TO: Mayor and Council

FROM: Finance and Administration and Aviation Departments

RESOLUTION NUMBER: R-167-10

DATE: May 20, 2010

SUBJECT: Approval of Contract, RFP 10-035(C); Boise Airport Five (5) Year Engineering Services, to Washington Group International, Inc. dba URS. This contract is on a task order basis.

ACTION REQUIRED: Contract approval by resolution.

RECOMMENDATION: Finance and Administration and Aviation Departments recommend that RFP 10-035(C) is awarded to the best qualified/highest ranked proposer with significant local preference, Washington Group International, Inc. dba URS. Award of contract is subject to compliance with bonding and insurance requirements.

FISCAL IMPACT/BUDGET IMPLICATIONS: Financial Services has confirmed sufficient funding is available for this obligation.

BACKGROUND: The Aviation Department solicited proposals seeking Engineering Services. These professional services are primarily for Airport capital improvement projects, both federal and non-federally funded. Anticipated projects include: runway and taxiway extensions, runway, taxiway and apron pavement (concrete and asphalt) rehabilitation, construction of cargo aprons, airfield lighting upgrades, general aviation apron pavement (concrete and asphalt) rehabilitation, storm water improvements, roadway construction, utility projects, parking lot improvements, planning studies, environmental studies, security fence and gate projects, design reviews, pavement condition surveys, geotechnical studies, construction inspection, bid analysis, cost estimating, auto-cad and GIS services, and other services as needed.

RESOLUTION NO. _______________

BY THE COUNCIL: BISTERFELDT, CLEGG, EBERLE, JORDAN, SHEALY AND THOMSON

A RESOLUTION AUTHORIZING THE MAYOR AND CITY CLERK TO EXECUTE ON BEHALF OF THE CITY OF BOISE CITY, AN AGREEMENT FOR RFP 10-035(C), BOISE AIRPORT 5 YEAR ENGINEERING SERVICES, AVIATION DEPARTMENT, BETWEEN THE CITY OF BOISE CITY AND WASHINGTON GROUP INTERNATIONAL, INC. DBA URS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Finance and Administration and Aviation Departments staff recommend award of RFP 10-035(C) Boise Airport 5 Year Engineering Services, Aviation Department, to the best qualified proposer, Washington Group International, Inc. dba URS; and,

WHEREAS, during their meeting of ______________, the City Council followed staff recommendation and awarded Resolution No. ____________, RFP 10-035(C), Boise Airport 5 Year Engineering Services, Aviation Department, to Washington Group International, Inc. dba URS.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF BOISE CITY, IDAHO:

Section 1. That the contract by and between the City of Boise City and Washington Group International, Inc. dba URS, for RFP 10-035(C), Boise Airport 5 Year Engineering Services, Aviation Department, which is attached hereto and incorporated herein by reference, be, and the same is hereby, approved as to both form and content.

Section 2. That the Mayor and City Clerk be, and they hereby are, authorized to respectively execute and attest said contract for and on behalf of the City of Boise City.

Section 3. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

ADOPTED by the Council of the City of Boise, Idaho, this _____ day of June, 2010.

APPROVED by the Mayor of the City of Boise, Idaho this _____ day of June, 2010.

APPROVED: ATTEST:

__________________________ ____________________________
David H. Bieter CITY CLERK
MAYOR

R-167-10
Proposal for

Five Year Engineering Services

Solicitation # 10-035

January 20, 2010

URS
Proposal Schedule
RFP 10-035
Boise Airport Five Year Engineering Services
Return in sealed envelope with Proposal

Name of Business: Washington Group International, Inc, dba URS

Address: 720 Park Boulevard
City: Boise
State: Idaho  Zip: 83712
Phone No.: 208-386-5000
Fax No.: 208-386-5575

Signature:
Printed Name: Greg Therrien
E-Mail: Greg.Therrien@wgin.com
Title: President, Civil Construction & Mining
Date: 1/20/10

Significant Local Economic Presence:  ✓ Yes;  ____ No
(Misstatement of local presence may result in disqualification of the bid or proposal by the City Council).

Proposer Acknowledge Receipt of the Following Addenda:

<table>
<thead>
<tr>
<th>Addendum #</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. #1</td>
<td>12/16/09</td>
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<tr>
<td>2. #2</td>
<td>12/23/09</td>
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<td>3. #3</td>
<td>1/6/10</td>
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<tr>
<td>4. #4</td>
<td>1/14/10</td>
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</table>

The above signed proposes to provide services in accordance with the specification for RFP 1—035 Boise Airport Five Year Engineering Services, Aviation Department, Boise Idaho and to bind themselves, on the acceptance of this proposal, to enter into and execute a contract, of which this proposal, terms and conditions, and specification will be part.

URS looks forward to executing the contract for this project based upon the City of Boise’s sample contract and terms mutually agreed upon by the parties. URS anticipates that the contract will contain risk allocating provisions, such as a consequential damages waiver, an exclusive remedies clause, and a limitation of liability. Additionally, URS requests revisions to the breadth of the named insured provision and the limits of the indemnity provision.

The above signed acknowledges the rights reserved by the City to accept or reject any or all proposals as may appear to be in the best interest of the City. The undersigned further agrees, if awarded a contract, to execute and deliver the same to the City within five (5) working days after the receipt of an executed contract and to submit there with all required insurance certificates.
References

Proposers must provide at least three (3) current professional references from different firms/organizations for which this type of service has been provided. References must be able to verify Service Provider’s experience to comply with the requirements for this proposal. Failure to provide reference with similar scope, successfully performed projects may be grounds for disqualification.

Reference 1

<table>
<thead>
<tr>
<th>Organization Name</th>
<th>Durango-La Plata County Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact Name</td>
<td>Ron Dent</td>
</tr>
<tr>
<td>Contact Title/Role</td>
<td>Aviation Director</td>
</tr>
<tr>
<td>Contact Phone Number</td>
<td>(970)247-8143</td>
</tr>
<tr>
<td>E-mail Address</td>
<td><a href="mailto:dentrb@ci.durango.co.us">dentrb@ci.durango.co.us</a></td>
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Reference 2

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<tr>
<th>Organization Name</th>
<th>Ada County Highway District</th>
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<tbody>
<tr>
<td>Contact Name</td>
<td>Kaci Graham</td>
</tr>
<tr>
<td>Contact Title/Role</td>
<td>Engineering Technician II Development Review</td>
</tr>
<tr>
<td>Contact Phone Number</td>
<td>(208)387-6100</td>
</tr>
<tr>
<td>E-mail Address</td>
<td><a href="mailto:kgraham@achd.ada.id.us">kgraham@achd.ada.id.us</a></td>
</tr>
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</table>

Reference 3

<table>
<thead>
<tr>
<th>Organization Name</th>
<th>San Diego International Airport RON Apron</th>
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<tbody>
<tr>
<td>Contact Name</td>
<td>Kareem Alyousif</td>
</tr>
<tr>
<td>Contact Title/Role</td>
<td>Project Manager</td>
</tr>
<tr>
<td>Contact Phone Number</td>
<td>(313)575-4550</td>
</tr>
<tr>
<td>E-mail Address</td>
<td>Kalyousi.san.org</td>
</tr>
</tbody>
</table>

Other Vendors Comments:
Proposal Schedule  
RFP 10-035  
Boise Airport Five Year Engineering Services  
Return in sealed envelope with Proposal  

Public Agency Clause  
Bid prices will be made available to other “Public Agencies”, including agencies of the State of Idaho, and as defined in Section 67-2327 of the Idaho Code, which reads: “Public Agency” means any city or political subdivision of this state including, but not limited to counties; school districts; highway districts; port authorities; instruments of counties; cities or any political subdivision created under the laws of the State of Idaho. It will be the responsibility of the “Public Agency” to independently contract with the vendor and/or comply with any other applicable provisions of the Idaho Code governing public contracts. Typically, other municipalities buy from our agreement.

Accept Public Agency Clause?  
Yes ☑  
No ____________
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UNDER SEPARATE COVER:

   Company Information Signature Form
   References Form
   Public Agency Clause
I. Cover Letter
January 20, 2010

HAND DELIVERY

City of Boise
Purchasing Office
150 N. Capitol Blvd.
Boise, ID 83702

Re: Proposal for Engineering Services at the Boise Airport; Solicitation #10-035

Dear Selection Committee Members:

On behalf of URS and our team, I am pleased to submit our Proposal for Engineering Services at the Boise Airport. URS has completed studies, expansions, and upgrades at the Boise Airport since 1978 and are currently designing and managing construction on the North Air Carrier Apron and the design of Taxiway K rehabilitation. We are extremely proud of our history with the Boise Airport and look forward to continuing our work.

As the president of URS’s Civil Construction and Mining Group I give full support to our management team and will provide them access to the necessary company resources needed to complete your projects successfully. With over 400 local staff, we have a personal stake in your success—we use your airport. Quite often, our prospective client’s first impression is formed at their arrival to the Boise Airport.

Team Introduction:
Our team is designed to provide the Boise Airport with top quality technical and management personnel who have a thorough knowledge of the Boise Airport as well as other similar projects throughout the United States. As the lead of this team, URS will enhance our local capabilities and team depth by utilizing the experts, most of which have worked for the Boise Airport in the past and all look forward to doing so again in the future. Each team member, with the exception of API, meets the criteria of having a significant local economic presence.

- CSHQA – Design Support/Architectural
- STRATA – Geotechnical & Material Testing
- Bionomics – Environmental Consultant
- Terracon – Geotechnical
- All About Pavements (API) – Pavement Condition Surveys

Advantages / Qualifications:
As detailed in Section II, URS and additional team members bring the required expertise to successfully complete all scopes of work contained in the RFP for the Boise Airport over the next five years. Additionally, URS is pleased to have Program Manager, Markus Green leading this team. Markus has worked at the Boise Airport for over 8 years, while overseeing design and construction services valued at over $2.37 million in the past 4 years. Markus brings a depth of knowledge that few can match when it comes to the Boise Airport. He has completed multiple successful projects at the Boise Airport.

Organization of Team:
URS will be Boise City’s point of contact and source of responsibility. We will form subcontracting agreements with the parties mentioned above as well as other suppliers, vendors, and consultants as required to complete Boise Airport projects. As shown on our organizational chart in Section III, our team consists of groupings of various disciplines with key staff assigned to the area of their particular expertise. Each individual assigned to a task order will be selected based on their qualifications and experience with that particular project. Quality assurance will be a normal and important activity for every task order that is assigned to our team.
The majority of our team members are located here in Boise and all members have expressed their commitment to support this project and provide responsiveness to your project goals. Recent news regarding relocation of URS Energy and Construction personnel was recently clarified in a statement issued by President, Tom Zarges about the Group responsible for our airport projects: “Our Civil Construction & Mining Group, and its supporting services will remain based in Boise”. Rest assured any adjustments made will not affect the progress of work at the Boise Airport. Our key staff will remain firmly entrenched in the area enabling them to provide timely design and construction services in the Treasure Valley.

As mentioned previously, our Program Manager, Markus Green, who has been involved in projects at the Boise Airport since 2002, will lead the project management team. The project managers who comprise the management team include John Martin, PE for Airside Engineering, Larry Kalousek, AIA for Facilities, Rob Gronowski, PE for Landside Engineering, and Markus Green will perform Construction Coordination. All of these managers have worked successfully together on past assignments. Our team is committed to work diligently to deliver quality planning, engineering, and construction projects.

**Project Approach:**
The URS approach to successfully execute projects at the Boise Airport is designed to create a team with unmatched depth, diversity, and teaming which will provide you with comprehensive engineering, planning, environmental, and construction services. Offering a full spectrum of services from one team allows airport management to more easily focus on the decision making requirements of running a facility such as yours. The range of disciplines, talent, and expertise in our program management core allows us to address any task as they arise, expeditiously, in a streamlined fashion, with the ability to directly access the right resources as needs develop. Being an all-inclusive team allows us to be very agile and responsive to your expectations.

We believe you will see that we have strong credentials and capabilities. However, beyond technical expertise, our methodology is to assist you with all facets of development—not just design and construction. Our staff has the multiplicity to provide support at the strategic levels before projects are defined. We are able to guide long-term vision, address issues from an operator perspective, and facilitate projects through to fruition. This partnering approach has proven successful on similar projects where we are used as more than just a service provider. In addition to the requisite technical work, URS is focused on this approach:

1. Provide a well qualified Program Manager with extensive experience at the Boise Airport to lead the team
2. Maintain sufficient resources and support staff with strong familiarity at the Boise Airport
3. Use the partnering approach with the Boise Airport to assist in early development decisions
4. Assemble a team with the breadth and depth required for the wide variety of talents needed
5. Provide detailed, locally prepared cost estimates
6. Deliver milestones timely throughout each task order
7. Complete project close out reports thoroughly and expeditiously
8. Provide project services with sensitivity to budgetary constraints

Our airport experts are currently engaged in work at the airport and are immediately available for future airport improvement projects. Please do not hesitate to contact me should you have any questions and/or comments.

Sincerely,

URS Corporation

[Signature]

Greg Therrien
President Civil Construction & Mining Group
II. Qualifications and Experience of Consultant Team
II. Qualifications & Experience of Consultant Team

A. Introduction to URS

URS has been providing engineering services at the Boise Airport for over 30 years through our heritage companies, Washington Group International, Isbell Associates, and Morrison-Knudsen (MK). Since the days of MK, we have built a rich history and reputation for excellence managing the design and construction of landmark Idaho projects including:

- Boise Airport projects
- Ada County Courthouse
- St. Alphonsus Hospital & expansions
- Idaho Correctional Center & expansions
- The Idaho Center
- $1 billion Idaho GARVEE Transportation Program
- Wells Fargo Bank building (Idaho First Plaza)
- Albertson’s Corporate Offices
- The Wye Interchange & I-184 Improvements
- Mountain Home Air Force Base runway work
- Lucky Peak, Anderson Ranch, & Cascade Dams

While our performance of successful Idaho construction projects began in 1912, our company was officially registered to do business in the State of Idaho in 1950. Since then we have maintained a strong economic presence in Boise. Washington Group was acquired by URS in 2007 and has grown to over 47,000 employees at work in more than 30 countries with annual revenue of $10.09 billion. Additional corporate information can be found at www.urscorp.com (NYSE URS). As one of the largest fully integrated engineering, construction, and technical services firms, URS has served as planner, architect, engineer, general contractor, and program or construction manager for thousands of infrastructure projects worldwide. The transportation market is a key focus for URS including rail and transit, highway and bridges, and airports. ENR ranked URS as the third largest transportation design firm in the United States.

For more than 65 years, URS has provided air transportation services at hundreds of airports and military installations around the world and have developed a reputation for excellence and recognition as specialists from small general aviation airports to large hub international airports. The quality of our work and client commitment is demonstrated by the fact that we have been working with many of our clients for decades and the majority of our business is with repeat clients. We offer firsthand experience with regulations and restrictions from FAA requirements to noise abatement issues, and are skilled in working with operating airports. We are a recognized leader in airport master planning and terminal planning as well as environmental assessment, permitting, and mitigation for new and expanded facilities. Comprehensive services include design and construction or development of:

- Runways, taxiways, & aprons
- Terminals & control towers
- Airfield electrical systems & utilities
- Hangars & cargo buildings
- Systems for fueling, deicing, baggage, communications, & security
- Threat vulnerability assessments

In addition to our program and construction management, we currently are performing operations and maintenance services to airport owners and tenants.
Often we are able to assist in improving financial performance for airport agencies and enhance quality of service for their customers. For example, at the Addison Airport in Dallas, URS has been providing operations and maintenance since 2001. In addition to day-to-day administration, URS provides airport management services, business development to foster continued financial growth, capital project management services to implement the airport’s Capital Improvement Plan, and development services. URS aviation management expertise has helped the Town of Addison improve the airport facilities and obtain additional FAA and Texas State funding.

**URS Boise Airport Experience**

Our relationship with the Boise Airport began in 1978 when we conducted an Airport Master Plan Study. Since that time, we have completed over 80 airport planning, design, and construction projects at the Boise Airport. Over just the past 4 years we have been assigned 25 task orders at the Boise Airport totaling over $2.37 million in engineering and construction services. All task orders have been or are being completed within budget and to the customer’s satisfaction.

Due to our extensive working history at the Boise Airport, our familiarity with critical aspects for success is unsurpassed. In completing numerous projects, our team has gained inherent knowledge of runway, taxiway, and apron pavements, airport buildings, airfield facilities, and surrounding roadways. We understand processes and procedures for the airport, Federal Aviation Administration (FAA), Idaho Standards for Public Works Construction (ISPWC), as well as Idaho Transportation Department (ITD) and Ada County Highway District (ACHD) regulations. We have a strong working relationship with airport staff, FAA, ADO, ATCT, and military personnel. Our knowledge of the airfield and landside requirements allows us to expedite preliminary engineering, which reduces schedules and costs and minimizes unknowns during construction. Figure II-1 identifies the extensive work completed by URS at the Boise Airport over the past several years. We have a solid foundation for understanding future project needs for the Boise Airport.

**B. Team Size, Qualifications, & Special Expertise**

Our team is ready with the capacity and resources to perform all the work in a timely manner with sensitivity to budget dollars for the duration of this contract. As team lead on this project, URS will serve as the single point of contact for the Boise Airport. In addition to our in-house expertise, URS has carefully selected a number of extremely competent subconsultants that have been tremendously valuable on previous airport projects. As you will see, CSHQA, Bionomics, STRATA, and Terracon bring years of previous Boise Airport experience and maintain established Boise offices with a strong reputation in the valley for excellence. We anticipate using their expertise to address specific aspects of the anticipated projects. The final member of our team is API, who will assist with pavement condition studies when required. This section provides an introduction to our team members, their size, and capabilities to successfully complete Boise Airport projects in the next 5 years. Anticipated roles are:

- **URS** – Team Lead, Airfield and Landside Designer, & Construction Administration
- **CSHQA** – Designer/Architect
Throughout the globe, **URS** operates over 370 offices and job sites and is in every state of the U.S. As headquarters for our airport expertise, the Boise and Seattle offices employ over 60 airport-dedicated planning and engineering professionals and 75 transportation-engineering professionals. Our Denver office also houses more than 700 additional staff members that represent most engineering disciplines, such as Structural, Civil, Mechanical, Electrical, Instrumentation, Architecture, Process, and Environmental. This provides URS with a tremendous depth of resources that can be utilized to support all of Boise Airport’s project efforts. Further URS qualifications are highlighted in this proposal including capabilities, similar project experience, references, and resumes.

**CSHQA** is an award-winning, full-service design firm specializing in architecture, engineering, and planning. With hundreds of projects throughout the U.S. annually, the firm has a long history of providing effective, reliable client service. CSHQA has more than 100 local architects, engineers, interior designers, landscape architects, architectural and engineering technicians, and LEED accredited personnel. CSHQA has extensive experience working at the Boise Airport with URS and other team members. Collaborative projects aside from the Boise Airport include Medford, Airport, and SeaTac. URS and CSHQA have also worked on other local projects including the Idaho State Penitentiary, the Ada County Courthouse, the Idaho Correctional Center as well as ICC Expansion (Pod F). Recent design projects relevant to the Boise Airport include:

- Reno-Tahoe Airport; Consolidated SSCP Planning & Design & Stead Airport General Aviation Terminal
- Fresno Yosemite International Airport; Ticket Lobby Renovation, SSCP Expansion, Baggage Claim Renovation, In-line Baggage Handling System
- Birmingham Schuttlesworth International Airport; Inline Baggage Handling System
- Grant County – John Day Airport; General Aviation Terminal & USFS Heli-base Center
- Rouge Valley – Medford Airport; Terminal Building with Landside & Airside Improvements
- Spokane International Airport; Food Court Renovation
- Wayne County – Detroit Metro Airport; Pistol Range Train Facility

**STRATA** has an established office in Boise of 50 employees, and provides environmental engineering, geotechnical and quality construction material testing and inspection services. Since 1974, **STRATA, Inc.** has grown to 7 offices in the inland northwest as well as 4 satellite offices. Based on over 35 years of firsthand experience, their registered professional engineers, hydrogeologists, geologists, and special inspectors have an unmatched understanding of local subsurface conditions at the Boise Airport.

STRATA provides both field and laboratory testing for construction materials to verify compliance with project plans, specifications, and local codes. Whether testing soils and aggregate, concrete, masonry, structural steel, asphalt, spray-applied fireproofing, or trusses, STRATA provides substantiated results for durability and strength. STRATA also provides environmental site assessments (ESAs) and corrective action plans (CAPs). Geotechnical engineering expertise includes deep foundation analysis, stability evaluation of foundations, walls or embankments, seepage analysis for construction dewatering, and development of pavement sections.

STRATA has worked with URS on projects for over 20 years at the Boise Airport and on other projects such as the Evanston-Unita County Airport, Great Falls International Airport, and I-84 Sound Wall Project for ITD. They have been involved in QA/QC testing, engineering reports, and geotechnical studies at Boise Airport since 1984 on runway extensions, safety area expansions, runway pavement rehabilitation, and the terminal expansion. In addition, they worked with the design team on the Orchard Avenue realignment. Other recent airport projects include:

- Spokane, Washington International, Geiger Field
- Pocatello Airport
- Tri-Cities (Washington) Airport
- Caldwell Industrial Airport
- McCall Airport
- Coeur d’Alene Air Terminal
- Idaho Falls Regional Airport
- Glacier Park (Kalispell, Montana) Airport
- Elko, Nevada Regional Airport
- Moscow/Pullman, Washington Airport
**Bionomics Environmental, Inc.** has been in business for over 15 years and is registered as a Disadvantaged Business Enterprise (DBE) and Minority Business Enterprise (MBE) in Idaho. They have worked with URS for the past 14 years on transportation projects and 5 years at the Boise Airport, as well as Bryan Canyon, I-84 West, and I-84 Orchard to Gowen. Bionomics offers a wide variety of services in the management, environmental, health, and safety consulting fields. Bionomics retains a highly trained staff 9 in Idaho that is specifically dedicated to the tasks described in the RFP for the Boise Airport. Bionomics provides environmental analyses to determine impacts on wetlands; waterways and water quality; sites of cultural, historic and archaeological significance; wildlife impact; Section 404 permitting; transportation noise; air quality; land use; farmlands; Section 4(f) lands; displacements and relocations; and hazardous wastes/materials. These analyses may also be used to develop EIS or EA studies or plans to mitigate impacts to elements in the environment. Bionomics has provided environmental services during the design or construction of improvements at these select airports:

- Boise Airport
- Idaho Air National Guard at Gowen Field
- FAA for a proposed new Remote Communications site in Bear Lake County, Idaho
- Lewiston-Nez Perce County Airport

**Terracon** has been providing support services to assist with increasing the durability and stability of roads, highways, bridges, runways, taxiways, and railroads for more than 40 years. Terracon specializes in geotechnical, environmental, construction materials engineering and testing, and facilities services for public and private clients from over 100 offices nationwide. The firm began in 1965 and today includes over 2,750 employees and offices in 38 states. URS has been working with Terracon on various transportation projects since they opened their Boise office in 1992. Terracon’s local office includes 7 professional engineers, 2 professional geologists, 1 licensed architect, 2 staff geologists, 2 technicians, and 2 clerical/administrative personnel. Terracon has performed geotechnical and environmental services for more than 30 projects at the Boise Air Terminal including:

<table>
<thead>
<tr>
<th>Geotechnical Services - Pavements</th>
<th>Geotechnical Services - Structures</th>
<th>Environmental Services</th>
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<tbody>
<tr>
<td>Extension of Runway 10R-28L &amp; Parallel Taxiway</td>
<td>Proposed Customs &amp; Border Patrol (CBP) Building</td>
<td>FAA RTR East Shelter (Lead Based Paint &amp; Asbestos Study)</td>
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<tr>
<td>Runway 10L-28R Rehabilitation</td>
<td>Proposed FAA RTR Shelter Replacements</td>
<td>Gowen Field Buildings 222 &amp; 224 (Lead Based Paint Study)</td>
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<tr>
<td>Heliport</td>
<td>Proposed Runway 10R Approach Lighting Bridge</td>
<td>Gowen Field Building 223, 225, 227 (Lead Based Paint Study)</td>
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<tr>
<td>Airside Perimeter Road Realignment</td>
<td>Air Traffic Control Tower</td>
<td>Air Traffic Control Tower (Phase I &amp; Limited Phase II ESA)</td>
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<td>General Aviation Apron Rehabilitation</td>
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In addition, Terracon has worked on a variety of airport projects throughout Idaho including:

- Apron Rehabilitation & Expansion – Twin Falls, Idaho
- Proposed Holding Aprons & Taxiway Extensions – Weiser, Idaho
- Runway Rehabilitation – Friedman Memorial Airport – Hailey, Idaho
- New Runway – Jerome, Idaho

**All About Pavements, Inc. (API)** has been providing pavement condition evaluations and specialty design since 2002. Over the past several years, API has provided URS with pavement condition surveys, nondestructive testing, pavement design, and construction evaluations at a number of Northwest airports including major runway and taxiway rehabilitation projects at Boeing Field, Paine Field, and Bellingham International. As a national company, API has implemented pavement management programs for several commercial hub airports in recent years including Baltimore, Nashville, Dayton, and Portland which range from 18 to 23 million square feet of airside pavements. They add to our team exceptional capabilities in developing Pavement Condition Surveys to assist the Boise Airport.

With highly trained airport experts, API can tackle the most challenging technical problems and provides a full spectrum of airfield pavement engineering services. API has an extensive team of engineers and engineering technicians that are trained and certified in pavement condition surveys. Their staff of 8 includes nationally known senior inspectors, engineers, GIS specialists, and technical support staff that are not only proficient in pavement inspections, but also have intimate knowledge of airport operations to safely and efficiently conduct their work.
C. History of Working Together

URS has worked with the proposed subconsultants identified above on previous projects—some for over 20 years specifically at the Boise Airport. Each subconsultant has worked with other proposed subconsultants on various transportation projects as well. We have developed successful relationships and have worked out mutually beneficial processes and procedures that prove to work well together. These pre-existing relationships will eliminate the learning curve upon award of this contract. It will also enable an efficient and immediate mobilization and start up for the City of Boise. Examples of projects led by URS where we have worked with our proposed subconsultants include:

- Boise Airport
- SeaTac Airport
- Ada County Courthouse
- Idaho Correctional Center
- Idaho State Penitentiary
- Great Falls International Airport
- I-84 Projects
- Bryden Canyon
- Boeing Field, Seattle
- Paine Field
- Bellingham International
- Spokane, WA Airport

D. Qualifications & Experience

Qualifications of URS measure up to the required scope of work in the 5-Year Capital Improvement Program for the Boise Airport. Figure II-2 summarizes the number of projects in which our team has performed relevant scopes of work. This section will provide a basic description of our capabilities in each area of work mentioned in the RFP including Runway, Taxiway, and Apron Extension Projects; Taxiway, Runway and Apron Pavement Rehabilitation; Airfield Lighting Projects; Planning Studies; Storm Drainage Facilities; Roads and Parking Lots; Utility Projects; and Fences and Gates.

Environmental Studies, Surveying, and Pavement Condition Survey qualifications are outlined in Section IV Qualifications and Experience for Additional Services. Also to satisfy the RFP requirements, within each category of work, we have provided lists of select projects where this work is demonstrated. Section V supplements this information with more detailed descriptions of each project that relates to specific scopes of work in the Boise Airport’s 5-Year Capital Improvement Program. This proven performance validates our stated qualifications.

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<tr>
<th>Relevant Scope of Work</th>
<th># of Projects past 5 years</th>
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<tr>
<td>Security Fences or Gates</td>
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</table>
**Runway, Apron, & Taxiway Extensions**

Our long work-history with and knowledge of existing conditions at the Boise Airport will enable us to streamline the planning and design process. The URS team has enough information currently available regarding existing runways to produce a construction phasing plan, cost estimate, and concept set of plans and specifications to extend existing runways, taxiways, or aprons in a very short amount of time. Our team assisted the Boise Airport with the planning, design, and construction of Runway 9/27. This URS team has experience and qualifications ready to meet the unique challenges of constructing new surface areas at the Boise Airport. Through the design and construction of recent Boise Airport projects we have the knowledge that can be used in future expansions.

**Examples of our new runway, apron, & taxiway experience include:**
- Boise Airport Runway 9/27
- Spokane International Airport Extension of Runway 3-21
- Raleigh-Durham Airport, Taxiway D Relocation and Terminal C Apron Expansion
- Los Angeles International Airport, North Field Taxiways

**Taxiway, Runway, & Apron Pavement Rehabilitation**

Developing a design solution for taxiway and apron rehabilitation projects should not only repair and/or replace distressed pavement, it should help the airport achieve operational improvements as well. The URS team includes experienced pavement design engineers, field engineers, geotechnical engineers, engineers who specialize in drainage, and engineers who have analyzed pavement distresses at airports all over the world. Our team will examine your pavements and recommend the most effective repair and/or replacement solution. Our team will also evaluate drainage flows, location of utilities, subsurface conditions, and topographical survey data in order to identify and mitigate any condition that may cause future pavement distress. We will also identify movement and physical characteristics of aircraft that primarily use the taxiway and apron pavements requiring repair and rehabilitation.

URS believes that the single most important aspect of any airport project is to minimize disruptions and delays to airport users and keep them safe. Our field engineers and construction coordinators are committed to working with airport users, fixed-based operators, military tenants, airlines, FAA Air Traffic Control Tower staff, and contractors to maintain a safe and usable airport during our construction projects. Recently, URS was able to accomplish this on the East/West Air Cargo Apron area and Taxiways F and K projects at the Boise Airport.

**Airfield Lighting**

The URS team’s familiarity with the on and off airport electrical distribution system is unsurpassed.

Electrical engineering staff and field engineers from URS has been involved with your runway and taxiway lighting systems, taxiway guidance/runway distance remaining sign system, apron and terminal area exterior lighting, and installation and upgrade of NAVAIDS.

**Examples of airfield lighting include:**
- Boise Airport
- Spokane International Airport
- Bellingham International Airport
- Snohomish County Airport, Paine Field
- Renton Municipal Airport
- San Diego International Airport

**Examples of our taxiway, runway, & apron, rehabilitations include:**
- Boise Airport (F,K,E&W Apron)
- Bellingham International Airport, Rehabilitation of Runway 16-34 and Taxiway Alpha
- King County International Airport; Boeing Field Taxiway Bravo and Taxiway Alpha Rehabilitation
- Los Angeles International Airport, Mercury Aviation Ramp Rehabilitation
Planning Studies

The URS team includes a group of very experienced subject matter experts from URS and CSHQA who will assist the Boise Airport staff to prepare and review various airport planning documents. Many of our team members have been involved with planning efforts at the Boise Airport. Our team understands and can assist you immediately with planning efforts such as updating the Airport Layout Plan drawings, the Property Map, cost estimates for the Airport Capital Improvement Plan, Airport Land Use Plans for both on and off airport, and revising financial plans and strategies. The URS team can provide any or all of these services immediately because we are very familiar with the Boise Airport, many of the airport’s tenants, and we have an excellent understanding of community issues and concerns.

Examples of planning studies:
- Boise Airport
- Renton Municipal Airport
- William R. Fairchild International Airport
- Bellingham International Airport
- Kelso Longview Regional Airport
- Yellowstone Regional Airport

Storm Drainage Facilities

The URS team has an extensive database of information regarding drainage flows, basins, and discharge patterns for the Boise Airport. Our team is currently designing a new stormwater drainage system to improve the current drainage on Taxiway “K” and the general aviation apron. Several of our team members have completed erosion and sediment control training. This training is required by the City of Boise to develop storm water pollution prevention plans reviewed by the Boise City Planning and Development Department. We believe that past experience of URS and CSHQA and current experience with stormwater drainage improvements coupled with our familiarity with the existing drainage patterns, provides the URS team with a strong advantage during the planning and design of airport projects.

Examples of Storm Drainage experience includes:
- Boise Airport
- King County Airport Boeing Field, Pump Station Replacement
- Raleigh-Durham International Airport, Taxiway D, detention basins and tunneling during expansion construction
- San Diego International Airport, outfall improvements

Roads and Parking Lots

The URS team clearly understands the need for a well designed ground transportation and access plan. Each of our team member’s involvement with past terminal area expansion projects has provided us with a unique insight regarding future roadway realignment needs. The URS team includes the right mix of engineering, architectural, environmental and airport planning expertise to provide immediate assistance to you for each of these critical roadway access and parking issues.

Examples of Road & Parking Lots:
- Boise Shuttle Parking Lot
- Orchard Street Relocation
- Maple Grove Road (Franklin to Fairview) for ACHD
- US-95 Sandpoint, Idaho

Utility Projects

URS and CSHQA have an excellent understanding of Boise Airport’s utility infrastructure including water, sewer, gas and communications systems. We have relationships with all of the airport’s existing utility providers; we know what critical airport equipment cannot be interrupted; and finally we have relationships with airport tenants and have successfully coordinated with them on past projects. Recently the URS team coordinated with utility companies for the design and construction of several new utilities at the Airport Shuttle Parking Lot Expansion. In addition, the URS team has worked with utility companies throughout the State of Idaho and the nation. For the Connecting Idaho Project we have held utility coordination workshops with the utility companies. These workshops have given us a great working relationship and knowledge of requirements from utility companies to assure successful coordination and design for future projects.

