

STATEMENT OF QUALIFICATIONS

Airport Consultant & Engineering Services

Moffat County, Colorado

June 5, 2024





155+

Dedicated Aviation Staff

\$5.5B

in Airport
Improvement
Projects in the
last 10 years

#98

ENR Top
500 Ranking

#15

ENR Top 25
Aviation Firms



POINT OF CONTACT

Jake Hoban, PE

188 Inverness Drive W. Suite 500
Englewood, CO 80112
719-761-7688
JMHoban@GarverUSA.com

June 5, 2024

Ms. Candace Miller
Moffat County Development Services
1198 W. Victory Way, Suite 107
Craig, CO 81265

RE: Statement of Qualifications for Airport Consultant & Engineering Services

Dear Ms. Miller and Selection Committee:

Craig-Moffat County Airport (CAG) is at a pivotal stage in its history with new and exciting opportunities for growth previously never seen. For decades, CAG has served the City of Craig and Moffat County as critical infrastructure for the community, including response for medical flights, strategic placement for aerial firefighting, and agricultural spray operations. Over the last few years, it is clear that Moffat County and the community view CAG as more than an access point — it is also a key asset to leverage regional growth. This is evidenced by the first hangar construction in over a decade and growing interest in further development.

As the airport and community are experiencing changes, it is imperative that you have a consultant that not only recognizes this dynamic but embraces it. For CAG to be responsive and best positioned for development and funding opportunities, you will need a proactive consultant with a proven track record of success at general aviation (GA) airports like yours.

Garver is prepared to accept that challenge and is excited to partner with CAG to provide certainty, maximize external funding, and successfully execute projects. The Garver Team will assure a seamless journey along the process of developing, improving, and maintaining your airport. We will help the airport navigate and balance the significant airfield infrastructure projects for present demands as well as future expectations. **Only Garver will provide a Colorado-focused, GA-specialized project team; a fresh, proactive approach to delivering funding agency partnership success in CIP development; and other specialized teams with the expertise to make your goals a reality.**

A Colorado-Focused, General Aviation Specialized Project Team: Garver's Aviation staff has experience at over 30 airports in Colorado, including CAG. I have 24 years of engineering experience, have worked at 26 Colorado airports, and am currently working at three other GA airports in Northwest Colorado. As Garver's Colorado Aviation Leader, I've built a GA-focused, airport engineering team based in our Denver office that is ecstatic about the opportunity to serve as an extension of Moffat County staff. In conjunction with our teaming partners, Garver's Colorado Aviation Team will provide services in all facets of airport engineering and planning development, from pre-design and design through construction and project closeout.



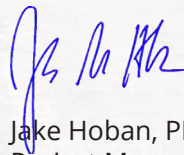
Fresh, Proactive Approach to Delivering Funding Agency

Partnership Success in CIP: Garver commits to supporting you beyond design and construction. We will also serve as your trusted partner and help to move projects forward by presenting and justifying your needs to CDOT and the FAA. There's never enough funding to fulfill the needs of airports. We embrace this challenge and strive to save you time and money on every project. We achieve this by being ahead of the CIP schedule so FAA and CDOT are always aware of your funding needs; by driving the design kick-off in the fall and committing to having bids in hand before May; and by always positioning CAG to receive grant funding at its earliest availability.

Specialized, In-House Teams to Support CAG's Needs: We understand that two of the largest factors influencing the future of CAG include the ability to develop hangars and expanded funding opportunities. Our team is built to include in-house specialists that address each of these items. Garver Aviation's Strategic Funding team is led by former state aeronautics officials and their job is dedicated to supporting our clients to position themselves for federal, state, and alternative funding sources. Garver Aviation's Site Development Team is focused exclusively on site design for aircraft hangars, GA terminal buildings, and other structures needed to facilitate airport growth. These teams will work seamlessly with me to achieve your goals.

I am committed to serving as your project manager to facilitate your upcoming airfield development projects and growth. In addition to this local commitment, Garver's expertise throughout the country provides the support and resources necessary for the upcoming projects at CAG. We would be excited and honored to serve the Craig-Moffat County Airport and ask that you select Garver.

Sincerely,
GARVER



Jake Hoban, PE
Project Manager



AT GARVER WE FOSTER A CULTURE OF LISTENING.

For employees, this principle creates a highly engaged and motivated workforce who values people as well as projects.

For our clients, this principle encourages feedback. We understand the benefit of listening to improve the customer experience and project performance. We know that the best decisions are made when data, experience, and perspectives are considered.

We are committed to listening to your visions and goals and working in a collaborative manner with the FAA, County staff and other key stakeholders.

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Executive Summary

Garver is a qualified and trusted partner and will provide comprehensive professional design and engineering services for the successful completion of anticipated projects at CAG. We are dedicated to working in a collaborative manner with the County staff, the FAA, CDOT, and other contractors or vendors to develop projects that represent your goals while staying on schedule and under budget. Based on your evaluation criteria, as shown below, we will demonstrate in this statement of qualifications that Garver is the right partner for CAG. Our experience on the following pages includes services defined in your evaluation criteria. The icons below highlight those elements and are referenced throughout the document.



1. Demonstrated ability to communicate with client before, during, after, and between projects

Our relationship with our clients is more than merely project based. As your trusted partner, we will proactively develop and monitor your ACIP using the approach described on [page 6](#). By staying in communication with airport and County staff before, after, and between projects, we can help you to secure the critical funding needed for your airport improvements. During projects, we follow the communication plan described on [page 7](#) to make sure all parties stay informed and to keep the project on schedule.



2. Recent and relevant experience in airport engineering, planning, and development projects

We have provided detailed information in [Section 4](#), beginning on [page 14](#), about similar projects completed by our team. Your project manager, **Jake Hoban, PE**, has been involved in 31 projects over the past five years and is qualified to guide CAG through FAA and CDOT regulations, policies, and procedures. Each year, we will facilitate the project cycle described on [page 7](#) to deliver projects in a way that meets your needs and positions CAG for maximum funding.



3. Understanding and capability to perform all aspects of the project as identified in the Scope of Work

Your project manager has successfully developed an understanding of how to best support airports throughout Colorado by listening to the airport staff that operates them. Our approach to your project starts in [Section 2](#), on [page 8](#). Garver's full-service capabilities will enable us to not only deliver successful designs but also support the airport as a trusted partner with long-term planning and funding support. We have organized a team that will provide expertise and responsive service and will initiate, oversee, and complete your airport improvement projects while following the procedures, guidelines, and criteria dictated by the FAA. An overview of the Garver Team that will be working on this project, as well as more information about our key personnel's experience and expertise, can be found in [Section 3](#), beginning on [page 12](#).



4. Ability to meet schedules within budget

Our record of successfully completing projects on time is due to realistic project scheduling and our ability to mitigate obstacles. [Section 5](#) details our approach to maintaining project schedules and developing realistic cost estimates that result in projects delivered at or under budget. 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.



5. Familiarity with Sponsor and interest shown

Garver's Colorado Aviation Team has visited CAG to listen and learn about challenges and upcoming projects. Our apron rehabilitation project approach provided in [Section 2](#) was developed based on our discussions with Airport Manager Candace Miller. We understand CAG's unique challenges and are committed to working with you to achieve your goals.

1

Firm Description

A general description of the Respondent's firm, including company organizational structure, and size of company.



JAKE HOBAN, PE
PROJECT MANAGER

Primary Contact

Jake Hoban, PE
Project Manager
719-761-7688
JMHoban@GarverUSA.com

Firm Contact Information

188 Inverness Drive W.
Suite 500
Englewood, CO 80112

Years in Business

105

1,200+

Employees

65

Years of Aviation Experience

#98

ENR Top 500 Ranking

#15

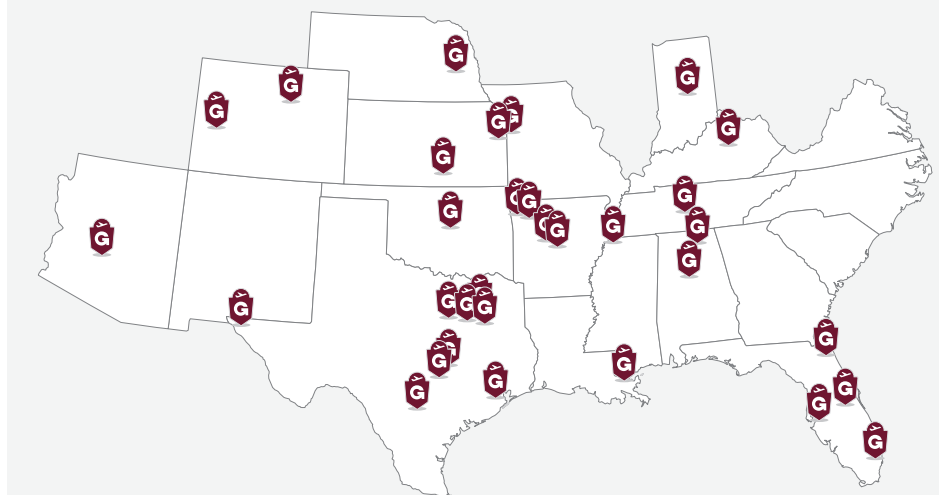
ENR Top 25
Aviation Firms

Firm Introduction

Founded 105 years ago, Garver is a multi-disciplined engineering, planning, architectural, and environmental services firm committed to quality practices, progressive methods, and personal relationships. Garver is employee owned and managed by a seven-member Board of Directors who are elected annually. Our Board is further supported by a larger group of owners, all of whom are Garver employees. Our Board members each have more than 20 years of experience in the engineering market. Garver has 65 years of aviation experience and over 1,200 engineers, planners, architects, technicians, and administrative support personnel on staff. Our Aviation Team has extensive experience in all aspects of airport planning, design, and construction administration and includes over 155 aviation-dedicated personnel in 30 of our 55 regional offices, including our office in Denver.

Throughout this statement of qualifications, you will learn about **Garver's approach to exceeding our clients' expectations through proactive communication, same day response and persistent funding advocacy.** We will provide full-service support to the County whether you have an ongoing project or not. This includes developing ACIP exhibits and cost estimates, advocating for additional project funding, and developing FAA and CDOT grant applications. We will guide you through every step of a project cycle from pre-design through design and construction and finally project closeout. We are proud to be consistently ranked as one of the top 100 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, **over 80% of our clients are GA airports, just like CAG.**

GARVER OFFICE LOCATIONS



GARVER'S AVIATION EXPERIENCE

Garver has provided innovative, sustainable solutions to airports like Craig-Moffat County Airport for 65 years.



Colorado and GA-Focused Team

With experience at over 30 Colorado airports and a client base made up of over 80% GA airports, we know how to deliver exceptional business performance and outstanding engineering services to airports just like CAG. We are focused on success, providing long-lasting infrastructure, meeting budgets, and finishing projects on time.



Fresh, Proactive Approach

Our focus centers on moving your projects forward. By staying ahead of the ACIP schedule, Garver will make sure FAA and CDOT are always aware of your funding needs. We commit to positioning CAG to receive grant funding at its earliest availability and to providing cost savings at every opportunity.



