not be considered.

Submitted materials must be emailed in PDF Format to Carl Young, County Administrator, administrator@huerfano.us

Procedural and technical questions are to be submitted in writing to Carl Young at cyoung@huerfano.us

Background

Spanish Peaks Airport is a general aviation airport located approximately 6 miles north east of the City of Walsenburg, Colorado. The contract issued to the successful consultant is subject to the provisions of Executive Order 112346 (Affirmative Action to Ensure Equal Employment Opportunity) and to the provisions of the Department of Transportation Regulation 49 CFR Part 26 (Disadvantaged Business Participation). DBE firms are encouraged to participate.

Requests for Clarification

Any requests for clarification of additional information deemed necessary by any proposer to present a proposal shall be submitted in writing by email to Carl Young, Huerfano County Administrator, at cyoung@huerfano.us.

Written requests for clarification must be received before **Friday, September 8, 2023 at 4PM MT**. Any requests received after this deadline will not be considered. All requests received before the deadline will be responded to, by the Sponsor, in the form of an addendum addressed to all prospective respondents.

Scope of Work

Basic engineering services are utilized in four distinct and sequential phases. Proposers are required to set out their qualifications and to propose the following scope of work.

1. PRELIMINARY PHASE: This phase involves those activities required for defining the scope of a project and establishing preliminary requirements including, but not limited to, the following:
    a. Conferring with the Sponsor on project requirements, programming, finances, schedules, early phases of the project, and other pertinent matters and meeting with FAA and other concerned agencies and parties on matters affecting the project.
    b. Assisting the Sponsor in the preparation of necessary pre-applications, applications, and required documents for federal grants, including Disadvantaged Business Enterprise (DBE) plan and goals, and exhibits.
    c. Planning, procuring, and/or preparing necessary surveys, field investigations, and architectural and engineering studies required for preliminary design considerations.
    d. Develop design schematics, sketches, environmental and aesthetic considerations, project recommendations, and preliminary layouts and cost.

2. DESIGN PHASE: This phase includes all activities required to undertake and accomplish a complete project design including, but not limited to, the following:
    a. Meetings and design conferences to obtain information and to coordinate or resolve design matters.
    b. Collecting engineering data and undertaking field investigations, surveys, engineering, and engineering and environmental studies.
    c. Preparing necessary engineering reports and recommendations.
    d. Preparing detailed plans, specifications, and cost estimates.
    e. Conducting a detailed value engineering analysis, if applicable, and requested.

3. BIDDING OR NEGOTIATION PHASE: This phase, at a minimum, involves providing plans, specifications, and all bid documents. The phase also includes assisting the Sponsor in advertising and securing bids, negotiating for services, analyzing bid results, furnishing recommendations on the award of contracts, and preparing contract documents.

4. CONSTRUCTION PHASE: This phase includes all basic services rendered after the award of a construction contract including, but not limited to, the following:
    a. Providing consultation and advice to the Sponsor during all phases of construction.
    b. Representing the Sponsor at pre-construction conferences.
    c. Providing on-site construction inspection and management involving the services of a full-time resident engineer, inspector, or manager during the construction or installation phase of a project, and providing appropriate reports to the Sponsor.
    d. Reviewing and approving shop and erection drawings submitted by contractors for compliance with the design concept.
    e. Reviewing, analyzing, and approving laboratory and mill test reports of materials and equipment.
    f. Preparing and negotiating change orders and supplemental agreements.
    g. Observing or reviewing the performance tests required by specifications.
    h. Determining payment amounts to contractors, and assisting Sponsor in the preparation of payment requests for amounts reimbursable from grant projects.
    i. Conducting wage rate reviews of certified payrolls.

j. Making final inspection and submitting a report of the completed project to the Sponsor, including "as-built" drawings.

5. Proposers may be required to provide other technical services or subcontract with third party individuals or companies for such services. Technical services include, but are not limited to, the following:
    a. Soils investigation, including core sampling, laboratory tests, related analyses, and reports.
    b. Detailed mill, shop, and/or laboratory inspections of materials and equipment.
    c. Land surveys and topographic maps.
    d. Field and/or construction surveys.
    e. Miscellaneous plans, studies, and assessment reports including environmental, noise, etc.
    f. Assist Sponsor in preparing equipment (i.e. snow removal, Airport Rescue and Fire Fighting, etc.) specifications for procurement purposes.

Contents of Statement of Qualifications:

Proposers interested in the provision of engineering services to accomplish the proposed projects should limit their Statements of Qualifications to 15 pages, exclusive of cover letters or letters of transmittal containing introductory language only. The Statement of Qualifications should include:

1. The capability of the proposer to perform all aspects of the project.
2. Reputation: an explanation of the proposer's reputation including key personnel.
3. Ability to meet schedules within budget, please describe.
4. Approach to proposed projects and assurance that DBE goals can be met.

Proposals must contain the name, address, and daytime telephone number for contact persons to whom additional selection process requests should be communicated.

Following the selection process, the proposal for the selected Proposer shall be made available for public review, except for any items that Proposer has requested, in writing, to remain confidential under applicable law.

Selection Process

Selection will be made through a four-step process. The Sponsor reserves the right to select a qualified proposer without holding interviews. The scoring in the first two steps is cumulative. If it is determined that interviews are not to be held, the scoring will be based on the first two steps – Review of Proposals submitted, and Fee Proposal. The process for selection and award of the Professional Contract for Services will be as follows:

Step One	Review and scoring of Proposals submitted
Step Two	Interviews (if required)
Step Three	Selection of successful proposer, negotiation of Professional Contract for Services
Step Four	County Commissioner approval of Professional Contract for Services

Anticipated Timeline

Dates are approximations for the process steps and are subject to change.

Step	Date	Selection Process
One	August 17, 2023	Request for Proposals Issued

	September 8, 2023	Questions may be presented prior to this date.
	September 18, 2023	Proposals due at 4:00 p.m., Mountain Time.
	September 20, 2023	Board Review of Proposals
	September 22, 2023	Notifications of Interviews (if required).
Two	Week of October 2, 2023	Interviews conducted (if required).
Three	Week of October 9, 2023	County notifies selected proposer.
Four	October 24 , 2023	Professional Contract for Services executed.