Examples of Utility experience:
- Boise Shuttle Parking Lot
- Boise Snow Removal Equipment Building
- Raleigh-Durham International Airport Terminal C Renovation
- San Diego International Airport, RON Apron
Security Fence & Gate Projects

Our team understands security fences and gates are a critical component for the security at the Boise Airport. The URS team completed the design and construction of several security fences at the Boise Airport. In 2002 our team completed the construction of over 31,000 linear feet of security fence and 7 gates for Runway 9/27. This fence was not only a security fence but it was also designed and constructed to be an animal barrier as well. A trench was excavated along the security fence perimeter and chain link fabric material was placed at a minimum depth of 3 feet to limit a badger infestation of the runway infield area. This innovative approach has helped the Boise Airport reduce budgetary expenses for animal control and maintenance at the runway site. URS and CSHQA both have extensive experience with Security Fences and Gates and our team is ready to assist the Boise Airport with future security fence and gate projects.

E. Special Expertise

In addition to the primary scope of work described above, URS, along with the contribution of subconsultants, are prepared to offer special expertise as needed by the Boise Airport. Areas of expertise include:

- Geotechnical studies
- Survey work
- Environmental studies
- Material testing
- Pavement condition surveys
- Air quality analysis
- Auto Cad Service
- GIS services
- FAA Engineer Report
- FAA Grant Close out reports
- FAA Construction Operation reports
- Resident engineer services
- Miscellaneous architectural services

Further details on our specialized expertise can be located in Section IV – Qualifications and Experience for Additional Services Requested and in the above introductions of our team members.

F. List of Relevant Projects with Similar Services

Per RFP requirements, below is a list of relevant projects on which our team has provided similar services as the Boise Airport requirements. As you can see, every critical aspect needed in the Boise Airport 5-Year Capital Improvement Program can be provided by the URS team as proven by their previous experience.

Additional details on these and other projects can be found in Section V – Specific Relevant Project Experience.
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URS Capabilities:
- Boise Airport Projects
- Boeing Field (WA)
- Santa Barbara Airport
- San Diego Airport
- Los Angeles Airport
- Southern Nevada Supplemental Airport
- Bellingham Airport
- Renton Municipal Airport
- Paine Field (WA)
- Raleigh Durham Airport
- Indianapolis Airport

CSHQA Capabilities:
- Boise Airport
- Medford Airport
- John Day Airport

STRATA Capabilities:
- Boise Airport
- Spokane, WA Airport
- Pocatello Airport
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III. Qualifications and Experience of Key Staff
Every one of our 35 proposed positions are filled with experts in the transportation industry—18 of those have actually worked for years at the Boise Airport.

### III. Qualifications & Experience of Key Staff

This section introduces our key staff, provides detailed resumes, and reputable references from similar projects. Special emphasis has been placed on past projects performed for similar public entities. All members of our proposed team are able to respond in a timely manner relating to the type of projects anticipated for this proposal. As can be seen on the organizational chart, our team is set up to be responsive to all your needs. As you review the qualifications presented we believe you will agree that we have a first rate staff ready to serve you with full support from our corporate management.

#### A. Project Organization & Introductions

An organization chart is provided as Figure III-1 to illustrate the key staff proposed. As described below and highlighted in the enclosed resumes, our team is well qualified to meet all expectations set out in the RFP for the Boise Airport.

**Expert Leadership**

Project execution will be accomplished under the leadership of our Boise-based Program Manager, Markus Green, P.E. He will be the primary point-of-contact for the airport staff on all project matters and will be responsible for seeing that your project expectations are met on a daily basis. He will assure that your direction on all project matters is fully implemented by the project team and will keep you fully informed on all project matters. Over the past 4 years at the Boise Airport, Mr. Green has been responsible for executing 25 task orders. He is an expert in planning, design, and construction for local public entities, and has managed multiple concurrent design and construction projects successfully. As indicated by his resume, Mr. Green has 13 years of experience in engineering design and construction of airfield and landside projects, including runway, taxiway, aprons, safety area grading, airport facilities, drainage studies, and preliminary and final roadway design. His experience has provided him with an excellent understanding of FAA guidelines and specifications, ACHD and ITD policies and standards, as well as AASHTO guidelines.

As Principal-in-Charge, Dave Butzier, will assure that Mr. Green has all of the resources necessary to meet the demands of each project. He will be available to the Boise Airport staff throughout each phase of a project. A proven leader, Mr. Butzier opened and continues to manage the URS Engineering Mountain Area office in Boise, Idaho which has completed several major projects for ACHD and ITD as well as other local public entities.

With 32 years of experience, he offers a broad range of expertise including alignment studies and final design of both highway and railway facilities throughout the western U.S. Currently Mr. Butzier serves as the Program Manager for the Connecting Idaho Partners JV, which is managing multiple I-84 improvements including the Vista Interchange into the Boise Airport.

Mr. Jim Cook will provide quality assurance and quality control services for all task orders. He brings over 32 years of experience in airfield planning, development, and expansion programs. Having served as a resident engineer, chief engineer, and project manager at several airport construction projects such as the Reno/Tahoe, Bellingham, and Spokane Airports, he brings unique qualifications, hands-on experience, and a valuable perspective as he serves as the Quality Manager. As can be seen by the Organization Chart, Figure III-1, Mr. Cook directly reports to our Program Manager, Markus Green, however, he also has an indirect line to the Principal-in-Charge to escalate any issues in regard to quality. This enforces URS’ commitment to deliver a quality product to the Boise Airport.

**Advisory Committee**

One unique facet offered from this URS team is our Boise Airport Advisory Committee. URS is dedicated to our relationship with the Boise Airport. For this reason, we have assembled an airport advisory committee that will act as an on-call advisory group available for any specialty items or concerns that may arise throughout the course of this service agreement. This committee will be
available to Boise Airport staff at all times at no additional charge. They are dedicated to offering a quality level of service and to assure that our Airport Services staff will have full access to all company resources. This committee will be readily available to you, as necessary, to address any program concerns or adjustments required as they may arise. They will be valuable in providing strategic planning assistance and will remain a strong resource for both the URS Program Manager as well as directly to the Boise Airport.

Members of the Airport Advisory Committee include Mr. Jeff Schneider, AIA from CSHQA in Boise, Mr. Shammi Ratti, a registered professional engineer from our Seattle URS office, and Mr. Mac McOmber, construction manager with over 40 years of experience, from our Boise URS office. Members of the Advisory Committee each contribute valuable expertise—from familiarity with Idaho agency jurisdictions and regulations, experience working at the Boise Airport on various design and construction projects, and years of experience working on the planning, design, and construction of a wide variety of transportation projects. We encourage you to tap into their years of expertise drawn from hundreds of transportation projects for public entities both locally and throughout the United States.

In addition to the identified Advisory Committee, Greg Therrien, who is the president of the Boise, Idaho based Civil Construction and Mining Group for URS, will be available to offer his extensive transportation expertise to help resolve any project challenges. Mr. Therrien has 30 years of experience in the infrastructure, industrial, process and manufacturing industries. His Operations, Safety and Quality departments are available any time and are committed to making sure that the URS team is providing the Boise Airport with quality airport engineering and planning services.

**Project Management Team**

Under Mr. Green’s direction, the Project Management Team is organized to execute Airside, Landside, Facilities, and Construction projects with sufficient support from engineering experts in each field.

John Martin will serve as the Project Manager for Airside Engineering. Mr. Martin leads the URS airport engineering group in Seattle and has been responsible for major airport improvement projects at Seattle, San Diego, Los Angeles, Albuquerque, San Antonio, Indianapolis, and Raleigh-Durham. Recently, Mr. Martin has served as the Airfield Project Manager for the URS team at the Boise Airport and has been responsible for Taxiway Kilo Reconstruction and North Air Carrier Apron Pavement Improvements. As the Airside Project Manager, Mr. Martin will be directly responsible for execution of all Airside Airport Projects. He will support the Program Manager and be responsible for developing and adhering to project scopes and budgets, establishing the specific project team, directing and coordinating design, provision of bidding services and supporting construction administration.

Rob Gronowski will serve as Project Manager for Landside Engineering. As manager of the URS Boise Engineering Office, Mr. Gronowski oversees the overall operation of the local engineering office. In his capacity as Landside Project Manager, Rob will be directly responsible for execution of all Landside Airport Projects. He will support the Program Manager and be responsible for developing and adhering to project scopes and budgets, establishing the specific project team, directing and coordinating design, assisting in bidding services, and supporting construction administration. Mr. Gronowski offers 26 years experience of civil engineering project management and design for public and private agencies. For the past 20 years, he has been with URS and his experience includes roadway design and layout, railroad routing, preparation of construction documents, site development including grading and drainage, site utilities, storm water control and management, sanitary waste disposal systems, utility relocations and construction support. He has served as the project manager and/or lead design engineer for many major local projects for public entities.

Mr. Kalousek, from CSHQA will serve as the Airport Facilities Project Manager and will be directly responsible for execution of all Airport Facility projects. He will support the Program Manager and be responsible for developing and adhering to project scopes and budgets, establishing the specific project team, directing and coordinating design, provision of bidding services and supporting construction administration. Mr. Kalousek has 24 years of experience and has specialized in aviation projects for the past 14 years. In 1992 he became a principle stockholder in CSHQA and in 2000 joined the Board of Directors. Larry will lead the facilities team through an in-depth exploration of all the issues in developing a flexible and efficient design that meets all program requirements. Larry is a hands-on strong team leader whose effective management skills and understanding of team dynamics play...
a crucial role in the success of his projects. Larry has an extensive project history of new expansion and remodel projects at the Boise, Medford, Reno, and Spokane, Mountain Home AFB, and SeaTac Airports.

Our Program Manager, Markus Green will also serve as Project Manager for Construction. In this capacity, he is directly responsible for construction administration and adhering to project scopes and budgets, establishing the specific project team, directing the Resident Engineering staff, and facilitate resolution of construction issues through close out. In similar roles, Mr. Green has completed many projects at the Boise Airport over the past 8 years.
Project Support

The diversity of URS and subconsultants, provides the Boise Airport unmatched depth and breadth of resources in all categories of work that will enable execution of task orders in an accurate and timely manner. Support expertise identified includes planning, surveying, electrical, 405 surveying, geotechnical and material testing, GIS, Navaids, environmental, pavement condition surveys, drainage, and structural/bridges. As can be seen by the Organization Chart, our team contains experts in all the areas critical to the success of projects at the Boise Airport. The majority of our Project Management team and supporting experts are Boise-based and ready to respond on a moment’s notice.

B. Project Response

While our organization is comprehensive, it is also set up to respond directly to all facets of the project. As a particular project is identified for execution, a task team will be distinctively organized to provide the specific services needed to complete the particular task. For example, to provide a design solution for a taxiway bridge over a roadway, (i.e. extending Taxiway M over Gowen Road to connect to Runway 9/27) there will be a very clear and logical process. With this particular task, the Program Manager, Markus Green, will directly consult with the Boise Airport to gain a clear definition of the scope of work. Mr. Green will accept ultimate responsibility for the completion of each task order while utilizing support from the Airside Project Manager, John Martin and the Landside Project Manager, Rob Gronowski. Mr. Martin and Mr. Gronowski will be supported by each engineering discipline expertise. Together, the airside and landside teams will receive additional support services as needed from our project support team which includes environmental, survey, structural/bridge, geotechnical, drainage, electrical and CADD. This process is depicted in Figure III-2.

Our approach will be instrumental in engaging the right talent at the right time in the right quantities. This process results in quality projects completed with focus on efficiency and attention to schedule and budget.

C. Proposed Key Staff Qualifications & Resumes

Figure III-3, summarizes the qualifications of our Key Staff in regard to the scope of work identified in the RFP. As you can see, all areas of work are covered by experience in that field and most areas of expertise are offered by more than one individual, creating ample resources to tap into as needed. This allows a collaborative effort among the team to develop the best solutions for the Boise Airport.

Qualifications of our proposed Key Staff are emphasized in the resumes included. As you will notice, our team consists of 15 registered professional engineers, 3 architects, and 2 professional land surveyors. Every member of our team has worked with numerous public entities and is aware of demands to spend taxpayer dollars wisely with constant awareness of budget constraints and the need to bring the best value to our community.

Each resume provides a listing of which major scopes of work are covered by their expertise as well as previous experience by project to verify their proven performance. References are also provided on each resume per RFP requirements.
<table>
<thead>
<tr>
<th>Figure III-3 Key Staff Qualifications</th>
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<tbody>
<tr>
<td><strong>URS Key Staff</strong></td>
</tr>
<tr>
<td>Markus Green, P.E.</td>
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<tr>
<td>John Hurst, P.E.</td>
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<tr>
<td>Robert Gronowski, P.E.</td>
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<tr>
<td>Jim Cooke, P.E.</td>
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<td>Dave Butzer, P.E.</td>
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<tr>
<td>Brian Kapiste, P.E.</td>
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<tr>
<td>Sharmi Rutt, P.E.</td>
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<td>Candy M. Hirsch, P.E.</td>
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<tr>
<td>Pete Szobonya, P.E.</td>
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<tr>
<td>Bruce Harral</td>
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<tr>
<td>Kate Neum</td>
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<tr>
<td>Sherri Neumland, P.E.</td>
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<tr>
<td>John Yanish</td>
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<tr>
<td>Rob Jones, PLS</td>
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<tr>
<td>Damin Golden</td>
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<tr>
<td>Jeffrey Gilson, P.E.</td>
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<tr>
<td>Lyd Ayers, PLS</td>
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<tr>
<td>Cary Kindberg</td>
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<tr>
<td>John Basaw</td>
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<tr>
<td>Carl Dille, P.E. S.E.</td>
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<tr>
<td>Rod Woodhouse, P.E.</td>
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<tr>
<td>Mac McAmber</td>
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<tr>
<td><strong>CSHQ Key Staff</strong></td>
</tr>
<tr>
<td>Martin A. Hahn, AIA</td>
</tr>
<tr>
<td>Larry Kalousak, AIA</td>
</tr>
<tr>
<td>Jeff Smeader, AIA</td>
</tr>
<tr>
<td><strong>STANKEY Key Staff</strong></td>
</tr>
<tr>
<td>Sean Clow, S.E.T</td>
</tr>
<tr>
<td><strong>Bionomics Staff</strong></td>
</tr>
<tr>
<td>David Alipartis</td>
</tr>
<tr>
<td>Kristina Horton</td>
</tr>
<tr>
<td><strong>Terracon Staff</strong></td>
</tr>
<tr>
<td>Ryan Olsen, P.E.</td>
</tr>
<tr>
<td>John Andrus, P.E.</td>
</tr>
<tr>
<td><strong>API Key Staff</strong></td>
</tr>
<tr>
<td>John Davis, P.E.</td>
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</tbody>
</table>
Resumes
Markus Green, P.E. - URS
PROGRAM MANAGER

- Responsible for 25 task orders at the Boise Airport over the past 4 years
- Expert in Planning, Design, and Construction for public entities
- 8 years of compliance with FAA Regulations
- Managed multiple concurrent design & construction projects successfully
- Employed by URS for 11 years & resident of Idaho for 31 years
- Served as Resident Engineer for Boise & Colorado Airports
- Registered Professional Engineer in Idaho
- Expert in storm drainage & hydrologic modeling

Mr. Green is an Idaho registered professional engineer and offers 13 years of experience in planning, design, and construction in the transportation industry for public entities. His experience managing projects valued at over $2.37 M at the Boise Airport over the past 5 years has provided him with an excellent understanding of FAA, ISPWC, ACHD, and ITD guidelines and specifications as well as unique preferences of the Boise Airport. He has supervised numerous subcontractors through the design process, selection, award, contract administration, invoicing/payment, site inspections, change requests, and close-out.

Positions held include Project Manager, Resident Engineer, Project Engineer, Design Engineer, Lead Construction Engineer, Lead Drainage Engineer, Hydraulic and Drainage Discipline Lead, and Assistant Civil Engineer for ACHD. His design and management experience on local Idaho roads and the Boise Airport include drainage studies, hydrologic modeling, and preliminary and final airfield and roadway design. He has also managed or completed land surveys and project layout, quality control inspection, providing design support during construction, and cost estimates for numerous jobs. He also brings a working knowledge of MicroStation (CAD), AutoCAD (CAD), Softdesk (civil design software), Estimator, Flowmaster, and StormCAD, and InRoads (roadway design software).

Project-Specific Experience

2005-2010 URS - Boise Airport; Boise, Idaho

Project Manager for Projects at the Boise Airport

Mr. Green has been serving as Project Manager on Boise Airport projects totaling $2.37 M over the past 4 years. Responsibilities include plan preparation and approvals, estimating, supervision of major subcontractors including the bidding process, selection, award, contract administration, invoicing/payment, change requests, and close-out. A key to his success as a Project Manager has been close coordination with project stakeholders, subcontractors, client representatives, and city, state, and special agencies. Especially important at the Boise Airport has been his coordination with other contractors, tenants, and Airport staff due to the complexities of constructing at an operating airport with multiple ongoing projects and daily airfield traffic. Recent projects at the Boise Airport include:

- $225 k Orchard Street Relocation (preliminary design)
- $7 k Airfield Lighting & Electrical Building (ALEB) as-built plans
- $486 k Shuttle Parking Lot Expansion
- $440 k East & West Air Cargo Apron Reconstruction
- $139 k New Snow Broom Building
- $93 k General Aviation Apron Rehabilitation
- $14 k Pavement Condition Survey
- $154 k Taxiway F Rehabilitation
- $260 k Concourse B North Pavement Improvements
- $321 k Taxiway K Reconstruction
- $6 k Enhanced Pavement Marking Improvements

Taxiway K listed above is currently under design, and construction is anticipated early summer in 2010. Work not yet complete includes the $153 k SE Carrier Apron Pavement Rehabilitation and 69 kSE Airfield Service Road Relocation. Total value of work under Mr. Green’s supervision is valued at approximately $2.37 M.
Resident Engineer for Projects at the Boise Airport:

- $1.5 M Concourse “B” Rehabilitation Project at the Boise Airport
- $2 M Taxiway “J” North & South Rehabilitation
- Construct Runway 9/27 and Access Road (Schedule I)

2003-2005 URS - Major Airport Projects; State of Colorado

Resident Engineer for 3 Colorado Airports:

- Schedule I, II, III and IV, Bituminous Paving and Airfield Light for Runway 1/19 Extension; Pagosa Springs, Colorado
- Schedule I, Rehabilitate Runway 9/27, Parallel Taxiway “A” West, and Connector Taxiways “A1” and “A2”; Greeley, Colorado
- Schedule I and II, Rehabilitate Runway 2/20, Construct Blast Pads, Rehabilitate Runway Sensor System, and Pave Shoulders on Runway 2/20; Durango, Colorado

1998-2010 URS – Major Transportation Projects; Idaho

Hydraulic & Drainage Discipline Lead for GARVEE Connecting Idaho Improvement Program

Mr. Green currently serves as the hydraulic and drainage discipline lead for this transportation project. His responsibilities include the review and approval for all of the drainage and hydraulic plans and reports for the project. The Connecting Idaho Project is a $998 million program management contract with the Idaho Transportation Department to deliver highway improvements along six major transportation corridors throughout the State of Idaho.

Design Engineer for Milwaukee/Fairview Intersection Design

As design engineer for the reconstruction of the Milwaukee/Fairview Intersection for the Ada County Highway District, his responsibilities included design of the storm drainage system to handle the 100-year design storm. Other responsibilities included analysis of intersection alternatives, public involvement meetings, and coordination with utilities, design of roadway. Geometrics were revised to incorporate dual left turn lanes on two approaches with far side bus turnouts on two legs.

References:

Ron Dent, Aviation Director, Durango-La Plata County Airport
Schedule I and II, Rehabilitate Runway 2/20, Construct Blast Pads, Rehabilitate Runway Sensor System, and Pave Shoulders on Runway 2/20
Email: dentrb@ci.durango.co.us
Address: 1000 Airport Road Durango, CO 81303
Phone: (970) 247-8143

Kaci Graham, Engineering Technician II Development Review, Ada County Highway District
Boise Airport Shuttle Parking Lot Expansion
Email: kgraham@achd.ada.id.us
Address: 3775 Adams Street Garden City, ID 83714
Phone: (208) 387-6100
Mr. Martin leads the airport engineering group in Seattle for URS and is responsible for the planning and design of large-scale airport improvement projects. Recent work includes airport projects at Boise, San Diego, Los Angeles, Seattle, Indianapolis, Raleigh-Durham, Albuquerque, and San Antonio. His international experience includes the project management of the civil works for the Ben Gurion 2000 project in Israel, environmental design at KLIA in Malaysia, and the development of airport design criteria for Incheon International Airport in Korea.

### Project-Specific Experience

**Boise Airport, Taxiway Kilo Reconstruction.** Design Manager for the realignment and reconstruction of Taxiway Kilo to meet A300-600 aircraft requirements, including storm drain improvements and airfield lighting and signage improvements. (2009-2010)

**Boise Airport, North Air Carrier Apron Pavement Improvements.** Design Manager for the reconstruction of asphalt concrete pavements and installation of underdrains and storm drain improvements for the taxilane and apron areas serving Concourse B. (2009)

**Los Angeles International Airport, Interim Runway Safety Area Improvement Program, North Field Taxiways.** Design Manager for five high speed exit taxiways for the north parallel runways at LAX, including impact analysis for NAVAIDS, drainage facilities, utilities, and airfield lighting. (2009-2010)

**San Diego International Airport, RON Apron Project.** Project Manager for the development of apron facilities for a terminal expansion program requiring ten aircraft gates and ten RON positions. Work required extensive aircraft parking design and layout of Group V taxilanes along with apron pavements, drainage facilities, storm water filtration, and civil utilities. (2006-2008)

**Los Angeles International Airport, Aircraft Parking and PBB Relocations for In-Line Security Screening Project.** Project Manager for the aircraft parking impact analysis and required apron civil improvements for Terminals 1 to 7, including the layout of new aircraft positions, loading bridge modifications and relocations, and apron and utility reconstruction. (2005-2009)

**Indianapolis International Airport, PBB Procurement Package for Midfield Terminal.** Project Manager for 40 gate PBB procurement package including aircraft parking design, gate markings, PBB model selection, 400 Hz ground power units, preconditioned air units, potable water cabinets, and baggage lift devices. Services included bid package of plans and technical specifications, bid reviews and advisement, and construction administration. (2005-2008)

**Seattle-Tacoma International Airport, Alaska Airlines Relocation, Port of Seattle.** Project Manager for gate utilization studies at Concourse C and Concourse D to accommodate concourse expansion for baggage screening facilities and the parking of new generation winglet aircraft (B737-900W). (2007)

**Santa Barbara Municipal Airport, Project Criteria Document.** Project Manager for airside and landside civil design for new terminal complex. Work included aircraft parking, apron and taxiway layout, surface roads and parking, and utility systems. (2005-2006)
Southern Nevada Supplemental Airport (Ivanpah), Midfield Terminal Project Definition, Clark County Department of Aviation. Lead airfield civil designer responsible for the airfield planning of taxiways, taxilanes, and aircraft parking aprons. Work included horizontal and vertical design to the project definition level as well as the functional sizing and location of ancillary and support facilities to provide a comprehensive terminal complex. (2005 – 2010)

Raleigh Durham International Airport, Relocation of Taxiway D and Expansion of Terminal C Apron, RDU Authority. Project Manager for the detailed design of $40 million of airfield and roadway improvements, including taxiway relocation, extensive storm water facilities and taxiway and vehicle service road bridges. (2002-2005)

Albuquerque International Sunport, Terminal Expansion Project Definition, City of Albuquerque. Project Manager for aircraft gate utilization studies and aircraft parking design, including close coordination with the architectural design of gate hold rooms and other departure level building features. (2003-2004)

San Antonio International Airport, Terminal Programming Study, City of San Antonio. Airside civil design manager for the development of a new terminal complex, including concept plan development, Part 77 surfaces and ATCT sight lines, aircraft parking plan, apron layout, and grading and paving. (2002-2003)

Raleigh Durham International Airport, New Terminal Project Definition, RDU Authority. Airside Civil and Site Infrastructure Design Manager for the development of a new terminal complex including Part 77 studies, ATCT line of sight studies, aircraft parking, apron and taxiway layout, site utilities, and earthworks site platform. (2001-2002)

Indianapolis International Airport, Midfield Terminal Project Definition, Indianapolis Airport Authority. Siteworks Design Manager for multidiscipline team providing programming and schematic design for this billion-dollar airport improvement program. Key elements included site earthworks platform, airfield layout, roadways, surface parking, site utilities, and land use planning for ancillary facilities. (1999-2001)

Ben Gurion International Airport, Israeli Airport Authority. Siteworks Project Manager with responsibility for leading an international team of airport consultants on the design of 80 million dollars of civil works for the Ben Gurion 2000 Airside Terminal Project. (1995-1998)

References:

Kareem Alyousif, Project Manager, San Diego International Airport
San Diego RON Apron
kalyousi@san.org
313.575.4550

Ellis Cayton, Project Manager, Raleigh-Durham Airport Authority
Taxiway D Relocation and Terminal C Apron Expansion
Ellis.cayton@rdu.com
919.840.2100
Robert A. Gronowski, P.E. - URS
LANDSIDE PROJECT MANAGER

Mr. Gronowski offers 27 years experience of civil engineering project management and design for public and private agencies. For the past 20 years, he has been with URS and his experience includes roadway design and layout, railroad routing, preparation of construction documents, site development including grading and drainage, site utilities, storm water control and management, sanitary waste disposal systems, utility relocations and construction support. He served as the project manager and/or lead design engineer for projects in Idaho, Nevada, Utah, Texas, Minnesota, and Illinois. Other contributions include knowledge of InRoads (roadway design software), Microstation (CADD), Flowmaster (sewer design), StormCAD (storm sewer analysis).

Project-Specific Experience

1989-Present, URS – Boise, Idaho

Project Manager, SH-44 Corridor Preservation Study, – Idaho
Transportation Department, District 3 and Community Planning
Association of Southwest Idaho (COMPASS), Ada/Canyon County, Idaho

Currently Mr. Gronowski is serving as the project manager on this 16-mile-long corridor study in southwestern Idaho. He is coordinating the environmental, geotechnical, public involvement and engineering work tasks. The SH-44 corridor provides regional accessibility and connects the cities of Middleton and Star to the rest of the urban areas within Canyon and Ada Counties. The route is basically a two-lane, rural facility. The roadway has been classified as a principal arterial in both Canyon and Ada Counties. The project’s goal is to develop a corridor plan that includes an approved environmental document, supporting documents that illustrate lane configurations, access control, and a Record of Survey that will be used to preserve the needed right-of-way.

Project Manager, US-95, Jct. SH1 NE, Boundary County, – Idaho
Transportation Department, District 1, Copeland, Idaho

Mr. Gronowski served as the project manager on this 16-mile-long realignment/reconstruction project in northern Idaho. He coordinated the environment and geotechnical work tasks, preliminary and final roadway design, Right-of-Way acquisition tasks, specifications for construction, QA/QC of design products, monitoring budgets and client/public relations. The project received Environmental Clearance (FONSI) in January of 2003. The project includes re-alignment of approximately five miles (Segment I) and reconstruction of 11 miles (Segments II & III) of this rural arterial. The need for the action is in response to inadequate safety and traffic conditions along US-95 between Copeland and the Canadian border at Eastport. This portion of US-95 is a major travel route for commercial truck traffic between Canada and the U.S. and is designated as a Congressional High Priority Corridor. With implementation of the North American Free Trade Agreement (NAFTA), truck traffic has increased substantially in recent years and is expected to continue to do so. Also, increased local, recreational and international tourist traffic has led to additional traffic congestion which have further impacted the highway and generated additional traffic safety issues. The construction of the first 5 miles, segment I, located near the existing junction with SH-1 and US-95, will be completed in 2005 with the construction of segment III, the last 3 miles of US-95 at Eastport, Idaho to the US-Canadian Border, beginning in 2005 with scheduled completion in 2006.
Project Manager, Burns to Izee Road Project (FHWA-WFLHD) - BIO/WEST, Inc.; Burns, Oregon

Mr. Grownowski served as project manager for the Burns-Izee Road project located in Burns, Oregon. BIO/WEST, under the FHWA/IDIQ Contract, contracted with URS to provide design improvements on approximately five miles of Forest Service Road 127 northwest of Burns. His responsibilities were to provide a PS&E package for construction, which includes roadway widening design, drainage structures, fish passage structures, new bridge structure, specifications and estimates.

Project Manager, Atlanta Road Project (FHWA-WFLHD) – BIO/WEST, Inc.; Boise, Idaho

Mr. Gronowski served as project manager for the Atlanta Road project located in Boise, Idaho. URS had been contracted by BIO/WEST under the FHWA/IDIQ Contract to improve Idaho Forest Highway Route 82 (FH 82), Atlanta Road. The Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration (FHWA) developed this project jointly with the USDA Forest Service (FS), Idaho Transportation Department (ITD), and the Atlanta Highway District (AHD). His duties included design team management, scheduling, budget monitoring, invoices and client relations.

Project Manager / Design Engineer, Central Ridge Road; - Idaho Transportation Department, District 2; Lewiston, Idaho

He served as project manager/design engineer for an emergency repair project on Central Ridge Road in northern Idaho. The project involved design of a road washout, utilizing a retaining wall structure due to right-of-way constraints. Work included plans, special provisions, geotechnical investigation, and quantity estimate.

Lead Design Engineer, Boise Flood Control Project; – City of Boise-Public Works Department, Boise, Idaho

This project consisted of five major flood control projects for four main burned watersheds in the foothills north of Boise. As lead design engineer, he designed three pass-through earthen dam structures at three of the four sites. The 57-foot-high dam across Stewart Gulch allowed for the placement of the roadway on the crest of the earthen dam that provided for the removal of three extremely tight curves on the existing Bogus Basin Road. The roadway/dam design included horizontal and vertical alignments, dam sections and details, miscellaneous private access and maintenance road routing.

References:

Sue Sullivan, Environmental Section Manager, ITD
Project: SH-44 Corridor Preservation Study
Email: sue.sullivan@itd.idaho.gov
Address: 3311 W State Street, Boise, ID 83707
Phone: (208) 334-8203

Ken Sorensen, Resident Engineer, ITD
Project: US 95, Jct SH-1 NE, Boundary County, Copeland Idaho
Email: ken.sorensen@itd.idaho.gov
Address: 30900 Hwy 200 E, Ponderay, ID 83852
Phone: (208) 265-4312, ext 19012
Larry Kalousek, A.I.A. - CSHQA
FACILITIES PROJECT MANAGER

As architect in charge of design, Larry Kalousek will lead the facilities design team through an in-depth exploration of all the issues in developing a flexible and efficient design that meets all program requirements. Larry brings to the table comprehensive construction knowledge and innovative design techniques, enabling him to consistently deliver quality projects within budget and schedule requirements. Mr. Kalousek has an extensive background in aviation and military related projects, backed by years of diverse project experience. Mr. Kalousek is a hands-on, strong team leader whose effective management skills and understanding of team dynamics play a crucial role in the success of his projects. He has worked on Boise Airport Projects since 1993 which provides invaluable knowledge of existing conditions, procedures, and Airport goals.

Project-Specific Experience

1993-2010 CSHQA Boise Airport, Idaho

Project Architect for numerous new expansion and remodel projects at the Boise Airport including:

- New Passenger Terminal Building Master Plan & Terminal Area Roadway
- West Airport Way Road Improvements - Utilities
- New Jet Bridge
- Concourse “B” Extension
- FAA Part 150 Update
- Baggage Equipment
- FIDS/BIDS Bid Package
- Public Address Bid Package
- Structured Wiring Bid Package

Security
- Blast Analysis and Implementation
- Explosion Detection Systems Implementation
- Security Check Point

Tenant Improvements
- Airline and Office Tenant Design Standards
- Delta, Horizon, Southwest, United Express, Skywest, & America West
- Concourse A
- Modular Office Installation

Concessions
- Concession Tenant Design Standards
- Food Court Study
- McDonald’s
- Aramark Restaurant/Bar
- Aramark Coffee Bar/Gift Shop
- Aramark In-flight kitchen

Airport Improvements
- Fire Sprinkler Upgrades
- Aircraft Sewage Disposal
- Re-roof Terminal Building
- Re-carpet Concourse A
- Emergency Generator
- HVAC Replacement and Re-roof

Experienced in the design, construction, & management of:

- Roads
- Parking lots
- Buildings
- Security Fences & Gates
- Utility Projects
- Airfield Lighting
- Marking & Signage
- Planning & Environmental Studies
Miscellaneous Adjacent Facilities

- Snow Removal Equipment Facility and Equipment Shed
- Sand/Urea Building
- UPS Air Cargo Facility
- City Shops Building Remodel
- Relocation of State Aeronautics
- Green Hanger Demo
- Building 1011 Demo/Metal Shed Relocation

1986-2010 – CSHQA Other Aviation Facility Design

Rogue Valley International - Medford Airport, Medford, Oregon

- New passenger terminal building
- Aircraft apron
- Passenger roadway and park valet

Reno Tahoe International Airport, Reno, Nevada

- Elbow Checkpoint Feasibility Study
- Central Checkpoint Feasibility Study
- Administration Office Programming Study

Spokane International Airport, Spokane, Washington

Concession design and planning for ten concessions located throughout the terminal

Port of Seattle, SeaTac Airport, Seatac, Washington

Independent A/E fee estimator for Gate C1 100% in-line baggage screening facility

Coeur d’Alene Airport, Coeur d’Alene, Idaho

Acted as the Airport’s Design-build consultant for Empire Airlines hangar and corporate offices.