Specialized, In-House Teams

Our in-house Strategic Funding and Site Development Teams are uniquely positioned to address your key concerns of expanding funding opportunities and hangar development. These teams will collaborate with Jake to ease the project process and achieve your airport's goals.

Our Strategic Funding and Site Development Teams are an in-house Garver specialty that you won't find with many other airport engineering and planning consultants.

Comprised of government specialists, grant writers, and policy experts, **the Strategic Funding team's sole focus is to maximize the use of funding mechanisms available to airports.** Our clients have found that having Garver's Strategic Funding Team committed to tackling this one massive hurdle gives them great relief on what is typically the most stressful part of an airport improvement project.

Built upon our experience in airport site development and a recognition that these endeavors often include unique hurdles not typically encountered in airfield projects, **our Site Development Team will help your airport navigate local design requirements** in order to prepare a set of design documents that will hold up through the permitting process.



Vince Ponce, PMP, ACE
Site Development Leader



Megan McLellan, CM, MBAA
Strategic Funding Manager

2

Project Understanding and Approach

A narrative detailing the Respondent's understanding of the requirements and the capability to perform all aspects of the engineering projects and tasks contemplated, and experience with projects funded by FAA AIP grants.



Understanding the Needs of Craig-Moffat County Airport

We have developed a preliminary understanding of how the airport is used and fits within the surrounding community through our site visit and conversations with Airport Manager Candace Miller. For Garver, these conversations are just the beginning. We believe every successful project begins with close collaboration with our clients, listening to their needs and goals, then helping them develop and implement a plan to achieve them.

Garver Offers Continual Communication and "Between Project" Assistance

Garver's partnership approach means our service will be continual, with an eye on the interrelated nature of capital improvement projects and how they achieve the overall goals and purpose of the airfield. Our service goes beyond individual project design and construction—Garver is your partner in airport development. We will assist the County and CAG with the intangible aspects of airport development, like advanced project planning, identifying project funding opportunities, attending County meetings and public hearings, and any other assistance the airport finds valuable.

Garver's Project Approach

Every GA airport must balance two types of development and improvement projects: projects they want to do and projects they have to do. We consider both equally important and work to help you maximize funding to maintain momentum and move your projects forward. Our approach to your projects will be informed by our understanding of CAG's key concerns: **proactive service, a fresh approach to CIP management, and strong funding advocacy.** Garver is trusted with airport projects nationwide **because we offer a tremendous advantage to our clients: 155 aviation-dedicated staff, along with in-house site development and strategic funding teams that specialize in airport projects.**

Full-Service Capabilities



Planning/Environmental

- Feasibility and site selection studies
- Airport master and development plans
- Environmental and wildlife assessments
- Economic studies and business planning
- Land acquisition assistance
- Approach development

Engineering Design

- Field and obstruction surveys
- Airfield layout/geometrics
- Grading and drainage
- Pavement analysis and design
- Airfield lighting, NAVAIDs, and controls
- Access control and security
- Terminal roads/parking
- Construction sequencing
- Site Development



Funding Administration

- FAA/AIP/BIL and state grant administration
- Alternate funding sources
- Construction cash flow management
- Dedicated strategic funding team with years of successful funding acquisition

Construction Management

- Bidding and contract administration
- Airfield operations and tenant coordination
- On-site, full-time construction observation
- Project commissioning and opening





AIRPORT IMPROVEMENT PROGRAM

Garver's experience with the FAA dates back 65 years, when it still operated as the Civil Aeronautics Administration. Garver's many years of experience with FAA projects funded through the Airport Improvement Program has given us insight into every aspect of the AIP process. This encompasses the concept/preliminary stages through close-out, including:



Feasibility studies



Benefit/cost analysis



Preliminary and final design



Bidding process



Contract award



Construction oversight and administration



Grant closeout



Master planning

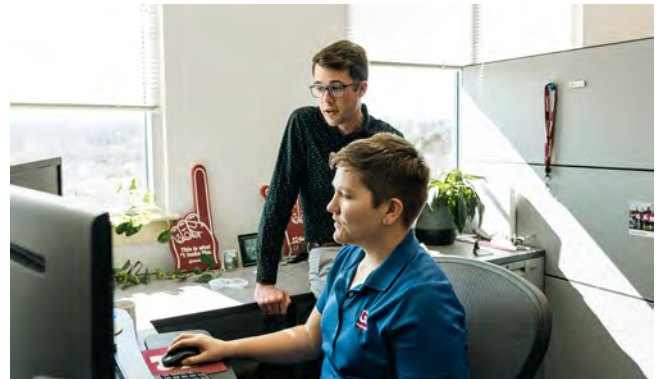


Environmental clearance

FAA Experience

In the last 10 years, Garver has completed over \$5.5 billion in airport improvement projects.

One reason our staff is so well respected in the aviation community is that we are always current on airport regulatory and funding issues. We make it a top priority to seek out the latest information from the FAA, other airports, airport users, airport vendors, and suppliers, and communicate it to our clients. Garver provides continuous support throughout your projects, including assistance in all regulatory efforts.



Knowledge of FAA Regulations and FAA Advisory Circulars

Garver's Aviation Team is well-versed in Federal Aviation Administration (FAA) regulations, policies, and procedures, and we have strong professional working relationships with FAA personnel and with the CDOT Division of Aeronautics. Our Denver office staff will work closely with CDOT, and we understand the value of viewing projects in concert with the FAA's and CDOT's perspectives.

Garver also has a thorough knowledge of the FAA Advisory Circulars for planning, design, and construction of airports. Garver's staff has taught seminars on ACs at the FAA Partnership Conference, and our aviation electrical team has worked directly with the FAA on airfield lighting AC drafts. This familiarity with FAA requirements helps our designs, construction phasing, and safety plans meet all applicable standards.



Understanding of Projects Funded by FAA AIP Grants

Our experience with FAA- and CDOT-funded projects throughout Colorado serves as the basis for our approach to successfully completing CAG's upcoming projects. No one knows what the Craig-Moffat County Airport needs more than the County staff who support it, and the tenants that operate on it. **Garver's first step in understanding those needs is to listen and learn, and we have taken the initiative to start that process.** Every airport is different, so we tailor our services directly to the needs of each airport.

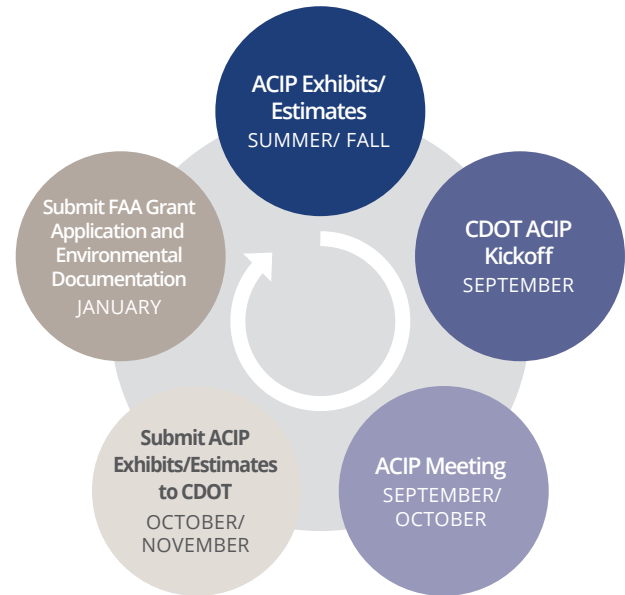
We've built our reputation by providing exceptional service to our clients; we'll serve as an extension of your staff. Garver will proactively drive the annual FAA cycles that govern development and maintenance of your airport. With Garver "on your staff," Moffat County staff will know when deadlines and critical dates are upcoming, will be prepared to advocate for funding from FAA and CDOT, will maintain good standing with FAA as a grant recipient, and will be able to focus on their job of managing, operating, and maintaining an airport. **Garver will reduce the administrative burden of maintaining your ACIP, and managing design, bidding, construction and grant closeout for every project.**

FAA Cycles

As a client-oriented firm, Garver focuses its time and energy on delivering creative solutions, efficient services, and customer care. We pledge our efforts to provide outstanding service to our clients through quality planning and design, responsive management, and careful scheduling. Meeting schedules and budgets is critical for every project, and in our opinion, the foundation for that success is built upon your annual Airport Capital Improvement Plan (ACIP) process.

ACIP Cycle

The FAA staff in the Denver Airports District Office work in concert with CDOT Aeronautics staff to implement ACIPs throughout Colorado on an annual basis. As we discussed in person with Candace Miller recently, CDOT has been holding remote meetings with airports in September or October the last few years to discuss ACIP updates and open the ACIP tab for edits within the WIMS portal. **Garver's commitment is to have the first draft of ACIP exhibits/estimates completed prior to the ACIP Kickoff so that Garver and CAG staff are informed and ready to discuss the next five-year funding windows.** With your anticipated schedule of contracting with the successful consultant by June 25, 2024, this will allow enough time for our team



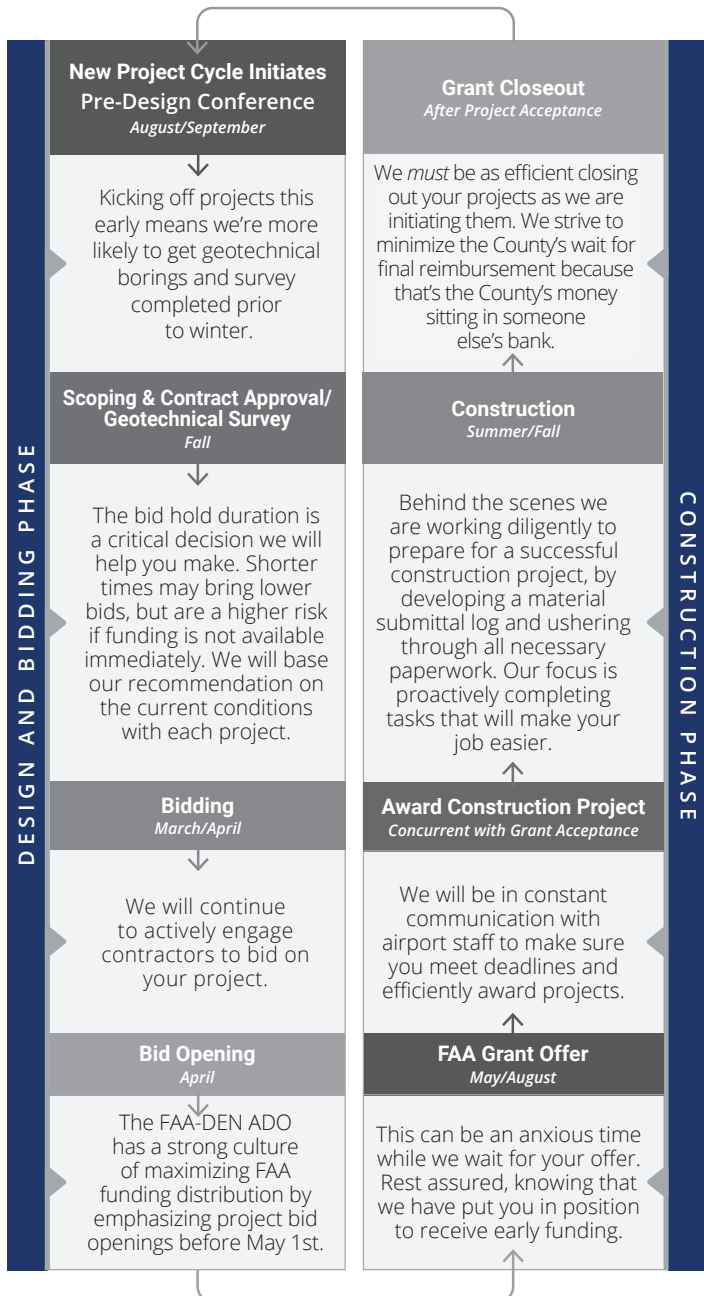
to work with you on developing a draft ACIP that more aggressively targets available funding. With this effort, Moffat County will be ahead of schedule for ACIP season. This plan will reinforce to the FAA and CDOT that your airport and community are prepared for your upcoming ACIP. It will also maximize flexibility for discussion with your funding partners and allow more time to make adjustments prior to submitting your updated ACIP to CDOT. The typical ACIP cycle is shown on this page

