

Recommendation re: Lakeland Linder Regional Airport – Florida Department of Transportation Grant for TWY A and Associated Connectors

The Lakeland Linder Regional Airport (LLRA) has just received a grant from the Florida Department of Transportation (FDOT) to complete the engineering for the pavement rehabilitation for Taxiway A (TWY A), on the north side of the Airport. Both the FDOT and the Federal Aviation Administration (FAA) will be participating in the project, with the FAA providing 90% funding and the FDOT 5%.

Taxiway A (75 feet wide) is the full-length parallel taxiway north of the airport's primary RWY 9-27 (8,500 Lineal feet) and serves as the main connection to all airfield related operations on the north side of the airfield. This project will include the rehabilitation of the western 6,800 lineal feet of TWY A (west of RWY 5-23), including the TWY connectors. The project will also include the widening of two of the connectors and the construction of a new northern connector taxiway that will serve as an entry/exit point to the planned MRO complex in the northwest quadrant of the Airport.

LLRA has already been in discussion with the FAA and has provided them with a Pre Application (exhibit 1) for this project. The FAA has advised the Airport to commence the design through bid phase in order that a Final Application can be filed with the FAA prior to the close of their fiscal year this September, at which time a formal grant offer would be issued by the FAA for the design costs with their share of \$386,151.30. The grant offer for the construction may be issued this year if the FAA has available discretionary funds at the end of their fiscal year this September, otherwise the construction grant would be the priority for the 2017 year.

The FDOT has provided their formal offer to commence the design through bid phase as their grant must be in place prior to any engineering being commenced in order for any costs to be considered eligible for reimbursement. The grant offer we have received from FDOT is for the design portion of the project only with a design cost of \$429,057.00 with their participation of \$21,453.00. After the bids are received and construction costs are confirmed FDOT would issue a supplemental agreement to cover their share of the construction costs at 5%.

LLRA is also in receipt of the engineering proposal from Amherst Consulting (Orlando, Florida), who is under a Continuing Contract, to provide the design through bid phase of the project in an amount not to exceed \$407,120. The professional services to be performed under this Task Authorization include:

- Pre-design surveys and topographic mapping
- Pre-design geotechnical investigation
- Opinion of probable construction cost and Engineer's Report
- Development of Plans and Project Manual
- Development of a Construction Safety and Phasing Plan as required by FAA
- Bidding phase services

LLRA is seeking approvals to enter into the Grant Agreement with the FDOT for the design of the TWY A rehabilitation and associated connectors with a project cost of

February 1, 2016
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\$429,057.00 and FDOT participation at 5% or \$21,453.00. LLRA is also seeking to enter into Task Authorization # 3 in an amount not to exceed \$407,120 subject to an independent fee review and FAA and FDOT's concurrence.

It is recommended that the City Commission authorize the appropriate City officials to enter into the Grant Agreement with the FDOT for the TWY A rehabilitation and associated connectors with a project cost of \$429,057 and FDOT participation at 5% or \$21,453.00. Additionally, staff also recommends that the City Commission authorize the appropriate City officials to enter into the Task Authorization with Amherst Consulting in an amount not to exceed \$407,120 subject to an independent fee review and FAA and FDOT's concurrence. It is also requested that the City Commission authorize associated appropriations in the Airport Fund to support the project as proposed.



December 15, 2015

Mr. Armando Rovira, P.E., Program Manager
Federal Aviation Administration, Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, FL 32822

Subject: Lakeland Linder Regional Airport (LAL); Lakeland, FL
FY 2016 Airport Improvement Program, **Pre-Application for Federal Assistance**

Dear Mr. Rovira,

Enclosed please find the 2016 Airport Improvement Program grant application for the following projects at the Lakeland Linder Regional Airport: **Rehabilitate Taxiway A and Connector Taxiways (westerly 6,800 ft +/-); Construct New Connector Taxiway to Taxiway A**

The following items are enclosed for each of the above projects in the grant application:

- ✓ Grant Pre-Application Documents Checklist
- ✓ Standard Form 424 - Application for Federal Assistance
- ✓ SF 5100-100 (for Development Grants includes Land Acquisition & Equipment)
- ✓ Project Specific Checklist
- ✓ Project Cost Breakdown
- ✓ Project Sketch – One for each or one drawing with all projects
- ✓ Individual Project Schedule
- ✓ Environmental Determination Documentation for each project
- ✓ Exhibit "A" (Airport Property Inventory Map):
 - **Exhibit "A" Incorporated by Reference.** The Exhibit "A" updated September 2009, filed with AIP Project 3-12-0041-031-2010 is incorporated herein by reference.