Mountain Home Air Force Base, Mountain Home, Idaho

- Facility 1363, convert life support and secure briefing rooms
- Convert Flight Simulator Facility 840
- Design Main Gate Complex
- Family Housing

References:

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Mr. Cooke offers 32 years of experience in airfield planning, development, and expansion programs with state, general aviation, and air carrier airports. His technical expertise includes project management, design, preparation of plans and specifications, quantity and cost estimating, resident/quality control inspection during construction and engineering support for airport planning. Mr. Cooke also manages the preparation of pre-applications and applications for funding.

**Project-Specific Experience**

**1978-Present URS – Phoenix, Arizona**

**Quality Control, Regional ARFF Training Facility Feasibility Study, Phoenix, Arizona, Division Of Aeronautic, Arizona Department of Transportation**

In charge of quality control for this feasibility study and environmental review to determine need and potential use of a regional training facility to be used by Part 139 airports, fire departments, and college fire training programs for on-airport crash/fire/rescue training. The results of the study will be used to establish guidelines for site selection, development of the facility, and operating procedures. Services included preparation of airport indexes for Arizona airports, data collection on neighboring states, preparation of airport-related demand forecasts, identification and review of environmental regulatory concerns, and statistical collection of available ARFF technology.

**Quality Assurance & Control, Nevada Air National Guard, Aircraft Parking Apron Expansion, Reno/Tahoe International Airport, Nevada, Nevada Air National Guard**

Provided quality assurance/quality control (QA/QC) for design and construction inspection for the 9,800 square yards Portland Cement Concrete pavement expansion of the existing apron to accommodate C-130 aircraft. Project included apron utilization planning, grading, paving, drainage, marking, apron area lighting, and provision of a grounding and tie-down system for 10 C-130 aircraft.

**Chief Engineer, Taxiway D Rehabilitation Project, Bellingham International Airport, Washington**

Responsible for the rehabilitation of Taxiway D intersection with Taxiway E and F at Bellingham International Airport in Bellingham, Washington. Project included replacement of all drainage structures within the Taxiway Safety Area along Taxiway D with aircraft loaded (100,000 lb) structures, construction phasing with limiting taxiway closures to 23 days for pavement reconstruction, shoulder construction and taxiway edge lighting in Taxiway E and F intersection.

**Chief Engineer, Runway 16-34, Taxiway A Rehabilitation and Related Work, Bellingham International Airport Bellingham, Washington**

Design to be completed February 2010: Responsible for the 6,998-foot rehabilitation of Runway 16-34, Taxiway B, Taxiway G and Parallel Taxiway A. Project included replacement of all drainage structures within the Runway Safety Area and Taxiway Safety Area along Taxiway A with aircraft loaded (100,000 lb) structures, underdrains, runway and taxiway edge lighting, guidance signage, a new Airfield Computer Lighting Control system and construction phasing with limiting runway closures to 15 days for pavement rehabilitation. Services include design and construction management for all airfield facilities, coordination with Federal Aviation Administration (FAA) for adjustment of Navigational Aids (Glide Slope and RVR antenna, MALSR Approach Light System) and extensive coordination with the Owner, FAA, and other consultants.
Chief Engineer, Runway 3-21 Extension and Related Work, Runway 3-21 Grade Correction and Taxiway A Rehabilitation, Spokane International Airport Spokane, Washington

Responsible for the 2,000-foot Portland cement concrete pavement (PCC Runway and Parallel Taxiway Extensions, asphalt overlay and grade correction of the southern 6,000 –feet of Runway 3-21 and rehabilitation of Taxiway A south of Runway 7-25 and relocation of 3,900-feet of Electric Avenue at Spokane International Airport in Spokane, Washington. Project included underdrains, runway and taxiway edge lighting, guidance signage, runway and taxiway centerline lighting for CAT III operations, Runway 3 touchdown zone lighting and replace Airfield Computer Lighting Control system. Services included design and construction management for all airfield facilities, coordination with Federal Aviation Administration (FAA) for relocation of Navigational Aid (Glide Slope, Localizer and RVR antennas, ALSF-2 Approach Light System) and US Coast Guard LORAN facility) facilities for runway/taxiway extension and extensive coordination with the Owner, FAA, US Coast Guard and other consultants. Project is currently under construction.

Resident Engineer, Taxiway B Rehabilitation Project, King County International Airport (Boeing Field) Seattle, Washington

Responsible for the rehabilitation of Taxiway B and Shoulders (2,500’ x 20’ wide) on the interior part of Runway 13L-31R at Boeing Field in Seattle, Washington. Project included replacement of all drainage structures within the Runway and Taxiway Safety Area along Taxiway B with aircraft loaded (100,000 lb) structures, construction phasing with limiting runway closures to 4 weekends (44 hours periods) for shoulder construction, two Water Quality Vaults (100’x 20’ x12’), and reconstruction of taxiway B and B-1 intersection.

Project Manager, Project Definition Manual for New Airport, Southern Nevada Suplemental Airport (SNSA), (Previous Ivanpah Airport) Jean, Nevada

Responsible for the preliminary design for the Project Definition Manual for the entire new Airport including, Terminal, Concourses, Aircraft Parking Aprons, Runways and Taxiways, Fuel Farm and hydrant system, all utilities for the airport, onsite drainage, Pavement Design, Construction Scheduling and Phasing and a Master Program Schedule for the development of the new Airport. Services required extensive coordination with the Clark County Department of Aviation (CCDOA), FAA, Airport Master Planner and other consultants.

References:

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Mr. Butzier offers 31 years experience in engineering planning, design, and construction of transportation facilities. His broad range of experience includes alignment studies and final design of both highway and railway facilities throughout the western United States. That experience includes opening and managing URS Engineering Mountain Area office in Boise, Idaho to complete several major projects for Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) as well as other clients in Idaho, Arizona, Montana, and Utah. In late 2005, he was selected to manage a major $1 Billion GARVEE Transportation Program for the State of Idaho.

Project - Specific Experience

Connecting Idaho GARVEE Program Management – Idaho Transportation Department.

In 2005 the Governor proposed and won approval from the Legislature to improve 6 corridor of the state wide transportation network in Idaho, to Connect Idaho, using GARVEE Bonds to fund the program. The program will sell $1 Billion in bonds to fund the improvements over six years. The first year of funding for $200 Million was approved by the Legislature during their 2006 session, and to date the legislature has approved a total of $679 Million in three subsequent sessions. URS is the managing partner of a Joint Venture with CH2M HILL to complete this aggressive program which will expand and improve Idaho’s transportation infrastructure throughout the state. Mr. Butzier is the Program Manager for the JV called Connecting Idaho Partners. The program will improve nearly 100 miles of the transportation system in 7 years, what would have normally taken 30 years to complete, using normal funding methods.

US 95, Sand Creek Byway Project - Idaho Transportation Department, District 1; Sandpoint, Idaho.

Until 2006 he served as project manager of a highly controversial project to relocate US 95 out of downtown Sandpoint. For over 50 years, Idaho Transportation Department and the community have discussed the US 95 relocation. An Environmental Impact Statement (EIS) established the preferred alternative along Sand Creek, and a team led by Mr. Butzier developed the preliminary and final design plans for this segment. Extensive public involvement was utilized to gain support and ultimately approval for the project, which included opening a public information office in Sandpoint, along with establishing citizen task forces to help provide public input as the project developed. Construction on this $98 million project began in September 2008.

Orchard Interchange to Gowen Interchange Study; Idaho Transportation Department - District 3; Boise, Idaho.

Dave was serving as the project manager until end of 2005, for the development of concept approval, environmental documentation and staged construction plan for a nine-mile section of I-84 along the southern portion of Boise. This section of the freeway system has the highest vehicular traffic in the state of Idaho with four key interchanges - Orchard, Vista, Broadway, and Gowen. Dave led a team to study the long range needs of the corridor, how to accomplish the reconstruction of the entire corridor as well as the four interchanges to accommodate future 2035 traffic, and create the environmental document to allow construction of the project.

SH-16 Improvement Study - Idaho Transportation Department, District 3; Star to Emmett, Idaho.

The SH-16 Improvement project consists of improving approximately 14 miles of existing two-lane highway, providing additional through lanes for increased traffic.
capacity, and developing a plan to control access points along the highway to enable the facility to function as a primary arterial. As the project manager, Dave managed a team responsible for the development of alternatives for controlling access as well as preserving the corridor for future widening as funds become available. He was responsible for leading the team to consider alternatives along the existing alignment with frontage roads or backage roads to control access to one-mile increments. A large part of Dave’s role included dealing with the public regarding the change and/or consolidation of access points along the corridor.

**I-84 Corridor Study - Idaho Transportation Department, District 3; Idaho.**

Idaho Transportation Department, in partnership with the Community Planning Association of Southwest Idaho (COMPASS) and the Treasure Valley Transportation Team (TVTT), contracted the Washington Team of consultants, led by Dave Butzier as the project manager, to assist in the development of a regional plan that cooperatively established a solution to identified transportation needs of the I-84 Corridor Regional Impact Area from Caldwell, Idaho to Isaac's Canyon in Boise, Idaho. Keys to success identified for this study included involving affected jurisdictions and agencies, developing strategies (i.e., goals and objectives) for the corridor, developing criteria for prioritizing needs, and utilizing a comprehensive, cost-effective public involvement process. Dave Butzier led the effort to involve all of the agencies to ensure the success of the project. This project provided the opportunity to not only develop a road map for long-range transportation system investments for Idaho’s most populous and economically vibrant areas, but also to set the standard for successful state, local, and private sector planning partnerships through effective public involvement and consensus building and strengthened linkages between land use and transportation planning.

**WYE Interchange (I-84 and I-184) Design, Stage 1 - Idaho Transportation Department, District 3; Boise, Idaho.**

Dave Butzier served as project manager for the reconstruction of this major systems interchange. The WYE was reconstructed to provide additional capacity and improve merging and weaving lengths at this freeway-to-freeway interchange in Southwest Boise. A critical part of the project included the development of construction traffic control plans with eight phases of detailed construction phasing to accommodate the estimated 92,000 ADT that currently travel the interchange. Dave led a large design team with a goal to get this project designed in a very short time frame. This first Stage of the reconstruction was $50-million, and was completed in 2001. Stage 2 was completed in 2004 and was valued at $35-million.

**References:**

**Scott Stokes, P.E., Deputy Director, Idaho Transportation Department**

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**Jason Brinkman, PE, GARVEE Program Manager, Idaho Transportation Department**

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Mr. Rapalee has 24 years of diverse engineering and planning experience on airport, site, waterfront and transportation projects. His responsibilities have included value engineering, independent review, business development, project management, planning, design and construction inspection, as well as master planning and public participation. Mr. Rapalee sits on the ASCE Airfield Pavement Committee and provides specialized expertise in airfield pavement evaluation, design, and construction quality control.

### Project-Specific Experience

**2009-2010 URS - Boise Airport; Boise, Idaho**

- **Pavement Engineer, Boise Airport, Taxiway Kilo Reconstruction**
  - Pavement Engineer/Senior Airport Engineer for the reconstruction of Taxiway Kilo to meet A300-600 aircraft loading requirements.

- **Pavement Engineer, Boise Airport, North Air Carrier Apron Pavement Improvements**
  - Pavement Engineer for the reconstruction of asphalt concrete pavements for the taxilane and apron areas serving Concourse B.

**2009 URS – Commercial Airport Experience**

- **Snohomish County Airport, Everett, Washington**
  - Pavement/Senior Airport Engineer for rehabilitation/reconstruction of main instrument runway and parallel/connector taxiway system.

- **Spokane International Airport, Spokane, Washington**
  - Pavement/Senior Airport Engineer for the rehabilitation and extension of the Spokane International Airport (GEG) main Category II instrument runway and its taxiways.

- **Renton Municipal Airport, Renton, Washington**
  - Pavement Engineer for Rehabilitate Runway 16-34 Project, approximately 4,600 feet of rehabilitation overlay with extensive corrective pre-level and milling.

- **King County International Airport, Seattle, Washington**
  - Pavement Engineer for Taxiway Bravo Rehabilitation Project. Primary design responsibility was pavement design. Primary construction responsibility was to manage material acceptance program for approximately 60,000 tons of P-401, including evaluation of testing lab data, coordination of testing program and management of record-keeping.

- **San Jose International Airport, San Jose, California**
  - Senior civil engineer for North Concourse Terminal Project with 1600 lineal feet of apron frontage. Primary responsibilities included airside/landside pavement design, grading and construction engineering support.

- **San Diego International Airport, San Diego, California**
  - Project Pavement Engineer/Cost Estimator for RON Apron Design Development-Phase I Project. Primary responsibility was to design pavement sections for approximately 160,000 square yards of heavy PCC aircraft apron/taxilane. Design required careful evaluation of the facility’s fleet/operations and selective pavement zoning/material substitutions.
Raleigh-Durham International Airport, Raleigh, North Carolina

Senior civil engineer for multiple projects associated with terminal expansion and renovation of a Group IV terminal concourse. Project elements included a central energy plant, fuel hydrant system, utilities, terminal demolition, terminal construction, baggage handling facility, apron paving. Responsibilities included airside demolition, pavement design, grading, specifications and construction administration.

King County International Airport, Seattle, Washington

Senior civil engineer for Runway 13R-31L Rehabilitation Project. Primary responsibility was to manage material acceptance program for approximately 107,000 tons of P-401, including evaluation of testing lab data, coordination of testing program and management of record-keeping for an intensive 24-hour per day paving construction schedule.

Los Angeles International Airport, Los Angeles, California

Project civil engineer for Airside Pavement Replacement Project at Mercury Air Center, a corporate aviation facility that serves G-IV and larger aircraft. Major accomplishment was to save approximately $4 million from original design’s $8 million construction cost by careful evaluation of the facility’s fleet/operations and selective pavement zoning/material substitutions.

Renton Municipal Airport, Renton, Washington

Senior civil engineer for a comprehensive Pavement Management Program of the airport’s pavements, part of the Airport Layout Plan Update Project.

Southern California Logistics Airport, Victorville, California

Senior civil engineer for new $3 million Ground Run-Up Apron and Taxi lane Connector. Responsibilities included pavement design and preparation of bid documents for a heavy B-747/A-380 aircraft facility.

Seattle-Tacoma International Airport, Sea Tac, Washington

Senior civil engineer for 14-gate South Terminal Expansion Project (Concourse A) with responsibility for site demolition, paving, grading and civil construction phasing.

References:

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Shammi S. Ratti, P.E. - URS
AIRSIDE ENGINEERING AND ADVISORY COMMITTEE MEMBER

Mr. Ratti is a Senior Project Manager with URS and is responsible for the planning, design, and construction management of large-scale airfield improvement projects throughout the U.S. Mr. Ratti previously held a position as the Airport Civil Engineer for Tampa International Airport, and is fully versed in airport civil design, construction, Federal Aviation Administration procedures and design methods. His expertise is the planning, design, and construction management of heavy airfield civil facilities to include runways, taxiways, and aircraft aprons.

Project-Specific Experience

1993-Present URS – Commercial Airport Experience

Project Manager, Runway 3-21 Extension and Related Work, and Taxiway Alpha Rehabilitation, Spokane International Airport, Washington

URS is providing design and construction management services for this multyear rehabilitation and expansion program for the airport’s primary air carrier runway and parallel taxiway. The project involves the construction of a 2,000-foot runway extension to increase the runway length to 11,000 feet, extension of two parallel taxiways, Alpha and Golf to meet the new end condition, and rehabilitation of the existing runway to correct deficiencies.

The construction bid documents provided a mix of concrete and asphalt pavements based on the optimization of usage and the estimated cost of construction. Following the bid award, the Airport requested that URS examine a contractor proposal to provide the new construction all in concrete at no change in project costs. The URS analysis supported the contractor’s proposal and this change was accepted. The greater extent of concrete pavement will provide a longer service life to the benefit of the Airport. The corrective overlay of the existing runway will still be accomplished in asphalt concrete per the contract plans.

Project Manager, Runway 16-34 and Taxiway Alpha Rehabilitation, Bellingham International Airport, Washington

URS is currently providing design services and construction management for the rehabilitation of the airport’s air carrier runway and parallel taxiway. Runway 16-34 has experienced significant shoving and longitudinal cracking at Runway End 16 and is showing general pavement deterioration for its full length. These conditions are accelerating and regular maintenance is no longer considered an adequate option to maintain the runway in a safe and FOD free condition for air carrier traffic. Significant corrective measures will be required to restore and improve the runway for long term use.

URS is conducting field survey and a geotechnical boring program. This data will be used in determining a final gradient design and pavement rehabilitation strategies. Some combination of mill and overlay construction is considered a likely design solution for the runway. Subsurface drainage improvements will also be considered to maintain subgrade support.

Since Bellingham is a single runway airport, construction will be required on primarily a nighttime basis with some short periods of full 24 hour closure where airline schedules permit.
Project Manager, Runway 16R-34L Design, Engineering and Construction Management, Snohomish County (Paine Field) Airport, Everett, Washington

URS is providing design services and construction management for this pavement rehabilitation program for the airport’s primary runway and parallel taxiway. Two design packages were issued to match funding sources: (1) American Recovery and Reinvestment Act (ARRA) for the runway and a portion of the taxiway and (2) Airport Improvement Program for the remainder of the taxiway. In order to correct pavement distress due to aging, a mill and overlay was designed for two thirds of the length of the 9,000 foot main air carrier runway, Runway 16R-34L, and large portions of the existing taxiway system parallel to this runway. The northern section of the runway required a full reconstruction to correct a non-compliant longitudinal grade. The first 1,000 feet of the runway end was constructed in concrete as well as a portion of the taxiway in order to provide a long term pavement solution for the static loads and turning movements of heavy widebody aircraft. In addition to asphalt concrete and cement concrete paving, the design included storm drainage and airfield electrical improvements. Runway closures were closely coordinated with Boeing’s operational schedules.

Deputy Project Manager, New Las Vegas International Airport (Ivanpah Valley) Project Definition and Preliminary Engineering, Las Vegas, Nevada

Responsible for leading a multidisciplinary team to develop project definition level documents describing the layout and conceptual construction plans for this $5.0 Billion Group VI airport development program 25 miles south of Las Vegas, in the Ivanpah Valley for opening in 2017. This project will develop the preliminary engineering and terminal facilities program into a Program Definition Manual that will define the program requirements, establish design criteria, and summarize schedule and cost for all proposed facilities.

Project Engineer, Runway Construction Phasing, Los Angeles International Airport (LAX) Alternate “D” Los Angeles, California

Project Engineer for this project to phase the construction and relocation of Runway 25L and Runway 25R Group V runways and parallel taxiway systems for Group VI operations. As part of this project Mr. Ratti examined the operational profile of both runway systems, calculated takeoff and landing distances required for each aircraft, and prepared the construction phasing plan suitable to proceed with the construction while maintaining operations at LAX. This construction phasing an sequencing plan was in support of the environmental documents to proceed with this project and was adopted into the Airports Master Plan CIP.

References:

Bill Dolan, Deputy Airport Director, Snohomish County Airport
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Cindy M. Hirsch, P.E. - URS
AIRSIDE ENGINEERING

Ms. Hirsch has over 21 years of civil engineering design and planning experience. She has been involved in a variety of regional, national, and international transportation and site development projects, primarily related to airports. Her aviation engineering design experience includes airfield layout, navigational aids, pavement design and rehabilitation, and fuel facilities. She has worked at a range of facilities, from general aviation to international air carrier airports. Ms. Hirsch has also worked as a planner on airport master plans, aviation system plans, and heliport feasibility studies.

Project-Specific Experience

1999-Present URS – Seattle, Washington

Project Manager, Snohomish County Airport/Paine Field, Taxiway Alpha and Runway 16R-34L Rehabilitation, Everett, Washington

Project Manager for the rehabilitation and reconstruction of the main air carrier runway, rehabilitation of the parallel and connector taxiway system, and construction of a new connector taxiway. These facilities serve the Boeing widebody aircraft plant along with other industrial, corporate, and general aviation users. Work also includes storm drain improvement and airfield electrical upgrades.

Project Engineer, San Diego International Airport, RON Apron Design Development, San Diego Regional Airport Authority, San Diego, California

Project engineer for the detailed design of an air carrier apron with associated taxi lanes designed to serve gate positions for a future Terminal 2 West expansion and to facilitate parking ten remain over-night (RON) aircraft. The project also includes development of a waste disposal facility on the apron. Elements of the project design which had to be coordinated include pavement, grading, drainage, utilities, stormwater treatment, airfield lighting, and aircraft parking at the RON positions and the future expanded terminal.

Project Manager, Raleigh Durham International Airport, Terminal C Renovation and Expansion Project, RDU Authority, Raleigh, North Carolina

Project manager for the airside civil design of the $350 million terminal reconstruction and expansion project. The project involved coordination with multiple projects and numerous team members. The project is currently in construction and URS is providing construction support for these aspects of the project. Project elements include:

- Phasing to maintain operational portions of the terminal during construction
- Utility runs from new Central Energy Plant to new terminal
- Demolition of existing facilities
- Pavement design
- Utility services for the terminal
- Aircraft parking and pavement marking
- Airfield lighting and apron flood lighting

Project Manager, 5-Year On-Call Contract, William R. Fairchild International Airport, Port Angeles, Washington

In 2004 work included detailed design of runway safety area and taxi lane improvements. In 2005 this involved the reconstruction of the terminal apron involving pavement design, aircraft layout, and pavement markings. Concurrently, the
Runway 8/26 edge lights were replaced. In 2006 work included additional taxilanes for hangar development, and removal of obstructions for Runway 8/26. In 2007, the West GA Taxilane and Apron Reconstruction project included construction of an apron and taxilane designed specifically for corporate aircraft. In 2008, underdrains were installed along the taxiway system and slurry seal placed in limited areas to preserve pavements. The design of the reconstruction and rehabilitation of the entire taxiway system, Taxiways A-H occurred in summer 2009.

**Project Engineer, Air Carrier Ramp Reconstruction, Abilene Regional Airport, Abilene, Texas.** Project engineer for the reconstruction of approximately 13,000 square yards of the existing Portland Cement Concrete air carrier terminal apron and connector taxiway. The work is being designed and phased as a multi-year project to work with available annual funding levels. The fifth phase, Area E, is currently in the final design stage.

**Project Manager, Raleigh Durham International Airport, Taxiway D Relocation and Terminal C Expansion Project, RDU Authority, Raleigh, North Carolina**

Project manager for the airside civil design of this project that will allow for the ultimate terminal expansion to proceed by relocating Taxiway D and extending the Terminal C apron. Construction phasing plans were developed to minimize disruptions to airport operations and incorporate current security requirements. Other key project elements included:

- Relocation of a major airport crossfield taxiway and the addition of a parallel service road
- Design and construction new taxiway and service road bridges
- Reconstruction and expansion of 100,000 square yards of cement concrete apron pavement
- Extension of the existing aviation hydrant fueling system
- Installation of a seven-foot diameter storm drain tunnel under operational runway & taxiways along with a new treatment pond
- Relocation of the airport terminal area access road, International Drive

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**References:**

**Bruce Goetz, Superintendent of Operations, Snohomish County Airport Paine Field**

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**Tom Theobald, Project Manager, Fentress Architects**

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Mr. Szobonya has more than 27 years of experience in management and design of transportation and heavy civil projects primarily for public agencies. He has been the project manager and/or lead project engineer for several major road and highway projects in Idaho, Montana, and California. He has managed the development of a variety of projects from the early conceptual stage through to the preparation of construction plans, specifications and engineer’s estimates. His design experience includes roadway design, noise barrier walls, utility relocation coordination, storm drainage facilities, coordination of right-of-way acquisition, coordination of traffic signal design, and construction traffic control. He has also been on value engineering review teams for highway projects and managed environmental clearance efforts for highway projects in accordance with the National Environmental Policy Act of 1969, working with various agencies such as FHWA, U.S. Fish and Wildlife, U.S. Army Corp of Engineers, and State agencies.

**Project-Specific Experience**

1995-Present URS – Boise, Idaho

**Project Manager, Connecting Idaho GARVEE Program Management – Idaho Transportation Department**

In 2005 the Governor proposed and won approval from the Legislature to improve 13 segments of the state wide transportation network in Idaho, to Connect Idaho, using GARVEE Bonds to fund the program. The program will sell $998 Million in bonds to fund the improvements over six years. Mr. Szobonya is serving as a Project Manager, overseeing the development of several of the projects for the JV called Connecting Idaho Partners. His oversight duties have been on roadway projects that pass through both rural and urban areas and that have involved the development of concept design, environmental documents, preliminary, and final design. His duties included monitoring and tracking projects to ensure delivery within budget and on scheduled delivery dates.

**Deputy Project Manager, Orchard Interchange to Gowen Interchange Study; Idaho Transportation Department – District 3; Boise, Idaho**

Mr. Szobonya served as deputy project manager for the development of concept approval, environmental documentation and staged construction plan for a nine-mile section of I-84 along the eastern edge of Boise. His responsibilities included the coordination of a traffic planning analysis to project traffic forecasts for the 2035 design year, concept approval, environmental document, aerial mapping, and conceptual preliminary design for the mainline and four key interchanges – Orchard, Vista (Boise Airport), Broadway, and Gowen. He was also responsible for developing an overall construction staging and packaging plan that set the final design and construction schedule and budgets for the improvements to this corridor. Part of the planning for this study included coordination with the Boise Airport staff for improvements associated with the Vista Interchange.

**Sandpoint North & South – US 95 – Idaho Transportation Department – District 1; Sandpoint, Idaho**

Mr. Szobonya served as a task lead engineer responsible for the coordination of traffic control/construction staging plans and preparation of the construction sequencing schedule. This project involves the relocation of US 95 out of downtown Sandpoint. The project is just over two miles in length and includes an interchange at each end.
WYE Interchange (I-84 and I-184), Stage 2 – Idaho Transportation Department – District 3; Boise, Idaho

Mr. Szobonya served as project manager for the preparation of plans, specifications and estimate and an environmental re-evaluation document for the second stage of reconstruction of the Interstate 84 and Interstate 184 interchange. As with the Stage 1 project, he coordinated the preparation of the design package, which included removal drawings, roadway plan and profiles, storm drainage system, roadway lighting using high-mast and conventional poles, guide signing, warning and regulatory signing, pavement markings, delineation and construction traffic control plans with detailed construction phasing to accommodate the approximately 92,000 ADT that traveled through the interchange. The work effort included submittals and coordination with the Idaho Transportation Department and the Federal Highway Administration.

WYE Interchange (I-84 and I-184) Design, Stage 1 – Idaho Transportation Department – District 3; Boise, Idaho

As deputy project manager, Mr. Szobonya was responsible for the preparation of plans, specifications and estimate for the first stage reconstruction of the Interstate 84 and Interstate 184 interchange. He oversaw the preparation of the design package, which included removal drawings, roadway plan and profiles, a storm drainage system with detention ponds, roadway lighting using high-mast and conventional poles, guide signing, warning and regulatory signing, pavement markings, delineation and construction traffic control plans with detailed construction phasing (8 phases) to accommodate the approximately 92,000 ADT that traveled through the work zone.

Project Manager, Maple Grove – Franklin to Fairview – Ada County Highway District; Boise, Idaho

Mr. Szobonya served as project manager responsible for preparation of plans, specifications, and estimate for this Federal Aid Project. His responsibilities include providing design oversight for preparation of plans for roadway plan and profiles, sidewalks, storm drains, storm water detention ponds, street lighting, traffic signals, and right-of-way plans. Other duties included preparation of the project concept report, public information meetings, writing specifications, and coordination of the environmental documentation. This project included the reconstruction and widening of Maple Grove Road from Franklin Road to Fairview Avenue (approximately one mile in length) in the City of Boise, Idaho.

References:

**Sue Sullivan, Environmental Section Manager, Idaho Transportation Department**
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Mr. Harral has a Certificate in Civil Engineering Technology from Idaho State University Vo-Tech at Pocatello Idaho and has over 25 years of experience in Project Management of design, Construction Inspection and Contract Administration and Maintenance of transportation and heavy civil projects primarily for public agencies. He has been the project manager, Project Coordinator and/or Inspector for several major road and highway projects in Idaho. For the past 3 years he has been with the URS. He has managed 3rd party consulting firms in the development of a variety of projects from the early conceptual stage through to the preparation of construction plans, specifications and engineer’s estimates. These projects included interchange replacements, interstate reconstruction and widening, soundwall projects, bridge replacement/widening projects and pavement rehabilitation projects. Mr. Harral is currently serving as the I-84 and SH-16 Corridor Manager with oversight of projects that total $336,000,000 in construction costs.

Mr. Harral has over 22 years experience with the Idaho Transportation Department (ITD). During his time at ITD his responsibilities included five years of Project Management of consultant designed projects. He managed up to twenty projects at a time with a total construction value of $660,000,000. Mr. Harral has seventeen years representing ITD on construction projects in inspection and contract administration.

Project-Specific Experience

2006-Present, URS – Boise, Idaho

Manager-Internal PM/CM, Connecting Idaho GARVEE Program Management – ITD, Idaho

In 2005 the Governor proposed and won approval from the Legislature to improve 13 segments of the state wide transportation network in Idaho, to Connect Idaho, using GARVEE Bonds to fund the program. The program will sell $998 Million in bonds to fund the improvements over six years. URS is the managing partner of a Joint Venture with CH2MHill to complete this aggressive program which will expand the improve Idaho’s transportation infrastructure throughout the state. Mr. Harral served as a Project Manager, overseeing the development of several of the projects for the JV called Connecting Idaho Partners. His project management duties included oversight of consultant design of six projects in the I-84 East Corridor. These projects were fast paced design with all projects meeting schedule and two of the six projects completing ahead of schedule and were able to proceed to construction one and two years ahead of schedule. Oversight duties have been on roadway projects that pass through both rural and urban areas and that have involved the development of concept design, environmental documents, preliminary, and final design. The construction value of these projects total $97,000,000.

Mr. Harral is currently managing the Connecting Idaho Partners (CIP) internal Project Management and Construction Management teams on the three I-84 corridors and the SH-16 Corridor. The total construction value of these projects total $336,000,000.

1984-2006, Idaho Transportation Department – Boise, Idaho

Orchard Interchange; ITD – District 3; Boise, Idaho

Mr. Harral served as project manager of a consultant design firm for the development of preliminary design through construction advertising of this interchange replacement project. This interchange is one of two secondary access points to the airport form I-
84 and also serves as a major access point to Boise. This project completed on schedule and under budget. Mr. Harral managed the design scope, schedule and budget. Ensured the client’s needs were met in the design, coordinated all design reviews and approvals and served as the first point of contact for the client. Coordination with the Ada County Highway District, City of Boise and area businesses were critical to the successful completion of this project.

**Vista Interchange; ITD – District 3; Boise, Idaho**

Mr. Harral served as project manager of a consultant design firm for the development of preliminary design through construction advertising of this interchange replacement project. The design of this project was completed in just 8 months and meet project budget. By completing the design phase in eight months this allowed the construction to proceed one year ahead of schedule. This interchange is the gateway to Boise and is also the primary interchange to the Boise Airport. Mr. Harral and his staff coordinated with the Boise Airport, City of Boise, Ada County Highway District as well as area businesses which was a vital component to the success of this project. Mr. Harral managed the design scope, schedule and budget. Ensured the client’s needs were met in the design, coordinated all design reviews and approvals and served as the first point of contact for the client.

**Interstate reconstruction and widening; ITD – District 3; Boise**

Mr. Harral served as project manager of a consultant design firm for the development of preliminary design through construction advertising of this interstate reconstruction and widening project from Cole to Vista. This project met schedule and budget. This project was planned as three separate projects. Mr. Harral and his team were able to develop construction methods and sequencing that allowed all three projects to be constructed at the same time which allowed construction two years earlier than planned. Mr. Harral managed the design scope, schedule and budget. Ensured the client’s needs were met in the design, coordinated all design reviews and approvals and served as the first point of contact for the client.

**Broadway to Eisenman Pavement Rehabilitation; ITD – District 3; Boise**

Mr. Harral served as project manager of a consultant design firm for the development of preliminary design through construction advertising of this pavement rehabilitation project. This project meet schedule and budget and was constructed in an accelerated manner to minimize the impacts to I-84 traffic. Mr. Harral managed the design scope, schedule and budget. Ensured the client’s needs were met in the design, coordinated all design reviews and approvals and served as the first point of contact for the client.