Step 1: Review of Proposals

Following an initial screening of the proposals, the committee will select what it considers the most highly qualified proposers to provide the services outlined in the scope of services. Selection will be based on the evaluation criteria set forth below. The proposers submitting proposals will be ranked, and the committee will then recommend the most qualified proposer.

The following selection criteria will be the basis for the ranking of most qualified Organization:

Criteria	**Points**
1. Capability to perform all aspects of projects and recent experience in airport projects comparable to the proposed task(s).	30 Points
2. Reputation and professional integrity and competence.	20 Points
3. Capability to meet schedules or deadlines within budget.	20 Points
4. Quality of previous airport projects undertaken.	25 Points
5. Familiarity with Sponsor and project location.	25 Points
6. Understanding the airport.	20 Points
7. Approach to proposed projects.	30 Points
Total	**170 Points**

Step Two: Interviews (if required)

1. If the Sponsor determines that interviews are necessary, interviews will be conducted for the purpose of determining which of the proposers is the most highly qualified for the Contract; which proposer has the personnel best able to complete the scope of services; and which proposer most fully understands and is able to perform the work envisioned by the Sponsor.
2. Key personnel from proposing firm or individual to be assigned to the project are required to be present and participate in the interview.

Step Three: Selection of Successful Proposer and Negotiation of Professional Contract for Services

1. After the successful proposer is selected, the Sponsor will negotiate a Professional Contract for Services.

Step Four: County Commissioners Approval of Professional Contract for Services

1. The successful proposer is encouraged to attend the Commissioners' meeting to answer any questions concerning the proposal, or the proposer's qualifications.
2. The Sponsor reserves the right to undertake or award supplemental or successor contracts for work related to this Contract.
3. This solicitation shall not be binding upon the Sponsor and proposer, and no services shall be performed under the terms of the proposal or the Professional Contract for Services until the Contract has been reduced to writing and approved by the County Commissioners.

Selection and Contracting Provisions

Process Conducted Under FAA Rules

The selection process will be in strict accord with Federal Aviation Advisory Circular 150/5100-14E, Change 1, Section 2.7 and, 2.9, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects and 49 C.F.R., Part 18.

Fees will be negotiated for projects on a task order basis as grants are obtained. The cost or fee information is not to be submitted with this proposal, AC 150/5100-14E-Change 1, Section 2.4.

A shortlist may be developed from submittals received. Consultants on the shortlist may be asked to attend an interview before the final selection is made. A schedule of fees will be negotiated with the selected consultant for the services to be performed under the initial FAA or other grant or grants. Subsequent fees will be negotiated on a task order basis as additional grants are obtained.

Notifications

The Sponsor will provide timely notifications in writing (letters and/or emails) of the following actions to proposers responding to the Request for Proposal as follows:

- Selection of short-listed proposers for interviews (if required);
- Proposers not short-listed;
- Selection of recommended proposer; and County Commissioner approval.

Conflicts of Interest

Any conflicts of interest whether real or perceived by the proposer submitting a proposal should be fully disclosed and explained within the proposal.

STATEMENT OF QUALIFICATIONS

Engineering Services—Spanish Peaks Airfield

Airfield Electrical Rehab Project

Huerfano County Solicitation #2023-05
September 18, 2023

GARVER

POINT OF CONTACT
Jake Hoban, PE
One Denver Technology Center
5251 DTC Parkway, Suite 420
Greenwood Village, CO 80111

719-761-7688
JMHoban@GarverUSA.com

September 18, 2023

Huerfano County
Carl Young, County Administrator
401 Main Street, Suite 201
Walsenburg, CO 81089

RE: Huerfano County Solicitation #2023-05: Statement of Qualifications for Airfield Electrical Rehabilitation Project

Dear Mr. Young,

Garver has now been performing as the On-Call Airport Engineer for Huerfano County's Spanish Peaks Airfield for over two years, and we are grateful for the successful project we helped you achieve last summer. The Airfield Pavement Maintenance project was critical to increasing the longevity of your asphalt pavement surfaces for years to come. The new tie-down anchors will also provide stable parking for visiting aircraft and have eliminated a plowing hazard with the removal of the cable system. Garver was able to bring this project in ahead of schedule and under budget with a thorough set of drawings and specifications and effective communication with all parties. Our team will deliver this same level of service for the upcoming Airfield Electrical Rehab & Improvements Project.

While Garver was on site planning for the 2022 project, we noticed some compliance issues with the main runway threshold lights and were notified about ongoing challenges associated with the existing lighted wind cone. We recommended that the County consider an electrical project to correct non-conformance items, rehabilitate, and improve specific elements within your airfield electrical system. The items include the quantity, placement, and location of light fixtures, a lack of Runway End Identifier Lights (REILs), a damaged circuit at the wind cone, and a segmented circle made of painted tires. We also noticed the failing blast pad pavement, and the service road that enters from the northwest at an unsafe angle and location. Garver intends to help Huerfano County correct these safety concerns with the available BIL program funding.

As you plan for the upcoming Electrical Rehab & Improvements Project at the Spanish Peaks Airfield (4V1), rest assured that Garver will maintain the same approach that led to you selecting us two years ago. **Garver remains your dedicated partner led by the same project manager and GA airport-focused team that includes airfield electrical engineers.**

Our team offers an unmatched combination of skills and experience to assist Huerfano County in implementing this electrical project. Garver is unique in that we have an electrical engineering team that works exclusively on airfield electrical projects. We don't need to bring in a teaming partner to complete any element of this design—they're already a part of our team, they have detailed knowledge about why this project is needed and what improvements will be made, and they understand the volatile nature of electrical equipment

costs based on airfield electrical experience throughout the nation. To demonstrate their capabilities: in the past five years, our aviation electrical team has worked on over 120 airfield lighting projects.

Garver has helped maximize funding opportunities and guide decisions that benefit 4V1 and Huerfano County. As we continue to work with you to develop and refine your airport CIP, we have already demonstrated the ability to maximize your BIL funding opportunities through this upcoming project and with our plan to use the remainder of the BIL funding on your upcoming teacup taxiway project in 2026. Garver commits to help you complete the design and oversee the construction for your upcoming electrical project. We have already reached out to potential contractors to understand the potential challenges and anticipated construction durations for this project, and we will increase our contractor outreach during the bidding phase to drive interest in your construction projects to keep bid prices reasonable.