As has been the case in recent years with the state of the AIP, the date(s) of any proposed applications are dependent upon the availability of federal funds. As you know, we stand ready to receive federal funds with limited notice. For each application, the Letter of Credit method of payment is requested.

Sincerely,

LAKELAND LINDER REGIONAL AIRPORT

A handwritten signature in blue ink, appearing to read "Eugene B. Conrad III".

Eugene B. Conrad III, C.M.
Airport Director

Enclosures

cc: Kristi Smith (FDOT District One), Todd Zimmerman (AmHerst Consulting)

GRANT APPLICATION DOCUMENTS CHECKLIST

LAND ACQUISITION	PLANNING	DESIGN	CONSTRUCTION /EQUIPMENT	Description of Document / Form / Certification, etc. (● means the document/form/certification is needed for the application)
●	●	●	●	Sponsor's cover letter.
●	●	●	●	Request of "Letter of Credit" method of payment should be included in cover letter.
●	●	●	●	Application Standard Form (SF) 424 included.
●	●	●	●	Application SF 424 is properly signed and dated .
●	●	●	●	Application SF 424 funding percentages (%) are correct.
●	●	●	●	SF 424 funding is the same as initially programmed or if the funding is different, the new amount has been discussed with and/or approved by a supervisor.
●	●	●	●	SF 424 includes DUN # and TAX ID #.
●	●	●	●	Other application pages/forms: Page 2 – Part II, Project Approval Information, Section A
●	●	●	●	Page 3a – Part II, Section C
●	●	●	●	Page 3b – Part II, Section C (continued)
●	●	●	●	Page 4 – Part III, Budget Information – Construction (FAA Form 5100-100)
●	●	●	●	Page 5 – Section C – Exclusions (FAA Form 5100-100)
●	●	●	●	Page 6 – Part IV, Program Narrative (FAA Form 5100-100)
●	●	●	●	Detail Project(s) Costs breakdown (individual) attached.
●	●	●	●	Project(s) Narrative (individual) attached.
●	●	●	●	Marked project(s) sketch attached.
		●	●	All construction work and/or equipment items are included in the approved "Plans and Specifications".
●		●	●	Categorical Exclusions checklist if applicable, or quote appropriate environmental document (Environmental Impact Statement (EIS) or Environmental Assessment (EA)), and the approval document (Record of Decision or FONSI), and the date of approval.
●				Land Acquisition based on land/property appraisals. (performed by certified property appraiser)
			●	Construction costs or equipment purchases are based on lowest responsive bidder. <input type="checkbox"/> Yes <input type="checkbox"/> No
			●	Project is "Phase" construction. <input type="checkbox"/> Yes <input type="checkbox"/> No
●	●	●	●	All "Force Account" work <u>REQUIRES PRIOR APPROVAL</u> to the execution of work otherwise it is not eligible.
●	●	●	●	Exhibit "A" – Airport Property Map is attached, or is referenced to the last application/grant that the property map was submitted if there have been no changes since then. When making reference to the map, need date on map.
●	●	●	●	Exhibit "C" – Title Opinion is attached, or is referenced to the last application/grant that the title opinion was submitted if there have been no changes since then. Title opinion needs to have airport property map date.
				When making reference to the or an airport property map and title opinion both must reference the same previous application/grant.
●	●	●	●	Individual project(s) schedule, and grant schedule

LAND ACQUISITION				<p style="text-align: center;">LAND ACQUISITION (Need to show breakdown of all costs per parcel.)</p>
•				<p>Land Acquisition based on land/property appraisals (performed by certified property appraiser). If by court judgment, copy of the court judgment.</p>
				<ul style="list-style-type: none"> - All costs associated with the acquisition of a property/parcel must be listed per parcel. (i.e.: People and/or businesses relocation; lease extinction; utilities relocation; surveying; clearing; attorney/court fees; property recording fees, etc.)
				<ul style="list-style-type: none"> - Certification for “Real Property (Land) Acquisition.
				<ul style="list-style-type: none"> - Must update the Airport Property Map and Title Opinion.
				<p>WARNING: All costs associated with the acquisition of a parcel/property must be claimed at the same time, and under the same grant.</p>