References:

**Loren Thomas PE, Asst. Chief Engineer, ITD**
Email loren.thomas@itd.idaho.gov
Address 3311 West State Street Boise Idaho
Phone 208-334-8231

**Jason Brinkman PE, GARVEE Program Manager, ITD**
Email Jason.brinkman@itd.idaho.gov
Address 3311 West State Street, Boise Idaho
Phone 208-334-8253
Mrs. New offers 19 years design/drafting experience in the transportation and mechanical disciplines. Her design experience includes highway/interchange geometrics, intersection geometrics and digital terrain modeling using Inroads. She also has experience in airport/airfield design, construction management, grading and drainage, right of way layout, traffic control plans, pavement marking and sign layouts, bridge situation layouts, bike/pedestrian path design, and record drawings. Other contributions include the preparation of plans, quantity calculations and engineering estimates. She has extensive knowledge with federal, state, and local design and drafting standards, procedures, practices and guidelines.

**Project Specific Experience**

**2005 - Current (5 years of service) URS - Boise Airport: Boise, Idaho**

**Project Engineer, Boise Airport Shuttle Parking Lot Expansion, Boise, Idaho**

Mrs. New is the Project Engineer responsible for the design of this $2.5 million dollar project. Her current role is Resident Engineer on site and to additionally provide engineering support to construction for the project. Her tasks included the design of a site plan layout for the parking lot, grading and drainage plans, over-seeing the building and landscaping design, and coordinating with the public agencies to obtain the appropriate reviews and approvals. She assisted in the preparation of the plans, specifications and estimate for the construction bid package. The purpose of this project is to alleviate parking congestion at the Boise Airport Terminal Parking. The shuttle parking lot includes the design of approximately 1000 parking stalls, lighting, landscaping, grading and drainage, six bus-pickup/drop off shelters, and two buildings.

**Project Engineer, East and West Air Cargo Apron Rehabilitation, Boise**

Mrs. New was the Project Engineer responsible for reviewing the plans, specifications, and estimate for this $3.5 million project. She is currently finalizing the construction report for the FAA and the Boise Airport. Her tasks included providing support to the Resident Engineer. This project includes a bituminous overlay of approximately 2000 linear feet of taxiway F. The taxiway is 75 feet wide with paved shoulders varying in width from 25 to 50 feet and greater. Taxiway F transverse surface gradient will be increased to improve surface drainage and meet FAA grading criteria. The taxiway will receive surface milling along shoulder edge and into the shoulder. The aprons will be reconstructed to accommodate three 75' x 200' hardstands. The existing bituminous surface will be removed and replaced with 10-inches of PCC. The existing asphalt apron will also be milled approximately 12-feet outside of the hardstand limits to accept a bituminous overlay tie-in to the existing apron.

**Orchard Street Relocation Preliminary Design – Boise Airport, Boise Idaho**

Mrs. New was the Lead Designer, responsible for the design, preparation of plans, specifications, and estimate for this $7 million project. Her responsibilities included providing a roadway design that met the criteria of AASHTO and ACHD. She modeled two different options for the Environmental Assessment report, generated cross-sections, produced earthwork quantities, and assisted in compiling quantities for the engineers estimate. Mrs. New completed the final project report of which includes the supporting data, project findings and the preliminary design back-up. The project provided challenges with an abandoned landfill and a remediation process of the Waste Water Treatment Lagoons. Mrs. New handled all the coordination efforts that were necessary with the utility companies, ACHD, and other public agencies. This project
includes the relocation, reconstruction, and widening of Orchard Street from the New York Canal to Gowen Road. The project also includes the extension of Aeronca Street across an abandoned landfill.

1993-Current (17 years of service) URS – Major Transportation Projects, Idaho

**Garwood to Sagle Athol Section – Idaho Transportation Department District I / Connecting Idaho Partners; Kootenai County, Idaho**

Mrs. New served as the Roadway Discipline lead, and one of the lead designers for this 6.5 mile section of US 95 near Athol. She was responsible for completing the preliminary roadway design to assure the tight milestones were met. She was responsible for managing the development of the design criteria for the phased design that included the initial build-out, frontage roads, and the ultimate build-out. This included coordination activities with several other engineering companies, ITD District I and Headquarters, Lakes Highway District, bike/pedestrian pathways group, cities, water districts, and property owners. Other tasks included modeling a preliminary design that best fit within the EIS boundary that was in its final completion process, generating cross-sections, producing an earthwork report, and assisting in compiling quantities for the VE Study and construction estimate. The project involved a phased design approach to take the existing two-lane undivided highway to a four-lane divided highway with frontage roads, three full diamond interchanges with a Type 5 access control along the corridor. The project also included the QA/QC of a rough design and cost comparison of a modified widened median and roadway section for US95 to the proposed four-lane divided highway project.

**US-95, MP 536 to Idaho/Canada Border - Idaho Transportation Department, District I; Boundary County, Idaho**

As lead designer, Mrs. New provided construction support for the northern 2-miles of this 16-mile-long realignment/reconstruction project in northern Idaho. This stretch of US 95 is a major commercial corridor between the US and Canada and included a bridge replacements over the Moyie River and a grade separation structure over the UPRR. Her responsibilities included using AASHTO, Roadside Design Guide, and Select Cad to produce a preferred alignment. Through the use of Select Cad, she modeled the roadway, generated cross-sections, produced an earthwork balance report, staking notes, assisted in the Preliminary, Final and PS&E plan set preparations, and gathered quantities for the engineers estimate. She completed a Concept Design study that included development of several different roadway intersection alternatives for the client. She was also responsible for compiling the appropriate information for the Resident Engineer file.

References:

**Mark Johnson, Design Coordinator, Boise City Public Works**
Orchard Street Realignment Preliminary Design, Boise Airport Shuttle Parking Lot Phase II and Phase III
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City of Boise ; 150 N Capitol Blvd.; Boise, ID  83701-0500

**George Legarreta, Office of Airport Safety & Standards - Airport Engineering Division**
Enhanced Pavement Markings
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Orville Wright Bldg. (FOB10A); FAA National Headquarters; 800 Independence Ave., SW; Washington, DC  20591
Martin Hahle, AIA - URS
AIRPORT FACILITIES

As project manager, Martin has a wide range of responsibilities from overseeing day-
to-day operations to schematic design and development, programming, code research,
final detailing and production. For the past 10 years Martin has worked on all aspects
of terminal design including the programming and design of rental car facilities, parking
areas, concessions, ticket lobbies, security checkpoints and baggage systems.

Martin’s expertise includes conceptual design techniques. He has worked extensively
with renderings, storyboards and models and his artistic representations of design
solutions have successfully influenced the outcome of many projects. His goal is to
provide the client with a quality product on time, on budget, and in such a way that it
is responsive to the community and the environment as a whole.

Project-Specific Experience

Boise Airport

- New Passenger Terminal Building ($60 million building/ $110 million program)
- Project manager and lead designer for the new passenger terminal building
- Master Planning (airside, landside and terminal building)
- Terminal Design Imagery (River theme - earth, sky and water)
- Terminal Programming (working with airport staff, airport commission, city council, mayor,
governor, airport police, airlines, rental cars, taxi cabs, parking managers, FAA,
TSA, other airport tenants and public)
- Terminal Code analysis
- Terminal Schematic design
- Terminal Design Development
- Terminal Construction documents
- Terminal Bidding
- Terminal Construction administration
- Baggage conveyor system with 100% in-line EDS (master planning, programming,
architectural coordination and construction administration)
- Terminal Blast analysis and structural blast upgrade (post 9/11) (Blast consultant
coordination and construction document preparation)
- Terminal Information Technology systems coordination (EVIDS, fiber backbone,
PA, Telephone, etc.)
- Terminal concession planning
- Terminal art programming, coordination and art selection committee
- Ground load walkway system for ground board aircraft
- parking positions
- Terminal access roadway, public parking, and rental car parking
- Terminal signage
- Terminal antenna farm
- Terminal/ Air Traffic Control Tower line of sight analysis
- Rental car parking area pneumatic tube key transport system
- Concourse “B” Extension, 1994
- Snow Removal Equipment Building, 1995
- McDonald’s T.I. in old terminal building, 1998
- Concourse “B” gate 19 jet bridge addition, 2003
- Concourse “B” gate 11, 14, and 20
- Ground Load Walkway Expansion

Rogue Valley International - Medford Airport, Medford, OR

- New passenger terminal building
- Aircraft apron

Experience with:
- Roads
- Parking Lots
- Buildings
- Utility Projects
- Airfield Lighting
- Marking & Signage
- Planning
- Passenger roadway and park valet
- Fresno Yosemite International Airport, Fresno, CA
- Terminal and Concourse Expansion Program.
- Reno Tahoe International Airport, Reno, NV
- Elbow Checkpoint Feasibility Study
- Central Checkpoint Feasibility Study
- Administration Office Programming Study
- Reno-Stead Airport, Reno, NV
- Terminal Programming & Concept Development
- Grant County Regional Airport, John Day, OR
  a joint use 18,762 sf facility for a Regional Training Academy, offices, and GA aviation terminal, registered LEED Silver
- Idaho Air National Guard, Boise, ID
- C-130 Fuel Systems Maintenance and Corrosion Control Facility and Composite Hangar and Maintenance Shops
- Spokane International Airport, Spokane, WA
- Concession design and planning for ten concessions located throughout the terminal
- Birmingham Shuttlesworth International Airport Terminal Modernization Program, Birmingham, AL
- Provide planning and design services for the consolidated security screening checkpoint and the in-line checked baggage screening systems.

References:

**Dean Schultz, Director, Planning & Environmental Services**  
Reno-Tahoe International Airport  
Centralized Security Checkpoint Expansion and Administration Office Programming Study  
dschultz@renoairport.com; (775) 328-6968  
2001 E. Plumb Lane, Reno, NV  89502

**Kevin Meikle, Manager of Planning and Engineering**  
Fresno Yosemite International Airport  
Terminal Rehabilitation and Expansion Project  
kevin.meikle@fresno.gov; (559) 621-4536  
4995 East Clinton Way, Fresno, CA  93727
Ms. Newland offers over nine years of professional experience in transportation, geotechnical engineering including materials testing, and general civil engineering. Project experience includes airports, commercial developments, residential development, and transportation projects. Major clients include ACHD, ITD, and the City of Boise. For the past year she has been extensively involved in construction oversight and observation at the Boise City Airport. She has also been involved with designing stormwater pollution prevention plans for transportation projects in Northern Idaho, Utah, and Colorado. In addition she obtained her international certification in erosion and sediment control in 2007. Sherri offers computer design experience in Microsoft Excel, Microsoft Word, ArcGIS, FlowMaster, Culvert Master, HY-8, WinTR-5S, RUSLE, and Bentley MicroStation.

**Project-Specific Experience**

**2009-2010 URS - Boise Airport; Boise, Idaho**

**Resident Engineer for North Air Carrier Apron Pavement Improvements at the Boise Airport**

Currently Ms. Newland is the Resident Engineer for this project performing on-site construction observation and oversight. Deteriorating asphalt pavement surfaces required the need for apron reconstruction. The project includes the demolition and reconstruction of approximately 22,000 square yards of asphalt pavements, installation of underdrains, storm drainage improvements and application of pavement markings on the north and east sides of the Boise Airport Air Carrier Apron.

**Resident Engineer for Taxiway “F” Rehabilitation at the Boise Airport**

Ms. Newland served as the Resident Engineer for this project performing on-site construction observation and oversight. The project included a bituminous overlay of Taxiway “F” and Taxiway “B” and seal coating of Taxiway “K”. The original Taxiway “F” was 75 feet wide with paved shoulders varying in width from 25 to 50 feet. In order to improve surface drainage and meet FAA grade requirements the transverse surface gradient was increased to meet design standards.

**2000-2010 Transportation Projects; Idaho**

**SWPPP Lead for GARVEE Connecting Idaho Improvement Program**

Ms. Newland currently serves as the SWPPP discipline lead for this transportation project. Her responsibilities include the review and approval for all of the stormwater pollution prevention plans (SWPPP) and narratives for the program. The Connecting Idaho Project is a $998 million program management contract with the Idaho Transportation Department to deliver highway improvements along six major transportation corridors throughout the State of Idaho.

**Drainage Lead for US-95, Garwood to Sagle – Athol Section in Kootenai County**

Sherri served as the drainage task lead for the design of approximately 6.3 miles of roadway in northern Idaho. Sherri’s duties include coordinating, developing, and designing of the roadway drainage system. Ms. Newland utilized GIS data in ArcMap and developed the initial calculations and reports for the Athol Cross Drain Design Hydraulic Report and the Athol Roadway Drainage Report. She also developed the Storm Water Pollution Prevention Plan Report and recommendations.
Project Manager for Erosion and Sediment Control Services in Ada County

The Ada County Highway Districts owns and operates a portion of the MS4 system in Idaho. As an owner and operator ACHD is mandated by the EPA to control and monitor contaminants that enter this system. The EPA views construction related sediment as a pollutant. Ms. Newland managed, developed, reviewed, and inspected contractor submitted erosion and sediment control plans and Best Management Practices, designed to reduce sediment and erosion, on behalf of the Ada County Highway District. Ms. Newland contacted and coordinated with the client on a daily basis in order to continually develop and improve the program and the design process.

US-95 Sandpoint North and South in Sandpoint

This controversial project involves the relocation of US-95 out of downtown Sandpoint. As a design engineer she prepared the Cultural Resource’s Investigation Stormwater Pollution Prevention Plans and drawings. In addition she reviewed water quality standards, water sampling, and revised/updated the project Stormwater Pollution Prevention Plans and narrative to meet current requirements. In addition, she compiled and gathered project information for the Resident Engineer file and managed the engineer’s construction estimate.

SH-162, Four Corners to Kamiah in Idaho County

Ms. Newland served as lead SWPPP designer and environmental contact for a shoulder widening and complete overlay project. Her responsibilities included development of the project Stormwater Pollution Prevention Plans and Narrative. In addition, she coordinated and prepared the US Army Corp 404 Joint Application for Permit on behalf of the Idaho Transportation Department.

Geotechnical Engineer for Mountain Home Municipal Airport in Mountain Home

The Municipal Airport in Mountain home required the upgrade and paving of the taxi ways and airplane hangers. Sherri performed the field coordination and soils investigation, pavement design, and prepared a geotechnical report documenting the findings and recommendations to the City of Mountain Home.

References:

Erica Anderson-Maguire, Stormwater Quality Program Coordinator, Ada County Highway District
Emaguire@achd.ada.id.us
3775 Adams St., Garden City, Idaho 83714
(208) 387-6254

Greg Vitley, Environmental Manager, Idaho Transportation Department
Garvee Connecting Idaho Improvement Program
Greg.Vitley@itd.idaho.gov
8150 Chinden Blvd., Boise, Idaho 83707
(208) 334-8952
Mr. Yarnish has 34 years of experience on airport projects throughout the United States and abroad. He has provided planning, environmental, and project management for airports, ranging in size from basic utility to large international air carrier hubs. This experience includes airport master plans, terminal area plans, FAR Part 150 studies, environmental studies, site selection studies, financial analyses, economic impact analyses, system plans, and comprehensive land use plans. He has completed more than 50 airport master plans, as well as 20 airport-related environmental studies. Mr. Yarnish has also played a significant role in reporting the study findings to the public. He has successfully coordinated these projects with the airlines, tenants, Federal Aviation Administration, and other appropriate entities.

**Project-Specific Experience**


**Washington State Long-term Air Transportation Study (LATS), State of Washington**

URS is serving as a subconsultant in the development of the Washington State Long-Term Air Transportation Study (LATS). Mr. Yarnish is URS’ project manager responsible for analysis of the airspace, airfield, passenger terminal and air cargo capacity of Washington’s network of 140 public use airports. The goal was to determine whether these airports can be managed as an integrated system, to more strategically invest the public resources necessary to preserve future aviation capacity.

**Five-Year On-Call Aviation Services, William R. Fairchild International Airport, Port Angeles, Washington**

Principal-in-Charge for a five-year, on-call, Capital Improvement Program Implementation contract. William R. Fairchild is a commercial service airport serving a remote community on the Olympic peninsula. As part of this program, URS has completed projects including FAR Part 77 obstruction identification and removal (using new LiDAR mapping), coordination of the development of a new Instrument Approach procedure (the first successful use of the FAA’s new GIS website for this purpose), RSA compliance, runway lighting upgrade, terminal aircraft ramp rehabilitation and general aviation area planning and development. Current projects include the redevelopment of the parallel taxiway and development of a 20-year airport master plan.

**Master Plan Update, Tri-Cities Airport, Pasco, Washington**

Project Manager for the development of a Master Plan Update for a non-hub airport serving south central Washington. The primary activities included terminal development planning, non-aviation land use planning, financial feasibility analyses, and maintenance of FAA design criteria. A product of the planning activities was a multi-colored Airport Layout Plan (ALP) that set forth the twenty-year vision for the airport. Throughout the development of the plan, care was given to assure that all recommendations were feasible in terms of engineering, finance, and public acceptance. Throughout the 18-month study period, a coordination program was conducted with the airlines, governing agencies, and the general public.

**Airport Master Plan, Spokane International Airport, Spokane, Washington**

Project Manager for a twenty-year airport master plan for the major air carrier airport serving eastern Washington. The plan included detailed forecasts and market analyses for both air carrier and air cargo activity. Highlights of the plan were the
development of a new air cargo area including a new 12-acre apron for cargo processing and transshipment. The plan included the Environmental Analyses required for the project to get federal approvals.

**Airport Master Plan, Felts Field Airport, Spokane, Washington**

Project manager for the development of a master plan for a general aviation reliever airport serving Spokane, Washington. The planning efforts focused on determining the ultimate runway length requirement for the facility, developing the airport’s land use plan and integrating operations on a seaplane facility, turf runway, and two paved runways. Included was a benefit/cost analysis of the seaplane facility that helped determine the Boards financial commitment to its long-term continuance.

**Airport Master Plan, Grant County International Airport, Moses Lake, Washington**

Principal-in-Charge of a master plan update for an airport in central Washington that serves as the primary training site for Japan Airlines and the U.S. Air Force.

**Airport Master Plan, Pullman-Moscow Airport, Pullman, Washington**

Principal-in-Charge in the development of a master plan for the air carrier airport serving the WSU and ISU students.

**Airport Master Plan, Southwest Washington Regional Airport, Kelso, Washington**

Project manager for the development of a master plan for a regional service airport serving Southwest Washington. The planning efforts focused on determining the ultimate runway length requirement for the facility with consideration of the increasing use by business jet aircraft, developing the airport’s land use plan, creating a long-term airport business plan and conducting an airport governance study.

**Airport Master Plan, Bellingham International Airport, Bellingham, Washington**

Project Manager for the development of both a 20-year master plan for this rapidly growing commercial service airport serving Northwest Washington and Southwest British Columbia in 2003 as well as two subsequent forecast updates to keep current with the growth being experienced in enplaned passengers and commercial operations.

References:

**Mr. Doug Sandau, Airport Manager, Fairchild International Airport**
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Port Angeles, WA 98362

**Mr. Art Choat, Aviation Director, Bellingham International Airport**
Bellingham International Airport
artc@portofbellingham.com; Tel 360.676.2500
4255 Mitchell Way, Suite 206
Bellingham, WA 98226
Mr. Jones offers 38 years of experience. Currently, he is fulfilling the position as the only professional land surveyor for URS located in the Boise Office. His responsibilities include providing right-of-way analysis for new roadway widening actuations, writing new property take descriptions, reviewing ownership deeds for ownership map preparation, preparing survey control maps, and reviewing right-of-way plans and acting as the liaison with survey sub-consultants.

He previously served as a survey department manager for an engineering firm that specialized in land development, small airport design and transportation. He had six surveyors on his staff working under his direct supervision. In this capacity, he performed boundary surveys, construction staking, topographic surveys and gathered design information for the engineering staff.

Prior to this Mr. Jones was employed with the URS Mining Group, and was assigned to assist in mine design, planning, budgeting and bid preparation. He specialized in reclamation design and implementation. He worked on two large reclamation projects of which one of the projects required Mr. Jones to work directly with the client to communicate to them the reclamation work requirements and explain the quantities, hours, and costs that were associated with this activity. He implemented actual field experience, along with computer-generated information to develop cost-effective operational designs.

**Project-Specific Experience**

**Swift #2 Hydroelectric Project – Utility District #1 Cowlitz County WA.**

Mr. Jones worked as the owner’s and design team inspector moderating the daily construction of a large earth embankment canal that was concrete lined. This canal carried water from a large dam and the main Power House to a New Rebuilt Secondary Power House. The canal was approximately one mile in length and 25 feet deep.

**SH-44 Corridor Preservation – Idaho Transportation Department, District 3; Ada and Canyon Counties Idaho.**

As surveyor, Mr. Jones responsibilities included reviewing the consultants survey control information and helped with the development of the existing highway centerline and existing right-of-way limits for the 16 mile corridor. Mr. Jones was also responsible for preparing a Record of Survey that was filed with each county to show the location of the existing highway centerline and Right-of-Way Limits.

**SH-16 Corridor Preservation – Idaho Transportation Department, District 3; Ada County, Idaho.**

As surveyor, Mr. Jones responsibilities included writing the preliminary scope of work for the surveying portion of the project. He helped with the negotiation of man hours required for the survey portion of the project. He also worked in the field establishing flight control points and supplemental mapping for the project. He prepared a Record of Survey showing the existing and proposed location for the Right-Of-Way limits.

**Cole/Fairview Intersection Widening Project – Ada County Highway District; Boise, Idaho.**

As surveyor, Mr. Jones responsibilities include providing right-of-way analysis for new roadway widening actuations, writing new property takes descriptions, reviewing ownership deeds for ownership map preparation, preparing survey control maps, and reviewing right-of-way plans.
SR-125 San Diego Expressway Limited Partnership; Boise, Idaho.

As engineer/designer, Mr. Jones responsibilities included calculating the quantity takeoffs required for the utility relocation work for a 12-mile length of new highway located east of San Diego, California. He contacted the local utility companies to gather existing utility information and design requirements for the relocation all the existing wet utilities that would be affected during the construction of the new highway. He then made a preliminary design for each of the effected utilities to be used for estimate calculations.

US-95, Jct. SH1 NE - Idaho Transportation Department, District 1; Boundary County, Idaho.

As surveyor, Mr. Jones responsibilities include personally contacting the effected property owners, providing right-of-way analysis for new roadway widening and alignment actuations, writing new property takes descriptions, reviewing ownership deeds for the ownership map preparation, preparing and reviewing the right-of-way plans, and the survey control maps.

US Highway 93, Twin Falls Alternate Route – Idaho Transportation Department, District 4, Twin Falls, Idaho.

As surveyor, Mr. Jones responsibilities were to help design and review the right-of-way plans for completeness and accuracy. He worked closely with the sub-consultant survey firm to analyze ownership deeds, establish boundary lines and coordinate the exchange of new right-of-way information between the two offices. He developed the information required to complete the Total Ownership Map Tables.

References:

Curtis Smith, Geodesist, National Geodetic Survey
Email: curtsmith@noaa.gov
Address: P.O. Box 140533, Boise, Idaho 83714
Phone: 208-332-7197

Andrew Kempe, Survey/Geodetic Project Manager, WH Pacific
Email: akempe@whpacific.com
Address: 3501 west Elder, Suite 200, Boise, Idaho 83705
Phone: 208-342-5400
Mr. Golden has more than fourteen years experience in designing electrical and special systems. He works on a variety of projects including airports, pump stations, and wastewater treatment plants. His most recent airport work in the Northwest includes the design of taxiway lighting and edge lights systems, signage systems, and airport lighting control and monitoring systems. He has provided electrical design services for 7 airports in the West, including most recently, the Boise Airport.

**Project-Specific Experience**

**Boise Airport, Boise, ID (2009-2010).** Electrical Engineer tasked with upgrading taxiway Kilo lighting and signage fixtures. Scope of work include designing new taxiway edge lights installed on new base cans and new taxiway signs install on new base pads. Electrical construction services will be provided throughout the duration of the construction phase.

**Bellingham International Airport, Bellingham, WA (2009-2010).** Electrical Engineer tasked with designing upgrades for the runway and taxiway lighting and signage system, new wind cones, new constant current regulators, a new PLC based airport lighting control and monitoring system, new touchdown zone base cans and center line lights on new base cans for approach lighting system. Also tasked with a coordinated design for MALSR and PAPI upgrades with the FAA. Electrical construction services will be provided throughout the duration of the construction phase.

**King County International Airport, Seattle, WA (2009-2010).** Electrical Engineer tasked with upgrading taxiway Alpha lighting and signage fixtures. Scope of work include designing new taxiway edge lights installed on new base cans and new taxiway signs install on new base pads. Electrical construction services will be provided throughout the duration of the construction phase.

**Snohomish County Airport (Paine Field), Everett, WA (2008-2010).** Tasks involved designing construction documentation and construction support service for new fixtures, base cans and duct bank installations in Portland Cement Concrete (PCC) and/or Asphalt Cement (AC). The new equipment included runway and taxiway edge lights, runway centerline lights, guidance and hold signage and an airfield lighting control system. The design and construction service task also included installation of a new electrical duct bank, touchdown zone base cans as well as installation of new MALSR approach light base cans in PCC with reinstallation of existing fixtures and FAA flight check approval.

**Bremerton Pump Stations, Bremerton, WA (2004-2009).** Provided electrical design services for four new pump stations. Services included design for site power distribution, lighting, automatic backup generator, communications, instrumentation and controls including PLC functional specifications. During the design of the project task involved submitting a new electrical service form to the local power company.

**Runway and Taxiway Lighting and Signage System Upgrades, William R. Fairchild International Airport, Port Angeles, WA (2003-2005).** Electrical Engineer with task that included designing construction drawings for new runway and taxiway edge lights on new base cans, new signage on new base pads as well as a new constant current regulator and lighting control system. On both the runway and taxiway upgrade projects all task were met within given deadlines.
9-1-1 Backup Command Center, Seattle-Tacoma International Airport, Port of Seattle, SeaTac, WA (2005). Electrical Special Systems Engineer for airport backup center that includes command positions for the following departments: police 9-1-1, fire, airport communication center. Responsibility included new power distribution into old ACC facility including emergency power. Also design integration of new remote equipment with various existing systems such as security CCTV, Call Check, radio, corporate LAN, Dictaphone Call Recording, and telecommunications.

Southwest Airlines Pre-Conditioned Air and 400 Hz Unit Project for Southwest, Seattle-Tacoma International Airport, Port of Seattle, SeaTac, WA (2005). Electrical Engineer with task that included designing power distribution for Southwest Airlines pre-conditioned air and 400 Hz units at B Concourse including switchboard digital circuit breaker trip settings, new panelboard, and conduit pathway.

Southwest Airlines Concourse B Gate Enhancement Project, Seattle-Tacoma International Airport, Port of Seattle, SeaTac, WA (2008). Electrical Special Systems Engineer with task that included designing power distribution for new Southwest Airlines furniture for electrical power and telecommunication equipment. Required adding new panelboard, conduit pathway and structural support, and wire management segregation for electrical and telecommunication wiring.

Combined Communication and Control Center Facility, Seattle-Tacoma International Airport, Port of Seattle, SeaTac, WA (2001-2004). Electrical Special System Design Engineer with task that included 9-1-1 call recorder, ARINC, 9-1-1 and maintenance alarm monitoring, baggage monitoring, elevator monitoring, emergency pager, Ringmaster Intercom, runway lighting, Stentofon intercom and TDD. Also created a custom database for the airports new communication and control center facility for telecommunication and electronic system. The project was done efficiently within a small port budge

South Terminal Expansion Project (STEP) and Office Tower Expansion, Seattle-Tacoma International Airport, Port of Seattle, SeaTac, WA (2001–2004). Project Manager and Electrical Special Systems Engineer for special systems including telecommunication, fire alarm, security, voice paging, broadband, premise wiring, and trunk radio. Also created a custom project database management program for tracking RFIs, submittals, task coordination, and field construction reporting.

References:

Bruce Goetz, Superintendent of Operations, Snohomish County Airport Paine Field
Email: bruce.goetz@co.snohomish.wa.us
Address: 3220 100th Street SW,
Phone: 425-388-5110

Doug Sandau, Airport & Marina Manager
Email: dougs@portofpa.com
Physical Address: 338 West First Street, Port Angeles, WA 98362
Mailing Address: PO Box 1350 Port Angeles, WA 98362
Phone: 306-417-3456
Mr. Gibson is the electrical group leader in the Seattle office of URS. His design experience includes projects for airport runway lighting and signage, airport terminals, commercial buildings, higher education and schools, manufacturing plants, high tech facilities, water and wastewater plants, pumping stations, energy-efficient indoor and outdoor lighting systems, and emergency power systems for critical loads. His expertise includes electrical power distribution, lighting, and control system design. He is also responsible for project management and electrical quality assurance.

**Project-Specific Experience**

**Boise Airport, Boise, ID (2009-2010).** Performed technical review of electrical design of Taxiway Kilo lighting and signage fixtures. Scope of work include designing new taxiway edge lights installed on new base cans and new taxiway signs install on new base pads.

**Bellingham International Airport, Bellingham, WA (2009-2010).** Electrical Engineer of Record for upgrades to the runway and taxiway lighting and signage systems. Project included new wind cones, new constant current regulators, a new PLC-based airport lighting control and monitoring system, new touchdown zone base cans and center line lights on new base cans for approach lighting system.

**Snohomish County Airport (Paine Field), Everett, WA (2008-2010):** Mr. Gibson was the lead electrical engineer for the rehabilitation and grade correction of the airport’s main runway and taxiway. This airport is home to Boeing Aircraft’s main assembly plant. As such, the airport sees many operations of the Boeing 747 Large Cargo Freighter (LCF). It is also the test bed for Boeing’s “AutoLand” system. The project included runway edge lighting, taxiway edge lighting, signage, runway guard lighting, and new touchdown zone lighting.

**Taxiway Bravo Rehabilitation – King County International Airport (Boeing Field), Seattle, WA.** Lead electrical engineer for taxiway improvement project, including new aircraft-rated vaults, new elevated and in-pavement runway guard lights, new taxiway edge lights, and adjustment of existing lighting to match new grades.

**Renton Municipal Airport, Renton, WA, Rehabilitate Runway 16-34.** Lead electrical engineer for a runway paving and rehabilitation project, including changing the runway designation. The project included new runway edge lighting and changing signage for new runway designation.

**South Stormwater Pump Station, Phase I and II, King County International Airport, Seattle, WA.** Electrical engineering lead for a pump station remodel alongside an active runway. Phase I replaced pumps and electrical control systems. Phase II relocated electrical power and controls and removed above-ground structure to comply with FAA regulations.

**Runway 13R-31L Rehabilitation – Construction Management, King County International Airport (Boeing Field), Seattle, WA.** Mr. Gibson provided construction administration and electrical engineering during the construction of runway paving and lighting project. Project was constructed on a fast track schedule and required full time engineering support, 24 hours a day. Dozens of field directives were issued as differing conditions were discovered, allowing the project to proceed without delays. The construction was completed ahead of schedule and under budget and the runway reopened on time. Project included replacing runway lighting, FAA control cables, fiber optic network cables, and new runway guard lights and regulator.
CTX Installation, Seattle-Tacoma International Airport, Port of Seattle, SeaTac, WA. Electrical engineer for installation of explosives and drug detection equipment in ticketing lobby of the Airport. Project completed on a fast-track schedule to meet TSA requirements.

Southern California Logistics Airport, New Hanger Project, Victorville, CA, Lead electrical engineer for the design of a new aircraft maintenance/hanger building and offices. Project included high bay lighting systems, automatic lighting controls, aircraft grounding systems, aircraft power connections, fire alarm and suppression systems, and mechanical ventilation systems.

Terminal Power Upgrade, King County International Airport, Boeing Field, Seattle, WA. Project Manager and lead electrical engineer for an electrical service upgrade to an existing terminal building, including upgraded grounding and service capacity. The project required coordination with the electrical utility to connect the historic building to an existing utility transformer that was underutilized.

Whiteman Air Force Base, Golf Clubhouse and Youth Activities Center Projects, Missouri, Lead electrical design engineer for design of a new golf clubhouse facility and renovation and expansion of a youth activities center, including power distribution, telephone, data, fire alarm, security and camera systems and energy-efficient lighting.

References:

Rick Renaud, PE, Former Airport Engineer, King County International Airport
Miscellaneous projects listed above at King County International Airport, Boeing Field
Email: rick.renaud@kingcounty.gov
Mailstop: KSC-NR-0509
Address: King Street Center
201 S. Jackson Street, Room 509
Seattle, WA 98104-3855
Phone: 206.263.7189

Bruce Goetz, AAE, Airport Superintendent of Operations, Snohomish County Airport
Project for Snohomish County Airport, Paine Field, Everett, WA
Email: Bruce.goetz@co.snohomish.wa.us
3220 100th St. SW, Suite A
Everett, WA 98204
Phone: 425.388.5110
Mr. Ayers has 31 years of civil engineering/land surveying experience at URS with an emphasis in safety, project management, and quality control/quality assurance (QC/QA). He is adept in Global Positioning System (GPS) surveys (“Blue Book”, static, fast-static, and RTK - real time kinematic), construction stakeout, as-built, control, mapping, and engineering design surveys, geotechnical, environmental resources mapping, monitor and deformation surveys, and utility investigations including “Bluestake” and pot hole location surveys. He is responsible for project management, budgets, schedules, production and delivery, quality control and assurance, research, planning, right-of-entry acquisition and coordination, mapping, CADD, data processing, data management, analysis and compilation, network adjustments, report creation, Datum Translations/Transformations, supervision of office staff, coordination and scheduling of field crews and equipment and Sub-Contractor oversight and management.