Following the ACIP meeting, Garver will complete any revisions and provide the necessary information to CAG by the deadline to submit ACIP exhibits/estimates to CDOT along with an online application for CDOT grant funding. Typically, in December and early January, the FAA and CDOT staff collaborate and finalize ACIPs. **During this time, Garver will assist County staff in producing draft FAA grant application and environmental documents, so you are able to submit them prior to the due date.** Once our team has confirmed that your ACIP cycle is consistent and working for you, we will capitalize on this efficiency to improve your project schedule and cycle.

Garver will reduce the administrative burden of maintaining your ACIP, and managing design, bidding, construction and grant closeout for every project.

Airport Projects Cycle

The design-bid-construction project cycle has the potential to be the longest duration, and it is likely that multiple project cycles will occur simultaneously. The most crucial elements of the project cycle are starting on time and prioritizing design in order to increase the window for receiving FAA grant funds and to maximize the availability of the construction season. Craig experiences a short Colorado construction window, so Garver will not allow contractors to be complacent and cause unnecessary delays. Elements of a typical airport project cycle are shown in **the graphic on this page. Garver will be your proactive partner at every stage to meet each important step in the process and help CAG stay on track.**



Communication and Responsiveness from Your Project Manager

Our team will never leave the success of a project to chance. **Jake Hoban, PE**, will utilize our proven processes to successfully deliver results.

Garver understands that rapid response and on-site communication will be critical elements when addressing your project needs. We are confident that our team will provide you with the most technical expertise and cost-effective means of executing your project goals. With Garver, the same personnel who manage and design your projects will be engaged throughout the project's construction. **Our project communication plan for CAG on this page includes five elements that are focused on providing your airport with a customer service experience that is clear, collaborative, and proactive.**

Project Communication Plan



1 Establish a Project Executive Team

The project executive team will be comprised of key stakeholders, including Airport Manager Candace Miller.

2 Set Goals

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

3 Hold Regular Project Meetings

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

4 Hold Project Phasing Meetings

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

5 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.



Garver's Approach to Delivering Your Projects

Our team specializes in serving general aviation airports, and we are devoted to supporting rural Colorado communities with our capabilities. Based on our site visit and previous experience at the airport, our conversations with Airport Manager Candace Miller, and our review of your most recent ACIP, we have a plan to help the County work through short-term rehabilitation needs while also preparing for long-term development objectives. **To meet these goals, the Garver Team proposes to update your ACIP. We've already built a draft version to demonstrate how you could proceed with improving and developing your airport as shown in the snapshot below.** To be clear, the ACIP cycle is an ongoing, yearly process that takes collaboration between our team and yours, so our draft ACIP is not intended to be perfect, but to serve as an example of how we will help advocate for the funding program that CAG needs.

Current CAG ACIP			VS	Garver Recommended CAG ACIP		
Year	Current CAG ACIP Projects Shown	Current Estimated Cost Shown ¹		Year	Garver Recommended CAG ACIP Projects	Garver Estimated Cost* ⁶
2024	–	–		2024 ³	Locally-Funded Apron Pavement Maintenance	\$200,000
2025	BIL funding for ASOS Relocation	\$489,889.00		2025 ⁴	BIL funds towards high priority project	TBD
2026	–	–		2026	–	–
2027	–	–		2027 ⁵	BIL funding for ASOS Relocation	\$300,000
2028	FAA/BIL-Funded West Apron and Taxiway Expansion	\$850,000.00		2028	West Apron and Taxiway Expansion	TBD
2029	CDOT-Funded Pavement Maintenance on Runway and Taxiways	\$333,333.00		2029	CDOT-Funded Pavement Maintenance on Runway and Taxiways	\$460,000
2030	–	–		2030	–	–
2031	–	–		2031	–	–
2032	FAA-Funded Main Apron Rehab	\$300,000.00		2032	FAA-Funded Main Apron Rehab	\$1,400,000
Long Term ²	–	–		Long Term ⁷	Construct Parallel Taxiway	\$5,900,000

*** Future costs include 3% annual escalation**

- ¹ Current estimates depict funding available rather than actual construction costs
- ² Current plan does not show long-term projects
- ³ Recommend including locally funded actions to demonstrate the County's investment and make CAG more competitive for CDOT funding.
- ⁴ Recommend expediting project to capture BIL funds before expiry.

- ⁵ Recommend moving to 2027 based on NWS availability.
- ⁶ Recommend including actual construction cost (not funding needs) to effectively communicate needs to funding partners
- ⁷ Recommend including long-term projects to increase funding partners' awareness of future needs

Typical Approach to Design Projects

The Garver Team has the capability to complete each potential project listed in the request for qualifications and we are the right firm to guide CAG through the next five years. The following sections detail Garver's approach to managing the scope of work associated with FAA-funded projects.

Preliminary Design Phase

The Garver Team will hold a kick-off meeting with County staff and the FAA to establish lines of communication, review processes and deliverables, and begin collecting all available data pertinent to the project. Project Manager, Jake Hoban, PE, will develop a quality control plan (QCP). We will maintain a Gantt schedule for all project tasks to keep our design team accountable for meeting all deadlines.

During this phase, our team will develop a preliminary Engineer's Design Report (EDR) to establish the basis of design. The EDR will include specific recommendations and initial construction phasing plans. The EDR will serve as a road map for the remainder of the project and offer a historical reference for all decisions. Projects at both of your airports will include a focused emphasis on improving drainage throughout the airfield.

Our team will maintain diligent communication with Airport Manager Candace Miller throughout the design process and will provide updates on our opinion of probable construction cost. We pride ourselves on preparing accurate cost estimates, which the County can use confidently in preparing budget and grant applications. Considering the local matching amount to be provided by the County, we understand it is critical that projects are delivered within budget. Garver will continue to develop the preliminary design package, including a construction safety and phasing plan, complete typical sections, preliminary drawings and specifications, opinion of probable cost, and completed FAA Form 7460. After review, the project team will meet to discuss comments, QA/QC, and constructability items.

Final Design Phase

The final design package will include a complete set of construction documents, as well as a revised opinion of probable cost. This phase will complete the details of the design and finalize the project layout concepts developed during the preliminary design phase. During the final design phase, there will be two separate internal reviews: a discipline cross-check review, and a constructability review with our airport-specific construction services personnel.

Proactive Stakeholder Communication. We understand that airfield closures create high levels of stress for airport administration and all other stakeholders, and we've found the best way to minimize that stress is through transparent communication. During the final design phase, Garver will facilitate a tenant meeting to inform stakeholders about the upcoming project scope, the anticipated schedule, and the impacts to them. This will provide an opportunity for airport users to ask questions and provide recommendations about ways to minimize operational impacts to their operations.



Regional Experience. Given the location of CAG and the limited availability of airport-experienced contractors, it is instrumental for Garver to understand the capabilities of local suppliers. We have worked with United Companies on an asphalt runway rehabilitation at Steamboat Springs Airport - Bob Adams Field and an asphalt taxiway rehabilitation at Grand Junction Regional Airport. **As a result of our experience in neighboring counties and understanding of local materials, we are confident that a local supplier has the ability to successfully complete your projects,** but that won't stop us from reaching out to other regional contractors to drive interest in your project and encourage competitive bids. Garver takes pride in our ability to communicate with contractors and increase competitive bids on projects that we manage.

Issued for Bid Documents

Once our team receives review comments on the final design package, we will address any comments and submit Issued for Bid documents to the airport and the FAA for final review and approval. We are familiar with the FAA Northwest Mountain Region's document review process and understand how to account for this milestone in the project schedule. Upon receipt of comments, we will prepare and submit final bid documents and a final construction cost estimate.

Bidding and 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. See the anticipated timeline of design and construction of your typical design-bid-construct projects below.