Huerfano County can depend on your Denver-based project management team of Project Director Jake Hoban and Project Manager Mario Maraccini to be proactive in communication and project implementation. Our experience at your airport over the last two years means we have eliminated a potential learning curve that any other consultant would experience in trying to facilitate this project. It is our goal for this project to be designed and put out to bid by January 2024, awarded by March 2024 (pending an FAA grant offer), and constructed in the spring/summer of 2024 once materials have been procured. We are ready to move forward seamlessly and initiate a pre-design meeting if selected by you and the Board of County Commissioners.

We are committed to serving as your project management team to facilitate your upcoming Airfield Electrical Rehab Project. In addition to this local commitment, Garver's expertise throughout the country provides the support and resources to the upcoming project at Spanish Peaks Airfield. We would be honored to serve Huerfano County and ask that you select Garver.

Sincerely,
GARVER

Jake Hoban, PE
Project Director

Mario Maraccini, EI
Project Manager

WHY GARVER?

TEAM LEADERSHIP AND EXPERIENCE
Our extensive work in all aspects of general aviation airfields instills in our engineers the perspective that make sure every detail is addressed while maintaining an eye on the big picture.

RELATIONSHIPS
The Garver Team consists of leaders in the Colorado aviation community who have established relationships with CDOT and the FAA and will help maximize funding to benefit Huerfano County.

PERSONAL COMMITMENT
No team better understands the County's needs or will be more dedicated and responsive to the Spanish Peaks Airfield.

CAPABILITY

CAPABILITY OF THE PROPOSER TO PERFORM ALL ASPECTS OF THE PROJECT

1

GARVER'S AVIATION ELECTRICAL EXPERTISE

Our team has worked on more than 450 airfield electrical projects at 140 general aviation airports, ranging from airfield runway and taxiway reconstructions and lighting projects to critical landside and infrastructure projects. We offer a tremendous advantage: airport engineers who also know the national airport/airspace system from a unique perspective as pilots. We also understand the importance of accommodating airport clients' needs and concerns during construction observation and project closeout. We are proud to be consistently ranked as one of the top 125 design consultant firms and one of the top 25 aviation firms in the United States by Engineering News-Record. Unlike the "big firms" that make up this list, **nearly 80% of our clients are general aviation airports** just like Spanish Peaks Airfield.

We not only plan, design, and oversee the construction of landside and airfield facilities; we also personally use them as passengers and pilots. Garver has airport design insight our land-bound competitors cannot match.

COMMUNICATION AND RESPONSIVENESS

We understand that rapid response and on-site communication will be critical elements in addressing your project needs. We are confident that our team will provide the most relevant experience, technical expertise, and cost-effective means of executing your project goals. With some large firms, you may only come to know a name on a page. However, with Garver, the same personnel who manage and design your projects will be engaged throughout the project's undertaking.

Our project communication plan for Spanish Peaks Airfield includes five elements (shown to the right) that enable us to provide quality customer service that is clear, collaborative, and proactive in solving your problems.

COMMUNICATION PLAN

ESTABLISH A PROJECT EXECUTIVE TEAM

The project executive team will be comprised of the Huerfano County Administrator, Road and Bridge Superintendent, and other key stakeholders.

SET GOALS

We will help identify project goals, including decision process, scope, and schedule.

HOLD BI-WEEKLY PROJECT MEETINGS

These bi-weekly project update meetings with the project executive team will include discussions of near- and long-term milestones.

HOLD PROJECT PHASING MEETINGS

These phasing meetings will include discussions with stakeholders from the airport, the FAA, and tenants.

HOLD DESIGN REVIEW MEETINGS

We facilitate meetings with the project executive team and review agencies to emphasize clarity and understanding. This saves the County money and time.

THE GARVER TEAM OFFERS AN UNMATCHED COMBINATION OF SKILLS AND EXPERIENCE TO ASSIST HUERFANO COUNTY IN IMPLEMENTING PROJECTS.

CAPABILITY TO PERFORM SERVICES

From design kick-off to bid opening to construction and project closeout, Garver has the capability to provide support for every stage of your airport improvement projects. Our Aviation Team has a unique blend of talent and a wealth of resources that enable us to meet critical project schedules while maintaining high standards for quality design. **Garver's Aviation Team, including your project manager, Jake Hoban, PE, has completed 20+ projects in Colorado over the past five years.** Our team has the capability and capacity to tackle a wide variety of challenges and can tailor your projects to your needs and goals.

At Garver, we pride ourselves on providing exceptional service to our clients and responding to their needs quickly. Our aviation staff includes the right mix of experienced professionals needed to accomplish your project goals, plus the support personnel available to help your projects run smoothly. Our partner firms also provide experts in their fields. Together, we can complete any project the County desires for Spanish Peaks Airfield.

PREPARING FOR A SUCCESSFUL PROJECT

Our team will never leave the success of a project to chance. We have proven, project-tested processes that Jake will manage to successfully deliver results.

Building a Successful Team

Before we are selected for a project, we prepare for its success by selecting experienced and diverse team members, as we have done for 4V1's upcoming projects. Your project manager, Jake Hoban, PE, will be the single point of contact for Huerfano County and for project stakeholders.

Scope of Work

Garver understands that each project's scope of work will progress and evolve through the four major phases identified to the right. We are experts at managing these phases and will provide these services for each of your upcoming projects. Through our teaming partners, we are capable of providing the other technical services that may be needed in association with your planned projects or other projects that may arise.

1 Preliminary Phase

Garver understands how to bring together the client and design team to develop a sound course of action for a project, complete with a list of specific goals, deliverables, tasks, and deadlines. For each project, our design team holds a project kickoff meeting with the client to build rapport, identify critical success factors, and define quality control procedures.

2 Design Phase

Our dedicated aviation engineers and technicians provide expertise on complex projects with multiple constraints and accelerated schedules. This provides 4V1 a team with the skills and expertise to deliver challenging, complex projects on time and within budget and the flexibility to deliver smaller and less complex projects in a more cost-efficient manner.

3 Bidding or Negotiation Phase

Garver provides bidding and award assistance in accordance with state bid law requirements, including writing and circulating advertisements, attending pre-bid meetings and bid openings, and providing analysis of the bids and award recommendation. Garver will formulate and execute all airfield projects to align with current FAA and CDOT regulations.