Application for Federal Assistance SF-424		
* 1. Type of Submission <input checked="" type="checkbox"/> Preapplication <input type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): - Select One - * Other (Specify)
* 3. Date Received:		4. Application Identifier:
5a. Federal Entity Identifier:		* 5b. Federal Award Identifier:
State Use Only:		
6. Date Received by State:		7. State Application Identifier:
8. APPLICANT INFORMATION:		
* a. Legal Name: City of Lakeland		
* b. Employer/Taxpayer Identification Number (EIN/TIN): 59-6000354		*c. Organizational DUNS: 02-099-7912
d. Address:		
* Street1: 3900 Don Emerson Drive Street 2: Suite 210 * City: Lakeland County: Polk * State: Florida Province: Country: USA		
*Zip/ Postal Code: 33811		
e. Organizational Unit:		
Department Name: Lakeland Linder Regional Airport		Division Name:
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: Mr.		First Name: Eugene
Middle Name: B.		
* Last Name: Conrad		
Suffix: III, C.M.		
Title: Airport Director		
Organizational Affiliation:		
* Telephone Number: (863) 834-3298		Fax Number: (863) 648-3274
* Email: Gene.Conrad@lakelandgov.net		

Application for Federal Assistance SF-424

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

C. City or Township Government

Type of Applicant 2: Select Applicant Type:

- Select One -

Type of Applicant 3: Select Applicant Type:

- Select One -

* Other (specify):

* 10. Name of Federal Agency:

Federal Aviation Administration

11. Catalog of Federal Domestic Assistance Number:

20.106

CFDA Title:

Airport Improvement Program

*12. Funding Opportunity Number:

Title:

13. Competition Identification Number:

Title:

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

City of Lakeland, Polk County, FL

* 15. Descriptive Title of Applicant's Project:

Rehabilitate Taxiway A and Connector Taxiways (westerly 6,800 ft +/-); Construct New Connector Taxiway to Taxiway A (Design & Bid Phase only).

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

16. Congressional Districts Of:

*a. Applicant: FL-15

*b. Program/Project: FL-15

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

17. Proposed Project:

*a. Start Date: 01/01/2016

*b. End Date: 03/01/2017

18. Estimated Funding (\$):

*a. Federal	_____	386,151.30
*b. Applicant	_____	21,452.85
*c. State	_____	21,452.85
*d. Local	_____	
*e. Other	_____	
*f. Program Income	_____	
*g. TOTAL	_____	429,057.00

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

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

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

Yes No

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

** I AGREE

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

Authorized Representative:

Prefix: Mr. *First Name: Eugene

Middle Name: B.

*Last Name: Conrad

Suffix: III, C.M.

*Title: Airport Director

*Telephone Number: (863) 834-3298

Fax Number: (863) 648-3274

* Email: Gene.Conrad@lakelandgov.net

*Signature of Authorized Representative:



*Date Signed: 12/15/2015

Application for Federal Assistance SF-424

*Applicant Federal Debt Delinquency Explanation

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

N/A

Application for Federal Assistance (Development Projects)

PART II – PROJECT APPROVAL INFORMATION

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

PART II – SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The Airport Layout Plan's Land Use and Surface Access Plan has been developed by the City of Lakeland to comply with federal, state and City requirements for compatible usage of land adjacent to or in the vicinity of the airport. The Land Use and Surface Access Plan has been incorporated into the City's 2020 Comprehensive Land Use Plan.

2. Defaults – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

The City of Lakeland is not in default of any obligation to the United States or any agency of the United States Government.

3. Possible Disabilities – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

There are no facts or circumstances which would prevent the City of Lakeland from completing the Project.

4. Consistency with Local Plans – The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

Yes. The project is consistent.

5. Consideration of Local Interest – It has given fair consideration to the interest of communities in or near where the project may be located.

Yes. Fair consideration given.

6. Consultation with Users – In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport which project is proposed.

Yes. Consultations made.

7. Public Hearings – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

Not applicable.

8. Air and Water Quality Standards – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

Not applicable.

PART II – SECTION C (Continued)

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

No exclusive rights have been granted for the conduct of any aeronautical activity on Lakeland Linder Regional Airport.

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

The City owns in "Fee Simple" the property interest in the area of land that is to be developed.

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

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

The City owns in "Fee Simple" the property interest in the area of land that is to be developed.

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

The City owns in "Fee Simple" the property interest in the area of land that is to be developed.