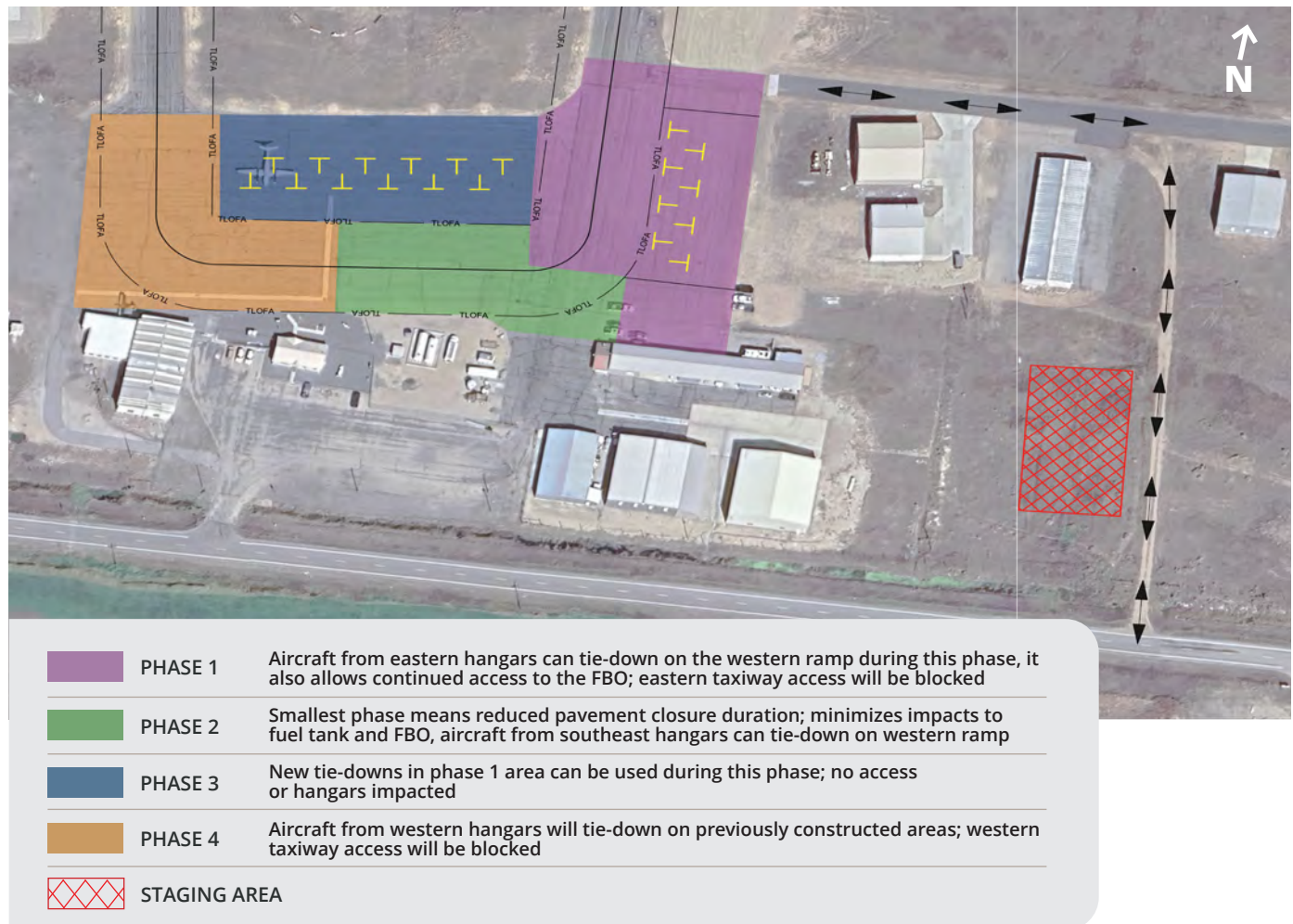


Construction Phase Services

The Garver Team has you covered during construction by providing both construction administration and on-site resident project representative (RPR) services. Your project manager, **Jake Hoban, PE**, will manage construction projects from Garver's Denver office and via field teams including contract administration; material submittal review; coordination with airport management, the contractor, and RPR; completion and submittal of FAA weekly reports; facilitation of weekly construction progress meetings; and submission of monthly contractor pay applications.

Construction Phasing Options

The Garver Team understands how crucial planning and communication are when impacting operations at any airport. Our goal from day one will be to listen to County staff and stakeholders to understand the driving force behind the preferred construction phasing. During construction, our overarching focus is on operational safety and efficiency. Our phasing plans are the demonstration of that philosophy. See the following figure for an overview of our methodical approach to phasing a project such as your main apron rehabilitation.



Project Closeout Phase

Closing out your grant is the final step in a typical FAA project, and it's crucial that we are efficient with our closeout process because it impacts cash-flow management for the County. FAA reimbursement of the final 10% of the sponsor's share of a construction grant will only be provided after they have accepted all closeout reports and documentation. Once the construction project has achieved final acceptance, our team will diligently produce the materials testing summary, the final construction report, and all necessary federal forms. This provides the framework for the County to receive their final reimbursement promptly.

3

Key Personnel

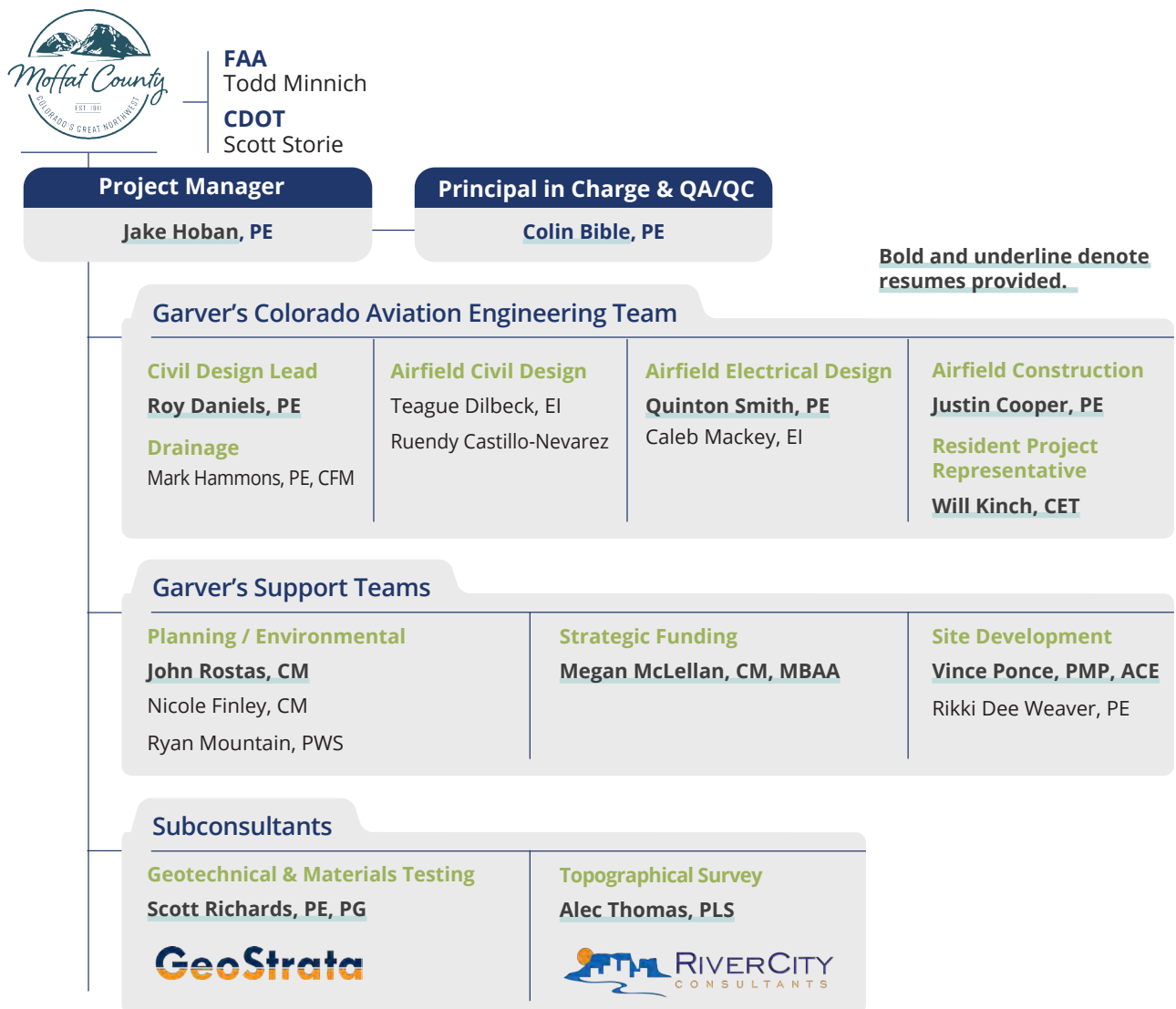
Identification of those key individuals who will be involved in the contemplated projects and their qualifications, backgrounds, experience, and specific responsibilities.



Building a Successful Team

Before we are selected as a client's airport engineering consultant, we prepare for its success by selecting experienced and diverse team members, as we have done for the Craig-Moffat County Airport's anticipated projects. Your project manager, **Jake Hoban, PE**, will be the single point of contact for the Airport and for project stakeholders.

The organizational chart on this page provides the members and structure of the Garver Team that will be working with CAG. We have also provided resumes with more detailed information about our key personnel's experience and expertise in the Appendix. The Garver Team is organized to provide the needed expertise and responsive service you require.



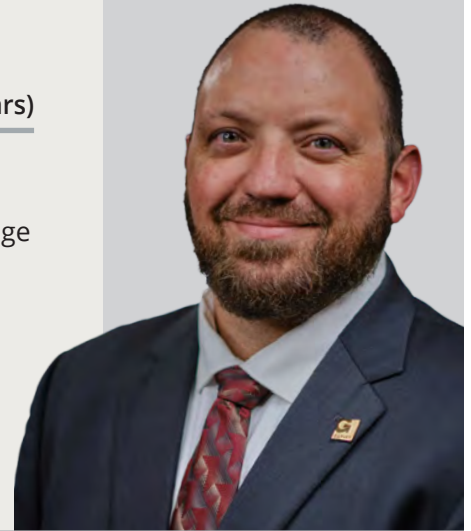
Jake Hoban, PE

Project Manager & Primary Point of Contact

24 Years Experience

31 Colorado Airport Projects (past five years)

As a native of Colorado, Jake Hoban has acquired over 24 years of engineering experience. During this time, he has earned the trust of his clients by demonstrating exceptional responsiveness, in-depth knowledge of their airport, an understanding of the project's challenges and, has implemented practical, cost effective solutions. Jake has a passion for serving rural airports, and understands that rural municipalities must maximize their resources, including staff. It is not uncommon for a City Manager or Public Works Director to be tasked with simultaneously managing the airport in their community. This is where Jake thrives. Performing as an extension of your staff, Jake will manage every facet of the development, maintenance, and improvement of your airport.



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 CAG. However, for this contract, we have supplemented 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 CAG.

GEOTECHNICAL AND MATERIALS TESTING



GeoStrata, LLC has been actively performing professional services since 2001 with an average of 35 employees over the past five years from their office in Bluffdale, Utah. GeoStrata is certified as a Disadvantaged Business Enterprise (DBE) by the Utah Unified Certification Program which is a collaboration of certifying entities, including the Utah Department of Transportation (UDOT) and the Colorado Department of Transportation (CDOT). GeoStrata has four major work areas including geotechnical engineering, engineering geology, environmental engineering and materials testing and inspection. Their goal is to see projects to full completion with their extensive materials testing and special inspection services group with staff specialists for testing soils, concrete, asphalt, masonry and structural steel. Starting in 2023, GeoStrata has put an emphasis on aviation engineering and construction projects with the inception of their Aviation Division headquartered in Grand Junction, Colorado office. As part of this division, they have assembled and certified a mobile laboratory to be placed directly on construction projects for efficient and accurate testing.

TOPOGRAPHICAL SURVEY



River City Consultants is a multi-discipline engineering and land surveying firm headquartered in Grand Junction, serving both public and private sector clients throughout Colorado and the Rocky Mountain region. River City Consultant's principal engineers and surveyors have over 100 years of combined consulting experience in a broad range of service capabilities and have built solid relationships within their community. River City Consultants has been instrumental in the successful completion of some of the largest and most prominent projects in Grand Junction and the surrounding areas including numerous public works projects. They have an extensive portfolio of surveying in multiple market segments including transportation capacity upgrades for local agencies, municipal utility upgrades, airport upgrades, airport AGIS survey, BLM cadastral surveys, pedestrian trails, flood plain mapping and associated FEMA applications, water shed management, and have engineered hundreds of miles of roads and surveyed at least 50 airport projects. In addition, their staff has provided full service engineering services including permitting, environmental engineering, storm water management, reclamation, among others.