**Project-Specific Experience**

**Evanston – Uinta County Airport; Evanston, Wyoming Survey Project Manager** responsible for a “Blue Book” geodetic control (PACS/SACS) survey. Duties include quality control and assurance, reconnaissance, planning, production, and delivery. Duties also include data management, calculations, processing, analysis, network adjustments, reconnaissance and final reports, scheduling, and office and field coordination. Two NGS “3D” monuments were established (PACS is “B” order-“B” stability, SACS are “1st” order). This GPS control survey was performed utilizing Static GPS procedures and tied to the National Spatial Reference System utilizing the CORS and HARN points. This “Bluebook” project was “Accepted” and published by NGS in May 2006.

**Cheyenne Regional Airport; Cheyenne, Wyoming Survey Project Manager** for “FAA Standard No. 405 Survey” and “ALP” Survey. Duties include quality control and assurance, reconnaissance, planning, production, “Blue Booking”, and delivery. Duties also include data management, calculations, processing, analysis, and research. The surveys are performed utilizing Digital Bar Code leveling, Robotic Total Stations, GPS fast-static, and RTK methods and procedures. The survey is tied to the Cheyenne PACS/SACS. “NAVD 88” elevations are used for all mapping purposes to ensure compatibility with FAA mandates. All work was performed by URS. This project was loaded on the FAA website by NGS in September 2006.

**Cheyenne Regional Airport; Cheyenne, Wyoming Survey Project Manager** responsible for a “Blue Book” geodetic control (PACS/SACS) survey. Duties included quality control and assurance, reconnaissance, planning, production, and delivery. Duties also included data management, calculations, processing, analysis, network adjustments, scheduling, reconnaissance and final reports, and office and field coordination. Three NGS “3D” monuments were established (all are “B” stability, PACS point is “B order, SACS points are “1st order”). The surveys were performed utilizing GPS static procedures. This GPS control survey was tied to the National Spatial Reference System utilizing the CORS and HARN points. This “Bluebook” project was “Accepted” and published by NGS in June 2005.

**Front Range Airport; Watkins, Colorado.** Survey Project Manager responsible for air-side and land-side control and design surveys, quality control and assurance, planning, and production and delivery. Duties also included Datum Translations/Transformations, data management, research, calculations, network adjustments, analysis, processing, mapping, scheduling, and office and field coordination. The surveys were performed utilizing Digital Bar Code leveling and GPS fast-static, and RTK methods and procedures.
The GPS control was tied into the High Accuracy Reference Network (HARN). Project coordinates are a “Modified Grid” of the State Plane Coordinate System. NAVD 88 elevations were brought on site and used for all mapping purposes to ensure compatibility with future FAA mandates.

**Converse County Airport; Douglas, Wyoming.** Project surveyor responsible for QA/QC, planning, and production and delivery. Duties also included data management, calculations, analysis, processing, mapping and office coordination.

**Archuleta County Airport, Pagosa Springs, Colorado.** Project Manager responsible for airside and landside control and design surveys, quality control and assurance, planning, and production and delivery. Duties also included Datum Translations/Transformations, data management, research, calculations, network adjustments, analysis, processing, mapping, scheduling, and office and field coordination. Surveys utilized Digital Bar Code leveling and GPS static, fast-static, and RTK methods and procedures. The GPS control was tied into the High Accuracy Reference Network (HARN).

**Albuquerque International Airport, Albuquerque, New Mexico.** Performing control and design surveys and mapping for air-side and land-side master plan improvements. Land-side improvements included structural, civil, architectural, and field design construction surveys. The project also included settlement monitoring and deformation surveys for bridges and mechanically stabilized embankment (MSE) walls.

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**References:**

**Mr. Michael D. Londe, Ph.D**  
Wyoming State Geodetic Coordinator, Geodesist, Information Management and Technology Group @ BLM  
Evanston-Uinta County Airport in Uinta County, Wyoming: Primary Airport Control Station/Secondary Airport Control Station (PACS/SACS) survey  
Email; mike_londe@blm.gov 307-775-6209, cell 307-630-5094  
Address; 5353 Yellowstone Road; Cheyenne, Wyoming 82009

**Ms. Maralyn L. Vorhauer, National Geodetic Survey, Observation and Analysis Division**  
Cheyenne Regional Airport in Laramie County, Wyoming: PACS/SACS survey, “FAA Standard No. 405 Survey” and “ALP” survey  
Email; Maralyn.Vorhauer@noaa.gov 301-713-3176 x 104  
Address; 1315 East-West Highway; Silver Springs, Maryland 20910
Sean D. Clow, S.E.T - STRATA
GEOTECH/MATERIAL TESTING

Sean is responsible for both field and lab activities. Areas of specialization include international building code special inspection, concrete mix designs (high strength and low shrinkage), concrete floor flatness/levelness and airport quality control and assurance.

Project Specific Experience

Boise Air Terminal Runway 10R/28L
1997-1998 Performed QC testing activities in a support role as the project manager. Tests included marshal properties, extraction/gradation, rises, stability and flow, report review and generations.

2000 Performed Quality Control manager duties. Review of all QA/QC testing activities and reports.

Boise Air Terminal New Runway 9/27
2001-2002 Performed project oversight and Quality Control Manager duties. Review of all QA/QC testing activities and reports.

Mountain Home Air Force Base A-Ramp
1998 Project Manager and testing activity supervisor. Performed internal QA and training of testing personnel Review and QA of soils and concrete testing reports.

Mountain Home Air Force Base A-Ramp
1998 Project Manager and testing activity supervisor. Performed internal QA and training of testing personnel Review and QA of soils and concrete testing reports.

Mountain Home Air Force Base R/W and Apron Rehab
2002 Project Manager and testing activity supervisor for 10 QC technicians who performed aggregate production crusher control, soils and aggregate field density testing, QC and asphalt paving QA for USACOE.

Joslin Field Taxiway Delta Construction
2004-2005 Performed project oversight and Quality Control Manager duties. Review of all QA/QC testing activities and reports.

Friedman Airport Taxi Runway Improvements
Performed project oversight and Quality Control Manager duties. Review of all QA/QC testing activities and reports.

References:

Michael Mickelson, Project Inspector, USACOE
Mountain Home Air Force Base Runway and Ramp Reconstruction - 2002
Michael.P.Mickelsen@NWS02.usace.army.mil
Phone (208) 830-4313

Terry McEntee, President, Central Paving
Numerous Boise Airport Projects
tmcentee@centralpaving.com
5040 Apple Street
Boise, Idaho 83705
(208) 338-0818
Mr. Olsen is a geotechnical engineer with more than nine years of experience and has been in Terracon’s Boise, Idaho office for more than two years. His experience includes geotechnical site investigations, shallow and deep foundation evaluations, slope stability and seepage analyses, and report preparation. He has performed and assisted with geotechnical evaluations for a wide variety of projects including airports, buildings, land development, commercial and industrial facilities, dams, bridges and levees.

**Project-Specific Experience**

2007 - 2010 Terracon

**FAA RTR Shelters, Boise Airport**

Performed engineering analysis and authored the Geotechnical Investigation Report for the demolition and reconstruction of two buildings at the Boise Terminal.

**Customs and Border Patrol Building, Boise Airport**

Project Manager for the geotechnical exploration of the proposed Customs and Border Patrol Building at the Boise Air Terminal. The geotechnical work also included exploration for a proposed apron expansion.

**Runway 10R Approach Lighting Bridge, Boise Airport**

Project Manager for the geotechnical exploration of this project. This bridge will carry approach lights over a roadway and canal adjacent to the Boise Airport. The structure will be supported on drilled-shaft foundations having diameters of 4.5 to 5.5 feet.

**Project engineer for geotechnical investigations for:**

- I-84 Overpass over UPRR, Nampa, Idaho (pipe piles & parameters for MSE walls)
- Dent Road Paving Project and Landslide Repair, Elk River, Idaho (7 miles)
- Red Bridge Over White Bird Creek, White Bird, Idaho (single-span w/spread foundation)
- North Grape Street Bridge, Shoshone, Idaho (HP 12x74 steel H-piles)
- East Main Canal Bridge, Richfield, Idaho

**References:**

**Randy Broesch, P.E., Ruen-Yeager & Associates, Inc.**
Dent Road Paving Project and Landslide Repair
rbroesch@ruenyeager.com
3201 North Huetter Road, Suite 102
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(208) 292-0820

**Tri Buu, P.E., Geotechnical Engineer, Idaho Transportation Department**
Browning Bridge Replacement
tri.buu@itd.idaho.gov
PO Box 7129
Boise, Idaho 83707
208-334-8448
Mr. Andreae is a senior engineer in the Boise, Idaho office. He is responsible for administration of geotechnical and construction materials projects, as well as client development. With over 27 years of experience in geotechnical engineering and materials testing, Mr. Andreae has successfully performed a variety of pavement engineering tasks. These tasks include project management, developing scopes of work, analysis of falling weight deflectometer (FWD) data, engineering analysis, pavement design, report preparation, technical reviews, expert witness, and consultation. He has completed projects in 10 western states, Alberta, and British Columbia, and has worked for clients that include architects, engineers, state highway departments, municipalities, contractors, utilities, and design build teams.

**Project-Specific Experience**

### Airfield Experience

**Runway Evaluation and Rehabilitation – Boise, Idaho**

Geotechnical evaluation of runway and crossing taxiways included borings, coring, and FWD testing. Developed correlation between FWD data and stripped pavement locations to help delineate extent of stripped areas. Provided pavement rehab design and assistance in specification modification for best use of local materials.

**Runway Rehabilitation – Hailey, Idaho**

Rehabilitation of primary runway to address stripping of bituminous surface. Provided borings, review of core data, and design recommendations. Design utilized recycling of pulverized surface and base with low levels of Portland cement. Stabilized layer and new flexible surface were completed ahead of closure schedule.

**McCarran International Airport – Las Vegas, Nevada**

Project manager and point of contact with Owner. Supervised a staff of 20 lab and field personnel for construction quality assurance testing. Paving production rates typically exceeded 6,000 tons per day. Project included 2.5 miles of six-lane freeway access, two terminal buildings, parking structure and airfield pavement construction. Provided geotechnical investigation for new commercial runway and taxiways, as well as pavement failure analysis and pavement design. Project involvement covered a five year period.

**Reno Tahoe International Airport - Reno, Nevada**

Performed geotechnical investigation for high speed and inner taxiways. Reviewed historical air traffic data and provided pavement designs. Supervised construction testing of rigid and flexible pavements.

**Signature Flight Center – Las Vegas, Nevada**

Evaluated condition of existing pavements in FBO ramp area. Designed pavement rehabilitation program based on projected changes in aircraft mix and service areas. Also performed geotechnical investigation for new terminal building and hangar areas.

**NAS Fallon – Fallon, Nevada**

Performed geotechnical investigations for taxiways, primary runway, and apron areas. Water table was within 5 feet of the pavement surface. Performed pavement design and provided supervision of construction testing.
Buchanan Field – Concord, California
Performed remaining life evaluation of taxiways proposed for use by major air carrier. Used destructive and NDT data for capacity evaluation and taxiway routing plan.

General Aviation Airfields – Western U.S.
Performed geotechnical investigations and FAA pavement design for over 20 airfields in California, Oregon, Nevada and Utah. Provided construction inspection and materials testing for most of these projects.

Additional Project Experience

I-84, Karcher IC to Five Mile Road – Canyon and Ada Counties, Idaho
Project engineer for 10-mile corridor study of urban interstate. Evaluated existing pavement with FWD/GPR testing, as well as a boring and test pit program. Recommendations included timing of corridor segment rehabilitation based on projected traffic and current pavement condition.

DFW Connector – Tarrant County, Texas
Pavement engineer for Design Build team during proposal phase of DFW airport access improvement project. Project was 16.2 miles of freeway, consisting of widening, new frontage roads, 5 new interchanges, and new managed toll lanes for SH 114 and SH 121. Provided pavement design report in accordance with TxDOT standards. Challenges included sulfate-rich soils, shallow water table, depressed sections, and extremely high traffic volumes.

Pioneer Crossing – American Fork, Utah
Pavement design consultant for design build team. Project included new DDI interchange at I-15 and 6 miles of new roadway.

I-84, Orchard to Isaac’s Canyon – Boise, Idaho
Project engineer for geotechnical evaluation of 8.5-mile segment of urban interstate. Provided crack and seat and rubblization design alternatives for Idaho Transportation Department, including life cycle cost analysis. Also provided vibration monitoring of gas pipeline crossing and on-site consultation during construction.

Ada County Federal Aid Overlay Programs – Boise, Idaho
Managed annual in-house collection of FWD data for overlay design over several year period. Have provided data analysis and overlay design for over 25 streets in this program in Ada County.

References:

Ms. Lynn White, P.E., District 4 Materials Engineer, Idaho Transportation Department
Bob Barton Road Rehabilitation
Email: Lynn.White@itd.idaho.gov
Address: Shoshone, Idaho
Phone: 208-886-7800

Mr. Al Busche, Project Manager, Ada County Highway District
FY09 Federal Aid Overlays
Email: abusche@achd.ada.id.us
Address: Boise, Idaho
Phone: 208-387-6230
Mr. Kindberg has 12 years of experience in working with multiple entities and jurisdictions to develop Geospatial databases, developing GIS products and GIS tools. He has supervised and coordinated the collecting, projection, validation, and synthesis of GIS data from multiple sources into coherent databases. He has experience in several GIS data integration, analysis, manipulation, and development techniques. He has several years of field survey experience with sub-meter GPS and Total Stations as well as managing the field data. He has several years of building and maintaining web-based GIS solutions. Mr. Kindberg offers GIS analysis support to the Environmental Management, Seismic Geohazard, Biological, and Water Resources disciplines and is currently the GIS manager for the Risk and Information Management department’s GIS group in the URS Seattle office.

Mr. Kindberg employs programs including ArcGIS, ArcINFO, Spatial and 3D Analyst, ArcPad, GPS Analyst, TerraSync, Pathfinder Office, ArcIMS, GIS Server, ArcSDE, Oracle, HEC_GeoHMS, HEC_RAS, EPA FIELDS, Image Analysis, AutoCAD/Map3D, MrSID, Terra Modeler, ERDAS Imagine, and ENVI to transfer geospatial information from multiple platforms into user-friendly formats, conduct detailed spatial analyses and statistics, and provide both data and presentation quality multimedia map deliverables.

**Project-Specific Experience**

**GIS Lead, Seattle Streetcar, Preliminary Design of Streetcar, SDOT.** Converted GIS Survey and basemap data to CAD data, maintained changes made in CAD in GIS database. Incorporated non-georeferenced CAD data into geospatially-correct CAD basemap and imported that into GIS database. Incorporated City of Seattle Engineering CAD drawing standards to GIS deliverables.

**GIS Lead, Vegetation Surveys, 34 Parks within Western Washington, Washington State Parks and Recreation Commission.** Created geospatial content documenting location of rare and invasive species and plant community types in selected state parks. Created field maps and prepared Trimble GeoXT GPS unit with TerraSync to help with field data collection. Post-processed GPS data and imported the differentially-corrected coordinates back into a master database which linked to over 70 attributes. Incorporated GPS data with aerial and topographic data and digitized plant communities from map markups, route traverses, and field notes.

**GIS and GPS Lead, Other Environmental Liabilities Report, 12 Installations within Continental US and Hawaii, US Marine Corps.** Executed a needs assessment for the client. Developed GPS data collection methodology for field crews to supplement the spatial component to field efforts. Customized the ArcPad interface to streamline data collection performed onsite at 12 Marine Corps facilities. Trained 25 field personnel in GPS collection. Post-processed GPS data and imported the differentially-corrected coordinates back into a master database. Incorporated spatial data from multiple media types into GIS data.


Geospatial Lead, Boeing Logistics and Material Handling, Everett, Washington, The Boeing Company. Provided GIS and field data collection capabilities to build the spatial component to an online logistics and material handling database and web application.


GIS Analyst/Surveyor, Laketyping, Washington, WA Dept of Ecology. Responsible for shoreline survey methodology to assist engineers and biologists in determining lake shorelines. Used recent aerial imagery and elevation data to determine the ordinary high water mark remotely and incorporated field visit information to verify and ground truth office results.

GIS Analyst/Surveyor, German Creek Habitat Restoration, Longview, Washington. Responsible for topographical survey to assist engineers in hydrological modifications to rehabilitate anadromous fish spawning and rearing areas.

GIS Analyst, Puget Sound Remediation, RAC, EPA Region 10. Interpolated heavy metal sediment contamination on the Puget Sound floor. Interpolated sediment samples of eight analytes into a surface and classifying the results by EPA levels.

GIS Analyst, Anadromous Habitat Assessment, Washington, Lower Columbia Fish Recovery Board. Performed hydrological modeling analysis for anadromous habitat artificially and naturally blocked. Used ArcINFO Workstation to generate surface slope, surface aspect, surface water flow direction, surface water flow accumulation, streams, and watersheds from 10 meter DEM information.

Lead GIS Specialist, Coeur d’Alene Basin Wide Remedial Investigation/Feasibility Study and Litigation Exhibit Support, Northern Idaho/Eastern Washington, EPA. Lead GIS specialist on all aspects of geospatial database management, geospatial analysis, and map deliverable development.

References:

Grady E. May, Remedial Project Manager, Naval Facilities Engineering Command Northwest
NIRIS (Naval Installation Restoration Information Solution) Internet Mapping & Analytical Data Viewer Application
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1101 Tautog Circle
Silverdale, WA 98315-1101
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Lorie Sandza, Remedial Project Manager, Naval Facilities Engineering Command Southwest
OEL (Other Environmental Liabilities)
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Mr. Aizpitarte has over 25 years of experience in the environmental industry. For the past 15 years, he has provided environmental and consulting services to private industry and government clients. His background includes senior program management and client consultation for NEPA issues, noise studies, waste management, regulatory compliance, and remediation.

**Project-Specific Experience**

**Program Management**

Program Management - Manage programs for employees and subcontractors, which include team development, proposal production, and both project and budget tracking.

Relationship Management - Develop and maintain employee and subcontract relationships, which include negotiations, contract maintenance, human resource administration, and project time management.

Accounting - Develop and maintain Federal Acquisition Regulations (FAR) - compliant overhead rates, which include accounting review process supervision and fee negotiation. Responsible for the development and maintenance of all government requirements for project tracking and reporting.

Quality Assurance/Quality Control - Maintain document and deliverable quality assurance and quality control.

**Environmental Management**

Environmental Services - Oversee the development and preparation of Environmental Evaluations, (EE) Environmental Assessments (EA) and Environmental Impact Statements (EIS).

Develop and oversee the NEPA process for projects including level of study (EE, EA or EIS), interfacing with regulatory agencies for compliance and level of effort for studies.

Oversee and develop discipline reports including field work, report preparation, review and comment response from regulatory agencies.

Compile discipline reports into the major document (EE, EA, EIS) including compilation, editing and production.

Development of mitigation plans and representing the client during negotiations with regulatory agencies.

Noise Study - Conduct and supervise noise studies in accordance with the Federal Highway Administration’s procedures for sampling and quality control. Perform and oversee computer modeling using TNM 2.5, for present and future noise impacts. Function as an expert witness for noise issues including litigation support and testimony. Served on advisory group for the upgrade of TNM 1.1 to TNM 2.0. Perform a variety of noise studies throughout the Northwest, in support of road design and industrial facilities.

Environmental Property Assessment - Perform property assessments for public and private-industry clients, which include engineering companies, property investment firms, and private-industry clients.
Hazardous Waste Management

Administration - Advised and developed waste tracking, storage, profiling, and manifestation at the client’s facility. Informed customer on waste minimization through process changes and chemical management.

Toxic Substances Control Act (TSCA), Polychlorinated Biphenyl (PCB) and Resource Conservation and Recovery Act (RCRA) Hazardous Waste - Consulted in all phases of PCB treatment and disposal, including retrofill of PCB transformers, transportation and disposal of PCB items, and chemical detoxification or incineration of PCB oils. Participated in all phases of RCRA hazardous waste treatment and disposal, which included on-site treatment (stabilization and neutralization), transportation, and disposal (incineration methods, supplemental fuel uses, and landfill management).

Public Relations

Environmental Projects - Managed and supported the public involvement process for the completion of environmental studies that included outreach to both individuals and stakeholder groups, public meetings and public hearings.

Hazardous Waste Landfill - Mitigated public reaction toward fines and managed public relations with local community for Envirosafe Services’ hazardous waste landfill in Grandview, Idaho. Prepared documents and press releases for public dissemination. Developed public outreach program and held presentations for apprehensive and hostile citizen groups. Managed advertising agency efforts and developed a Small Quantity Generator Program as a public service and as part of the overall public relations strategy.

Industrial Waste Landfill - Managed advertising agency efforts regarding environmental information development for industrial landfill located in Denver, Colorado. Assisted information and multimedia package design for dispersal to concerned citizens and potential landfill clients.

Business Consulting


References:

**Pat Walsh, Environmental Planner, FA**
Boise Airport EDDA (Environmental Due Diligence)
Email: Patrick.Walsh@FAA.gov
Address: 1601 Lind Avenue, Renton WA 98055-4058
Phone: 425-227-1340

**Vance Henry, Office Manager, HW Lochner**
Ten mile interchange
Email: vhenry@hwlochner.com
Address: 941 S Industry Way, Meridian, ID 83642
Phone: 208.336.2983
Ms. Horton has 10 years experience in full NEPA compliance, with emphasis on traffic noise, wetland delineations and air quality analyses. Her project experience includes public infrastructure, including Federal Highway Administration, Idaho Transportation Department and local highway districts, as well as private enterprise.

**Project-Specific Experience**

2007-2008 Bionomics - Boise Airport; Boise, Idaho

**Environmental Project Manager for Boise Airport Projects:**
- Boise Airport Shuttle Parking Lot Expansion
- Orchard Street Realignment-Boise Airport Project

2002-2010 Bionomics - Major Transportation Projects, Idaho

**Noise:**
- I-84, Karcher Interchange to Five Mile, Canyon and Ada Counties
- I-84, Orchard to Gowen & Garrity to Meridian, Canyon and Ada Counties
- SH-44 Corridor Study, Canyon and Ada counties
- I-90 Access Improvements, Post Falls
- Amity, Chestnut to Robinson Road, Nampa
- Three Cities River Crossing, Boise
- Ten Mile Interchange, Meridian

**Wetlands:**
- Three Cities River Crossing, Boise
- Ten Mile Interchange, Meridian
- Boise Airport Shuttle Parking Lot Expansion
- Red Bridge, White Bird
- Grape Street Bridge, Shoshone
- North Fork Payette River Bridge, Cascade

**Environmental Assessments:**
- Ten Mile Interchange, Meridian
- Amity Road, Chestnut to Robinson Road
- North Fork Payette River Bridge, Cascade

**Categorical Exclusions:**
- 21st Avenue Bridge Replacement, Caldwell
- Red Bridge, White Bird
- Grape street Bridge, Shoshone
- Intersection of Star and Franklin Roundabout, Nampa
- 8th Avenue to Date St, Jerome

**References:**

**Cayla Morgan, FAA** - FAA Airport District Office
Orchard Street Realignment-Boise Airport Project
cayla.morgan@faa.gov; 206-386-6064
1601 Lind Ave S.W.; Renton, WA 98055-4056

**Eric Gerke, USACE** - Boise Regulatory Office
Boise Airport Shuttle Parking Lot Expansion
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10095 W. Emerald St.; Boise, Idaho 83704
John I. Duval, P.E. - API
PROJECT MANAGER

John Duval is a seasoned project manager with 20+ years of pavement engineering experience. He has directed the evaluation and design of airfield pavement systems at more than 40 airports in the US, Europe, Central America, and Asia. He has extensive experience in pavement evaluation and design, nondestructive testing, pavement management, condition rating, materials analysis, and the selection of pavement rehabilitation methods. Idaho experience includes:

- Airfield Pavement Evaluation, Mt. Home AFB, ID. Project manager for a comprehensive airfield pavement evaluation at Mt. Home AFB. Directed field and laboratory testing. Developed recommendations for pavement rehabilitation of runway, taxiway, and apron pavements. Conducted pavement condition index (PCI) survey and updated MicroPaver pavement management system.
- Great Northern Road Rehabilitation, Sandpoint, ID. Developed pavement design sections (AASHTO Method) and project specifications for full-depth reclamation of busy roadway serving ever-increasing traffic volumes.
- Idaho Asphalt Conference, Moscow, ID. Chairman of the Idaho Asphalt Conference, responsible for technical program topics and speakers.

Project-Specific Experience

Experienced in the design, construction, and management of:
- Taxiways & Runways
- Aprons
- Roads
- Parking lots
- Pavement Condition Surveys
- Material Surveys
- Testing
- Planning & Environmental Studies

Airfield Pavement Evaluation, Homestead ARB, Florida—Project Manager for the comprehensive structural pavement evaluation of Homestead AFB to assist in the planning of the future flight operations at the air base. Directed a field-testing program that included 204 core samples from concrete and asphalt pavements and nondestructive testing using a falling weight deflectometer (FWD). Near-surface soil strength was measured using an Electronic Cone Penetrometer. Developed 20-year designs for several pavement rehabilitation alternatives.

Design-Build Runway 04-22, Edwards AFB, California—Airport officials asked Mr. Duval to conduct a top-to-bottom audit of the HMA construction operation to identify the cause of severe asphalt laydown and compaction problems for a new 12,000’ x 200’ runway. Armed with his analysis, airport officials succeeded in getting the massive runway project back on track resulting in an on-time, on-budget completion.

Runway 13R-31L Rehabilitation, Boeing Field, Washington—Developed Quality Assurance (QA) training for inspectors preparing for a critical rehabilitation of the 200’ x 10,000’ main runway. With no room for error on this 10-day project, Mr. Duval was charged to train 20 inspectors on how to evaluate the quality of 106,000 tons of asphalt mix—the exact aggregates, PG-grade asphalt binder, and FAA P-401 mixes used. The result was a complete success—runway was opened 24 hours early.

References:

Mr. Gene Gutierrez, Pavement Specialist, US Army Corps of Engineers
Design-Build Runway 04-22, Edwards AFB, California
gene.gutierrez@usace.army.mil; (402) 850-1149
1616 Capitol Ave.; Omaha, NE 68102

Mr. Kody Van Dyk, Public Works Director, City of Sandpoint
Great Northern Road Rehabilitation
kpvandyk@ci.sandpoint.id.us; (208) 263-3411
City Hall; Sandpoint ID 83864
Mr. Bessaw is an Idaho registered professional engineer and offers over 35 years experience in the planning, designing, and managing of hazardous waste, environmental, and water resources development projects. Experience includes hydrologic analysis, design, and construction for both hazardous and nuclear waste disposal projects, and surface water control for remedial action, mining, and site development projects. He has been Project Manager for numerous federal and state contracts, including a U.S. Corps of Engineers Indefinite Delivery Contract in the Pacific Northwest and a similar contract with the U.S. Bureau of Reclamation in Idaho. Assignments with WGI include project management and remedial design tasks on major environmental and hazardous waste management projects. As project manager, responsibilities include developing project schedules, manpower estimates and monitoring job progress and budgets. Other duties have included selecting and managing multiple subcontracts and directing several concurrent project tasks. Extensive background in developing project databases and using computer models such as the EPA’s HELP model (Hydrologic Evaluation of Landfill Performance) for cap and landfill design and the U.S. Corps of Engineers’ HEC-1 and HEC-RAS programs (hydrograph and backwater programs), MicroStation/SelectCAD (InRoads) and ERSI’s ARCView software.

**Project-Specific Experience**

**1997-2010 URS – Major Transportation Projects; Idaho**

**Technical Assistance Contract, Waste Management and Remediation Program, Idaho Department of Environmental Quality, Boise, ID – Program/Project Manager.** Responsible for providing project management, technical oversight and consulting services to the State of Idaho Department of Environmental Quality on several environmentally related projects as part of a Task Order based contract. Services include monitoring well installation and sampling, Phase I and II site investigations, and soil and water sampling at various sites across the state. Sites include an old bulk oil facility, county pesticide maintenance area, and former city landfill.

**Coeur d’Alene Basin Remediation Project – Idaho Department of Environmental Quality, Boise/Kellogg, ID – Project engineer for the Big Creek Repository.** Responsible for providing engineering support for the construction and operation of the repository. Oversee the disposal and placement of soil waste, review design and prepare drawings and specifications for changes as required, assist field staff in the QA/QC program, and prepare a year end report that summarized the season’s activities at the site.

**Storm Water Pollution Prevention Plan - Swift 2 Hydroelectric Project Repair Project – Cowlitz County PUD, Courage, OR – Prepared storm water pollution prevention (SWPP) plan for the reconstruction of the tailrace and power canal.**

**Environmental Plans – Wisconsin Energies, Port Washington Power Project, Port Washington, WI - WGI prepare several environmental plans, for a subsidiary Wisconsin Power Constructors LLC, in support the Port Washington Generating Station construction project, a 500 MW, combined cycle power generating station, fueled by liquid natural gas. Plans prepare included a Spill Prevention Control and Countermeasures (SPCC) Plan, Hazardous Material Management, (HMM) Plan, Hazardous Waste Management (HWMM) Plan and Storm Water Pollution Prevention (SWPP) Plan.**
**Storm Water Design - Waste Isolation Pilot Plant (WIPP), NM** – Storm water design calculations for conceptual, preliminary and final design for remedial actions needed to protect shallow groundwater from salt pile runoff and infiltration resulting from the mine salt waste pile management practices. Design included lining of ponds and ditches and elimination of the 15-acre Salt Pile at the DOE site.

**Highway Drainage Design, US-95, Idaho Transportation Department, ID.**
Provide technical support and engineering analysis for design of culvert crossing and roadside ditches for US 95 in Northern Idaho. Develop design discharges, sized culverts and channels, determined riprap sizes and assisted in the selection of erosion control measures.

**Bridge Hydraulic Analysis, US-95, Idaho Transportation Department, ID.**
Provide technical support and engineering analysis for design of several new bridges in Northern Idaho on US 95. Develop design discharges, perform backwater analysis, and scour evaluation as part of the design of several new bridges in Northern Idaho.

**DOE Yucca Mountain High-Level Nuclear Waste Repository, NV.**
Prepared storm water control plan for access portal at the Yucca Mountain Waste Storage Project. Developed design flows for the 100-year, 500-year, and PMF storm events from published data. Work included sizing various construction storm water management features for the South Portal area.

**Waltz Mill Remediation Project, PA.**
Worked on soil erosion and sediment control plan for Waltz Mill Remediation Project, Pennsylvania. Assisted with preparing drawings and sizing ditches and culverts to convey storm water flows. Also determined the 100-year flood plain limits of a small stream near the site (Calleys Run).

**Boise Front Flood Control Project, Boise City, ID.**
Discipline lead for hydrologic and hydraulic analysis and design for several debris basins as part of the Boise Front Flood Control project. Developed design storm runoff and sized spillways for debris dams following NRCS and State of Idaho guidelines.

**References:**

**Jay Britten, Project Manager, Waste Control Specialists**
jbritten@wcstexas.com
Three Lincoln Centre, Ste. 1700
5430 LBJ Freeway, Dallas, TX 75240
(972) 715-9800

**Elaine Hill, Project Manager, Idaho Division of Public Works**
Bio Safety Level 3 Improvements Project
elaine.hill@adm.idaho.gov
(208) 332-1925
Mr. Dille offers over 43 years of extensive civil/structural engineering design experience that includes various levels of supervision, management, and construction while specializing in roadway and railroad bridges, industrial, commercial and institutional buildings, industrial, environmental, minerals and mining fields. His experience includes bridge and roadway projects for the Federal Highway Administration (FHWA), Ada County Highway District (ACHD), Idaho Transportation Department (ITD), Utah Transportation Department (UTD), Bureau of Indian Affairs, United States Forest Service, Burlington Northern and Santa Fe Railroad, and the Union Pacific Railroad.

**Project Specific Experience**

**US-95 Garwood to Sagle Project – Idaho Transportation Department, District 1; Garwood, Idaho.**

He served as the structural engineering team leader. His responsibilities include the supervision of the structures concept studies reports for the three separate interchange structures that were part of the Ultimate Build-out on the Athol segment and the wildlife crossing structure on the Chilco segment.

**I-84 Karcher Interchange to Five Mile Road Environmental Study – Idaho Transportation Department, District 3; Boise, Idaho.**

He served as the structural engineering team leader. His responsibilities include the supervision of the structures concept studies reports.

**Flexible Fuel Project; TransAlta Centralia Generation LLC; Railroad Design; Centralia, Washington**

Mr. Dille was the Lead Structural Engineer for this project. The client and the project are located at the existing Power Plant in Centralia, Washington in Lewis County. The project consisted of the following three major design tasks: Rail Sidings and Extended Rail Loop; Temporary upgrade of the existing Coal Unloading Facilities (CUF) and design of a new CUF for the increased coal delivery by rail; and Coal Handling Analysis. URS was tasked to complete the feasibility analysis and preliminary design.