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

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL

1. Federal Domestic Assistance Catalog Number: 20-106
 2. Functional or Other Breakout: B - PROJECT GRANTS

SECTION B – CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administration expense	\$ 21,937.00	\$	\$ 21,937.00
2. Preliminary expense	0.00		0.00
3. Land, structures, right-of-way			0.00
4. Architectural engineering basic fees	353,520.00		353,520.00
5. Other Architectural engineering fees	53,600.00		53,600.00
6. Project inspection fees			0.00
7. Land development			0.00
8. Relocation Expenses			0.00
9. Relocation payments to Individuals and Businesses			0.00
10. Demolition and removal			0.00
11. Construction and project improvement			0.00
12. Equipment			0.00
13. Miscellaneous			0.00
14. Total (Lines 1 through 13)	429,057.00	0.00	429,057.00
15. Estimated Income (if applicable)			0.00
16. Net Project Amount (Line 14 minus 15)	429,057.00	0.00	429,057.00
17. Less: Ineligible Exclusions			0.00
18. Add: Contingencies			0.00
19. Total Project Amt. (Excluding Rehabilitation Grants)	429,057.00	0.00	429,057.00
20. Federal Share requested of Line 19	386,151.30		386,151.30
21. Add Rehabilitation Grants Requested (100 Percent)			0.00
22. Total Federal grant requested (lines 20 & 21)	386,151.30	0.00	386,151.30
23. Grantee share	21,452.85		21,452.85
24. Other shares	21,452.85		21,452.85
25. Total Project (Lines 22, 23 & 24)	\$ 429,057.00	\$ 0.00	\$ 429,057.00

SECTION C – EXCLUSIONS		
Classification	Ineligible for Participation (1)	Excluded From Contingency Provision (2)
a.	\$	\$
b.		
c.		
d.		
e.		
f.		
g. Totals	\$ 0.00	\$ 0.00
SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE		
27. Grantee Share		
a. Securities		\$
b. Mortgages		
c. Appropriations (By Applicant)		21,452.85
d. Bonds		
e. Tax Levies		
f. Non Cash		
g. Other (Explain)		
h. TOTAL - Grantee share		21,452.85
28. Other Shares		
a. State		21452.85
b. Other		
c. Total Other Shares		21,452.85
29. TOTAL		\$ 42,905.70
SECTION E – REMARKS		
<p>Total above includes 90% FAA share, 5% FDOT share, and 5% local share. Project includes Design and Bid phase services only.</p>		

PART IV – PROGRAM NARRATIVE (Attach – See Instructions)

PART IV
PROGRAM NARRATIVE
(Suggested Format)

PROJECT : REHABILITATE TAXIWAY A AND CONNECTOR TAXIWAYS (WESTERLY 6,800 FT +/-)

AIRPORT : LAKELAND LINDER REGIONAL AIRPORT

1. Objective:

TWY A (75 FT wide) is the full-length parallel taxiway north of the airport's primary RWY 9-27 (8,500 LF) and serves as the main connection to all airfield related operations on the north side of the airfield. This project will include rehabilitation of the western 6,800 LF +/- of TWY A (west of RWY 5-23), including connector TWYs A1, A4, and A5. The project will also include the widening of connector TWYs A4 and A5 to meet FAA geometry standards, and the construction of a new northern connector taxiway to TWY A (to the west). This new connector will serve a new MRO complex currently in advance planning stages with a prospective tenant awaiting completion of the first phase (funded with non-federal monies), which includes this new connector. Two connector taxiways (TWY A2 and TWY A3) identified for future realignment (High Speed Connectors) in the adopted ALP will not be included in this project.

2. Benefits Anticipated:

The existing TWY A pavements include variable surface (predominantly 3" thick), base, and subbase layer thicknesses. The overall surface condition (PCI) varies throughout the project limits as identified in the 2015 LAL Pavement Evaluation Report (pavement inspections 12/2014 by others). For the most part, PCI values are at or near the minimum serviceability index for taxiways. While the standard width of TWY A is 75 FT, connector TWYs A4 and A5 will be widened to bring them into conformance with FAA geometry standards. The majority of the rehabilitation will include milling of existing asphalt to the base, and construction of a new asphalt surface that meets FAA minimum thicknesses, geometry, and grading requirements. The mill and overlay portion of the project will address pavement distresses identified in the 2015 LAL Pavement Management Report. Finally, all pavements will receive a minimum 4" asphaltic surface course (Superpave) to bring the surface thickness into FAA design standards.

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

Scope includes design surveying, geotechnical, project design, bid phase, construction management services, QA testing, and project inspection services. Construction is planned to be performed with minimal separate phases in order to expedite the work. See Proposed Schedule. AmHerst Consulting Company, LLC is the prime consultant. The ORL ADO has requested we complete a Documented CatEx for the 'new' pavements, which will be performed under a separate project (see TWY G). Acceleration factors include bringing the pavement to within design standards; bringing serviceability indexes below and very near minimums to standards (extending pavement life); meeting the needs of the airport bringing airport businesses to the Lakeland community (new MRO).