4 Project Experience

A representative list of previous projects, comparable to the proposed planning and/or engineering projects listed herein

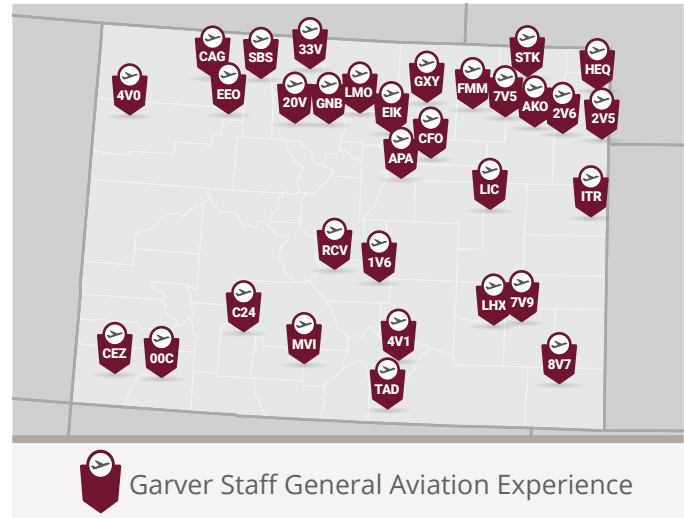


Proven Performance

Garver's Aviation Team has successfully completed numerous projects similar to those anticipated at Craig-Moffat County Airport, including several throughout the state of Colorado. **Additionally, key personnel including Jake Hoban, PE, and John Rostas, CM, both have past experience working on projects at CAG.** Our team is trusted on projects at GA airports statewide, and will approach your projects with the same integrity and capability.

General Aviation Airport Experience

General aviation airports are the backbone of their communities and associated businesses. Garver understands CAG's importance to future clients associated with area industries and pilots who use the field for recreational and personal purposes. Most of our aviation projects are completed for general aviation airports, and our staff routinely provides planning, design, bidding, and construction management services for all types of general aviation projects. As a planner, designer, and user of general aviation airports, Garver looks beyond the minimum requirements in completing airport planning projects. Our work in all aspects of general aviation airfields instills in our planners, designers, and project managers the perspective to ensure every detail is addressed while maintaining an eye on the big picture. With our proven experience and cost-effective approaches to design and planning, the Garver Team will complete your proposed airport projects to maximize the utilization of CAG.



Experience in Colorado

Garver's Colorado Aviation Team has been built specifically based on our passion for serving general aviation airports and their communities, particularly here in Colorado. The map on this page shows the Colorado GA airport experience of the staff assembled for this team. The following pages include examples and descriptions of similar work your Garver Team has performed in Colorado and the surrounding states. 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 the following pages.



“

Garver, led by Jake Hoban, PE, has impressed me with their creative solutions to the challenges we face as we develop and improve our airport per our Master Plan. Their ability to think outside of the box during the design of our runway rehabilitation project has already saved the City of Steamboat Springs money and time.

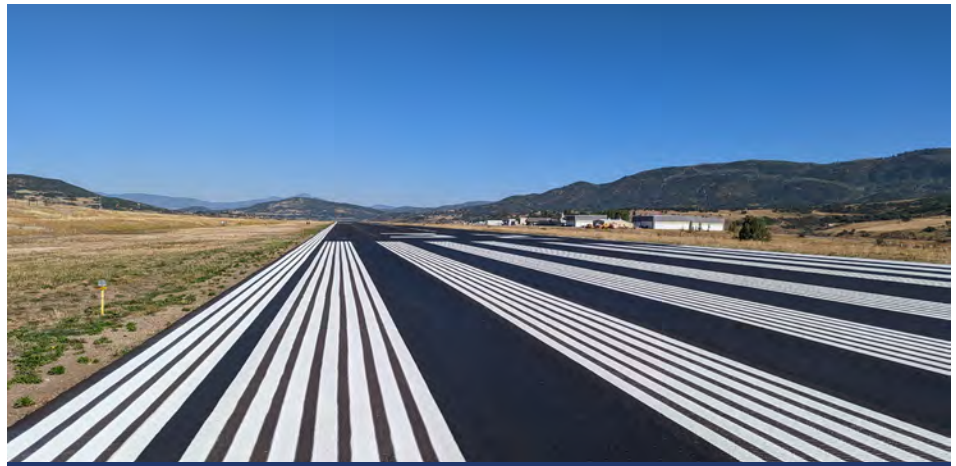
”

Stacie Fain, CM
City of Steamboat Springs, Airport Manager

Steamboat Springs Airport

Steamboat Springs, CO

Runway 14-32 Rehabilitation



► Date: 3/4/2022

► Const. Cost: \$4,033,265

Owner

City of Steamboat Springs
City Hall
137 10th Street
Steamboat Springs, CO
80477

Contact

Stacie Fain
Airport Manager
970-879-9042
sfain@steamboatsprings.net

Firm's Personnel

Jake Hoban, PE
Colin Bible, PE
Quinton Smith, PE

Relevance to CAG

- Northwest Colorado General Aviation airport
- Limited construction window
- Proactive approach that benefits future projects
- Asphalt seal coat

Project Details

Garver provided design and construction services for the asphalt pavement rehabilitation of Runway 14-32. The runway was last rehabilitated in 2000 and its pavement was in fair condition with a PCI of 63 as evaluated by CDOT in 2019. The project was initially planned as a full-depth reconstruction; however, Garver developed a comprehensive plan to rehabilitate the asphalt pavement, saving millions of dollars in construction costs. The design included a three-inch mill and overlay of Runway 14-32 and Taxiways B and P. The newly paved runway surface was grooved and received a fresh application of seal coat to protect the exposed aggregate within the grooves. To effectively position the project for funding, Garver completed the design in early 2021. The project was bid in October 2021 and awarded funding with the first FAA grant release in May 2022. Construction was completed in September 2022.

As part of the project, Garver also designed a permanent haul road that allowed the airport to attain both short- and long-term objectives. During construction, it minimized haul traffic on the existing airfield pavement and maximized haul route efficiency by allowing one-way, circular access, entering through one gate and leaving through another. This section of permanent haul road was a first step towards the airport's long-term goal of developing a helicopter parking area and supplemental snow storage facility.



Greeley-Weld County Airport

Greeley, CO

Main Ramp Reconstruction



► Est. Date: 10/15/2024 (est.)

► Cost: \$3,000,000 (est.)

Owner

Greeley-Weld County Airport Authority

Contact

Cooper Anderson
Airport Director
970-336-3001
canderson@gxy.net

Firm's Personnel

Jake Hoban, PE
Colin Bible, PE
Justin Cooper, PE
John Rostas, CM
Roy Daniels, PE
Quinton Smith, PE
Teague Dilbeck
Ruendy Castillo-Nevarez

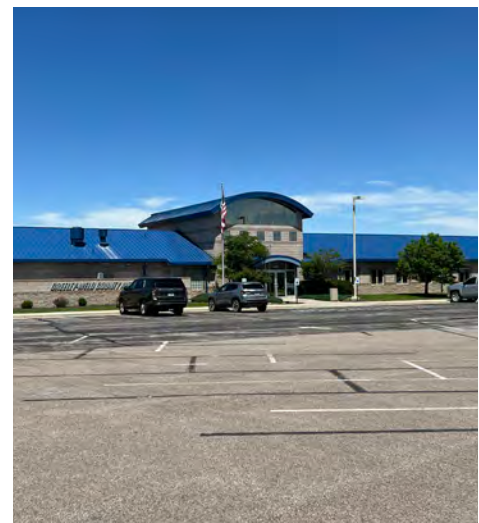
Relevance to CAG

- Colorado General Aviation airport
- Apron rehabilitation
- Phasing plan to minimize operational impacts

Project Details

Through coordination efforts with airport staff and the Greeley-Weld County Airport Authority, the Main Ramp Reconstruction project was determined to be a critical project for the airport. Due to the increase in traffic and current age of the existing main ramp, the asphalt pavement is displaying signs of longitudinal and transverse cracking, weathering, alligator cracking and in some cases pavement failure. In addition to the pavement distresses, there have been observed reports by airport operations of instances of subsurface water penetrating through the existing pavement section and ponding on the surface. To combat these distresses, the proposed project will consist of a full-depth reconstruction on the eastern half of the main ramp utilizing an asphalt pavement section while also implementing a designated concrete hard stand area for aircraft parking.

This project will include the construction of a new four stall parking area for fuel trucks and a reorientation of the existing pavement markings. Garver also addressed a safety concern with the two helicopter landing pads located within the limits of general aviation tie downs. Relocating these landing pads on the northwest side of the main ramp will improve operational safety and maximize apron parking efficiency.



Centennial Airport

Arapahoe County, CO

Hangar and Landside Development*

Owner

SunBorne Companies

Contact

Bret Packard
Managing Partner
303-708-8590
bpackard@sunborne.net

Relevance to CAG

- Colorado General Aviation airport
- Hangar development
- Taxiway expansion



Project Details

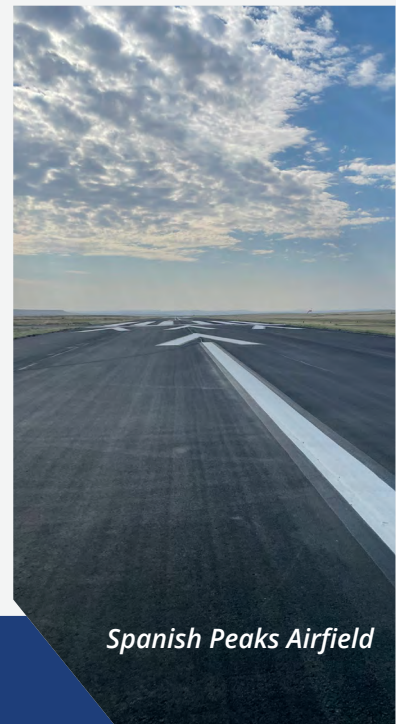
Jake Hoban, PE managed the design of several projects within the Centennial InterPort development. Each project was completed for tenants of Centennial Airport and required multi-jurisdictional approvals and coordination with the following agencies: Federal Aviation Administration, Arapahoe County Public Airport Authority, Arapahoe County, Arapahoe County Water & Wastewater Authority, Southeast Metro Stormwater Authority, South Metro Fire Rescue, Cherry Creek Basin Water Quality Authority, and the InterPort Development Design Review Committee. The projects included two FBO office hangars, master plan public infrastructure improvements, a regional water quality and detention facility (Pond L-1 East), and two taxiways.

**Individual experience of project manager Jake Hoban, PE*

Project Manager's Garver Colorado Pavement Maintenance Experience

Your project manager **Jake Hoban, PE**, as well as various team members, provided pavement maintenance for the following general aviation clients:

- Spanish Peaks Airfield (*Huerfano County, CO*)
Crack seal, seal coat, new pavement markings, plus new tie-down anchors.
- Colorado Air and Space Port (*Adams County, CO*)
Crack seal, seal coat, and pavement markings for West Ramp and Taxiway A.
- Astronaut Kent Rominger Airport (*Rio Grande County, CO*)
Seal coat case study on Taxiway A using new 608H product.
- Steamboat Springs Airport (*Steamboat Springs, CO*)
Seal coat and pavement markings for the main ramp and hangar area.
- Grand Junction Regional Airport (*Grand Junction, CO*)
Rubber removal, crack sealing, seal coat, and pavement markings.