**Central Utah Rail - Preliminary Design – Six County Association of Governments (SCAOG); Richfield, Utah.**

Currently, as the Structural Design Lead, He leads the preliminary structural design for the preferred alignment in support of an Environmental Impact Statement (EIS). The major railroad bridges included: a 300-foot three-span steel underdeck girder bridge, crossing the Yuba Reservoir; a 95-foot single-span steel thru-girder bridge, crossing over US89; and a 65-foot single-span underdeck girder bridge, crossing over the Sevier River. The project alignment is approximately 43-miles in length and includes Interfacing with the Surface Transportation Board, Environmental Company, SCAOG, UDOT, UPRR, and other agencies; compliance issues with various entities, geological investigation; hydrology conceptual designs; operational considerations; utilities; right-of-way development; construction recommendations; and development of a budget level construction estimate.

**Orchard to Gowen Concept Study – Idaho Transportation Department, District 3; Boise, Idaho.**

He served as the structural engineering team leader. His responsibilities included the supervision of the structures concept studies reports.

**Idaho Cleanup Project – Idaho Waste Treatment Unit, Idaho National**
Laboratory, Department of Energy.
He worked on the design team for a low-level radioactive waste storage building. As a
design checker, he checked supporting structural calculations. The structural design
included, steel roof frame and diaphragm, anchor bolts, shear lugs, concrete slab for
the storage of 220 ton storage vaults.

US-95, Sand Creek Byway - Idaho Transportation Department, District 1; Sandpoint, Idaho.
He served as the structural engineering team leader. His responsibilities included the
supervision and design of the North Interchange Bridge. The roadway structure is a
three-span, 90-meters long, haunched steel girder bridge. The bridge is being
designed using wide girder spacing and integral abutments. He also served as a design
reviewer and construction support engineer for the roadway and railway retaining
walls. The project consists of more than 3500 lineal meters of MSE architectural walls
along the byway. The bridge and structures were designed using AASHTO LRFD
Bridge Design Specifications and AREMA Manual for Railway Engineering, 2000
Edition.

US-93 Twin Falls Alternate Route – Idaho Transportation Department,
District 4; Twin Falls, Idaho.
He served as the structural engineering team leader. His responsibilities included the
supervision and design of the Perrine Coulee Bridge, Pole Line Interchange Bridge,
and Rock Creek Bridge. The Perrine Coulee Bridge is a 12 meter single-span, post-
tension slab bridge. The Pole Line structure is a two-span, 80 meters long, post-
tension box girder bridge. The Rock Creek structure is a three-span 150 meters
long, steel girder bridge. The bridges were designed using AASHTO LRFD Bridge
Design Specifications.

US-95, Jct. SH-1 NE, Boundary County - Idaho Transportation
Department, District 1; Copeland, Idaho.
He served as the structural engineering team leader. His responsibilities included the
supervision of the design of three wildlife crossings and retaining walls. The wildlife
crossings are 7.8 m concrete stiffleg bridges with extended wing walls. The project
has 605 meters of cast-in-place concrete retaining walls.

References:

Matthew M. Farrar, P.E., Idaho Bridge Engineer, ITD
Project associated with (must be relevant to Boise Airport work)
Email: Matt.Farrar@itd.idaho.gov
Address: Idaho Transportation Dept., HQ (P.O. Box 7129)
Phone: 208-334-8526

Mike Ebright, P.E., Bridge Group Design Leader, ITD
Project associated with (must be relevant to Boise Airport work)
Email: Mike.Ebright@itd.idaho.gov
Address: Idaho Transportation Dept., HQ (P.O. 7129)
Phone: 208-334-8546
Rod Woodhouse is a Structural Team leader and Project Engineering Manager in the Boise, Idaho office of URS. He has 37 years of experience in bridge design and plan preparation for transportation departments in Florida, Idaho, Arizona, Oregon, Utah, Connecticut and Colorado. His design experience includes bridge types from pre-stressed slabs to curved concrete box girders, segmental box girders, steel box girder, and plate girder bridges.

**Project-Specific Experience**

**Federal Aviation Administration (FAA), Alaska**

Mr. Woodhouse provided structural inspection and appraisal for the FAA VORTAC Air Navigation sites at Bettles, Level Island, Juneau, Tanana, and Bear Island, Alaska.

**Hartford – New Britain Busway Project, Connecticut Department of Transportation**

Mr. Woodhouse is presently the Structures Project Manager for the design of three Busway bridges and one Busway overpass bridge in Harford, Connecticut. The three Busway bridges are composite steel with concrete decks, two are curved and one is tapered and all are heavily skewed. The overpass is a two span bridge composite steel and concrete structure, which crosses the Busway and the Amtrak Railroad Corridor, and it is also curved and skewed.

**New River Bridge Project; Broward County, Florida**

Mr. Woodhouse was the Project Design Manager for the New River Bridge, a design/build project constructed for the SFRTA/Tri-Rail. The project consists of the design and construction of a new high level, double-track Railroad Bridge over the New River, just west of I-95 in Fort Lauderdale. The bridge is 3,684 ft long, with 38 pre-stressed concrete approach spans and a single, steel through girder span over the main channel. The bridge is founded on 10 ft diameter, non-redundant drilled shafts. Washington Group International designed the structural, track and civil aspects of the project and managed construction activities.

**Tri-Rail Double Track Corridor Improvement Project, Segment 5, Broward County, Florida**

This high-profile project finalized the double-tracking program for the South Florida Regional Transportation Authority owned South Florida Rail Corridor. The project included approximately 45 miles of parallel track along the existing rail corridor, and featured design and construction of track, signal systems, bridges, structures, and station modifications involving demolition and new construction. Improvements to grade crossings throughout the 72-mile corridor are also part of this design-build project. Mr. Woodhouse was the Structural Design Manager responsible for the design of 17 bridges; 12 retaining walls using the T-Wall system; 11 crash walls; and the design of rehabilitation repairs for 5 bridges for this design/build project. New bridges included steel through-girder, composite steel and concrete and pre-stressed box girder varieties.

**Widening of Palm Bay Road Bridge over I-95; Brevard County, Florida**

Mr. Woodhouse was the project manager leading the production of the final design package for the widening of Palm Bay Road in Brevard County for FDOT District V. Project design widened Palm Bay Road Bridge over I-95. Current superstructure for this 4 span bridge (total length is 290ft). Current structure is of AASHTO beams and a
seven-inch concrete deck. The widening will be done by using similar AASHTO beams. Project also included culvert extension, 12 ft high noise walls (800ft) and a foundation for traffic signals.

District-Wide General CEI Consultant - Florida Department of Transportation District IV; Martin and Palm Beach Counties, Florida

Under two separate and consecutive awards, he was project manager for this general consultant services project related to construction engineering and inspection. The scope of services includes final plan reviews, claims reviews, final estimate audits, and determinations of construction durations. This work order based contract features a constructability review and time estimation for the Evans Crary Bridge - a 909-meter-long, high level segmental bridge in Stuart, Florida; constructability and biddability review of the plans for I-95/Okeechobee Road Interchange in West Palm Beach, Florida; as well as the final estimate audit for the Roosevelt Bridge also located in Stuart, Florida.

Park Avenue West Viaduct Replacement; Denver, Colorado

Mr. Woodhouse was the bridge design manager on the 2,000-foot-long by 140-foot-wide viaduct connecting I-25 to lower downtown Denver. The bridge crosses the Platte River and the Burlington Northern Railroad (BNRR) maintenance facility. The bridge structure included a raised intersection connecting a four lane cross-street with the eight lane viaduct over the railroad tracks.

Malad River Bridge; Bear River City, Utah

Mr. Woodhouse served as the project engineer and was responsible for the design of the prestressed AASHTO girder Malad River Bridge south of Bear River City, Utah.

9th Street Bridge, Idaho Transportation Department; Boise, Idaho

Mr. Woodhouse was the designer of the two span, skewed, steel box girder bridge, which carries the four-lane wide, 9th Street over the Boise River and the Boise River Greenbelt, a linear recreational park which follows the Boise River.

Canyon Creek; Idaho Transportation Department, Wallace, Idaho

Mr. Woodhouse designed an open steel deck railroad bridge over Canyon Creek; the foundations for a relocated through-truss railroad bridge over the Coeur d’Alene River; and a highway ramp bridge to I-90 over Canyon Creek.

Veteran’s Parkway Bridge; Idaho Transportation Department; Boise, Idaho

Mr. Woodhouse was the project engineer for this concrete box girder bridge design over the Boise River.

References:

Mike Ebright, P.E., Idaho Transportation Department
9th Street Bridge
Mike.Ebright@itd.idaho.gov
Address: Idaho Transportation Department, P.O. Box 7129, Boise ID 83707-1129
Phone: (208) 334-8546

Daniel Mazza, P.E., South Florida Regional Transportation Authority
New River Bridge Project
mazzad@sfrta.fl.gov
Address: SFRTA, 800 NW 33rd Street, Suite 100 Pompano Beach, Florida 33064
Phone: (954) 788-7893
Mr. McOmber has over 30 years of engineering and construction experience with URS. During his career he has held a variety of assignments—from field engineer to project engineer, quality control engineer, project manager, project director, regional manager, and Vice President—giving him a full range of project management experience. The vast majority of Mr. McOmber’s experience has involved projects for which URS manages the design and/or the construction work performed by subconsultants and subcontractors. In this capacity, he has responsibility for overall budget and cost control, master scheduling, contract administration, quality control, and safety. He has served as Principal-in-Charge on over $2 billion in construction value for project management assignments. Mr. McOmber’s field experience includes projects ranging in value from $12 million to an $850 million General Motors assembly plant. Mr. McOmber has been responsible for highway, transit, infrastructure, and public works projects with a total value of more than $3 billion since 1980. As a Principal-in-Charge, he has played a key role in recent management of five multiple-project programs. He has managed design and/or construction of 12 major facilities in Idaho with a total value of $250 million. These projects include the Ada County Court House in Boise, University of Idaho Library Addition in Moscow, Vallivue High School Complex in Caldwell, the Ada County Jail in Boise, First Interstate office tower in downtown Boise, and three prison facilities in Boise and Orofino. Having overall responsibility for these projects, he coordinated with state agencies, such as the Department of Corrections, Department of Public Works, and Ada County; assisted with permitting, and had oversight responsibility for design and construction.

**Project Specific Experience**

**Executive Sponsor, Marathon Airport Construction, Key West, Florida**

CM of the 19,500 s.f. Marathon Airport terminal. In addition to the terminal, the project included site utilities, canopied passenger loading/unloading areas, parking areas, landscaping, aircraft apron area and vehicle access/exit roadways.

**Executive Sponsor for the following projects:**

- Connecting Idaho GARVEE Highway Program, $1B Highway upgrades
- Highway Projects in California, Nevada, Florida, Texas
- Ada County Courthouse, Boise
- University of Washington Facilities, Seattle
- **Idaho State Prison Expansion, Boise and Orofino, Idaho**

**References:**

**Pat Donaldson, Project Manager - Facilities**  
Department of Corrections – ICC Expansion Project  
Tel: (208) 658-2108  
Cell: (208) 863-8712

**Scott Stokes, Deputy Director, Idaho Transportation Department**  
Connecting Idaho GARVEE Highway Program  
Email scott.stokes@itd.idaho.gov  
Address 3311 W. State St; Boise, ID 83707  
Phone 208-334-8027
Jeff Shneider, AIA - CSHQA

Advisory Committee

- Has managed over 14 projects at the Boise Airport over the past 20 years
- Master Architecture/Urban Planning, University of Nebraska, 1974
- Bachelor of Science: Applied Math and Engineering, University of Wisconsin, 1971
- Professional Registration in Architecture in 50 states

Mr. Shneider’s leadership abilities include all areas of project development. His years of experience have given him the ability to analyze complex issues and develop creative solutions. He stresses effective communication as much as the design itself. Teamwork is crucial to achieving the overall expectations of each client. Jeff’s ability to interact with the client and translate those needs to the design team results in well-designed and successful projects. He will be responsible for overall quality control.

Project-Specific Experience

Boise Airport, Boise, ID

Major expansion projects and developments since 1983, including the $108 million New Passenger Terminal Building expansion

Rogue Valley International - Medford Airport, Medford, OR

- New passenger terminal building
- Aircraft apron
- Passenger roadway and park valet

Fresno Yosemite International Airport, Fresno, CA

- Terminal and Concourse Expansion Program.
- Reno Tahoe International Airport, Reno, NV
- Elbow Checkpoint Feasibility Study
- Central Checkpoint Feasibility Study
- Administration Office Programming Study

Spokane International Airport, Spokane, WA

Concession design and planning for ten concessions located throughout the terminal

Detroit Metro International Airport Pistol Range, Detroit, MI

8,215 sf indoor pistol range as part of Detroit Airport’s training facility for its law/security enforcement officers

Grant County Regional Airport, John Day, OR

a joint use 18,762 sf facility for a Regional Training Academy, offices, and GA aviation terminal

Birmingham International Airport Terminal Modernization Program, Birmingham, AL

Provide planning and design services for the consolidated security screening checkpoint and the in-line baggage handling screening systems.

References:

John Anderson, McCall Airport Manager (Former Boise Airport Director)
Boise Airport Expansion Project
janderson@mccall.id.us; (208) 634-1488
216 East Park Street, McCall, ID 83868

Russell Widmar, AAE, Director of Aviation
Fresno Yosemite International Airport
Terminal Rehabilitation and Expansion Project
russ.widmar@fresno.gov; (559) 621-4536
4995 East Clinton Way, Fresno, CA 93727
IV. Qualifications and Experience of Additional Services
IV. Qualifications & Experience for Additional Services Requested

A. Geotechnical

The URS team consists of highly trained registered professional engineers, hydrogeologists, geologists, and special inspectors that bring an unmatched understanding of local subsurface conditions at the Boise Airport. Through their established offices in Boise, they have been providing environmental engineering, geotechnical, and quality construction material testing and inspection services and have developed a reputation for providing dependable and quality geotechnical services. In addition to experience at the Boise Airport over the past 20 years, we also bring valuable experience from many airport projects around the Northwest including Spokane, the Tri-Cities, Coeur d’Alene, Glacier Park, Elko, Moscow, Caldwell, and McCall. Geotechnical services include:

- Assisting owners & design teams in foundation alternatives & cost-effective construction techniques
- Estimating the allowable bearing value & settlement of shallow foundations
- Assessment of natural slopes, embankment fills & excavation slopes
- Developing pavement sections, subgrade support & materials evaluations
- Evaluating the stability of existing foundations, retaining walls, shoring systems, vibration monitoring & embankment slopes
- Deep foundation analyses of pile selection, deformation, installation & bearing values

B. Survey Work

The URS team’s approach to providing a quality design solution for our airport clients begins with accurate and timely topographical data. Airport surveys provide detailed runway, taxiway, and apron information in a digital format that is used for design and mapping to safely taxi aircraft, especially in poor visibility conditions. Our airport surveys also establish geodetic control in the vicinity of the airport including permanent survey marks accurately tied to the National Spatial Reference System (NSRS). The accuracy of this control is “critical” to ensure that future runway/taxiway construction, NAVAID siting, obstruction clearing, road construction and other airport improvement projects are built to the highest degree of accuracy possible. URS survey capabilities include:

- Boundary surveys / American Land Title Association Surveys
- Right-of-way surveys & mapping
- Photogrammetric aerial surveys
- Utility location surveys & mapping
- Topographic / 3-D imaging / surveys & mapping
- Department of Transportation – ROW plans
- Engineering & design surveys & mapping
- Construction control surveys
- Construction staking
- Record surveys
- Cadastral surveys
- Transportation route surveys
- Construction control surveys
- Bureau of Land Management surveys

URS team proficiency with airport surveying is demonstrated in our project experience at the Boise Airport including the Shuttle Parking Lot, East & West Cargo Apron, and Taxiway F & K Rehabilitations.

C. Environmental Studies

The URS team recognizes environmental clearance as the “critical” element of any successful airport improvement project. The URS team includes specialists and scientists who are experienced with all aspects of environmental compliance and remediation issues. Our subconsultant, Bionomics, provides due diligence investigations and offers specific expertise including:

- Air quality services
- Hydrogeologic investigations
Bionomics has worked with URS providing environmental services at the Boise Airport in recent years. In addition to that Boise experience, select project experience of similar scope includes:

- Mountain Home AFB, Idaho
- St. Maries Airport, Idaho
- Bear Lake County, Idaho for FAA
- Lewiston-Nez Perce Airport

**D. Material Testing**

STRATA’s registered professional engineers, hydrogeologists, geologists, and special inspectors have an unmatched understanding of local subsurface conditions at the Boise Airport. Backed by 35 years of experience, STRATA provides both field and laboratory testing for construction materials to verify construction is accomplished in accordance with plans and specifications and meets local codes. Whether testing soils and aggregate, concrete, masonry, structural steel, asphalt, spray-applied fireproofing, or trusses, STRATA provides substantiated results for durability and strength.

STRATA has worked with URS on projects for over 20 years at the Boise Airport and on other projects such as the Evanston-Unita County Airport, Great Falls International Airport, and I-84 Sound Wall Project for ITD. They have been involved in QA/QC testing and engineering at Boise Airport since 1984 on runway extensions, safety area expansions, runway pavement rehabilitation, and the terminal expansion. In addition, they worked with the design team and ITD on the Orchard Avenue realignment to accommodate future expansion. Other recent airport projects include:

- Spokane, Washington International Airport, Geiger Field
- Pocatello Airport
- Tri-Cities (Washington) Airport

**E. Pavement Condition Surveys**

The URS team includes recognized pavement industry expert, API, who have a thorough understanding of pavement performance and the causes of pavement deterioration. This expertise allows accurate and efficient assessments of current pavement conditions. It also provides the capability and experience to identify the causes and rehabilitation alternatives for distressed pavements. URS and API can identify the service life remaining in the existing Boise Airport pavements. We will provide evaluation services that give Boise Airport the greatest return for the money expended.

With highly trained airport experts, API can tackle the most challenging technical problems and provides a full spectrum of airfield pavement engineering services. Services focus on applying state-of-the-art technologies to assess pavement conditions and include the following tasks:

- Detail aircraft & other vehicle types as well as operational weights
- Identify runways, taxiways, aprons, unique pavement areas, facilities, surface types, & traffic operations
- Collect site core samples
- Test samples at the laboratory & record findings
- Develop performance models that predict how each “family” of pavements will deteriorate
- Analyze structural data to determine the load-carrying capacity of each pavement section, the estimated years of remaining structural life, & the appropriate rehabilitation alternative for deficient sections.
- Develop Construction Improvement Plan (CIP) with realistic pavement rehabilitation suggestions based on existing conditions, future plans, pavement repair costs, in-pavement lighting costs, engineering fees, construction management fees, & contingency costs.
Recently, URS managed the development of a Pavement Condition Survey at the Boise Airport which addressed Taxiways G, D, K, A6 & A7 as well as the terminal apron. Additional airport projects where API has demonstrated their recent similar experience in conducting Pavement Condition Surveys include:

- Baltimore Washington International Airport, APMS Update
- Nashville International Airport, PMS Update on Airport Runway 13-31
- Dayton International Airport, PMS Update
- Port of Portland, PMS Update

**F. Air Quality Analysis**

URS has resources and experience conducting air quality analyses for a variety of transportation project types and pollutants in Ada and Canyon Counties. Our staff has local experience using a variety of current, EPA-approved models and software tools including MOBILE, CAL3QHC, CALINE, and AERMOD. Additionally, as part of the conformity demonstration for recent roadway environmental studies, our staff has acquired experience producing qualitative estimates of mobile source air toxic pollutants and green house gas emissions. Air quality-related capabilities that can be offered through our Boise Engineering Office include:

- Air Quality Plans
- Emissions Modeling
- Emissions Inventories & Analysis
- Dispersion Modeling
- Permit Applications & Support
- Conformity Documentation & Analysis

Recent air quality projects include:

- SH-44 Corridor Preservation, Jct. I-84 to Eagle
- I-84, Karcher Interchange to Five Mile Environmental Study
- I-84, Orchard to Gowen Air Quality Analysis

**G. AutoCAD Service**

URS’s Computer Aided Design and Drafting (CADD) department uses the latest computer software and hardware available to generate airport databases and design drawings. URS uses AutoCAD 2010 as its main CADD program, supported by Autodesk Civil 3D 2010 for civil design. Earlier versions of AutoCAD are also available, if preferred.

All of our computer workstations are linked to a Network Server, which stores our drawing, engineering and word processing files. This compatibility enables our users to share the same files, for improved accuracy of data. URS is extremely proud of our CADD department, and we produce the highest quality engineering and planning drawing documents in the shortest amount of time. This capability helps our clients keep their projects on schedule.

CADD engineering is a standard in the industry and our ability to directly link the CADD line work and data into a Geographical Information System (GIS) airport-specific database is an enhanced feature. A single database can let airport personnel quickly gather important information for management, planning, and future expansion. URS also maintains and trains on MicroStation V8 for CADD & InRoads v 8.9 for civil design. We are committed to using the best tools for the project. URS team proficiency with AutoCAD Services is demonstrated in our project experience at the Boise, Spokane, and Bellingham Airports as well as Paine and Boeing Fields.

**H. GIS Services**

At the Boise Airport URS successfully uses GIS (Geographical Information Systems) to bring together project’s geospatial data to one source. With the latest ESRI software in conjunction with Oracle’s database software to build enterprise GIS systems, we make geospatial data readily available across different platforms within the project organization. In addition to GIS mapping tasks and analysis, URS successfully takes full advantage of enterprise GIS systems for getting surveyed basedata traditionally kept in CAD format, and integrating it with attribute data, imagery, and analysis. This enables both platforms to be improved, work is more efficient, analyses are more thorough, deliverables are more robust, and the management of data is in one repository. URS not only has the expertise in cross-platform data exchange between CAD and GIS, but also the expertise to offer the geospatial data online for quick viewing by non-CAD/GIS users such as project managers or the public. URS also has experience incorporating
URS's extensive experience has been gained across several industries and with large clients requiring flexible yet large-scale Geodatabase solutions such as pipeline projects, military, EPA, and commercial manufacturing. The GIS airport Geodatabase provides:

- Repository of GIS, CAD, Imagery, & tabular data
- Serves as a working geodatabase repository & as an archive
- GIS mapping for analysis, attribution of features, joining CAD & GIS features.
- Report generation

**I. FAA Reports**

URS is fully familiar with FAA procedures, report requirements, forms, grant applications, reimbursable agreements, modification to standards, etc. For our airport clients, we perform airport master plans and environmental assessments and assist with grant applications and FAA reimbursable agreements. For the implementation of airport capital improvements administered through the FAA Airport Improvement Program (AIP), URS commonly prepares the following reports to FAA requirements:

- Engineer’s Design Report (project information, design analysis, standard specifications, modifications to standards, cost estimate, schedule, safety, construction staging, & construction phasing & maintenance of traffic)
- Construction Management Plan (construction staff, inspection procedures, submittal process, quality control testing, & acceptance testing)
- Project Closeout Report (scope, administrative, engineering, construction, summary of test results, project costs, DBE program, determinations, ALP revisions)

URS team proficiency with FAA Reports is demonstrated in our project experience at the Boise and Spokane Airports as well as the Boeing Field and many other.

**J. Resident Engineering**

URS has extensive experience in the provision of Resident Engineering services at many airports and specifically the Boise, Renton, and Spokane Airports. URS’s Resident Engineers have proven experience in construction administration that is in compliance with FAA requirements. The Resident Engineer acts as the Owner’s Representative and we see this service as a vital contribution to constructing projects as intended with attention to budget and schedules. Status reports are provided on a daily and weekly basis to keep the project on track and owners informed.

**K. Miscellaneous Architectural Services**

Building designs expertise includes administration/office buildings, industrial facilities, living and personnel support buildings, and government and infrastructure projects. The staff provides comprehensive services including planning, programming, design, and construction support as well as specialization in building code and visualization. Recently CSHQA has completed the architectural design services for several Boise Airport Projects and is currently assisting with the construction administration for these projects:

- Shuttle Parking Lot Expansion
- Snow Removal Equipment Building
- Customs & Border Protection Facility

Architectural services include:

- Planning & Programming
- Design
- Construction Documentation
- Certified Building Code Plans Examiner
- Life Safety Analysis
- Visualization Services
- Renderings
- Animation & Multimedia
V. Specific Relevant Project Experience
URS has completed or currently working on 25 task orders in the last 4 years at the Boise Airport. In addition, URS and other expert team members have completed other airport projects that provide experience relevant to the Boise Airport.

V. Specific Relevant Project Experience

URS is highly experienced with the current needs at the Boise Airport due to our specific relevant project experience. Over just the past 4 years we have been assigned 25 task orders at the Boise Airport valued at $2.37 million for engineering and construction services. All task orders were completed within budget and to customer’s satisfaction. A detailed project description of our work at the Boise Airport for the past 5 years is included at the end of this section. As also shown in the detailed description, our proposed subconsultants have also been active at the Boise Airport. Section II also provides additional detail on the projects URS has completed specifically at the Boise Airport over the past 30 years—we have worked on nearly the entire site!

Due to our extensive work at the Boise Airport to date, the URS team is able to provide engineering services for Boise Airport with virtually no learning curve. We have gained an in-depth understanding of the airport’s infrastructure, organizational structure, unique technical attributes, and capital improvement goals. We understand processes and procedures for the airport, FAA, ISPWC, as well as ITD and ACHD regulations. We have a strong working relationship with Airport Staff, FAA, ADO, ATCT, and military personnel. Our knowledge of the airfield and landside requirements allows us to expedite preliminary engineering, reduce schedules, costs and minimize unknowns during construction. The benefit to you is our design and construction management teams can operate efficiently and effectively for the Airport immediately.

In addition to our specifically relevant experience at your site, we also bring proven approaches and techniques from other airports in the U.S. Due to our team’s previous experience, we feel confident in executing your Airport Capital Improvement Program while conserving valuable budget dollars and schedule during the planning, design and construction of your projects.

A. Project Experience listed by Relevant Type

In this section we have provided a list of relevant projects completed by our team in the past 5 years for each project type as requested in the RFP.

- Runway, Apron, & Taxiway Extension Projects
- Taxiway, Runway & Apron Pavement Rehabilitation
- Airfield Lighting Projects
- Planning Studies
- Environmental Studies
- Storm Drainage Facilities
- Surveying
- Roads & Parking Lots
- Pavement Condition Surveys
- Utility Projects
- Security Fences & Gates
- Cargo Aprons
- Architectural Services

B. Runway, Apron, & Taxiway Extensions

Spokane International Airport, Extend Runway 3-21 & Related Work

URS is providing design services and construction management for this multiyear rehabilitation and expansion program for the airport’s primary air carrier runway and parallel taxiway. The first phase involved the construction of a 2,000-foot runway extension to increase the runway length to 11,000 feet, extension of 2 parallel taxiways to meet the new end condition, and rehabilitation of the existing runway to correct deficiencies. This phase was designed in 2008-2009 with construction in 2009 and 2010. The second phase will reconstruct the opposite runway end to correct line of sight deficiencies. This phase is being designed in 2010 with construction in 2011. New Portland cement concrete pavement will be provided at both runway ends and the asphalt concrete mid section will be fully rehabilitated. Total construction cost for the project is estimated at $65 million.
Bellingham International Airport, Rehabilitate Runway 16-34 & Taxiway Alpha

URS is providing design services and construction management for the reconfiguration and reconstruction of Bellingham’s air carrier runway and parallel taxiway. The project will upgrade the runway/taxiway system to meet Airport Design Group IV standards. Both facilities will be reconstructed in asphalt concrete in the summer of 2010. The runway portion of the work will be constructed on a 24 hour/day basis during a runway closure of several weeks. Total construction cost is estimated at $25 million.

Our Extension Project Experience Supports many 5-yr CIP Tasks:
- Heliport at W. De-Ice Apron
- New Cargo Airside Facilities
- Airfield Expansion Phase 2 Taxiway
- Runway 9/27 Phase I

Raleigh-Durham International Airport, Taxiway D Relocation & Terminal C Apron Expansion

URS provided design services and construction inspection for this taxiway relocation and apron expansion project. This project was a first stage project to enable the extension of Terminal C. Airfield pavement design included both Portland cement concrete and asphalt concrete. Taxiway bridges and road relocations were included in the design. Construction was completed in 2005. Construction cost was $35 million.

Los Angeles International Airport, North Field Taxiways

URS is currently designing 5 high speed exit taxiways for the North Field at LAX. This project is the first implementation phase of the LAX Interim Runway Safety Improvement Program. The exit taxiways will be designed to accommodate up to A380 size aircraft and construction will be in Portland cement concrete. Total construction cost is estimated at $40 million.

San Diego International Airport, RON Apron

URS provided design services for the apron and taxilane area to support the Terminal 2 West expansion, including the provision of 10 RON positions. Aircraft parking and airfield planning were major elements of the design. Close coordination was required with airport departments in reaching design decisions. Over 37 acres of Portland cement concrete pavement were provided. Construction cost was estimated at $45 million.

C. Taxiway, Runway, & Apron Pavement Rehabilitations

Boise Airport, Taxiway Kilo Reconstruction

URS is providing design services and construction management for the relocation and reconstruction of Taxiway Kilo, including the Taxilane Kilo extension, at Boise Airport. This project will allow accommodating A300-600 aircraft on Taxiway Kilo to better serve the airport tenants in this area of the airfield. Continuous access to the adjacent aircraft parking apron on the south side of the taxiway is being maintained and new pavements will be constructed of asphalt concrete. Construction is scheduled for summer 2010 with a total construction cost estimated at $4 million.

Boise Airport, North Air Carrier Apron Pavement Improvements

URS provided design services and construction management for the rehabilitation of distressed apron and taxilane pavement at Concourse B. The rehabilitation included areas of mill and overlay and areas of full depth reconstruction. Pavements were constructed in asphalt concrete. Construction was in summer/fall 2009. Construction cost was $2M.

King County International Airport – Boeing Field, Taxiway Bravo & Taxiway Alpha Rehabilitation

URS provided design services and construction management for Taxiway Bravo in 2008 and is currently providing the same for Taxiway Alpha, 2009-2010. Both taxiways are approximately 10,000 feet in length and must be able to accommodate wide body Boeing aircraft. The reconstruction of Taxiway Bravo was in asphalt concrete. Taxiway Alpha rehabilitation will be a mix of asphalt concrete and Portland cement concrete pavement. Construction cost of the combined projects is estimated at $35 million.

Raleigh-Durham International Airport, Terminal C Renovation

URS provided design services for airfield civil on the architectural design team for this major terminal project, estimated construction cost of $350 million. URS provided aircraft parking design, apron pavement design, and design and coordination of all site utilities and other site elements. Multiple design packages were issued, beginning in 2006. Construction completion is estimated for early 2011.
Los Angeles International Airport, Mercury Aviation Ramp Rehabilitation

URS provided design services for the rehabilitation of 17 acres of aircraft parking apron serving Mercury Aviation, the primary FBO at LAX. Aircraft types were primarily corporate business jets, but the site had to accommodate a limited number of B737-800 aircraft and B747 aircraft. URS provided a pavement zoning approach that was able to reduce anticipated pavement costs from $8 million to $4 million. Both full depth reconstruction and overlay construction in asphalt concrete were provided. Construction was accomplished in 2007-2008. Construction cost was $4 million.

Snohomish County Airport Paine Field, Runway 16R-34L & Taxiway “A” Rehabilitation & Related Work

URS provided design services and construction management for this pavement rehabilitation program for the airport’s primary runway and parallel taxiway. The 16R runway end was reconstructed to correct a noncompliant longitudinal grade and URS used this opportunity to provide the airport with a 1,000 foot runway end section in Portland cement concrete pavement. Major portions of Taxiway Alpha were also reconstructed in Portland cement concrete pavement to provide a more durable surface for the turning movements of Boeing aircraft. Other runway and taxiway areas were rehabilitated with asphalt concrete pavement. The construction was accomplished in 2009 using a temporarily relocated threshold and several periods of 24 hour/day construction during allowable windows of runway closure. Total construction cost was $15 million.

Renton Municipal Airport, Rehabilitate Runway 16-34

URS provided design services and construction management for this $4M runway rehabilitation project. Runway grade improvements were accomplished through detailed engineering analysis and the incorporation of both mill and prelevel sections prior to the primary asphalt concrete overlay. Construction was accomplished in 2009.

D. Airfield Lighting Projects

Airfield lighting design and NAVAID site adaptations are common to most of URS’ airfield civil projects. Project list and brief descriptions follow:

Boise Airport, Taxiway Kilo Reconstruction

Relocation of taxiway edge lights and the installation of new taxiway signs.

Spokane International Airport, Extend Runway 3-21 & Related Work

This project involved in pavement and elevated runway and taxiway lighting, touchdown zone lighting, relocation of Localizer and Glide Slope components of the ILS, replacement of VASIs with PAPIs, and an ALSF-2 approach lighting system.

Bellingham Airport, Rehabilitate Runway 16-34 & Taxiway Alpha

This project required new runway centerline lighting, edge lighting, touchdown zone lights, and base cans for the approach lighting system. Taxiway lighting and signage was also provided. Upgrades to the electrical vault and a new ALCS were provided. The design was coordinated with the FAA for MALSR and PAPI upgrades.