4. Geographic Location:

See attached graphic

5. If Applicable, Provide Additional Information:

This project will also include the rehabilitation of the segment of TWY B between RWY 9-27 and TWY A, which exhibits similar conditions as with the TWY A connector pavements described above (previous construction on this segment occurred at the same time as the TWY A connectors).

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

Eugene B. Conrad III, C.M.
Airport Director
3900 Don Emerson Drive, Suite 210
Lakeland, Florida 33811
(863) 834-3298

Project Specific Checklist
Application for Federal Assistance
FAA Form 5100-100, Part IV, Program Narrative

Project Description:

Rehabilitate Taxiway A and Connector Taxiways (westerly 6,800 ft +/-); Construct New Connector Taxiway to Taxiway A (Design & Bid Phase only)
Airport Name / City, FL: Lakeland Linder Regional Airport (LAL) / Lakeland, FL

	Items a. thru pp. must be answered for each individual project: (Ref. Order 5100-38D, Chapter 3, Table 3-1)	Yes (y)	No (n)	N/A (n/a)
a.	Is the project eligible?	y		
aa.	Identify eligibility "chapter & verse" from Order 5100-38D, AIP Handbook	Table 3-3		
b.	Is the project justified? Does your project narrative address the "Three Basic Tests" as identified in Table 3-4, Order 5100-38D?	y		
c.	Is the project on airport property (with good title)?	y		
cc.	Date of your current Airport Exhibit A on file in ADO:	9/18/2009		
d.	Is the project on the FAA approved airport layout plan?	y		
dd.	Identify date of FAA approved ALP on file in the ADO:	8/6/2012		
e.	Has the Sponsor satisfied the intergovernmental review and airport user	y		
f.	Has the FAA completed an environmental finding for the project?	y		
ff.	Provide date of environmental finding/Cat. Ex.?	4/1/2016 (est)		
g.	Will the project result in a usable unit of work?	y		
h.	Will the project be planned, designed, and/or constructed to FAA standards?	y		
hh.	If applicable, identify date MOS was approved by FAA.	n/a		
i.	Has the project been procured correctly?	y		
j.	Are the project costs allowable?	y		
k.	Are the project costs necessary to accomplish the project? (Project costs are directly necessary to accomplish the project. Ref. Order 5100-38D, Ch. 3, Section	y		
l.	Were the project costs incurred after the grant was executed? (Ref. Order 5100-38D, Ch. 3, Section 13, for exceptions).		n	
m.	Are the project costs reasonable? (Are Sponsor cost analyses attached? Ref. Order 5100-38D, Ch. 3, Section 14).	y		
n.	Is this the only federal grant containing these project costs? (No "double-dipping"!!!)	y		
o.	Are the project costs within the allowable federal share?	y		
p.	Can the project be completed without unreasonable delay?	y		
pp.	Identify number of calendar days and date after the grant execution date when notice-to-proceed will be issued.	45; 10/1/2016		
<u>If discretionary funding is being requested for this project answer the following:</u>				
1	Is this project phased?		n	
1a.	If yes, what phase is this?	n/a		
1b.	If phased, how does this phase fit into the larger development need?	n/a		
2	What is the total AIP funds spent on previous phases of the project?	n/a		
2a.	What is the total AIP funds requested for this phase in this Application?	n/a		
2b.	What is the total AIP funds needed to complete the project beyond this Application ?	n/a		
<u>If funding requested for this project is for an LOI, provide the following:</u>				
i.	Enter the number of the LOI payment this grant will provide.	n/a		
ii.	Enter the total number of LOI payments - past grant(s), this grant, future grant(s)	n/a		
iii.	Total AIP funds provided to-date including the funds requested in this Application	n/a		
iv.	Total AIP funds approved for the project LOI. (Total LOI payments for entire project).	n/a		

Project Cost Breakdown
Application for Federal Assistance
FAA Form 5100-100, Part IV, Program Narrative

Airport Name / City, FL:

Lakeland Linder Regional Airport (LAL) / Lakeland, FL

Date:

15-Dec-15

Reference Application Package Part III - Budget Information	Rehabilitate Taxiway A and Connector Taxiways (Westerly 6,800 ft +/-); Construct New Connector Taxiway to Taxiway A
Administrative Expense (DESIGN ONLY)	\$21,937.00
Preliminary Expense	
Land, right-of-way	
Architectural engineering basic fees (Planning & design fees)	\$353,520.00
Other architectural engineering fees:	
_ Design Surveying	\$25,600.00
_ Design Testing	\$28,000.00
_ Construction Management Engineering	
_ Quality Assurance Testing	
_ Other (describe)	
Project inspection fees	
Land development	
Relocation expenses	
Relocation payments to individuals and businesses	
Demolition and removal	
Construction and project improvement	
Equipment	
Miscellaneous:	
_ Describe misc. item #1	
_ Describe misc. item #2	
TOTAL	\$429,057.00
Federal Share	\$386,151.30 (90%)
State Share	\$21,452.85 (5%)
Sponsor Share	\$21,452.85 (5%)

**ATTACHMENT NO. 2
ESTIMATE OF PROJECT COSTS - PREAPPLICATION**

AIP PROJECT NO. #-##-####-#### (Future)
FDOT FM NO. #####-##-##(Future)
C.O.L. BOD NUMBER #### (Future)

LAKELAND LINDER REGIONAL AIRPORT

REHABILITATE TAXIWAY A AND CONNECTOR TAXIWAYS (WESTERLY 6,800 FT +/-);
CONSTRUCT NEW CONNECTOR TAXIWAY TO TAXIWAY A

Item	Unit	Qty	Unit Cost	Total
Resident Project Representative Office (\$100/Day Min)	DAY	180	\$100.00	\$18,000.00
Traffic Control	LS	1	\$50,000.00	\$50,000.00
Asphaltic Pavement Milling - 4" Depth	SY	80,000	\$2.25	\$180,000.00
Miscellaneous/Incidental Demolition	LS	1	\$34,000.00	\$34,000.00
Clearing And Grubbing - Tree/Miscellaneous Removal	AC	1	\$60,000.00	\$66,000.00
Unclassified Excavation	CY	7,000	\$12.50	\$87,500.00
Unsuitable Excavation	CY	2,000	\$15.50	\$31,000.00
Borrow Excavation (Off Airport)	CY	5,200	\$20.00	\$104,000.00
Temporary Environmental Controls	LS	1	\$27,500.00	\$27,500.00
Limerock Base / Stab Subbase Course (18", LBR=125)	SY	17,500	\$24.00	\$420,000.00
Bituminous Surface Course	TON	22,400	\$150.00	\$3,360,000.00
Bituminous Prime Coat	GAL	47,000	\$6.00	\$282,000.00
Bituminous Tack Coat	GAL	14,000	\$6.00	\$84,000.00
Runway And Taxiway Painting, Yellow Reflective	SF	8,800	\$1.50	\$13,200.00
Runway And Taxiway Painting, Black Non-Reflective	SF	16,000	\$1.50	\$24,000.00
Preformed Thermoplastic Airport Pavement Markings	SF	1,650	\$40.00	\$66,000.00
Sodding (Argentine Bahia)	SY	5,000	\$2.20	\$11,000.00
Electrical Demolition	LS	1	\$5,000.00	\$5,000.00
2W4" Concrete Encased Ductbank	LF	100	\$40.00	\$4,000.00
New Taxiway Edge Lights	EA	30	\$1,200.00	\$36,000.00
Relocate Edge Signs, New Bases & Cans	EA	4	\$3,500.00	\$14,000.00
Conduit, Cable, Complete (W/ Counterpoise & Conduit)	LF	1,600	\$6.00	\$9,600.00
Pipe Culvert, Concrete, Class V, Round, 36"	LF	428	\$150.00	\$64,200.00
Mitered End Section, Concrete, Round, Double 36"	EA	2	\$6,000.00	\$12,000.00

Subtotal: \$5,003,000.00

Construction Mobilization 8.5% \$425,255.00

Total: \$5,428,255.00

Engineering Design Services 7.5% \$407,120.00
Design Phase Administrative Costs (+/-) 0.4% \$21,937.00
Engineering Const. Services 8.0% \$434,261.00
Construction Phase Administrative Costs (+/-) 0.8% \$43,427.00

TOTAL ESTIMATED PROJECT COST: \$6,335,000.00

Design + Bid Phase: \$429,057.00

Lakeland Linder Regional Airport (LAL)
 Rehabilitate Taxiway A and Connector Taxiways (westerly 6,800 ft +/-);
 Construct New Connector Taxiway to Taxiway A