4 Construction Phase

The construction phase is where all the planning and design comes to fruition, and it is also where the majority of project headaches can arise. We coordinate with airfield users and tenants to maintain access and handle countless details before the new improvements are opened to the public. The Garver Construction Services Team has the experience and ability to handle all of your project needs during each phase of construction. Our qualified staff will work as a part of your team, making certain you are kept informed of the project's progress.

REPUTATION

EXPLANATION OF THE PROPOSER'S REPUTATION INCLUDING KEY PERSONNEL

2

At Garver, our reputation is built upon our core values, our dedication to quality work, and our outstanding staff. Garver operates on four core values—honor, integrity, respect, and trust—and our staff strives to meet these standards in every activity that we pursue, from communicating with clients, contractors, and stakeholders to pursuing the highest quality result in every project. We support these values by building core competencies among our team members in performance, professionalism, teamwork, accountability, awareness, communication, and passion. Garver is dedicated to outstanding competence and professionalism, and we have a record of providing responsible cost control, quality planning and design, and responsive management.

Additionally, Garver has long been praised for its workplace culture that includes a competitive pay structure and employee benefits, commitment to employees maintaining a work-life balance, and a leadership team that is responsive to employee feedback. Garver is regularly included on Zweig Group's Hot Firm List, which ranks the top 100 fastest-growing architecture, engineering, planning, and environmental consulting firms in the United States. Garver has been recognized by Zweig Group as a Best Firm to Work For seven consecutive times, ranking each time among the top three in the industry. The list recognizes outstanding workplaces at A-E consulting firms across the country based on benefits offered and employee satisfaction.

Garver works hard to maintain our reputation for everything we do—from assisting with project funding applications, to meeting project deadlines, to developing innovative construction techniques. **We know that "good enough" never is, and we work toward excellence in all we do**. Garver has enjoyed working with a long list of clients over the years, including some clients with whom we have worked for decades. That kind of longevity and level of repeat business does not just happen—it is the result of good work, designs completed on time and within budget, and providing our clients the care and service they deserve.

We recognize that our reputation is not based on what we say about ourselves, but on what our clients and peers say about us. We encourage you to contact any of our clients whose information is provided in this statement of qualifications. Resumes of key personnel are provided on the following pages.

ENR

Engineering News-Record

2023

TOP 500

Design Firms

#96 Nationwide

TOP 25

Aviation Firms

#15 Nationwide

GARVER

OVER 60 YEARS

AVIATION

SUBCONSULTANTS

With management experience gained from successfully completing hundreds of aviation projects, Garver is uniquely qualified to perform nearly all the tasks for the proposed projects at 4V1. However, for this contract, we have augmented our team with local and regional experts to complement our in-house planning, engineering, and construction management disciplines. These respected subconsultants will serve as a cohesive extension of the Garver staff, adding tangible value to the overall Garver Team and the deliverables we provide to 4V1 and Huerfano County.

GEOTECHNICAL

Yeh & Associates, Inc. is a DBE full-service geotechnical engineering and construction management firm established in 1999 and based in Denver, Colorado. Yeh & Associates specializes in field investigations for geotechnical engineering recommendations, quality assurance/control construction testing and inspection, and management services. Their aviation division has experienced steady growth over the last several years, providing services to airports across Colorado. During the past three years, Yeh & Associates has completed geotechnical and construction material testing services on over $20 million in Garver Aviation projects in Colorado. Additionally, they have completed runway and taxiway projects at airports across Colorado. As a DBE firm, they understand the importance of meeting your DBE goals and plan to work with a DBE drilling services firm to ensure that your goals are met. They also understand the importance of same-day results on an asphalt project and plan to provide a fully equipped mobile laboratory for construction to allow soils, asphalt, and concrete testing to be performed right at the project site.

ENVIRONMENTAL

SWCA Environmental Consultants (SWCA) is an employee-owned company of cultural and natural professionals who specialize in federal, state, and local resource permitting, compliance, and management. With locations along the Front Range and the Rocky Mountains, SWCA delivers highly credible data and analysis and reliable, cost-effective solutions. SWCA is able to assist airport sponsors with the necessary documentation and studies to satisfy the requirements of the NEPA Act and can evaluate the impact of a proposed improvement to aid the FAA in determining whether a categorical exclusion is appropriate or if an environmental assessment is necessary. Their staff can also conduct the required studies associated with federal, state, and location regulations as well as provide services for wildlife hazard assessments, wildlife hazard management plans, and airport wildlife hazard training.

SURVEYING

Wilson & Company provides a full spectrum of planning and design services built on reliable, trustworthy, and proven expertise. From operational assessment to strategy, and from design to implementation, Wilson & Company helps clients solve complex problems. Their spectrum of expertise covers survey and mapping, engineering, architecture, planning and environmental services, and construction management. They help identify, select, and implement secure, cost-effective solutions that drive clients' business strategies. They go beyond traditional transactions, and offer an integrated, mutually beneficial approach for consulting service excellence. Wilson & Company provides comprehensive survey, geospatial, and remote sensing services to meet clients' specific needs and deliver quality professional services.

ORGANIZATIONAL CHART

Figure 1 provides an organizational chart of the Garver Team that will be working with the Huerfano County. We have also provided resumes with more detailed information about our key personnel's experience and expertise. The Garver Team is organized to provide the needed expertise and responsive service you require. Our Team will initiate, oversee, and complete your airfield projects while following the procedures, guidelines, and criteria dictated by your airport and the FAA.