Snohomish County Airport Paine Field, Runway 16R-34L & Taxiway Alpha Rehabilitation & Related Work

This project involved in pavement and elevated runway and taxiway lighting, touchdown zone lighting, base cans for the approach lighting system, guidance and hold signing, and a new ALCS.

King County International Airport Boeing Field, Taxiway Bravo Rehabilitation

This project required in pavement and elevated taxiway lighting, runway guard lights, and taxiway signage.
Renton Municipal Airport, Rehabilitate Runway 16-34

This project required new runway edge lighting and changing signage for new runway designation.

Raleigh-Durham International Airport, Taxiway D Relocation & Terminal C Apron Expansion

This project involved in pavement taxiway centerline lighting, elevated taxiway edge lights, taxiway signage, obstruction lighting, and apron floodlighting.

San Diego International Airport, RON Apron

This project required in pavement and elevated taxiway lighting, signage improvements, obstruction lights, and apron floodlighting.

Los Angeles International Airport, North Field Taxiways

This project involves in pavement taxiway centerline lighting, elevated taxiway edge lights, taxiway signage, and runway status lighting.

E. Planning Studies

The following table indicates the type and number of airport projects that the URS Boise office and URS Seattle office have been engaged with over the past 5 years. This range of projects and airport clients provides URS with a diversity of airport experience that will provide value to the projects that we accomplish for the Boise Airport. Following sections provide details on specifically selected projects.

Renton Municipal Airport/Clayton Scott Field; Airport Layout Plan Update

The project involved development of aeronautical forecasts, preparation of an Airport Layout Plan Update, planning for general aviation expansion, Airport Land Use Planning, ACIP development, coordination with the SEA ADO, and use of a detailed public involvement program.

William R. Fairchild International Airport; Airport Master Plan as Part of the 5-Year CIP, Port Angeles, WA

This master plan included a detailed study of the airport’s instrument approach capability to allow the continued financial health of the commercial service provider (Kenmore Air). Additionally, the ultimate runway length was addressed so we could assure that adequate length was available to accommodate the increasing needs of the general aviation aircraft. The plan also examined the development of a new passenger terminal area, a FAR Part 77 Surfaces Survey, development of a new OC Chart, ACIP development, a full public involvement program, and coordination with the SEA ADO.

This master plan was the first planning project in the nation to use the new FAA Airports GIS coordination process. The use of this process was necessary to gain approval for the survey conducted for a new instrument approach procedure but it also laid the basis for eventual development of an electronic Airport Layout Plan (e-ALP). This experience puts our staff at the forefront of the changing airport planning environment and taught us the basics for approaching future planning assignments. A second lesson learned was that the level and type of commercial service available at the airport can influence the number of passengers enplaned. The current levels are less than the potential market that was identified. It was determined that many of the potential passengers were content to drive the 3 hours to Seattle rather than use the service available at Port Angeles.

San Diego International Airport; On-Call Planning Consultant, San Diego

Working on an on-call planning basis, URS has performed several key analyses for the airport authority including an environmental assessment for the demolition of a large manufacturing facility on the airport’s property and a detailed Benefit/Cost Analysis (BCA) for the construction of Aircraft RON Parking Positions in the terminal area.

Several of the key lessons learned during this assignment include the need to develop comprehensive project work scopes that allow the project(s) to be successful. The on-call nature and short-term schedules for most of our assignments also led to the acknowledgement that solid project management is vital to the maintenance of schedules and
Bellingham International Airport; Terminal Plan, Bellingham, WA

This project built off of the success of the Airport Master Plan that URS completed in 2003 and included development of new aeronautical forecasts that consider the changes that had occurred at the airport as a result of the implementation of new, low-cost airline service (Allegiant Air). The other elements were the building condition assessment report, a terminal “visioning process” that helped establish what the community leaders wanted in an airport, development of a financial implementation plan, coordination with the SEA ADO, and development of a Stakeholder Coordination/Visioning Program.

Several key lessons learned include that the community leaders generally support increases in air service that offer a benefit to the business community. It also was a guiding principle that in a low-cost environment any recommended improvements to airport facilities needed to be done in a manner that did not put the airport’s competitive rate structure into jeopardy (expressed as the cost per enplaned passenger). By maintaining the low cost nature of the airport continued growth of service by the carriers could be facilitated.

Bellingham International Airport; General Aviation Area Plan, Bellingham, WA

This project was intended to serve a bridge document between the 2003 Airport Master Plan and the development of a new general aviation area. Elements included reassessment of GA forecasts including a market analysis, preparation of alternative hangar and facility layouts, an assessment of the condition of existing GA facilities, development of financial implementation plans, stakeholder coordination and coordination with the SEA ADO.

This project focused on the development of a new GA area with an eye toward whether the project could be self-supporting. Several lessons were learned while conducting the work. First, it became clear that GA development was difficult to justify financially without the investment of AIP funds for site preparation and access taxiway construction. Secondly, the site to be developed had numerous areas designated as wetlands. Sequencing permitting and construction activities was critical to project success. Finally, the needs of the GA community, particularly the FBOs, turned out to be different from the observed market conditions, reflecting the realities of the GA market. In this case, constructing T-hangars for single and twin engine piston aircraft was not perceived as a good investment when compared to offering similar facilities for based jet aircraft or transient business operations.

Kelso Longview regional airport; Master Plan Update, Kelso, WA

This Master Plan Update was needed to facilitate the transition of the airport from a small GA airport into a full regional service facility. Highlights of the planning included the development of a new ALP that recommends the development of a new airfield system including an extended runway, relocated parallel taxiway, and new instrument approach procedures. Detailed GA and landside development planning and the creation of a new governance model and business plan were other key elements. All of the work was accompanied by a public involvement program and required close coordination with the SEA ADO. As this plan progressed it became apparent that there were numerous areas where physical limitations, both on and off-airport existed, that could preclude the airport from fully meeting the FAA’s Design Criteria. Through close coordination we were able to facilitate modifications to these standards and gain ultimate approval of the change in airport design standards. Additionally, during our examination of the governance structure for the airport it was revealed that having a regional body govern the operation of the airport was preferable to having the City in control. The change in governance allowed for a regional rather than civic consideration for the airports growth.

Seattle-Tacoma International Airport; Air Cargo Development Planning

URS was engaged in this project to examine whether opportunities existed for converting an area currently used for flight kitchens into a cargo warehouse and processing facility. The area under study was separated from the airside cargo aprons by both topography and roads. Our tasks included developing alternative concepts that allowed air cargo facilities to be built to link to the existing airfield.

During this project we learned several important lessons that can be applied to any airport planning project. First was that by engaging the current air cargo operators we were able to eliminate several alternatives that initially appeared to
have merit. The operators were able to contribute information that changed these opinions. Additionally we learned that market changes can change the timing of facility development but that good planning has a shelf-life that outlasts these temporary market fluctuations.

F. Environmental Studies

St. Maries Airport, Idaho

Bionomics performed technical studies and project coordination for preparation of a Categorical Exclusion for construction of a new parallel taxiway. Studies included wetlands delineation report; biological assessment and T&E species analysis; hazardous materials and waste assessment; socioeconomics and community impact assessment; water quality assessment; Section 106 of the National Historic Preservation Act - cultural resources, architectural and archaeological study; construction impact assessment; and secondary and cumulative impact analysis. They assisted FAA in coordination and consultation with Coeur d’Alene Tribe on potential project implementation and effect. Results of technical studies and analyses resulted in a finding of Categorical Exclusion.

Mountain Home Air Force Base, Idaho

Bionomics performed environmental services for the Mountain Home Air Force Base landfill in Mountain Home, Idaho including research of existing SWPPP and a geotechnical study for the Mountain Home AFB landfill.

FAA Studies, Idaho, Utah, Montana, & Colorado

Bionomics provided environmental services for the FAA. Work included an environmental due diligence audit; categorical exclusion and environmental assessment, which includes cultural resource and biological studies; hazardous materials and waste assessment; as well as agency coordination.

G. Storm Drainage Facilities

Storm drainage design is common to most of URS’ airfield civil projects, including collection systems, detention facilities, and water quality treatment. Projects with storm water components include the following:

- Boise Airport, North Air Carrier Apron Pavement Improvements
- Boise Airport, Taxiway Kilo Reconstruction
- Spokane International Airport, Extend Runway 3-21 & Related Work
- Bellingham Airport, Rehabilitate Runway 16-34 & Taxiway A
- Snohomish County Airport Paine Field, Runway 16R-34L & Taxiway Alpha Rehabilitation & Related Work
- King County International Airport Boeing Field, Taxiway B Rehabilitation
- Renton Municipal Airport, Rehabilitate Runway 16-34
- Raleigh-Durham International Airport, Taxiway D Relocation & Terminal C Apron Expansion
- San Diego International Airport, RON Apron
- Los Angeles International Airport, North Field Taxiways

Projects with significant or innovative storm water design include the following:

Raleigh-Durham International Airport, Taxiway D Relocation & Terminal C Apron Expansion

The taxiway relocation required by this project displaced an existing detention basin between 2 parallel taxiways. URS investigated underground detention facilities and tunneling. The tunneling option was selected which required a 7 foot diameter storm water tunnel sixty feet under the airport’s primary runway/taxiway system for a length of 2500 feet. Deep structures (35 foot depths) were required at the tunnels upstream end to tie together existing storm water collection systems. At the tunnel’s outlet end a 5 acre storm water treatment pond was provided with multiple basins and inverted outlet.
San Diego International Airport, RON Apron

Since this apron facility will serve as a fueling apron for aircraft, a system of trench drains and storm drain valve vaults were designed to provide spill containment for major events. Normal surface water runoff from the aircraft fueling apron was directed to a cartridge based filtration system to capture not only hydrocarbons, but also heavy metals from aircraft braking operations. Drainage from taxi-lane areas with relatively clean runoff was directed to an artificial turf infiltration basin. Outfall improvements, including tidal backwater devices, were provided at the salt water channel receiving airport drainage.

Seattle Tacoma International Airport, C-1 Baggage Facility

This project interrupted the storm water outlet system for a significant area of apron and taxi-lane. URS investigated siphons, extended boring tunnels, and pump station alternatives. The pump station alternate was selected and URS provided the design for a major storm drain pump station with 4 pump redundancy.

King County International Airport Boeing Field, Pump Station Replacement

URS provided a pump station replacement program for the airport, which was reliant on pumping all storm water due to elevation conditions. URS provided a 3 pump station with aircraft rated structures and covers.

H. Surveying

The majority of the task orders at the Boise Airport consisted of survey work. Areas that required extensive surveying include:

Shuttle Parking Lot Expansion, Boise Airport

This work included surveying and developing a site map showing all the existing topographic features including, ditches, fences and permanent structures on the site, adjacent road-ways, above ground utilities, section corners and approaches to the existing parking lot. We had to locate the property boundary lines and position the boundary lines on the topographic site map. We also had to contact the underground utility companies and have them provide us with a location for their utility lines so they could be placed on the site map. All this information was given to the design team for their use in developing a parking lot design.

Concourse “B”, Boise Airport

This work included a topographic survey locating all paint striping and markings, lighting, inlets, manholes, utilities, signs, navaids and edges of pavement. We identified all pipe sizes and types, paint widths and colors and sign information. We also laid out a grid and got precise elevations on the asphalt and concrete surface on the grid pattern to be used by the design team. This information was used to develop a site map to be used by the design team.

Taxiway “K”, Boise Airport

This work included a topographic survey locating all paint striping and markings, lighting, inlets, manholes, utilities, signs, navaids and edges of pavement and concrete and concrete panels. The area north of the Taxiway was also surveyed to locate the natural ground conditions for the design team. This information was tied to a project base line and precise elevations were taken on the base line and at critical pavement and concrete. This information was used to develop a site map to be used by the design team.

I. Roads and Parking Lot

Orchard Street Relocation (Preliminary Design) for Boise Airport

Currently URS has conducted preliminary design for Orchard Street Relocation. URS managed the following key tasks:

- Traffic Impact Study required by ACHD
- Categorical Exclusion Environmental Document
- FAA Correspondence & Scheduling
- Utility Coordination
- Drainage Study
Specific Relevant Project Experience

- Soils & Materials Investigation
- Design Assumptions (Local, County, FAA Northwest Mountain Region)
- Coordination with several agencies

**Maple Grove Road – Franklin to Fairview for ACHD**

The design and improvements consisted of the following tasks:

- Roadway widening/reconstruction for the existing 2-lane section to a 5-lane urban section
- Concrete paving at the intersection of Fairview & Maple Grove
- Removal of existing structures & replacement with a 9 meter prestressed concrete slab bridge structure at the Ridenbaugh Canal & a 7.2 meter structure at the Finch Lateral (South Slough)
- New storm water facilities consisting of an underground collection system & 2 storm water retention ponds; & Relocation of irrigation facilities
- Utility coordination
- Construction staging & phasing plans to minimize the impact to the residents, businesses, & the traveling public
- New crossing gates at existing at-grade UPRR railroad crossing Development & approval of a documented categorical exclusion environmental document
- Contacting the property owners along the alignment several times for design, NEPA, right-of-way & construction considerations
- Intersection designs at Susan Drive, Irving Street, Emerald, & Fairview
- Safety shoulders/bike lanes
- New traffic signals at the intersections of Fairview & Maple Grove & Emerald & Maple Grove & traffic signal interconnect, & installation of new roadway lighting
- Public involvement & owner contacts throughout the design process Coordination with all the stakeholders from design through construction was an essential part– especially property owners, businesses, irrigation & canal districts

**US-95, Sandpoint, Idaho**

URS completed the preliminary and final design engineering for a 2-mile long alternate route that relocates US-95 from downtown Sandpoint to along Sand Creek with an interchange at each end. This high-profile controversial project has required immense public involvement and team coordination. The complexity of the design includes threading a 3-lane roadway between 2 water bodies, a historic depot and railroad track that is planning a future double track. The major design elements included roadway design and pedestrian/bike path tasks, completion of the concept and design study report; supported the preparation of a successful Joint Application Permit and 404 Permits.

URS provided Environmental Assessment, Environmental Re-evaluation support and coordinated closely with BNSF railroad on accommodating the future track construction, track access into the roadway project, and assisted in negotiating the construction/maintenance agreement. This project included successfully teaming and managing 6 subconsultants.

**Shuttle Parking Lot Expansion; Boise Airport**

URS was responsible for clearing and grubbing, grading and soil improvements, installation of storm drainage structures, construction of asphalt concrete pavement, construction of mill and overlay transition sections to existing pavements to remain, pavement markings and signing.

Duties also included traffic signal modification, construction of a sanitary sewer line and domestic water line, site lighting, landscaping, construction of 4 environmentally controlled shuttle shelter buildings, and construction of 1 restroom facility building and exit plaza containing restrooms, parking lot attendant office and mechanical room.

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**Our Road & Parking Lot Project Experience Supports many 5-yr CIP Tasks:**

- Roadway Rehabilitation
- Airfield Service Road Relocation
- Infrastructure Development/Parking Lot Improvements
- Terminal Access Road Improvements
- Runway 9/27 Utilities and Roads
- New Cargo Landside Facility
J. Pavement Condition Surveys

Baltimore Washington International Airport, APMS Update

The API Team has completed 2 years of a 4-year contract and has successfully converted the Integrated Airport Pavement Management System (IAPMS) software to a MicroPAVER and PCASE database. The Web-Enabled PMP program has been developed and is integrated with the MAA’s Airport Engineering Information System (AEIS). This APMS update included the following tasks:

- Identification of airside & landside pavement deficiencies & feasible rehabilitation projects
- Implementation of a web-based Pavement Management Program (PMP) software for both airside & landside pavements to effectively manage the database, generate reports, & provide a graphical user interface (GUI) to support all MAA users
- Placement of a highly-experienced on-site Pavement Engineer to support the MAA Office of Engineering in the design & evaluation of pavements as well as support the implementation of the web-based PMP

Nashville International Airport, PMS Update

A team led by API provided services to the Metropolitan Nashville Airport Authority (MNAA) that produced a multi-year Capital Improvement Program. Tasks that were completed include a systems inventory and Pavement Condition Index (PCI) surveys. The distress data were automatically uploaded into the Metropolitan Nashville Airport Authority’s (MNAA) new Micro PAVER database that was developed from the AIRPAV proprietary software system database. The second phase of the pavement management update included a structural analysis of all the pavement sections at BNA using the Micro PAVER and PCASE software and a common database. A revised aircraft fleet mix and traffic flow pattern was used to assess the structural capacity and remaining structural life of each pavement section. The structural analysis and PCI survey results were integrated to develop the multi-year CIP and present the results in a GIS.

In addition to this contract, API provided pavement design for reconstruction of segments of Runway 13-31 between Runway 2L-20R and Taxiway T3, and between Taxiways T5 and T6 at Nashville International Airport. Pavement evaluation and design work included brief visual surveys in March 2006, reviewing 2006 geotechnical results, and reviewing previous pavement evaluation and design reports. A structural analysis was conducted using LEDFAA 1.3, the pavement design program that conforms to Advisory Circular 150-5320-6D.

K. Utility Projects

The maintenance or extension of utility systems is common to many of our airfield civil projects. Some of our more significant airport utility work includes the following:

Raleigh-Durham International Airport, Terminal C Renovation

This project required extensive utility systems to be installed under the apron areas and brought into the terminal building at key locations. Systems included hydronics piping and large hydronics vault, primary electrical duct bank and vaults, emergency electrical duct bank and vaults, secondary electrical duct bank and vaults, communication duct banks and vaults, hydrant fueling pipes and vaults, fire water distribution and hydrants, building water distribution, sanitary sewer collector system, and rain water leader collection system. The number and size of systems required an extremely coordinated effort to accommodate systems, provide proper clearances, and meet building entrance requirements.

San Diego International Airport, RON Apron

The apron area on this project has to serve a number of utility runs for airport wide systems and for an outlying waste management facility. Utilities included water distribution system, natural gas distribution, sanitary sewer collectors, rain water leader collectors, primary and emergency electrical duct banks and vaults, and communication duct bank and vaults. Horizontal and vertical zoning was applied to these systems to enable proper clearances between systems and to...
allow for utility crossings without conflicts. All of the utilities were designed in a 3D environment to allow cross checking for conflicts and to provide profiles and sections with accurate utilities depictions.

Los Angeles International Airport, Crossfield Taxiways Project
URT served as the utilities designer in 2008-2009 on this major $150 million project. The site was encumbered by a complex of utilities constructed over time to serve aircraft maintenance facilities and airport buildings that were being demolished. Extensive research was required to understand the existing utilities and to direct the removal, abandonment, or protection of these utilities. The design of a series of new utility extensions were also required for the integrity of systems to maintain, including the design of major electrical and communications duct banks.

L. Security Fences & Gates

Shuttle Parking Lot Expansion, Boise Airport
URT designed and managed the installed 3,150 feet of chain link security fence around the perimeter of the shuttle parking lot which included 6 access gates.

Maple Grove Improvements (Franklin to Fairview), Boise for ACHD
As part of a larger improvement contract, URT designed and managed the installation of a 6-foot high security fence over 2 canal bridges.

M. Cargo Aprons

East & West Air Cargo Apron Reconstruction at the Boise Airport
The existing air cargo aprons consisted of asphalt concrete pavement sections which were showing signs of failure; most significantly was the rutting of the pavement at the parking locations and the lead into the parking positions. The overall area of pavement improvements required was approximately 7,000 square yards.

URT managed the design and reconstruction of approximately 7,000 square yards of pavement. Tasks included demolition, grading, installation of underdrains, construction of mill and overlay, concrete paving, and restoration of pavement markings. The project also required a topographic survey and geotechnical investigation. URT provided a rigid pavement design to accommodate a 375,000 lb dual-tandem wheel (DTWG) gear aircraft (A300-600) according to Group IV Design Standards. We prepared bid documents including plans, contract documents and technical specifications, administered the contracts, and performed material testing.

Southern Nevada Supplemental Airport, Project Definition
URT is leading the Project Definition for a new air carrier airport at Ivanpah intended to serve as a supplemental airport for Las Vegas. Cargo aprons were located and developed to a planning level. The planning work for this new airport has been ongoing since 2004 with the Project Definition scheduled for completion in 2010.

Seattle Tacoma International Airport, Air Cargo Redevelopment Study
URT led this planning study to investigate alternatives for expanding and redeveloping the air cargo area at SeaTac. This project was accomplished in 2009.

Southern California Logistics Airport, Aircraft Maintenance Hangars
URT provided the design and bid documents for the apron pavement and taxilane pavements to support 2 large hangars intended to serve B747 aircraft. This project was designed in 2005-2006.

Paine Field, Boeing Facility Projects
URT has provided planning and design services for the Boeing Company at their wide body manufacturing facilities at Paine Field, 2008-2010. Several of these projects required modifications to the ramp areas and associated pavement design for heavy aircraft.
N. Architectural Services

Boise Airport Shuttle Parking Lot (July 2007 – Current)

- Reconstruction of a neighboring freeway interchange gave the airport administration the opportunity to re-evaluate their remote parking facilities. The existing lot had been in service for many years and sees significant usage, particularly during popular travel periods. The 11 acre expansion to the existing lot increases capacity by over 200% and is located less than 2 miles from the passenger terminal. The new project is part of a phased expansion where only the easternmost portion of the property is being improved. Below-grade infrastructure and the exit plaza are part of the initial phase to allow for low-impact completion of the full project. 4 shelters with interior and exterior seating provide waiting areas suited for southwestern Idaho’s climatic extremes. The buildings are designed to be durable and low maintenance with polished concrete horizontal surfaces and painted concrete masonry walls. Extensive use of glazing within the shelter buildings provides visible and secure environments for travelers. The entry and exit plazas are designed to relate to the architecture of the recently-completed passenger terminal building, again with an eye toward maintenance and durability.

Snow Broom Building & Fuel Island—Boise Airport (August 2007 – Current)

Managing snow removal during Idaho’s winter months takes top priority at the Boise Airport, and with that task comes the storing and maintenance of snow removal equipment. The airport looked to CSHQA’s design expertise for a new snow removal equipment storage building. This building adds to the existing buildings and facilities on the snow removal equipment campus, which CSHQA master planned in 1996.

CSHQA designed an economically pre-engineered metal building with high-bay lift sectional doors to complement the existing buildings on the campus. The 4-bays in the building can be accessed from either side of the building to optimize operating efficiency and use. The building included a 2-ton bridge crane for maintenance and changing the brooms on the snow removal equipment. Durability and maintenance was a critical program and life-cycle cost requirement for this building. Therefore an 8-foot high concrete masonry block (CMU) wainscot wall was constructed around the perimeter of the building to take the low-impact abuse associated with facilities like this in lieu of the metal building panels. In addition, the building is planned to accommodate future service bay expansion. A fueling station with an 8,000-gallon above grade steel storage tank was installed on the campus under this project. The entire fueling operation is on a concrete spill containment pad.

Boise Airport Customs & Border Protection Facility (July 2008 – Current)

The Customs and Border Protection (CBP) building for the Boise Airport is to primarily serve as a port-of-entry for inbound small private jets arriving from either Canada or Mexico. Passengers and crew deplane at the facility and pass through customs and inspections. The facility is in essence a small terminal building with a Passenger Waiting Area, Passenger Processing Area, Port Director’s Office, General Office, Interview Room, Search and Hold Room, and support areas.

CBP staff anticipates that initially only 1 to 3 planes will use this General Aviation Facility during a 24 hour period, however staff expects these trip numbers to grow in the coming years after the facility is constructed. As such, the project is designed to be expanded in the future to roughly double in size.

The design criteria for the structure was to select an exterior envelope that presents an attractive appearance, requires minimal maintenance, and provides good sound reduction capabilities between the exterior and interior environments. Durable, good quality interior finishes were selected. The building was designed in compliance with the current edition of the CBP Airport Technical Design Standards/ Passenger Processing Facilities design guidelines. Adherence to these guidelines was important for the facility to be easily expanded in the future with minimal security upgrades.

O. URS Boise Airport Experience in Last 5 Years

In 2005, URS, under our heritage company, Washington Group International, received a 4-year contract to provide engineering services at the Boise Airport. Over the past 4 years we have been assigned 25 task orders totaling $2.37 million
with 23 completed to date at a value of $1.88 million. All task orders were completed within budget and to customer’s satisfaction.

Our relationship with the Boise Airport began in 1978 when we conducted an Airport Master Plan Study. Since that time, we have completed over 80 airport planning, design, and construction projects at Boise Airport as highlighted in Section II of this proposal. Due to our extensive working history at the Boise Airport, our familiarity with this project is unsurpassed. In completing numerous projects, our team has gained inherent knowledge of runway, taxiway and apron pavements, airport building facilities, airfield facilities and surrounding roadways.

Through these projects we have developed a strong working relationship with Airport Staff, FAA, ADO, ATCT, and military personnel. Our knowledge of the airfield and landside requirements allows us to expedite preliminary engineering, which reduces schedules, costs and minimizes unknowns during construction.

URS was the lead firm on this contract and served as the single point of contact for the Boise Airport, however the following subconsultants, which are presented in this proposal, contributed expertise on many projects. CSHQA performed planning studies, surveys, conceptual, prelim, and final plans, benefit cost analysis, phasing plans, estimates, assisted with bid packages, FAA reports, and architectural services. Bionomics completed planning studies, conceptual/prelim plans and alternates, as well as environmental studies. STRATA used their QA/QC expertise in testing and geotechnical investigations. Terracon provided engineering reports and geotechnical studies.

**Orchard Street Relocation; Task Order 1; $225k; Jan 2006 - Nov 2009**

URS provided engineering and design services on this project and managed various studies, while coordinating with property stakeholders. Our design expands the existing apron area along the west side of the airport towards the west across unimproved property owned by the Boise Airport. To enable the expansion of the apron area, Orchard Street will need to be relocated. These improvements have been divided into 3 separate phases: 1) Orchard Street Relocation; 2) Taxiway Extensions; and 3) Apron Expansions. Currently, URS has conducted preliminary design for Orchard Street Relocation and conceptual engineering for the taxiway extensions and apron expansions. Key tasks managed by URS included the following items:

- Traffic Impact Study required by ACHD
- Categorical Exclusion Environmental Document
- FAA Correspondence & Scheduling
- Utility Coordination
- Drainage Study
- Soils & Materials Investigation
- Design Assumptions (Local, County, FAA Northwest Mountain Region)
- Conceptual Layout of Taxiway Extension & Apron Expansions
- Coordination with several agencies

The existing 3-lane Orchard Street would be relocated west of its present location to the westerly edge of the airport property, located along the 1/16th section line. This portion of Orchard Street, as a 5-lane section, would contain a detached 10-foot pedestrian pathway on the west side. The design suggested a reconstruction of Diamond Street and its intersection with Orchard Street to match the new location and elevation. Aerona Street would require an extension west across the closed Ada County/Boise City landfill area and intersect the new Orchard Street alignment. The existing Gowen Road would be straightened to the east eliminating the current intersection on the curve. A new signal is required at the new intersection of West Gowen Road and Orchard Street. Macarthur Street would be extended to intersect Gowen Road as requested by the Air National Guard. With the realignment of Orchard Street, 5 Mile Creek may need to be relocated/re-aligned. In addition to this preliminary design, URS also investigated a second option to provide a short-term solution. The primary difference is that Orchard Street would traverse to the east through the former wastewater lagoon and embankments located near Gowen Road, becoming a 3 lane section. The initial cost of construction would be less for this option. However, due to future growth south of the airport, the alignment of Orchard Street would need to be eventually relocated to tie into the Lake Hazel Road extension.
Airfield Lighting & Electrical Building (ALEB) Task Order 2; $7k; May 2004 – Oct 2006

The URS team was responsible for design, construction administration, and as-built plans, and supported Boise Airport for project close out. New equipment was installed and the existing regulators were relocated from the old ALEB. URS designed and managed the construction of a bituminous pavement pad around the perimeter of the building. A new water line and fire hydrant was installed to meet city fire code requirements for the new building. Also installed was an emergency generator to power the runway and taxiway lighting system in the event of a power outage and during Surface Movement Guidance and Control System (SMGCS) operations on the airport. A fuel tank was installed with this generator to provide a 24-hour fuel supply. The existing lighting control (Mundix Multiplex) equipment was relocated to the new ALEB and re-programmed for the new circuiting on the airfield. A new lighting control panel lid with new switches was installed in the tower cab. Monitoring and Automeggering equipment was also installed and integrated with a new work station.

Schedule II work included the installation of manholes and duct banks to route the new homerun cables to the ALEB, installation of new airfield cable for the homerun and also new and existing cables for the reconfiguring of airfield circuits to SMGCS operational requirements. Elevated Runway Guard Lights were installed at all taxiways along the designated SMGCS routes, and the signs at these locations were relocated. Additional light bases were installed adjacent to the Elevated Runway Guard Lights for future “Stop Signs”. In addition to the elevated RGL’s, Semi-Flush Runway Guard Lights were installed across Taxiway “C” on the south side of Runway 10R-28L.

Shuttle Parking Lot Expansion; Task Orders 3, 7, 10, & 11; $486k; July 2007 - Current

In preparation for 750 new parking stalls and an additional 250 parking stalls for a future phase, URS was responsible for clearing and grubbing, grading, installation of storm drainage structures, construction of asphalt concrete pavement, construction of mill and overlay transition sections to existing pavements to remain, pavement markings and signing, traffic signal modification, construction of a sanitary sewer line and domestic water line, site lighting, landscaping, construction of 4 environmentally controlled shuttle shelter buildings, and construction of 1 restroom facility building and exit plaza containing restrooms, parking lot attendant office and mechanical room.

Coordination with public and other agencies was critical for this project to keep the project on time and on budget. The agencies involved with the design and construction of this project included, Boise Airport, Idaho Power, United Water, USACE, ACHD, Boise City Fire Department, Boise City Public Works, and Boise Planning and Development.

East & West Air Cargo Apron Reconstruction, Task Orders 4 & 6; $440k; Oct 2007 - Current

The existing air cargo aprons consisted of asphalt concrete pavement sections that were showing signs of failure; most significantly was the rutting of the pavement at the parking locations and the lead into the parking positions. The overall area of pavement improvements required was approximately 7,000 square yards. URS managed the following tasks:

- Demolition of existing deteriorated asphalt concrete pavements
- Grading and soil improvements
- Installation of underdrains for the East Cargo Apron
- Construction of mill and overlay Transition section to remaining pavements
- Construction of Portland cement concrete paving
- Restoration of pavement markings.

The URS design team performed the following tasks:

- Topographic Survey
- Geotechnical Investigation
- Designed air cargo aprons to Group IV Design Standards
- Developed a rigid pavement design to accommodate a 375,000 lb dual-tandem wheel gear aircraft (A300-600)
- Prepare Bid Documents including plans, contract documents and
technical specifications
- Construction Administration Services
- Quality Materials Acceptance Testing

Special considerations for this project included K-Loaders utilized for cargo loading and unloading operations. The greatest concern with the K-Loader pavement loading is the small stabilizer pads and hard rubber wheels that produce high point loadings. URS reviewed the location of the pads and wheels and the aircraft alignment resulting in a joint pattern that allows the stabilizer pads to be placed away from the concrete joints, which will induce potential spalling.

New Snow Broom Building; Task Orders 5, 13, 15 & 22; $139k; Aug 2007 - Current

The URS team designed an economically pre-engineered metal building with high-bay lift sectional doors. The 4 bays in the building can be accessed from either side of the building to optimize operating efficiency and use. Room was required to maintain a 2-ton bridge crane and to change the brooms on the snow removal equipment. Durability and maintenance was a high priority as well as life-cycle costs for this building. Therefore an 8-foot high concrete masonry block (CMU) wainscot wall was constructed around the perimeter of the building to take the low-impact abuse associated with facilities like this in lieu of the metal building panels. In addition, it was designed to accommodate future service bay expansions. A fueling station with an 8,000-gallon above grade steel storage tank was installed on the campus under this project. The entire fueling operation is on a concrete spill containment pad. This 5,700 square foot building’s master plan was developed by CSHQA in 1996.

General Aviation Apron Rehabilitation; Task Orders 8, 17, & 23; $93k; July 08–May 09 + June 09 - Current

The Boise Airport has been replacing isolated concrete panels as they deteriorate and as funding becomes available. Originally built during the World War II era, the existing apron, located on the south side of the airfield, is approximately 61,200 square yards. URS managed the demolition of deteriorated 8-inch +/- Portland Cement Concrete, the grading with soil improvements, and the construction of 14-inch thick Portland cement concrete paving. As of the spring of 2009, URS had designed and managed the construction of 2,100 square yards of rehabilitated concrete and is currently performing similar services on a 2,400 square yard area with completion in 2010.

Pavement Condition Survey; Task Order 9; $14k; Feb 09 – Aug 2009

Annual airfield pavement surveys are conducted on a rotating basis, with specific areas surveyed in a given year with the goal of surveying all airfield pavements within a period of several years. In 2009, the pavement condition index survey addressed Taxiways G, D, K, A6, and A7 and Connector, and a Cargo Apron. Under URS supervision, a pavement condition survey was conducted and reported on in accordance with the procedures established by the FAA. The 4 major tasks completed by URS included:

1. Planning - The pavement condition survey completed in 2007 and the previous CAD base map developed for the Airport were updated with pavement dimensions, cross sections, and dates of construction.