PROPOSED PROJECT SCHEDULE

<u>Proposed Project Schedule:</u>	<u>Dates:</u>
Selection of Consultant	9/2015
Pre-Application Submittal to FAA	11/2015
Pre-design Conference	1/2016
CSPP and Airspace Coordination in OE/AAA	3/2016
Completion of Plans and Specifications, and Eng. Report	4/2016
Submit Plans and Specs to FAA	4/2016
Advertisement of Project for Bids	5/2016
Bid Opening	6/2016
Bid Tabulation Submittal and Recommendation of Award	6/2016
Application Submittal to FAA	6/2016
Grant Offer	TBD
Execution of FAA Grant	TBD
Pre-construction Conference	TBD
Notice to Proceed to Contractor	TBD
Substantial Completion of Construction	TBD
Final Inspection	TBD
Project Close-Out	TBD

FAA ORLANDO AIRPORTS DISTRICT OFFICE - CATEGORICAL EXCLUSION FORM

Airport: Lakeland Linder Regional Airport Project Title: Rehabilitate Taxiway A and Connector Taxiways (westerly 6,800 ft +/-); Construct New Connector Taxiway to Taxiway A


The Proposed Action is a Federal action subject to NEPA. List applicable paragraph number from FAA Order 5050.4B Chapter 1 paragraph 9g.1. The Proposed Action is identified as one that can normally be Categorically Excluded. List applicable category from FAA Order 1050.1E paragraphs 307 through 312. Paragraph 310, subparagraph 310.e

Attach a list of and clearly describe **ALL** components of the Proposed Action including all Connected Actions. Include a brief summary of existing conditions at the Proposed Action site. Attach a site map identifying the Proposed Action area on the airports' most current ALP **and** a recent aerial photograph of the Proposed Action area.

The Airport Sponsor must certify that the Proposed Action and its Connected Actions are **NOT** likely to:

- a. Have an adverse 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 threatened and endangered species, wetlands, floodplains, coastal zones or barriers, 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 properties. 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 properties;
- 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 impact on minority or low-income populations;
- g. Cause a significant increase in surface traffic congestion;
- h. Have a significant impact on noise levels in 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 information contained in the attached Categorical Exclusion Environmental Determination Checklist and supporting information, I certify that the Proposed Action described above, including its Connected Actions, meet(s) all of the requirements for a Categorical Exclusion in accordance with FAA Order 1050.1E and paragraphs a thru k above.

 12/15/2015
 Signature of Authorized Airport Representative Date

FAA Determination (by Program Manager signature):

Categorically Excluded: _____ Date: _____

Requires further environmental analysis: _____ Date: _____

CATEGORICAL EXCLUSION ENVIRONMENTAL DETERMINATION CHECKLIST

Airport: Lakeland Linder Regional Airport

Prepared and certified by: Todd N. Zimmerman, PE

Date: December 15, 2015

	YES**	NO	COMMENTS
THE PROPOSED ACTION MUST BE LISTED IN FAA ORDER 1050.1E PARA 307-312 AS AN ACTION THAT WOULD NORMALLY BE CATEGORICALLY EXCLUDED*	X ***		
THE PROPOSED ACTION 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		X	
Construction or Relocation of a Roadway		X	
Land Acquisition		X	
ILS or ALS		X	
THE PROPOSED ACTION WILL AFFECT:			
Section 4(f) or Section 6(f) Resources		X	
Historic/Archaeological Resources		X	
Prime, Unique or State Significant Farmlands		X	
Wetlands		X	
Floodplains		X	
Coastal Zone or Coastal Barriers		X	
Endangered or Threatened Species (state or Federal)		X	
THE PROPOSED ACTION IS LIKELY TO:			
Be Highly Controversial on Environmental Grounds or be inconsistent with local, state or Federal Laws		X	
Cause Natural Resource Impacts		X	
Cause Community Disruption or Relocations		X	
Alter Surface Traffic or Increase Congestion		X	
Increase noise levels over Noise Sensitive Land Uses within the 65 dBA noise contour or newly include Noise Sensitive Land Uses within the 65 dBA noise contour.		X	
Cause an Adverse Effect on Air Quality		X	
Cause an Adverse Effect on Water Quality		X	
Cause Environmental Justice Impacts		X	
Contain or Affect Hazardous Materials/Sites		X	
Create a Wildlife Hazard per AC 150/5200-33		X	

* Some actions that would normally be Categorical Excluded could require additional analysis if extraordinary circumstances exist. See FAA Order 1050.1E, paragraph 304.

** Attach detailed explanations or analysis for all "yes" answers on a separate sheet that support a determination of Categorical Exclusion.