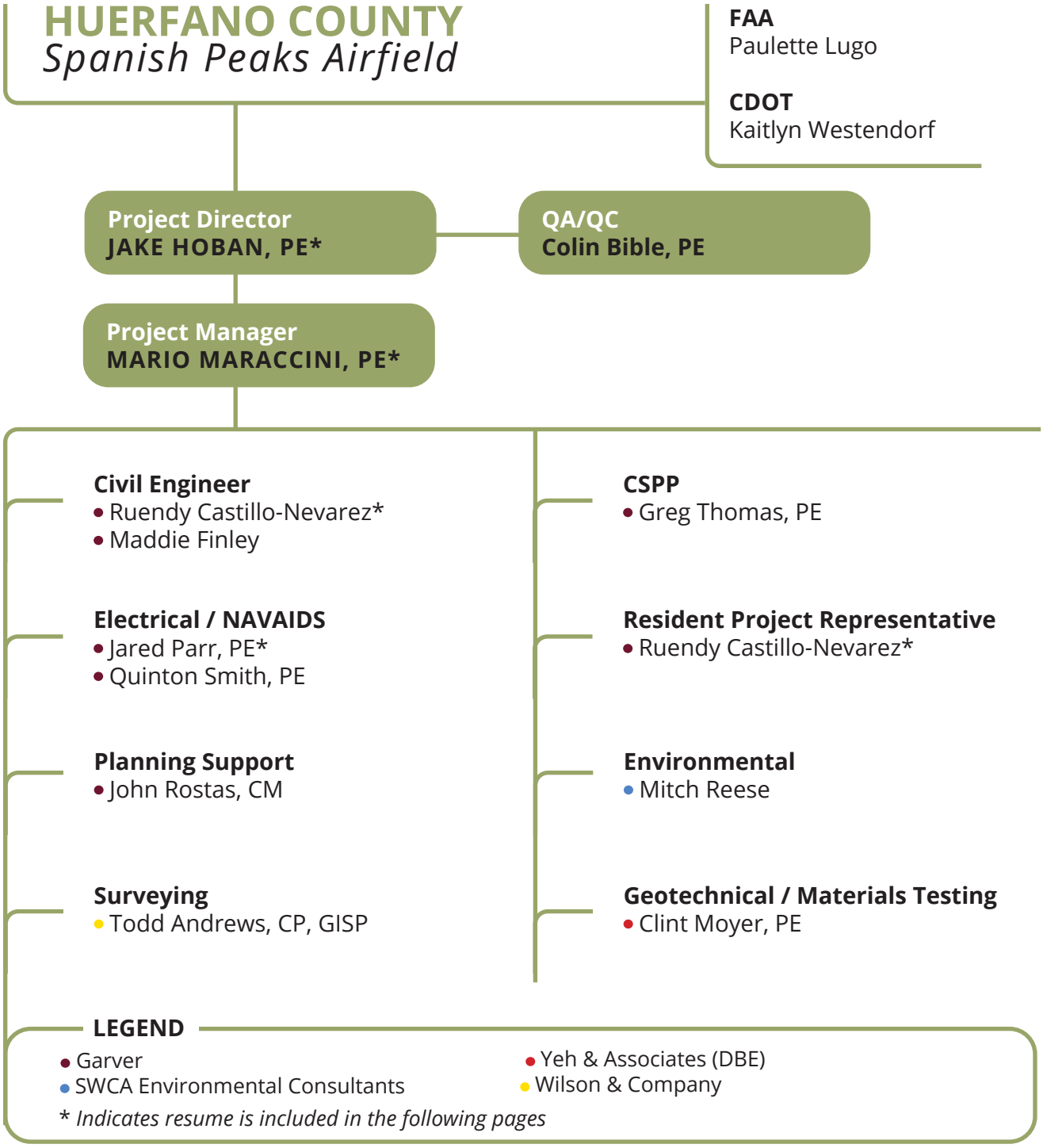

Figure 1: Organizational Chart of the Garver Team

JAKE HOBAN, PE

Project Director

Education
Bachelor of Science, Civil Engineering

Registration
Professional Engineer, CO, 0040720

Affiliation
American Society of Civil Engineers

24 YEARS OF EXPERIENCE

Jake Hoban is an aviation project manager at Garver. As a native of Colorado and Colorado School of Mines graduate, Jake has acquired experience working at 21 airports throughout the state. During this time, he has earned the trust of his clients by demonstrating exceptional responsiveness, in-depth knowledge of airports, and an understanding of the project's challenges, which enables him to implement practical, cost-effective solutions. His passion for serving rural airports and their communities was developed as he began to understand that the majority of airports in rural locations exist to serve vital general aviation operations, such as agricultural, medivac, business, tourism, and recreation. Jake also understands that rural municipalities must maximize their resources, including staff. It's not uncommon for a public works director or county administrator to serve as the airport manager and have to work with both county leadership and the customers who use the airport. Performing as an extension of your staff, Jake will manage every facet of the development, maintenance, and improvement of your airport. From grant administration to the coordination of design, bidding, and construction observation, client satisfaction is Jake's top priority.

PROJECT EXPERIENCE

Spanish Peaks Airfield | *Airfield Pavement Maintenance* (Huerfano County, CO)
Project manager providing design, bidding, and construction phase services for pavement rejuvenation throughout the entire airfield. Improvements include crack seal and repair, seal coat, and placement of new pavement markings to runway, along with taxiway and apron pavements.

Steamboat Springs Airport | *Runway 14-32 Rehabilitation* (Steamboat Springs, CO)
Project manager responsible for design and management of all project elements. The project design included a three-inch mill and overlay of Runway 14-32 and Taxiways B and P, as well as rehabilitation of the high intensity runway edge lights and installation of a new PAPI-2 unit and other NAVAID improvements.

Cortez Municipal Airport | *Terminal Parking Rehabilitation* (Cortez, CO)
Project director for design phase of rehabilitation of terminal parking lot and construction of paved overflow parking lot. Project elements include a new passenger drop-off area, conversion of the existing lot to implement paid parking, ADA accessibility improvements, increased parking capacity, and improved circulation.

Sterling Municipal Airport | *Rehabilitate and Extend Runway 15-33 and Taxiway A* (Sterling, CO)*
Project manager for rehabilitating the 4,300-foot concrete runway. The concrete was rubblized and used for base course material beneath new asphalt pavement within the existing pavement footprint, and a new asphalt pavement section was designed for the 900-foot runway and taxiway extension on the 33 end. The runway and taxiway extension area required nearly 80,000 cubic yards of fill to build up the existing surface.

Monte Vista Municipal Airport | *Apron Expansion and Construction of Partial Parallel Taxiway and Connecting Taxiways (*Monte Vista, CO)*
Project manager for the construction of a 4,500-square yard asphalt apron expansion and 880 feet of new 25-foot taxiways and taxilanes. The project required 4,500 cubic yards of excavation and a unique drainage system without pipes.