Spanish Peaks Airfield



When designing pavement maintenance projects, we start with CDOT PCI data, then walk the project area to verify the sizes and determine which materials to use for rehabilitation.

5 Ability to Meet Schedules/Deadlines

Demonstrated capability to meet schedules/deadlines, without delays, cost escalations or overruns, and claims.



Successfully Delivering Projects on Schedule and Under Budget

Garver is committed to completing your projects on time and within budget. As seasoned engineers, we realize our service to you is more than just a set of plans; we are your partner in meeting the needs of your airport users. We will be aggressive in meeting deadlines to make sure design and construction happen on time, which will give the users of your airport reason to support future airport improvements.

Implementing a Successful Project

We pledge our efforts to provide outstanding service to our clients through quality planning and design, responsive management, and careful scheduling. We believe that establishing clear lines of communication early in the planning process and closely monitoring detailed work plans are the best ways to meet project deadlines. As the project moves forward, we monitor the progress of work, adjust resources, and meet project milestones, all while keeping the big picture in mind.

This focus has allowed us to have a perfect record of meeting project deadlines over the last five years, which exhibits our proven approach to workload and resource management.

Minimizing Cost Overruns and Change Orders

The real value of Garver's commitment to quality for our clients is that we maintain a solid record of minimizing or eliminating cost overruns and change orders.

Garver's projects are governed by a formal Quality Control Plan (QCP), which includes our change management policy. This includes information on administering change orders, details each lead designer's responsibilities regarding change orders, and limits when design changes should be made after approval by the client.

When a change order is received from a client, it is dealt with promptly and responsibly. Any changes in design documents are immediately incorporated, and the design team works with the construction manager to make sure the change order requirements do not unduly affect the estimated construction cost.

Managing Cost Control

We take our commitment to meeting budget and delivery dates while providing quality products very seriously. We know dozens of 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. The construction market in Colorado can yield great fluctuation in pricing, and it's imperative that the design team take all market factors into account when estimating construction costs. **We also consult with our in-house construction staff to review the cost estimates from a contractor's perspective, enhancing accuracy during the review process.** The table on this page demonstrates Garver's recent success in adhering to scheduling and budget constraints.

Project	Construction Schedule	Construction Cost	Claims
Runway 14-32 Rehabilitation <i>Steamboat Springs Airport</i>	Initial: 06/2022 – 09/2022 Final: 06/2022 – 08/2023*	Initial: \$4,750,000 Final: \$4,163,000	None
Airfield Pavement Maintenance <i>Spanish Peaks Airfield</i>	Initial: 08/2022 – 09/2022 Final: 08/2022 – 09/2022	Initial: \$239,000 Final: \$222,000	None
Taxiway A Phase II and Runway 11-29 Rehabilitation <i>Grand Junction Regional Airport</i>	Initial: 05/2021 – 11/2021 Final: 05/2021 – 11/2021	Initial: \$5,172,000 Final: \$5,072,000	None

*Contract time extended to allow additional eligible work due to project being under budget



A Appendix A: Resumes



Jake Hoban **PE**

PROJECT MANAGER



► **24** Years of Experience

Education

Bachelor of Science,
Civil Engineering

Registration

Professional
Engineer,
CO, 40720

Affiliation

American Society of
Civil Engineers

Colorado Airport
Operators
Association

Jake Hoban is an aviation project manager at Garver. As a native of Colorado and Colorado School of Mines graduate, Jake has acquired over 24 years of statewide engineering experience. During this time, he has earned the trust of his clients by demonstrating exceptional responsiveness, in-depth knowledge of their airport, an understanding of the project's challenges and has implemented practical, cost effective solutions. 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 Colorado airports and their communities was developed as he began to understand that the vital role that airports play in the local economy of the communities they serve by enhancing agricultural, medivac, business, tourism, and recreation. Jake also understands that municipalities must maximize their resources, including staff. 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.

EXPERIENCE

Steamboat Springs Airport | *Runway 14-32 Rehabilitation* (Steamboat Springs, CO)

Project manager responsible for leading the design for rehabilitation of asphalt pavement on Runway 14-32 and Taxiways B and P, plus the reconstruction of the lighting system including runway and taxiway edge lights, wind cones, PAPI, and installation of a new beacon with tip down tower. Construction is anticipated in Summer 2022.

Spanish Peaks Airfield | *Airfield Pavement Maintenance* (Walsenburg, CO)

Project manager responsible for the design and construction of runway and taxiway rejuvenation. Improvements consisted 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 was replaced with in-pavement tie-down anchors and markings.

Greeley-Weld County Airport | *Main Ramp Reconstruction* (Greeley, CO)

Project manager responsible for leading the design of GXY's main ramp reconstruction project, including a two-schedule approach to reconstruct a new asphalt pavement ramp for general aviation aircraft. In addition, the design will include a new proposed fuel delivery truck turnaround as well as a new airport administration vehicle parking lot on the east side of the terminal building.

Colorado Air and Space Port | *Taxiway R3 Extension Design* (Adams County, CO)

Project manager responsible for leading the design to extend Taxilane R3 approximately 850' south, from Taxilane A8A to A8C, and extend Taxilane A8B to the east to intersect with R3. In addition to asphalt paving for the taxilane extensions, other associated project elements include demolition of the existing asphalt road along the R3 alignment, grading & drainage improvements, application of surface markings, and installation of taxiway edge reflectors & signage.

Craig-Moffat County Airport | *Ramp Rehabilitation** (Craig, CO)

Project manager responsible for the design and bidding of the ramp mill and overlay project that included surface drainage improvements.

**Indicates individual experience*



Colin Bible **PE**

PRINCIPAL IN CHARGE & QA/QC



► **19** Years of Experience

Education

Bachelor of Science,
Civil Engineering

Registration

Professional
Engineer,
CO, 52173

Affiliation

National Society
of Professional
Engineers

Colin Bible's experience includes working on airport design and construction projects in four FAA regions. Having spent his entire career working on airports and exclusively dedicated to airfield improvement projects, Colin has designed projects at more than 60 airports, including airfield pavement rehabilitations, new runways and taxiways, runway and taxiway extensions, apron construction, hangar taxiways and aprons, airfield drainage improvements, perimeter fencing, airport roads, and utility relocations. He has a comprehensive understanding of the FAA Advisory Circulars for airfield design.

Colin has also designed and provided construction management services for airport improvements projects. His construction management experience strengthens his designs, which gives him a greater understanding of the importance of construction safety and phasing and the constraints placed on the contractor in the construction environment.

EXPERIENCE

Grand Junction Regional Airport | Run-Up Apron (Grand Junction, CO)

Project manager responsible for design of a run-up pad for the Grand Junction Regional Airport. This was the first phase of a cargo apron development to support Fed-Ex operations and MRO facilities for airlines. Led creation of development plan to optimize space for all proposed facilities and designed short-term run-up apron that would be easily expandable to meet future demands.

Grand Junction Regional Airport | East Terminal Apron (Grand Junction, CO)

Project manager responsible for construction administration of a five-phase terminal apron reconstruction project at Grand Junction Regional Airport. The project included concrete reconstruction of existing pavement that was failing due to ASR issues. The project caused closure of multiple areas for air carrier apron and required close coordination with airport staff.

Grand Junction Regional Airport | Taxiway Alpha Rehabilitation (Grand Junction, CO)

Project manager responsible for the rehabilitation of the east and west ends of Taxiway Alpha at Grand Junction Regional Airport. The existing pavement showed signs of alligator cracking and significant rutting. Although the project was originally sloped for a five-inch mill and fill, Garver recommended a three-inch mill and five-inch overlay to provide additional structure and minimize future rutting. Because these work areas were located on the runway ends, this project was phased over three weekend closures to minimize impacts to airline operations.

Grand Junction Regional Airport | ACIP Program Manager (Grand Junction, CO)

Program manager responsible for the relocation of the primary commercial service Runway 11/29, supervising over \$150M in improvements over a 10-year timeframe. The goal of this effort is to relocate the Runway with minimal operational impacts to aircraft users while maximizing FAA grant funding opportunities.



John Rostas **CM**

PLANNING LEAD



► **11** Years of Experience

Education

Master of Business Administration

Bachelor of Business Administration, Airport Management

Registration

Certified Member, American Association of Airport Executives

Pilot's License

John serves as a senior aviation planner for Garver's Aviation Team with 11 years of experience in airport planning and development. He has extensive experience as a planning consultant where he developed Airport Master Plans, Airport Layout Plans, environmental assessments, feasibility studies, and capital improvement plans. John has spent seven of his 11 years of experience as an aviation planning consultant in Colorado, performing services at 15 airports in the state. Prior to joining Garver, John served as Planning Manager for Birmingham Airport Authority where he managed the airport Capital Improvement Plan and oversaw development of the airport's cargo facility study and land use redevelopment plan. This experience enables John to understand the planning process from an Owner's perspective. John is a Certified Member of the American Association of Airport Executives and is a licensed pilot.

EXPERIENCE

Grand Junction Regional Airport | *ACIP Program Management - Design* (Grand Junction, CO)

Senior aviation planner responsible for performing planning level analysis for tactical improvements to the construction process of Grand Junction's primary runway replacement program including weather analysis, NAVAID relocations, and takeoff/landing performance.

El Paso International Airport | *Airfield Development Plan* (El Paso, TX)

Senior aviation planner responsible for a holistic review of the functional areas depicted on the existing Airport Layout Plan to determine highest and best use for future development. This also includes a comprehensive inclusion of all other developmental plans on the airport to fully refine developmental envelopes.

San Luis Valley Regional Airport | *Airport Master Plan** (Alamosa, CO)

Project manager for an Airport Master Plan that evaluated the existing terminal space and NAVAIDs in anticipation of regional jet service. Other key developments considered were phasing of new hangar developments and supporting unique airport user types in a safe and efficient manner.

Burlington Kit Carson County Airport | *Master Plan** (Burlington, CO)

Evaluated feasibility of existing NAVAIDs, hangar development areas, and long-term taxiway improvements to improve airfield safety and circulation.

Craig-Moffat County Airport | *Master Plan** (Craig, CO)

Aviation planner responsible for master plan including: review of Runway 7-25 safety standards, options for additional helicopter parking, and configuration of future hangar development area.

**Indicates individual experience*



Roy Daniels, PE

CIVIL DESIGN LEAD



► 11 Years of Experience

Education

Bachelor of Science, Civil and Environmental Engineering

Registration

Professional Engineer, CO, 62058

Roy Daniels is a project manager on Garver's Aviation Team in Denver, Colorado. His experience includes designing and overseeing construction operations for airport pavement and roadway improvements. His projects have included aprons, driveways, fuel farms, runways, taxiways, and roadways. These airfield and roadway improvements include extensions, widening, overlays, full-depth reclamation, reconstruction, and rehabilitation.