*** Documented CATEX included in separate project, anticipated determination 4/1/16.

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

City of Lakeland

(Sponsor)

Lakeland Linder Regional Airport

(Airport)

(Project Number)

Description of Work:

REHABILITATE TAXIWAY A AND CONNECTOR TAXIWAYS (WESTERLY 6,800 FT +/-);
 CONSTRUCT NEW CONNECTOR TAXIWAY TO TAXIWAY A - This project will rehabilitate
 Taxiway A from Runway 9 to Runway 5-23, including taxiway connectors A1 and A5. The project will
 also widen Taxiway A4, and will add a new connector taxiway.

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

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

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

	Yes	No	N/A
7. Mandatory contact provisions for grant-assisted contracts have been or will be included in consultant services contracts.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. The cost-plus-percentage-of-cost methods of contracting prohibited under Federal standards were not or will not be used.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. If the services being procured cover more than the single grant project referenced in this certification, the scope of work was or will be specifically described in the advertisement, and future work will not be initiated beyond five years.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

City of Lakeland

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

Eugene B. Conrad III, C.M.

(Typed Name of Sponsor's Designated Official Representative)

Airport Director

(Typed Title of Sponsor's Designated Official Representative)

December 15, 2015

(Date)

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION**

DRUG-FREE WORKPLACE

City of Lakeland

(Sponsor)

Lakeland Linder Regional Airport

(Airport)

(Project Number)

Description of Work:

REHABILITATE TAXIWAY A AND CONNECTOR TAXIWAYS (WESTERLY 6,800 FT +/-);
CONSTRUCT NEW CONNECTOR TAXIWAY TO TAXIWAY A - This project will rehabilitate
Taxiway A from Runway 9 to Runway 5-23, including taxiway connectors A1 and A5. The project will
also widen Taxiway A4, and will add a new connector taxiway.

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

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

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

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

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

City of Lakeland

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

Eugene B. Conrad III, C.M.

(Typed Name of Sponsor's Designated Official Representative)

Airport Director

(Typed Title of Sponsor's Designated Official Representative)

December 15, 2015

(Date)

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

City of Lakeland

(Sponsor)

Lakeland Linder Regional Airport

(Airport)

(Project Number)

Description of Work:

REHABILITATE TAXIWAY A AND CONNECTOR TAXIWAYS (WESTERLY 6,800 FT +/-);
CONSTRUCT NEW CONNECTOR TAXIWAY TO TAXIWAY A - This project will rehabilitate
Taxiway A from Runway 9 to Runway 5-23, including taxiway connectors A1 and A5. The project will
also widen Taxiway A4, and will add a new connector taxiway.

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

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

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

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

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

City of Lakeland

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

Eugene B. Conrad III, C.M.

(Typed Name of Sponsor's Designated Official Representative)

Airport Director

(Typed Title of Sponsor's Designated Official Representative)

December 15, 2015

(Date)

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

City of Lakeland

(Sponsor)

Lakeland Linder Regional Airport

(Airport)

(Project Number)

Description of Work:

REHABILITATE TAXIWAY A AND CONNECTOR TAXIWAYS (WESTERLY 6,800 FT +/-);
CONSTRUCT NEW CONNECTOR TAXIWAY TO TAXIWAY A - This project will rehabilitate
Taxiway A from Runway 9 to Runway 5-23, including taxiway connectors A1 and A5. The project will
also widen Taxiway A4, and will add a new connector taxiway.

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

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

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

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

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

Yes **No** **N/A**

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

City of Lakeland

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

Eugene B. Conrad III, C.M.

(Typed Name of Sponsor's Designated Official Representative)

Airport Director

(Typed Title of Sponsor's Designated Official Representative)

December 15, 2015

(Date)

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION**

CONSTRUCTION PROJECT FINAL ACCEPTANCE

City of Lakeland

(Sponsor)

Lakeland Linder Regional Airport

(Airport)

(Project Number)

Description of Work:

REHABILITATE TAXIWAY A AND CONNECTOR TAXIWAYS (WESTERLY 6,800 FT +/-);
CONSTRUCT NEW CONNECTOR TAXIWAY TO TAXIWAY A - This project will rehabilitate
Taxiway A from Runway 9 to Runway 5-23, including taxiway connectors A1 and A5. The project will
also widen Taxiway A4, and will add a new connector taxiway.

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

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

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

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

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

City of Lakeland

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

Eugene B. Conrad III, C.M.

(Typed Name of Sponsor's Designated Official Representative)

Airport Director

(Typed Title of Sponsor's Designated Official Representative)

December 15, 2015

(Date)