**Indicates Jake Hoban's experience prior to joining Garver*

MARIO MARACCINI, PE

Project Manager

4 YEARS OF EXPERIENCE

Mario Maraccini is a Project Engineer on Garver's Aviation Team with four years of experience. His responsibilities include grant application and coordination, civil design, plan and specification preparation and oversight, client contact, quality control reviews, construction management, coordination with the project owner, contractors, and project closeout. Additionally, Mario has experience serving as an owner's representative for a large airport improvement program at Memphis International Airport, where he was responsible for construction management, quality assurance, and conducting design reviews.

Education
Bachelor of Science, Civil Engineering

Registration
Professional Engineer, CO, 0063192

Affiliation
American Society of Civil Engineers

PROJECT EXPERIENCE

Spanish Peaks Airfield | *Airfield Pavement Maintenance* (Huerfano County, CO)
Project engineer assisting with design, bidding, and construction phase services. Overseeing the rejuvenation of pavement throughout the entire airfield consisting primarily of crack seal and repair, seal coat, and placement of new pavement markings to runway, taxiway and apron pavements. In addition, a tie-down cable system will be replacing in-pavement tie-down anchors and markings.

Grand Junction Regional Airport | *Runway 12-30 Relocation Program Management* (Grand Junction, CO)
Project engineer assisting with the program's engineering firm, the owner, and numerous stakeholders for the phased construction of a new runway parallel to the existing Runway 11-29. The scope includes temporary and permanent NAVAIDs relocation, major earthwork, drainage, pavement section construction, and utilities. Also responsible for coordinating to minimize impacts during opening and closure of runways and to establish efficient phasing related to neighboring and overlapping projects.

Steamboat Springs Airport | *Runway 14-32 Rehabilitation* (Steamboat Springs, CO)
Project engineer assisting with construction administration on a project to rehabilitate Runway 14-32 and Taxiways B and P. The project design included a three-inch mill and overlay of Runway 14-32 and Taxiways B and P, as well as rehabilitation of the high intensity runway edge lights and installation of a new PAPI-2 unit and other NAVAID improvements. The project included a new haul road for phasing needs and millings storage, and a water quality basin will be installed in Spring 2023.

Grand Junction Regional Airport | *Runway 4-22 Rehabilitation* (Grand Junction, CO)
Project engineer for Runway 4-22 rehabilitation, which includes a three-inch mill and overlay of the runway and all Taxiway C connectors, plus full-depth replacement of the portion of Taxiway A between the Runway 4-22 hold line and the edge of the runway. Project also includes design for replacement of the Runway 4-22 edge lights and installation of taxiway edge lights for each of the Taxiway C connectors.

Steamboat Springs Airport | *Terminal Area Improvements* (Steamboat Springs, CO)
Project engineer for terminal area improvements that include rehabilitating and reorienting existing parking lot; implementing increased parking capacity, revised islands, and accessible routes; widening access road and providing new airfield access at south end; relocating/realigning AOA fencing and gates; utility relocation; and paving additional public access area and fuel truck access.

Education
Bachelor of Science,
Civil Engineering

RUENDY CASTILLO-NEVAREZ

Civil Engineer / Resident Project Representative

2 YEARS OF EXPERIENCE

Ruendy Castillo-Nevarez is a project engineer on Garver's Colorado Aviation Team. His responsibilities include designing, modeling, and drafting plans for airport improvements. These improvements include aprons, runways and taxiways. He also has experience coordinating with subconsultants, developing cost estimates, and forecasting. Since joining Garver in 2021, Ruendy has worked on airfield improvement projects at seven airports in Colorado, including the recent Airfield Pavement Maintenance project at Spanish Peaks Airfield.

PROJECT EXPERIENCE

Spanish Peaks Airfield | *Airfield Pavement Maintenance* (Huerfano County, CO)
Project engineer and RPR responsible for creating plan set sheets and performing RPR services as well as construction inspection. Gained extensive working knowledge of the 4V1 airfield and infrastructure as well as how operations are handled. Also developed strong working relationships with staff and airport management.

Steamboat Springs Airport | *Runway 14-32 Rehabilitation* (Steamboat Springs, CO)
Project engineer responsible for providing construction management services, including coordination with contractors; completing certified payroll and submitting payroll applications; reviewing testing and confirming compliance with design plans; reviewing all submittals; and tracking quantities. Also completed plan set revisions in the middle of the project and created final construction report.

Cortez Municipal Airport | *Terminal Parking Rehabilitation* (Cortez, CO)
Project engineer responsible for creating all plan sets and specifications for terminal parking rehabilitation in compliance with CDOT standards.

Astronaut Kent Rominger Airport | *Pavement Rehabilitation and Taxiway Construction* (Del Norte, CO)
Project engineer responsible for creating plan sets and specifications according to FAA and CDOT standards for CDOT-funded project to rehabilitate various sections of airfield pavement. The project was completed in three phases: 1) runway overlay; 2) taxiway/apron pavement rehab; 3) construction of a new taxiway.

Denton Enterprise Airport | *Runway 18-36 Rehabilitation* (Denton, TX)
Project engineer responsible for creating plan sets for the first phase of this project to rehabilitate and reconstruct the runway. Also assisted with developing complex CSPP to prevent closing all airfield pavements and accommodate airport operations.

Grand Junction Regional Airport | *Runway 4-22 Rehabilitation* (Grand Junction, CO)
Project engineer responsible for reviewing submittals and quantities for construction phase services to rehabilitate Runway 4-22.

OTHER EXPERIENCE

- **Steamboat Springs Airport Hangar Development** (Steamboat Springs, CO)
- **El Paso International Airport Taxiways K1 and K2 Reconstruction** (El Paso, TX)
- **Colorado Air and Space Port Taxiway R3 Extension** (Denver, CO)

JARED PARR, PE

Electrical / NAVAIDs

11 YEARS OF EXPERIENCE

Jared Parr is Garver's Aviation Design Center Leader with 11 years of experience. As a licensed pilot with 117 hours of logged flight time, Jared brings a valuable perspective to designing and constructing lighting systems and navigation aids (NAVAID). He understands the importance of designing lighting systems that meet the needs of pilots while also adhering to FAA design requirements. He is able to draw on his experience from not only the airports that Garver works with, but also the airports he has engaged with as a pilot, giving him a unique perspective for providing creative solutions for airfield lighting. His airfield project experience includes over 115 runway and taxiway lighting projects at 63 airports nationwide.