EXPERIENCE

Greeley-Weld County Airport | *Main Ramp Reconstruction* (Greeley, CO)

Steamboat Springs Airport | *Airfield Pavement Maintenance* (Steamboat Springs, CO)

Colorado Air and Space Port | *Taxiway R3 Extension Design* (Adams County, CO)

Colorado Air and Space Port | *West Ramp and Taxiway A Pavement Maintenance* (Adams County, CO)



Quinton Smith, PE

AIRFIELD ELECTRICAL DESIGN



► 8 Years of Experience

Education

Bachelor of Science, Electrical Engineering

Registration

Professional Engineer, CO, 63093

Quinton Smith is an electrical project manager on Garver's Aviation Team with eight years of experience. His responsibilities include airport lighting system design; layout of runway lights, taxiway lights, guidance signs, and approach aids; and design of the electrical systems that power and control this infrastructure. Quinton is also responsible for roadway and trail lighting modeling and design, low voltage power distribution design, NEC compliance studies, and arc flash studies and analysis.

EXPERIENCE

Steamboat Springs Airport | *Runway 14-32 Rehabilitation* (Steamboat Springs, CO)

Cortez Municipal Airport | *Runway 3-21 Rehabilitation Design* (Cortez, CO)

Grand Junction Regional Airport | *Parking Lot Construction Phase Services* (Grand Junction, CO)

Grand Junction Regional Airport | *Runway 4-22 Rehabilitation* (Grand Junction, CO)



Megan McLellan, CM, MBAA



STRATEGIC FUNDING LEAD

► **21** Years of Experience

Megan McLellan is a strategic funding manager on Garver's Aviation Team with 21 years of experience in airport management, operations, capital improvement planning and development. Prior to joining Garver, Megan worked in a variety of management leadership positions at both general aviation and commercial service airports. Megan's role at Garver includes providing grant administration and strategic airport funding services for our clients throughout Texas and nationwide.

Education

Master of Business Administration, Aviation

Bachelor of Arts, Aviation Management

Registration

Certified Member, American Association of Airport Executives

EXPERIENCE

Grand Junction Regional Airport | *Runway Pavement Design Program Management* (Grand Junction, CO)

Denton Enterprise Airport | *Runway 18L-36R Pavement Reconstruction* (Denton, TX)

Addison Airport | *Apron Connectors and VSR Repairs* (Addison, TX)

Dallas Love Field Airport | *Crossfield Taxiway Replacement* (Dallas, TX)



Vince Ponce, PMP, ACE



SITE DEVELOPMENT

► **13** Years of Experience

Vince is a Project Manager on Garver's Aviation Team with 13 years of experience in the aviation industry. His experience includes program/project management, financial and document controls, airport and airline operations, regulatory compliance, and data analysis. Prior to joining Garver, Vince worked in a variety of airport and airline operations roles. Vince is also a commercial multi-engine instrument-rated pilot with over 300 flight hours.

Education

Bachelor of Science, Professional Flight Technology

Registration

Project Management Professional, 2983686

Airport Certified Employee

Instrument Rated Pilot

EXPERIENCE

Dallas Love Field Airport | *Crossfield Taxiway Replacement* (Dallas, TX)

Hutchinson County Airport | *Runway 3-21 Rehabilitation* (Borger, TX)

Austin-Bergstrom International Airport | *Southwest Airlines 2022 Ramp Expansion* (Austin, TX)

Fort Worth Meacham International Airport | *Taxiway J Reconstruction* (Fort Worth, TX)



Justin Cooper, PE

AIRFIELD CONSTRUCTABILITY



► **14** Years of Experience

Education

Bachelor of Science,
Civil Engineering

Registration

Professional Engineer,
CO, 52154

Affiliation

National Council of Examiners for Engineering and Surveying

Justin Cooper has been involved in a variety of airside and landside projects at several Part 139 airports. From 2019 to 2020, Justin managed more than \$100 million in work at Denver International Airport. In 2021 alone, he oversaw more than \$80 million in construction of both private and public infrastructure. Justin is an effective contract and subcontract administrator, taking a proactive approach to project management. He prides himself on accuracy in cost reporting and operating a collaborative work environment.

EXPERIENCE

Greeley-Weld County Airport | *Main Ramp Reconstruction Design* (Greeley, CO)

Fort Worth Spinks Airport | *East Side Hangars* (Fort Worth, TX)

Thomas C. Russell Field | *Apron Design* (Alexander City, AL)

Grand Junction Regional Airport | *Runway Pavement Design Program Management* (Grand Junction, CO)

Killeen-Fort Hood Regional Airport | *Taxiway B Construction* (Killeen, TX)



Will Kinch, CET

RESIDENT PROJECT REPRESENTATIVE



► **17** Years of Experience

Certifications

NICET Level 3 Asphalt
#128698

NICET Level 3 Soils
#128698

NICET Level 3
Concrete #128698

NICET Level 3
Highway Materials
#128698

Army Corps of Engineers/NAVFAC
Construction Quality Management for Contractors

SW9-02-20-00024

Will Kinch is a construction observer whose responsibilities include observing that the contractor and subcontractors are working in accordance with the plans and specifications, that survey work has proper controls for accurate placement of structures and grades, and that on-site materials are properly stored and inventoried. Will also maintains daily weather and work completed records, reviews the results of project site testing, monitors work schedules, and alerts the design staff to potential problems and scheduling conflicts.

EXPERIENCE

Denver International Airport | *Taxiway EE* (Denver, CO)

Killeen Fort-Hood Regional Airport | *Taxiway B Construction* (Killeen, TX)

Dyess Air Force Base | *Taxiway A Replacement** (Abilene, TX)

Killeen Fort-Hood Regional Airport | *Taxiway and Runway Replacement** (Killeen, TX)

Killeen Fort-Hood Regional Airport | *Surface to Air 69th ADA TEMF Airfield Pavement** (Killeen, TX)

*Indicates individual experience



Scott Richards, PE, PG

GEOTECHNICAL & MATERIALS TESTING

GeoStrata

► **22** Years of Experience

Education

Master of Science,
Geological
Engineering

Bachelor
of Science,
Environmental
Earth Science

Registration

Professional
Engineer,
CO, 45426

Professional
Geologist

Scott Richards serves as the aviation manager for aviation engineering and construction projects. He has managed engineering and construction projects for vertical construction, airports, municipalities and federal roads and bridges, and geologic hazard evaluation and asset management projects which included landslide, debris flow and rockfall hazards. Project experience also includes deep foundation systems, dams and reservoirs, ski resorts, schools, hospitals, commercial and private developments.

EXPERIENCE

Grand Junction Regional Airport | *Apron Improvements* (Grand Junction, CO)

Grand Junction Regional Airport | *Runway 4-22 Rehabilitation*
(Grand Junction, CO)

Steamboat Springs Airport | *Runway 14-32 Rehabilitation*
(Steamboat Springs, CO)

Steamboat Springs Airport | *Terminal Improvements*
(Steamboat Springs, CO)

San Luis Valley Regional Airport | *Taxiways Improvements* (Alamosa, CO)



Alec Thomas, PLS

TOPOGRAPHICAL SURVEY

RIVERCITY
CONSULTANTS

► **14** Years of Experience

Education

Bachelor of
Science, Surveying
and Mapping

Registration

Professional Land
Surveyor, CO,
38274

Certified Federal
Surveyor (CFedS),
1718

Affiliation

Professional Land
Surveyors of
Colorado

Mr. Thomas, a Professional Land Surveyor, has extensive surveying experience. Licensed since 2011, Mr. Thomas is knowledgeable and skilled in boundary, design, and construction surveys, and has completed a variety of survey projects throughout Colorado.

EXPERIENCE

Grand Junction Regional Airport | *Terminal and Apron Site Design Surveys*
(Grand Junction, CO)

Western Colorado-Eastern Utah | *Local Airport Design Surveys*

Telluride Regional Airport | *Airport Improvements* (Telluride, CO)

Piceance and D.J. Basins | *Oil and Gas Survey Operations*
(Various Locations)



B Appendix B: Required Forms

BID FORM FOR PROJECT NO. 202408 Airport Consultant & Engineering Services
TO THE MOFFAT COUNTY BOARD OF COUNTY COMMISSIONERS, Moffat County, Colorado:

I/We have examined the Scope of Work, Plans, and Specifications and the site of the proposed work and receipt of Addendum No(s). _____ I _____ is hereby acknowledged.

I/We hereby propose to furnish all labor, materials and supplies, and to sustain all the expense incurred in doing the work pursuant to in RFP 202408 - Airport Consultant & Engineering Services, as advertised by Moffat County, Colorado, 05/08/2024 and 05/15/2024 a copy of which advertisement is attached and made a part hereof. I/We agree to protect my/our employees on this contract, if awarded to _____ Garver, LLC _____ (Consultant), by adequate Workers' Compensation Insurance.

I/We hereby agree to execute a Contract and supply Insurance Endorsement forms within fifteen (15) days (or such further time as may be allowed in writing by BOCC) after receiving notification of the Award of Contract based on this bid, and in case I/we do not, the BOCC may proceed to award the contract to another, re-advertise the work for bids, or proceed in any lawful manner they deem advisable.

I/We hereby agree to commence the work within the specified time frame following the date of award unless such time for beginning the work is changed by BOCC in the "Notice to Proceed".

Respectfully submitted,

Colin Bible 6/5/2024
 Signature Date

Colin Bible

Name

Vice President

Title

Garver, LLC

Company Name

188 Inverness Dr. W. Suite 500

Mailing Address

188 Inverness Dr. W. Suite 500

Physical Address

Englewood, CO 80112

City/State/Zip Code

720-744-4757

Phone No.

CMBible@GarverUSA.com

Email

DUNS No.: 081320609

Attested: _____

State of: COLORADO
 (Seal)

Please print clearly:



County of: Arapahoe

(Bid must be signed in ink by the bidder with the signature in full. When a firm is bidder, the agent who signs the firm name to the Bid shall state, in addition, the names and addresses of the individuals composing the firm. When a corporation is a bidder, the person signing shall state under the laws of what State the corporation was chartered and the name and the title of the officer having authority under the by-laws to sign contracts. The Bid shall also bear the seal of the corporation attested by its secretary. Anyone signing the Bid as agent must file with it legal evidence of his authority to do so. Mailing address, County and State must be given after the signature.)