Education
Bachelor of Science in Electrical Engineering

Registration
Professional Engineer, CO, 0055651

Affiliation
Illuminating Engineering Society

PROJECT EXPERIENCE

Grand Junction Regional Airport | *Run-Up Apron and West Terminal Apron* (Grand Junction, CO)
Electrical engineer and engineer of record responsible for leading the design team for the design and construction of the run-up pad and west terminal apron project. This project included the design of a new run-up apron as well as the reconstruction of the terminal apron and glycol recovery system. Electrical and lighting components of this project included taxiway edge light design, guidance signage layout, and airport home-run duct bank layout. In addition, this project included the design of a glycol recovery system that included electrical controls, monitoring, and status capabilities that integrated with the airport's existing systems.

Fort Worth Meacham International Airport | *Airfield Electrical Improvements* (Fort Worth, TX)
Electrical engineer responsible for writing a technical report for the airport to address electrical upgrades and improvements. The intent of the report was to be used as a CIP planning document for identifying projects for the following five years. A narrative, estimated cost, and schedule were included for each project in the report. This report also included a recommendation to replace a 15 year old ALCMS system to an updated system capable of growing with the airport's future infrastructure needs.

Steamboat Springs Airport | *Runway 14-32 Rehabilitation* (Steamboat Springs, CO)
Electrical team leader for the design of rehabilitation of existing runway lighting system, including the PAPI-2 unit on the Runway 32 end, which has been in operation for at least 30 years and has reached the end of its design life.

Grand Junction Regional Airport | *Runway 11-29 and Taxiway Alpha Rehabilitation* (Grand Junction, CO)
Electrical team leader responsible for the rehabilitation of Runway 11-29 and Taxiway Alpha.

OTHER EXPERIENCE

- **Steamboat Springs Airport Terminal Area Improvements** (Steamboat Springs, CO)
- **Cortez Municipal Airport Terminal Parking Rehabilitation** (Cortez, CO)
- **Denton Enterprise Airport Runway 18-36 Rehabilitation** (Denton, TX)
- **Grand Junction Regional Airport Parking Expansion** (Grand Junction, CO)

ABILITY
ABILITY TO MEET SCHEDULES WITHIN BUDGET

3

Our record of successfully completing projects on time is due to realistic project scheduling and our ability to mitigate obstacles. We have a deep bench of fully trained and experienced aviation professionals that allows our firm to meet strict deadlines consistently, and we diligently develop project scopes that minimize the risk of project amendments. Our close working relationships with clients, the FAA, CDOT, and other regulatory agencies allow us to foresee and mitigate obstacles during submittal and approval.

MAINTAINING BUDGETS

As shown in **Figure 2,** Garver has already demonstrated our ability to design projects to meet even the most stringent budgets, and we work closely with our clients to find alternatives to reduce costs. As the project moves forward, we monitor the progress of work, adjust resources, and meet tasks and project milestones, all while keeping the big picture in mind. We develop unique, tailored designs and can provide bid packages with a base bid and multiple additional options if a client is concerned bids may come in too high for a project. **Our team applies proactive contractor outreach in an effort to increase the number of bids received on every project**, and we will bring the same proactive approach to every project at 4V1. We know that many variables can impact the final construction cost of a project, and we use a rigorous, time-tested method for controlling costs during the design and construction phases.

> OVER THE PAST FIVE YEARS, GARVER HAS MET 100% OF OUR AVIATION PROJECT SCHEDULES. THAT'S A PERFECT RECORD ON MORE THAN 400 PROJECTS.

PROJECT	ENGINEER'S ESTIMATE	AWARDED BID AMOUNT	FINAL CONTRACT AMOUNT	% FINAL TO AWARD
Spanish Peaks Airfield *Airfield Pavement Maintenance*	$400,905	$238,550	$221,309	-7.2%

Figure 2: Garver's Previous Experience Meeting Project Budgets at 4V1

APPROACH

APPROACH TO PROPOSED PROJECT AND ASSURANCES THAT DBE GOALS CAN BE MET

4

Based on site visits and recent projects that Garver has completed at the airport, we understand the priority of phasing projects to minimize impacts to airport operations and ease tenant access during construction. Garver's approach to maximizing efficiency and achieving success on this project will include using existing electrical infrastructure and implementing a construction phasing plan that allows for minimal runway closure time.

PROJECT BENEFITS

FAA Compliance

FAA regulations require Runway 9-27 to have eight total threshold lights instead of the existing six. In addition, new runway end lights and displaced threshold edge lighting will be installed to assist pilots in identifying the runway end and the displaced runway threshold. New Runway End Identifier Lights (REILs) will be installed on both runway ends, which will allow identification of the runway threshold in low-visibility conditions and nighttime operations. The addition of these items will greatly improve operational and approach safety at the airport, as well as bring the airport lighting system into compliance with FAA regulations.

Airfield Maintenance

Garver strives to make sure that a project's benefits will remain evident long after construction is complete. Installing LED equipment, including the REILs, guidance signage, and wind cone LED upgrades, will allow for minimum financial impacts and maximum equipment longevity, thereby reducing the airport's operational costs. Additionally, Garver's standard contract language will require the contractor to procure spare parts, allowing the airport to have parts for equipment maintenance on hand at project completion without spending additional funds.

GARVER'S APPROACH TO THIS PROJECT REUSES THE EXISTING ELECTRICAL INFRASTRUCTURE AND INCLUDES A PHASING PLAN THAT REDUCES RUNWAY CLOSURE TIME.

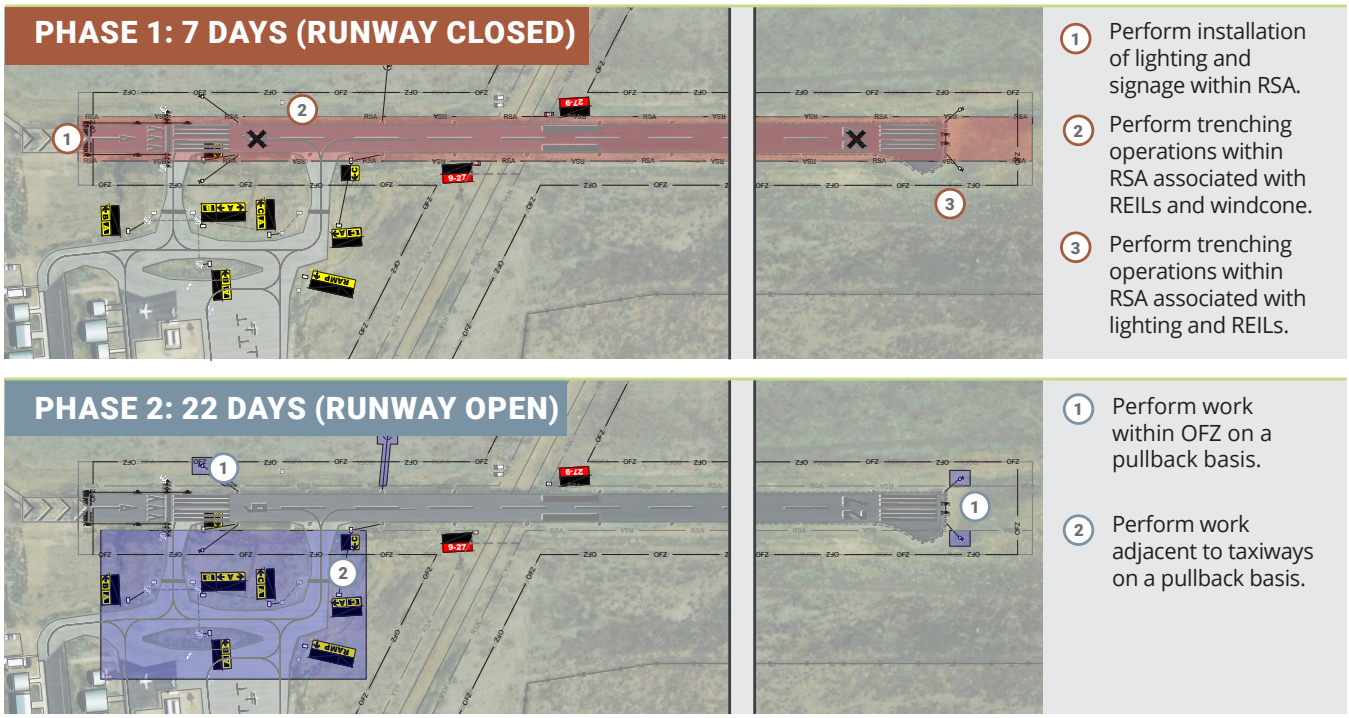

Figure 3: Proposed Construction Phasing

CONSTRUCTION PHASING

We recommend constructing the project in two phases—**Figure 3** illustrates our proposed approach to the overall construction phasing plan. Phase 1 will focus on work inside the Runway 9-27 Runway Safety Area (RSA), and Phase 2 will include work outside the RSA.

Phase 1

The first phase will involve constructing the items within the RSA of Runway 9-27, including the new runway edge and threshold lights, runway exit signage, and conduit trenching. Where practical, Garver will require the use of precast light, sign, and REIL foundations to make sure the construction in Phase 1 is completed as efficiently as possible. Runway 9-27 will be closed for this phase for approximately seven working days.

Phase 2

Runway 9-27 will remain open for the duration of Phase 2. Phase 2 work will be done on a pull-back basis and will include the installation of new taxiway guidance signs, REILs, the primary wind cone and segmented circle, and unlit runway-runway mandatory hold signs for the existing turf crosswind Runway 2-20. The anticipated time for completion of Phase 2 is 22 working days.

DBE PROGRAM AND PLAN GOALS

We aim to help the County remain in good standing with the FAA and CDOT to increase the likelihood of future supplementary and discretionary funding. Staying current on documentation and meeting DBE goals is vital part of this process. Our team includes a DBE geotechnical/materials testing subconsultant to help meet DBE goals on this project.

We will also make sure the contractor meets the DBE goal for the entire grant amount. During the bidding phase, our team will review all bids for conformity to the contract documents and verify that all DBE contractors are certified in Colorado. and that DBE contract values are the appropriate amount to meet the goal, including suppliers. **For example, if the contractor has included a company that is solely a supplier/dealer, only 60% of the contract amount is counted toward DBE participation. If the supplier physically manufactures the equipment, the contract amount may be counted as 100%.**

We have worked with FAA Regional Airport DBE Program Compliance Team Specialists throughout the country, including Sonia Cruz in our region, and we know how challenging they can be to work with, so we are prepared to guide you through every step of the process.

PROJECT SCHEDULE

In preparation for this project, Garver has drafted a preliminary project schedule (**Figure 4**). We are prepared to get started immediately—there is no necessary learning curve for our team. This proposed schedule allows for the project to be designed and advertised for bid by January 2024; awarded by March 2024 (pending an FAA grant offer); and constructed in the spring/summer of 2024 after procurement of materials. We are ready to move forward and initiate a pre-design meeting if selected by you and the Board of County Commissioners.

CONCLUSION

Over the last two years, Garver has gained a detailed knowledge of your airport and your operations that will enable us to facilitate this project smoothly and with a particular focus on your goals. We understand the significance of this project for the Spanish Peaks Airfield as well as the complexities involved in making it happen. We commit to working closely with airport staff to successfully complete this project with minimal impact to airport operations.

> WE ARE PREPARED TO GET STARTED IMMEDIATELY—THERE IS NO NECESSARY LEARNING CURVE FOR THE GARVER TEAM.

SEPTEMBER 2023

1. Complete **formal** consultant selection process for design, bidding, and construction of the airfield lighting rehabilitation project.

OCTOBER 2023

2. Revise the scope of work to include construction management and then finalize with the FAA.
3. Coordinate with your IFE consultant to complete a revised IFE that includes construction management (or a completely new IFE if directed by the FAA).
4. Huerfano County will provide a record of negotiations and executed work order with Garver to the FAA.

JANUARY 2024

5. Finalize the design to 100% and put it out for bid.
6. Open bids.
7. Complete an FAA grant application based on the total amount for design and construction with your selected consultant.

MARCH 2024

8. Award the project (pending FAA grant offer).

SPRING 2024

9. Start construction once materials have been procured.

Figure 4: Proposed Project Schedule

GARVER