Each Bid should contain a unit bid price for each item shown in the Scope of Work, a completed Certificate of Intent to Subcontract, and a signed Anti Collusion Affidavit.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

2/23/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Stephens Insurance, LLC 111 Center Street, Suite 100 Little Rock, AR 72201 www.stephensinsurance.com		CONTACT NAME: Kathy Jones PHONE (A/C, No, Ext): 501-377-8502 FAX (A/C, No): E-MAIL ADDRESS: kathy.jones@stephens.com	
		INSURER(S) AFFORDING COVERAGE	NAIC #
		INSURER A : Phoenix Insurance Company (A++XV)	25623
		INSURER B : Charter Oak Fire Insurance Company (A++XV)	25615
		INSURER C : Farmington Casualty Company (A++XV)	41483
		INSURER D : Travelers Property Casualty Co of Amer (A++ XV)	25674
		INSURER E : Starr Surplus Lines Insurance Company (A XV)	13604
		INSURER F : Tokio Marine Specialty Insurance Company (A++XV)	23850

COVERAGES **CERTIFICATE NUMBER: 78784907** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PRO-JECT ☐ LOC ☒ OTHER: -0- Deductible			P-630-1G052988-PHX-23	7/1/2023	7/1/2024	EACH OCCURRENCE \$2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$300,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$4,000,000 PRODUCTS - COMP/OP AGG \$4,000,000 \$
B	AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☒ HIRED AUTOS ONLY ☒ NON-OWNED AUTOS ONLY ☐ AUTOS ONLY			810-1N886537-23-43-G	7/1/2023	7/1/2024	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
D	☒ UMBRELLA LIAB ☒ OCCUR ☒ EXCESS LIAB ☐ CLAIMS-MADE DED ☒ RETENTION \$10000			CUP-6J09853A-22-43	7/1/2023	7/1/2024	EACH OCCURRENCE \$10,000,000 AGGREGATE \$10,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N	N/A	UB-7K425966-22-43-G	7/1/2023	7/1/2024	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
E	Professional Liability- Claims Made			1000634123231	7/1/2023	7/1/2024	Each Claim & Aggregate \$2,000,000
F	Contractor's Pollution Liability			PPK2572628	7/1/2023	7/1/2024	Occurrence & Aggregate \$2,000,000
	Maritime Employer's Liability *			PSR083745	7/1/2023	7/1/2024	Combined Single Limit \$1,000,000
	Underwriter at Lloyds NAIC AA-1122000						

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

See Attached
RE: na

Full Prior Acts applies under the Starr Professional Liability policy shown above.

CERTIFICATE HOLDER na FOR INFORMATION ONLY- Englewood, CO	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE Ted Grace
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ACORD 25 (2016/03)

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AIRPORT CONSULTANT & ENGINEERING SERVICES
MOFFAT COUNTY, COLORADO

B-2

AGENCY CUSTOMER ID: _____

LOC #: _____

**ADDITIONAL REMARKS SCHEDULE**

Page ____ of ____

AGENCY Stephens Insurance, LLC		NAMED INSURED Garver LLC 188 Inverness Dr. W, Suite 500 Englewood CO 80112	
POLICY NUMBER P-630-1G052988-PHX-23		EFFECTIVE DATE: 7/1/2023	
CARRIER Phoenix Insurance Company (A++XV)	NAIC CODE 25623		

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 FORM TITLE: Certificate of Liability (03/16)

HOLDER: FOR INFORMATION ONLY- Englewood, CO

ADDRESS:

The following policy endorsements apply to the Certificate Holder and other named person or organization if you have agreed in written contract:

Certificate Holder is an Additional Insured on the General Liability if required by written contract per Blanket Endorsement CGD414 & CGD246 on a Primary & Non-contributory basis and includes Completed Operations.

Certificate Holder is an Additional Insured on a Primary & Non-contributory basis per Blanket Auto Endorsement CAT474.

Certificate Holder is an Additional Insured under the Umbrella policy on a Primary & Non-contributory basis per the follow form wording.

Waiver of Subrogation applies in favor of the Certificate Holder under the General Liability by Blanket Endorsement CGD379.

Waiver of Subrogation applies in favor of the Certificate Holder under the Automobile by Blanket Endorsement CAT353.

Waiver of Subrogation applies under the Umbrella per follow form wording if required by written contract.

Waiver of Subrogation applies in favor of the Certificate Holder under the Worker's Compensation by Blanket Endorsement WC000313. Form WC420304 Texas. Form WC9903J9 Kansas. WC430305 Utah.

Waiver of Subrogation applies in favor of the Certificate Holder under the Professional Liability. This is provided within the Starr Professional Liability policy form.

30 day notice will be provided to the Certificate Holder in the event of Cancellation, Non-renewal, Material Change per Blanket Endorsement ILT804-General Liability & ILT354 (03/98) on the Automobile.

Notice of Cancel, Non-renewal, Material Change will be sent per WC Blanket Endorsement WC9906R5.

Notice of Cancel, Non-renewal and Reduction of Limits will be provided by the Professional Liability Carrier per Blanket Endorsement.

Notice of Cancel for non-payment of premium is provided if Certificate Holder is specifically endorsed to the Professional Liability policy (Endt to be attached with this certificate if applicable).

*** (Notice of Cancel for non-payment of premium will not be provided to the Certificate Holder by Travelers Ins. Co. (applies to the General Liability, Automobile Liability and Umbrella policies).

Valuable Papers is provided under policy P-630-1G052988-COF-22 shown above with a limit of \$500,000.

General Liability policy form CGT001 includes Severability (Separation) of Interest (Insured's) Clause and includes Work within railroad by endorsement CG D3 79.

Worker's Compensation Policy includes coverage for USL&H exposures without endorsement to the policy per endorsement WC000106.

ACORD 101 (2008/01)

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AGENCY CUSTOMER ID: _____

LOC #: _____

**ADDITIONAL REMARKS SCHEDULE**

Page ____ of ____

AGENCY Stephens Insurance, LLC		NAMED INSURED Garver LLC 188 Inverness Dr. W, Suite 500 Englewood CO 80112	
POLICY NUMBER P-630-1G052988-PHX-23			
CARRIER Phoenix Insurance Company (A++XV)	NAIC CODE 25623	EFFECTIVE DATE: 7/1/2023	

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 FORM TITLE: Certificate of Liability (03/16)

HOLDER: FOR INFORMATION ONLY- Englewood, CO

ADDRESS:

Cyber Policy W35352230101 with Syndicate 2623/623 at Lloyds, eff. 7/1/23-7/1/24 Limits \$5,000,000 Data & Network Liability.

List of WC Carriers by State:

Sub Carrier NAIC# AM Best State(s)
 Farmington Casualty Company 41483 A++ XV AL, AR, KS, MO
 The Travelers Indemnity Company of Connecticut 25682 A++ XV AZ, GA, KY, NE, WI
 Travelers Property Casualty Company of America 25674 A++ XV CA, CO, FL, IN, MN, OH, OR, UT, WA
 Travelers Casualty and Surety Company 19038 A++ XV CT, NY, TN, VA
 The Travelers Indemnity Company of America 25666 A++ XV IL, MI
 The Phoenix Insurance Company 25623 A++ XV LA
 The Charter Oak Fire Insurance Company 25615 A++ XV MD, PA
 The Travelers Indemnity Company 25658 A++ XV MS, NM, NC, SC
 The Standard Fire Insurance Company 19070 A++ XV OK, TX

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MOFFAT COUNTY, COLORADO

RFP No. 202408

ANTI-COLLUSION AFFIDAVIT

I hereby attest that I am the person responsible within my firm for the final decision as to the price(s) and amount of this bid or, if not, that I have written authorization, enclosed herewith, from that person to make the statements set out below on his or her behalf and on behalf of my firm.

I further attest that:

1. The price(s) and amount of this bid have been arrived at independently, without consultation, communication, or agreement for the purpose or with the effect of restricting competition with any other firm or person who is a bidder or potential prime bidder.
- 2A. Neither the price(s) nor the amount of this bid have been disclosed to any other firm or person who is a bidder or potential prime bidder on this project and will not be so disclosed prior to bid opening.
- 2B. Neither the price(s) nor the amount of the bid of any other firm or person who is a bidder or potential prime bidder on this project have been disclosed to me or my firm.
- 3A. No attempt has been made or will be made to solicit, cause or induce any firm or person who is a bidder or potential prime bidder to refrain from bidding on this project, or to submit a bid higher than the bid of this firm, or any intentionally high noncompetitive bid or other form of complementary bid.
- 3B. No agreement has been promised or solicited for any other firm or person who is a bidder or potential prime bidder on this project to submit an intentionally high, noncompetitive or other form of complementary bid on this project.
4. The bid of my firm is made in good faith and not pursuant to any consultation, communication, agreement or discussion with, or inducement or solicitation by or from any firm or person to submit any intentionally high, noncompetitive or other form of complementary bid.
5. My firm has not offered or entered into a subcontract or agreement regarding the purchase or sale of materials or services from any firm or person, or offered, promised or paid cash or anything of value to any firm or person, whether in connection with this or any other project, in consideration for an agreement or promise by any firm or person to refrain from bidding or to submit any intentionally high, non-competitive or other form of complementary bid or agreeing or promising to do so on this project.
6. My firm has not accepted or been promised any subcontract or agreement regarding the sale of materials or services to any firm or person, and has not been promised or paid cash or anything of value by any firm or person, whether in connection with this or any other project, in consideration for my firm's submitting any intentionally high, noncompetitive or other form of complementary bid, or agreeing or promising to do so, on this project.
7. I have made a diligent inquiry of all members, officers, employees, and agents of my firm with responsibilities relating to the preparation, approval or submission of my firm's bid on this project and have been advised by each of them that he or she has not participated in any communication, consultation, discussion, agreement, collusion, or other conduct inconsistent with any of the statements and representations made in this affidavit.
8. I understand, and my firm understands that any misstatement in this affidavit is and shall be treated as a fraudulent concealment from Moffat County, Colorado of the true facts relating to submission of bids for this contract.

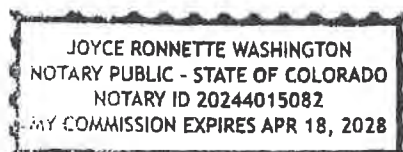
I DECLARE UNDER PENALTY OF PERJURY IN THE SECOND DEGREE, AND ANY OTHER APPLICABLE STATE OR FEDERAL LAWS, THAT THE STATEMENTS MADE ON THIS DOCUMENT ARE TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE.

Vendor's Firm or Company Name: Garver, LLC

<u>Colin Bible</u>	<u>Vice President</u>	<u>6/5/2024</u>
Signature	Title	Date

The foregoing instrument was acknowledged before me this 5 day of June, 2024.

[Signature]
Notary Public



CERTIFICATE OF INTENT TO SUBCONTRACT

In accordance with Section 108.01 of the Standard Specifications, the successful bidder may subcontract a portion of the contract. The bidder hereby certifies that if awarded the contract, he/she:

 X **Does Or** **Does Not** intend to subcontract a portion of the work. (Insert Check Boxes)

Following are the names and addresses of proposed subcontractors and the items and cost of the work each will subcontract. Any changes made to this list after award of contract must be approved in writing by the Project Manager.

Name/Address	Subcontract Item	Project Cost
Geostrata	Geotechnical and Materials Testing	TBD
River City Consultants	Topographical Survey	TBD

Garver, LLC

Company

Colin Bible

Name (Please Print)

Vice President

Title

Colin Bible

Signature

6/5/2024

Date