2. Field Investigation - A visual condition survey was conducted to determine the Pavement Condition Index (PCI) and Pavement Condition Rating (PCR). Distress types, severities, and extents in each sample were measured and recorded.

3. Micro Paver Implementation - With use of the Micro PAVER software, we analyzed and assessed the condition of the pavements surveyed and developed predictions of performance and maintenance /rehabilitation requirements.

4. Pavement Condition Report – This report was prepared to document the project with results and described the process. It provided an updated map of airport pavements and summarized the data collected. It also described all analyses and results generated using Micro PAVER. The format of the Pavement Condition Report was consistent with previous pavement condition reports prepared for the Boise Airport as well as applicable FAA standards.

Taxiway F Rehabilitation; Task Order 12; $321k; Dec 2008 - Current

Taxiway “F”, a concrete pavement taxiway, was showing signs of deterioration and did not conform to the cross slope requirements set forth by the FAA. The overall area of pavement improvements is approximately 20,000 square yards. URS managed an addition of an asphalt overlay to further strengthen it to accommodate the A300-600 aircraft that frequent the taxiway. We also corrected the grade/cross slope to current FAA design standards. URS designed plans
and specifications for and managed the construction of the following tasks:

- Milling of deteriorated asphalt concrete pavements
- Installation of storm drain inlets and pipes
- New asphalt concrete pavement overlay
- Transition sections to remaining pavements
- New pavement markings

URS also managed the completion of the following elements:

- Topographic Survey
- Geotechnical Investigation
- A flexible pavement design to accommodate a 375,000 lb dual-tandem wheel (DTWG) gear aircraft (A300-600)
- Completion of bid documents including plans, contract documents and technical specifications
- Construction Administration Services
- Quality Materials Acceptance Testing

A special consideration was the relocation of the Oregon Air National Guard Aircraft to the Boise Airport during the construction phase. Taxiway “F” is a major east/west taxiway used to access the west end of the runways. URS maintained special coordination during the closure of the taxiway between the Boise Airport, airport tenants, the Oregon National Guard, and our contractor to enable operations to remain functional throughout construction.

**North Air Cargo Apron; Task Orders 14 & 18; $260k; Feb 2009 - Current**

The pavement improvement project at Concourse B, also referred to as North Air Carrier Apron, is a testament to our responsiveness. The URS team was able to accommodate a particularly tight schedule for the Boise Airport on the design and preparation of bid packages. The overall area of pavement improvements consisted of 23,000 square yards. URS managed the following tasks:

- Demolition of existing deteriorated asphalt concrete pavements
- Grading and soil improvements in the demolition areas
- Installation of underdrains
- Installation of storm drainage structures
- Construction of new asphalt concrete pavement
- Construction of mill and overlay transition sections to existing pavements to remain
- Restoration of pavement markings

URS designed the new apron asphalt concrete pavement in accordance with FAA AC 150/5320-6D using FAARFIELD version 1.203. The wingtip clearance was developed in accordance with IATA standards and industry standards.

URS improved the apron storm drain system design by adding an additional inlet and a piped connection to the existing storm drainage system. The new inlet promoted better surface water collection and reduced the potential of ponding per FAA requirements. URS also designed and managed the installation of underdrains to capture any subsurface moisture. The underdrains connect to the new and existing storm drain systems.

The construction phasing plan, developed by URS, was critical for airline and tenant operations to remain functional throughout the construction duration. Some of the key criteria URS implemented included: Limit airline gate closures and durations of gate closures. Maintain existing aircraft parking positions and pavement markings during the construction duration. Maintain GSE access to all active gates. Keep Taxilane D open at all times to assure FedEx and other airlines gained access to their gates and parking aprons. Verify the safety of aircraft movements around the construction site. Provide as large and contiguous construction areas as practical to enable the contractor to perform their work efficiently. Coordinate all phasing, gate closures, restrictions, and temporary barricade locations with Airport Operations and airline tenants. Currently this project is under construction.

**Taxiway K Reconstruction; Task Orders 16, 19, & 20; $154k; Sept 2009 - Current**

URS is providing design and construction services on the Taxiway K Reconstruction Project which consisted of 39,000 square yards of pavement improvements and included management of the following tasks:
Demolition of existing pavements and grading
Installation of underdrains, storm drainage structures, and pipes
Installation of lighting, signs and cabling/conduits
Construction of new asphalt concrete pavement
Mill and overlay of existing asphalt concrete pavements
Construction of transition sections to remaining pavements
New pavement markings

Taxiway K was designed and constructed to serve airport design group (ADG) II and III aircraft, A300-600 aircraft and miscellaneous military aircraft. Airfield geometrics were based on the A300-600 aircraft since it is the largest aircraft in the fleet mix. URS designed the taxiway with a width of 75-feet, consistent with the measurement of the existing Taxiway K and ADG IV dimensional standards. The taxiway shoulder on the north side of Taxiway K was designed to a width of 25-feet and on the south side to an approximate width of 70-feet to provide continuous pavement between the taxiway and the adjacent aircraft parking apron to the south. Aircraft movements through intersections were dynamically modeled using PathPlanner software for “cockpit over centerline” steering. The taxiway safety area and object free area dimensions are calculated dimensions specific to the A300-600 aircraft in accordance with FAA standards. The centerline of Taxiway K was designed to be relocated 64-feet to the north of its current location to provide the required object-free area along the existing aircraft parking apron adjacent to the south of Taxiway K.

URS also designed a 700-foot extension of Taxiway K to the west. The taxilane extension will serve ADG II aircraft and will be constructed to ADG II standards. We also designed replacement of the existing storm drainage system of inlets, manholes and collector pipes located on the north edge of the existing Taxiway K with a similar system located approximately 78-feet south of the relocated centerline of Taxiway K. The new collector system consists of a concrete swale sloped at approximately 1.5%. The concrete swale will accommodate aircraft loadings and allows for direct aircraft access to the taxiway from the aircraft parking apron with minimal change in grade. Inlets are in the center of the swale at approximately 200-foot intervals with piped connections between inlets. This system provides drainage for the Taxiway K pavement as well as the portion of the aircraft apron that currently drains to the north. Design is 95% complete and construction is anticipated to start early summer of 2010 with completion by fall of 2010.

Enhanced Pavement Marking Improvements; Task Order 21; $6k Oct 2009 – Dec 2009

As a part of the Taxiway Pavement Rehabilitation Project, the Boise Airport added the Enhanced Pavement Markings as a change order. The existing pavement markings were not concurrent with the soon to be mandatory FAA AC 150/5340-1K Section 4.5 Surface Painted Holding Position Signs. The bulletin requires all 14 CFR Part 139 certified airports to comply with appropriate markings to minimize the potential for any Runway Incursions. The design of these markings required continued correspondence between FAA Headquarters, FAA Northwest Mountain Region and the Boise Airport due to interpretations of the FAA AC Bulletin.

Field verifications were the key to determining the proper size and locations of these painted signs at the taxiway hold lines. Once the sizes were determined, the challenge then was locating a manufacturer for the required size of stencils needed in a timely manner. After much research, the stencils were manufactured locally to our specifications. The Change Order posed a critical schedule for completion of the design and construction oversight. The design and painting was expedited and completed ahead of schedule.
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**Bionomics Capabilities**

| | Boise Airport | | | | | | |
| FAA Environmental Studies (IDU/TMT/CO) | | | | | | | |
| Orchard Street Realignment | | | | | | | |
| Mountain Home AFB, ID | | | | | | | |
| St. Mary’s, ID Airport | | | | | | | |

**Terraco Capabilities**

| | Boise Airport | | | | | | |
| Twin Falls Airport | | | | | | | |
| Hailey Airport | | | | | | | |

**API Capabilities**

| | Portland Airport | | | | | | |
| Boeing Field | | | | | | | |
| Paine Field | | | | | | | |
| Baltimore, Nashville, & Dayton | | | | | | | |
VI. References
VI. References

Below are four current references that have worked with our key staff on other similar projects. Despite the fact that our URS team has been working primarily at the Boise Airport for the previous four years, we intentionally omitted any Boise Airport Staff or Commissioners to be in compliance with RFP requirements.

A. Reference #1: Durango-LaPlata County Airport; Colorado

In 2003 Mr. Markus Green completed his role as Resident Engineer at the Durango-LaPlata County Airport in Colorado. Projects under his direction included Schedule I and II, Rehabilitate Runway 2/20, Construct Blast Pads, Rehabilitate Runway Sensor System, and Pave Shoulders on Runway 2/20.

Ron Dent, Aviation Director, Durango-La Plata County Airport
dentrb@ci.durango.co.us; (970) 247-8143
1000 Airport Road Durango, CO 81303

B. Reference #2: Spokane International Airport

Mr. Shammi Ratti, P.E. served as Project Manager on the Runway 3-21 Extension and Taxiway Alpha Rehabilitation at the Spokane Airport.

Matt Breen, Manager of Construction and Environmental Services
mattb@spokaneairports.net (509) 455-6413
9000 W. Airport Dr., Ste. 204, Spokane, WA 99224

C. Reference #3: San Diego International Airport

Mr. John Martin served as Project Manager for the development of apron facilities for a terminal expansion program requiring ten aircraft gates and ten RON positions. Work required extensive aircraft parking design and layout of Group V taxiways along with apron pavements, drainage facilities, storm water filtration, and civil utilities.

Kareem Alyousif, Project Manager, San Diego International Airport
San Diego RON Apron
kalyousi@san.org; (313) 575-4550

D. Reference #4: US 95 - Idaho Transportation Department

Mr. Gronowski served as the project manager on this 16-mile-long realignment/reconstruction project in northern Idaho.

Ken Sorensen, Resident Engineer, ITD
Project: US 95, Jct SH-1 NE, Boundary County, Copeland Idaho
Email: ken.sorensen@itd.idaho.gov
Address: 30900 Hwy 200 E, Ponderay, ID 83852
Phone: (208) 265-4312, ext 19012
January 18, 2010

Shammi Ratti, PE
Senior Civil Engineer
URS Corporation
Century Square
1501 4th Avenue, Suite 1400
Seattle, WA 98101-1616

Dear Shammi,

I just completed updating my files for the Runway 16/34 & Taxiway “A” Rehabilitation Project, and found myself most impressed with the deliverables from URS Corporation, and specifically you. The Runway 16/34 & Taxiway “A” Rehabilitation Project represents the single most expensive project the Port of Bellingham has ever undertaken, and I believe we have the best consulting team in place to make it the most successful project ever for the Port. The selection of URS Corp to be our lead for this project was not only the selection of URS the Corporation; it was the selection of the best individuals to get the project done. The strength of any organization is found in the strength of the individuals employed by that organization. The selection of you and your team of professionals has resulted in project deliverables that I believe will make the Runway 16/34 & Taxiway “A” Rehabilitation Project successful.

I am always impressed with the ability of your team to reach out into the URS Corporation’s many assets to find the right professional with the solution to an issue. Unquestionably the depth of the various disciplines found at URS Corporation is an advantage many companies do not have. I am always amazed at our milestone meetings with the presence of URS Engineers attending from as far away as Arizona to Vancouver, BC. Also, I am pleased that these engineers can present the issues and solutions in a manner that I, a non-engineer, can understand.

The Runway 16/34 & Taxiway “A” Rehabilitation Project, required more than engineers to qualify for the FAA funding – it required a comprehensive forecast update and an expanded Environmental Assessment (EA). Again, URS met the challenge and delivered in a timely manner, the necessary forecast updates and EA to insure the FAA funding needed for this project. I am please to see your phasing and construction planning considers the needs of the airport, airlines, and tenants which is something sometimes lacking in project management. I am looking forward to the completion of this project in late September.

Sincerely,

PORT OF BELINGHAM

Art Choat
Director of Aviation
Bellingham International Airport
January 12, 2010

To whom it may concern,

I am very pleased to write this letter on behalf of URS Corporation.

We hired URS two years ago to be the consulting engineers for our runway 16R-34L and Taxiway Alpha construction projects. These projects were very complicated, involving subsurface edge drains, airfield electrical, group V (B747) design standards for both concrete and asphalt pavements and storm drainage systems to name a few.

The URS team was outstanding to work with. The depth of their knowledge from the team they assembled from around the country to design and manage this $20 million airfield construction project was truly amazing. This project required a great deal of engineering support, and they always came through with the right people to manage the difficult tasks that were laid out in front of them.

We sincerely appreciate the dedication and professionalism of this company, and would not hesitate to hire them again.

Sincerely,

[Signature]

Bruce Goetz, A.A.E.
Superintendent of Operations
Paine Field / Snohomish County Airport
January 15, 2010

To Whom It May Concern:

I have been asked by URS Corporation (URS) to provide a letter of recommendation regarding professional engineering services provided by them. I am pleased to do so.

Spokane Airport Board retained the services of URS to design and manage construction of the Airport's Runway 21 Extension (REX) Project. This $30 million project, the largest we have undertaken since the Airport was constructed in 1963, will extend our main runway and associated taxiways by 2,000'. Included in the scope of the work are major modifications to all Airfield systems, including navigational aids (NAVAIDS), airfield lighting, signage, security systems, drainage, and major utility infrastructure.

URS's Project Manager, Mr. Shammi Ratti, PE, attacked this daunting task by assembling a team of top caliber professionals and subject matter experts from across North America. URS's prowess in completing the contract documents (including integration of FAA's plans and specifications for NAVAID relocations seamlessly into their own documents) in an extremely tight time frame was impressive. Their timely completion of the plans and specs got the documents "on the street" in time to take advantage of early season bid pricing, resulting in a savings of millions of dollars by the Airport.

We are presently half way through construction on this two year project, and all systems are running smoothly. Budget and schedule projections are tracking within expected ranges. Change Orders on the project are running less than one percent. If the coming year goes as smoothly as last year, and we expect that it will, we anticipate a smooth landing and a project that will serve the Spokane community for many years to come.

Without reservation, I recommend URS for their professionalism, skill and demonstrated ability to deliver the goods. Please feel free to contact me at (509) 455-6413 for further information.

Sincerely,

Matt Breen
Manager, Construction Services
Spokane International Airport
Project: **RFP 10-035C; Boise Airport 5 year Engineering Services**

Consultant: **Washington Group International, Inc, dba URS**

Owner: Aviation Department, City of Boise, Ada County, Idaho, a municipal corporation

**THIS AGREEMENT,** made this 8th day of June, 2010, by and between the City of Boise, a municipal corporation organized under the laws of the State of Idaho, hereinafter referred to as "Owner", and Consultant, hereinafter referred to as “Consultant”, a corporation organized under the laws of the State of Idaho.

1. **Scope of Services:** The Owner desires to obtain professional engineering services for Airport Capital Improvement projects. In accordance with the contract documents, a specific scope of services and fee proposal shall be negotiated for each project and be executed by individual Task Orders (Attachment A).

Consultant shall perform all services within the cost and time frames defined in executed Task Orders, and comply in all respects, as described herein for the consideration stipulated, and in compliance with applicable Federal, State and City Codes. Contract documents consist of the following together with any amendments that may be agreed to in writing by both parties:

- Contract Agreement
- Consultant’s Proposal
- Specifications
- Acknowledgements
- Liability Insurance
- Worker’s Compensation
- Professional Liability Insurance (Errors and Omission)
- Task Order Template

**Standard of Care:** Service provided by the Consultant under this agreement shall be performed in a manner consistent with that degree of care and skills ordinary exercised by members of the same profession currently practicing under similar conditions.

2. **Time of Performance:** All work and products described in the Scope of Services shall be completed in accordance with the agreed upon time, as specified in executed project task orders and within the contract time of five (5) years from the date of contract execution. The term may be modified by mutual written agreement of the parties.

3. **Indemnification and Insurance:** To the maximum extent permitted by law, the consultant shall indemnify and save and hold harmless City from any and all losses, claims, actions, judgments for damages, or injury to persons or property and losses and expenses to the extent caused or incurred by the negligent acts of Consultant, its agents, employees, or subconsultants and not caused by or arising out of the tortious conduct of City or its employees.

**Mutual Waiver of Consequential Damages:** Notwithstanding anything herein to the contrary, neither party shall be liable to the other for any consequential damages incurred due to the fault of the other party, regardless of the nature of this fault or whether it was committed by Consultant or Owner, their employees, agents, subconsultants, or subcontractors. Consequential damages include but are not limited to loss of profits and lose of use.
In addition, Consultant shall obtain, and specifically agrees that it will maintain, throughout the term of this Agreement, commercial general and automobile liability insurance, in which the City shall be named an additional insured in the minimum amount as specified in the Idaho Tort Claims Act set forth in Title 6, Chapter 9 of the Idaho Code. The limits of insurance shall not be deemed a limitation of the covenants to indemnify and save and hold harmless City; and if City becomes liable for an amount in excess of the insurance limits, herein provided, Consultant covenants and agrees to indemnify and save and hold harmless City from and for all such losses, claims, actions, or judgments for damages or liability to persons or property. Consultant shall provide City with a Certificate of Insurance, or other proof of insurance evidencing Consultant's compliance with the requirements of this paragraph and naming the City as an additional insured and shall file such proof of insurance with the City. In the event the insurance minimums are changed, Consultant shall immediately submit proof of compliance with the changed limits.

Additionally, the Consultant shall have and maintain during the life of this contract, statutory Workers Compensation, regardless of the number of employees, or lack thereof, to be engaged in work on the project under this agreement (including himself) in the statutory limits as required by law. In case any such work is sublet, the Consultant shall require that subConsultant to provide Workers Compensation Insurance for himself and any/all the latter's employees. It is mutually agreed and understood by the parties that the Consultant and the Consultant’s employees, agents, servants, guests and business invitees, are acting as independent Consultants and are in no way employees of the City.

4. **Errors and Omission:** Consultant will maintain Professional Liability Insurance with a minimum limit as specified in the Idaho Tort Claims Act as set forth in Title 6, Chapter 9 of Idaho Code ($500,000.00).

Proof of all insurance shall be submitted to City of Boise, Purchasing Department, 150 N. Capitol Blvd. Boise, ID. 83702.

5. **Independent Consultant:** In all matters pertaining to this agreement, Consultant shall be acting as an independent Consultant, and neither Consultant, nor any officer, employee or agent of Consultant will be deemed an employee of City. The selection and designation of the personnel of the City in the performance of this agreement shall be made by the City.

6. **Compensation:** For performing the services specified in Section 1 herein, the City agrees to pay the consultant for actual time and materials, including reimbursable direct expenses, the total not to exceed the executed task order amount and the **total contract sum not to exceed $2,757,000.00** (two million, seven hundred fifty seven thousand US dollars). Reimbursable direct expenses shall include all direct travel expenses, including air fares, mileage at the rate of no more than $0.50 per mile, taxi and other transfer fares, hotels, meals and other incidental expenses directly related to the performance of the services to be provided pursuant to this agreement, plus the purchase of any materials required for the performance of those services. They shall not include any sub-contract or other personal services except as may be agreed to in writing in advance by the parties. Mark up of sub-contract work is limited to 10% of actual costs. All invoices shall include proper documentation, such as time cards and expense receipts to substantiate invoice amount. The consultant shall submit invoices within 90 calendar days of services being completed. Invoices for services beyond 90 calendar days may not be accepted. The consultant shall not exceed the negotiated “not to exceed” task order amount without prior written authorization from the owner. Change Orders may be issued, subject to Purchasing/Council approval.

7. **Method of Payment:** Consultant will invoice the Aviation Department at 3201 Airport Way, Suite 1000 Boise, Idaho 83705-6530 directly for all current amounts earned under this Agreement. Owner will pay all properly documented invoices within forty five days after receipt.
8. **Notices:** Any and all notices required to be given by either of the parties hereto, unless otherwise stated in this agreement, shall be in writing and be deemed communicated when mailed in the United States mail, certified, return receipt requested, addressed as follows:

City of Boise | Washington Group International, Inc, dba URS  
Aviation Department | Attn: Greg Therrien  
P. O. Box 500 | 720 Park Boulevard  
Boise, Idaho 83701 | Boise, Idaho 83712

Either party may change their address for the purpose of this paragraph by giving written notice of such change to the other in the manner herein provided.

9. **Attorney Fees:** Should any litigation be commenced between the parties hereto concerning this Agreement, the prevailing party shall be entitled, in addition to any other relief as may be granted, to court costs and reasonable attorneys' fees as determined by a Court of competent jurisdiction. This provision shall be deemed to be a separate contract between the parties and shall survive any default, termination or forfeiture of this Agreement.

10. **Time is of the Essence:** The parties hereto acknowledge and agree that time is strictly of the essence with respect to each and every term, condition and provision hereof, and that the failure to timely perform any of the obligations hereunder shall constitute a breach of, and a default under, this Agreement by the party so failing to perform.

11. **Force Majeure:** Any delays in or failure of performance by Consultant shall not constitute a breach or default hereunder if and to the extent such delays or failures of performance are caused by occurrences beyond the reasonable control of Consultant, including but not limited to, acts of God or the public enemy; compliance with any order or request of any governmental authority; fires, floods, explosion, accidents; riots, strikes or other concerted acts of workmen, whether direct or indirect; or any causes, whether or not of the same class or kind as those specifically named above, which are not within the reasonable control of Consultant. In the event that any event of force majeure as herein defined occurs, Consultant shall be entitled to a reasonable extension of time for performance of its Services under this Agreement.

12. **Assignment:** It is expressly agreed and understood by the parties hereto, that Consultant shall not have the right to assign, transfer, hypothecate or sell any of its rights under this Agreement except upon the prior express written consent of City.

13. **Discrimination Prohibited:** In performing the Services required herein, Consultant shall not discriminate against any person on the basis of race, color, religion, sex, national origin or ancestry, age or physical disability.

14. **Reports and Information:** At such times and in such forms as the City may require, there shall be furnished to the City such statements, records, reports, data and information as the City may request pertaining to matters covered by this Agreement.
15. **Audits and Inspections**: At any time during normal business hours and as often as the City may deem necessary, there shall be made available to the City for examination all of Consultant's records with respect to all matters covered by this Agreement. Consultant shall permit the City to audit, examine, and make excerpts or transcripts from such records, and to make audits of all contracts, invoices, materials, payrolls, records of personnel, conditions of employment and other data relating to all matters covered by this Agreement.

16. **Publication, Reproduction and Use of Material**: No material produced in whole or in part under this Agreement shall be subject to copyright in the United States or in any other country. The City shall have unrestricted authority to publish, disclose and otherwise use, in whole or in part, any reports, data or other materials prepared under this Agreement.

17. **Compliance with Laws**: In performing the scope of services required hereunder, Consultant shall comply with all applicable laws, ordinances, and codes of Federal, State, and local governments, in effect during this agreement.

18. **Changes**: The City may, from time to time, request changes in the Scope of Services to be performed hereunder. Such changes, including any increase or decrease in the amount of Consultant's compensation, which are mutually agreed upon by and between the City and Consultant, shall be incorporated in written amendments to this Agreement.

19. **Termination for Cause**: If, through any cause, Consultant shall fail to fulfill in a timely and proper manner its obligations under this Agreement, or if Consultant shall violate any of the covenants, agreements, or stipulations of this Agreement, the City shall thereupon have the right to terminate this Agreement by giving written notice to Consultant of such termination and specifying the effective date thereof at least fifteen (15) days before the effective date of such termination. In such event, all finished or unfinished documents, data, maps, studies, surveys, drawings, models, photographs and reports prepared by Consultant under this Agreement shall, at the option of the City, become its property, and Consultant shall be entitled to receive just and equitable compensation for any work satisfactorily complete hereunder.

Consultant may terminate this agreement upon giving the Owner Fourteen (14) calendar days prior notice for any of the following reasons: 1) Breach by the owner of any material term of this agreement, including but not limited to the payment terms; 2) Changes in material conditions under which the agreement was entered into coupled with a failure of the parties to negotiate an accord regarding the fees, changes, schedules relating to those changes.

Notwithstanding the above, Consultant shall not be relieved of liability to the City for damages sustained by the City by virtue of any breach of this Agreement by Consultant, and the City may withhold any payments to Consultant for the purposes of set-off until such time as the exact amount of damages due the City from Consultant is determined. This provision shall survive the termination of this agreement and shall not relieve Consultant of its liability to the City for damages.

20. **Termination for Convenience**: The City may terminate this Agreement at any time by giving at least fifteen (15) days notice in writing to the Consultant. If the Agreement is terminated by the City as provided herein, Consultant will be paid an amount which bears the same ratio to the total compensation as the services actually performed bear to the total services of Consultant covered by this Agreement, less payments of compensation previously made. If this Agreement is terminated due to the fault of Consultant, Section 19 hereof relative to termination shall apply.
The Consultant may terminate this agreement upon giving the owner fifteen (15) calendar days prior written notice for breach of any material terms of this agreement by the city.

21. Consultant to Pay or Secure Taxes: The Consultant in consideration of securing the business agrees:
   1) To pay promptly when all taxes due (other than on real property), excises and license fees due the state, its subdivisions, and municipal and quasi-municipal corporations therein, accrued or accruing in accordance with conditions of this Agreement, whether or not the same shall be payable at the end of such term; 2) That if said taxes, excises and license fees are not payable at the end of said term, but liability for the payment thereof exists, even though the same constitute liens upon the Consultant's property, to secure the same to the satisfaction of the respective officers charged with the collection thereof; and that; 3) That, in the event of default in the payment or securing of such taxes, excises, and license fees, that Boise City may withhold from any payment due the Consultant hereunder the estimated amount of such accrued taxes, excises and license fees for the benefit of all taxing units to which said Consultant is liable.

22. Severability: If any part of this Agreement is held to be invalid or unenforceable, such holding will not affect the validity or enforceability of any other part of this Agreement so long as the remainder of the Agreement is reasonably capable of completion.

23. Entire Agreement: This Agreement contains the entire agreement of the parties and supersedes any and all other agreements or understandings, oral or written, whether previous to the execution hereof or contemporaneous herewith.

24. Non-Appropriation: Should funding become not available, due to lack of appropriation, the City may terminate this agreement upon thirty (30) calendar day written notice to the consultant.

25. Applicable Law: This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of Idaho, and the ordinances of the City of Boise.

26. Renewal: This agreement shall not be valid for more than Five (5) years from the date of approval by the City. This agreement is not renewable.

27. Approval Required: This Agreement shall not become effective or binding until approved by the Boise City Council and receipt of required proof of insurance.

28. Key Personnel: Unless otherwise agreed to by the OWNER, the Consultant agrees to utilize the key personnel for projects involving this contract as indicated in their proposal. Any change in personal shall be approved by the City of Boise project manager.

29. Hourly Rate Increases: The increase in hourly billing rates shall correspond to increases in key personnel’s salary and shall not exceed 3.0% per year.

END OF AGREEMENT
IN WITNESS WHEREOF, the City and the Consultant/Consultant have executed this Agreement as of the date first above written.

City OF BOISE

APPROVED BY:

Washington Group International, Inc, dba URS
720 Park Boulevard
Boise, Idaho 83712

______________________________  __________________________
David H. Bieter, Mayor           Date  Signature           Date

ATTEST:

______________________________
City Clerk                      Date

______________________________  $2,757,000.00
Denis Ryall, Purchasing Manager Date

APPROVED AS TO FORM AND CONTENT

______________________________  __________________________
Department                      Date  

______________________________  __________________________
Legal Department                 Date  

______________________________  __________________________
Risk Management                  Date  

ACKNOWLEDGEMENT

State of ________)
    ) ss
County of ________)

On this ______ day of ___________ 20____, before me personally appeared __________________________
known to me and known by me to be the person who executed the above instrument, who, being by me
first duly sworn, did depose and say that he/she is ____________________________
and that he executed the foregoing instrument on behalf of said firm for the use and purposes stated
therein.

Notary Public ______________________________
Residing at ________________________________

My Commission Expires ______________________
EXHIBIT A: RFP10 -035; ENGINEERING SERVICES, TASK ORDER AGREEMENT

THIS TASK ORDER, entered into this ___ day of __________, 2010, between The City of Boise, Boise, Idaho, hereinafter referred to as the OWNER, and __________, hereinafter referred to as the CONSULTANT, is subject to the provisions of the Agreement for Engineering Services, RFP 10 -035, dated the __________, hereinafter referred to as the AGREEMENT.

WHEREAS, the OWNER intends to ________________

____________________________________

____________________________________

_____________________________________________________________________________________, hereinafter referred to as the PROJECT; NOW, THEREFORE, the OWNER and CONSULTANT in consideration of their mutual covenants herein agree in respect as set forth below.

CLIENT INFORMATION AND RESPONSIBILITIES:
The OWNER will provide to CONSULTANT the data and/or services specified in the AGREEMENT. In addition, the OWNER will furnish to CONSULTANT ________________

____________________________________

____________________________________

SERVICES TO BE PERFORMED BY CONSULTANT:
Consultant will ________________

____________________________________

____________________________________

SCHEDULE OF SERVICES TO BE PERFORMED:
CONSULTANT will perform said services within _________ calendar days of the date of this TASK ORDER.

BASIS OF FEE AND BILLING SCHEDULE:
The OWNER will pay CONSULTANT for its services and reimbursable expenses as follows:

____________________________________

____________________________________

IN WITNESS WHEREOF, the parties hereto have executed this TASK ORDER AGREEMENT as of the day and year first above written.

OWNER: Boise City, Boise, Idaho
150 N. Capitol Boulevard
PO Box 500
Boise ID 83701

CONSULTANT: __________________________________________

DEPARTMENT APPROVAL: By: ____________________________
Name/Title: ____________________________

BOISE CITY PURCHASING APPROVAL: By: ____________________________
Denis Ryall, Purchasing Manager

Page 8 of 8
ADDENDA ONE
RFP 10-035

Boise Airport Five Year Engineering Services
Aviation Department, City of Boise

FACSIMILE TRANSMITTAL

Date: December 16, 2009

Total Pages Transmitted (Including this sheet): 1

Message:

This Addenda Number 001 is being issued to notify you of the following changes to the specifications for our project RFP 10-035 Boise Airport Five Year Engineering Services.

Bid Opening Date Clarification:
The bid opening date was stated in the specification as January 6, 2010 at 2:00 p.m. local time (page 3 & 4) but is January 20, 2009 at 2:00 p.m. local time.

NOTICE TO ALL BIDDERS AND PROPOSERS

You are hereby notified of the following clarifications of and/or revisions to the above referenced project. This Addendum is hereby as of the above posted date made a part of the project requirements and contract documents for the referenced project. You are to note the receipt of, and compliance with this Addendum upon the space provided within the bid or proposal. Failure to acknowledge this Addendum does not relieve you from fulfilling the Addenda requirements.
ADDENDA TWO  
RFP 10-035  
Boise Airport Five Year Engineering Services  
Aviation Department, City of Boise  

FACSIMILE TRANSMITTAL  

Date: December 23, 2009  

Total Pages Transmitted (Including this sheet): 3  

Message:  

This Addenda Number 002 is being issued to notify you of the following changes to the specifications for our project RFP 10-035 Boise Airport Five Year Engineering Services.  

Question 1  
The invitation to propose indicates that the City intends to award the contract to “one supplier”. Section 1.17 of the RFP states that the City will recommend the most experienced and qualified two or three firms for award of the contract. Could you please verify for me that the City’s intent is indeed to award this contract to two or three firms?  
Answer 1  
The Boise Airport intends to award contracts to three (3) firms.  

Question 2  
The checklist on Page 18, the third paragraph, says "Proposals are limited to 60 pages, front and back,..." Is this indicating 60 pages printed on both sides, totaling 120 printed pages?  
Answer 2  
Limit proposal to sixty (60) sheets of paper, excluding the cover and back page (they can be used however).
Question 3
Page 4, The last paragraph says:
Additional sheets may be included if more room is needed for technical information, answers, and explanations. Does this allow for more than the 60 pages described on Page 18?

Answer 3
Limit proposal to sixty (60) sheets of paper, excluding the cover and back page (they can be used however).

Question 4
Page 7, Items 1.14 and 1.15,
These items limit the proposers to be local and have local offices, while on Page 18, next to last sentence of the third paragraph says: "If you are from outside the Boise area, proposal packets may be requested by calling ........." Is it the intent of the RFP to limit proposals from only corporations that have local offices?

Answer 4
The City of Boise has a Significant Local Economic Presence ordinance. The City still may award to non-local proposers, but the award decision is made by the City Council if the highest ranked proposer is non-local.

Question 5
Also on Page 19 - Proposal Schedule, A yes or No answer is shown for "Significant Local Presence", then in parenthesis: "Misstatement of local presence may result in disqualification of the bid or proposal by the City of Boise". This refers back to the clarification requested on page 7, Items 1.14 and 1.15.

Answer 5
This statement applies to fraudulent responses. The request is to state your business or office address and answer yes or no to whether it is considered local or non-local.

Question 6
On Page 3, first paragraph, last sentence says:
"Immediately thereafter, all proposals will be opened and publicly read in the presence of the proposers at Boise City Hall". Does this require that there be a company representative present for the receiving of the Proposals? Will the Proposals will be opened and checked that they comply with the Proposal instructions at this time?

Answer 6
A company representative is welcome to attend the bid opening but it is not required. The proposals will be opened and they will be checked for a signature at that time. The complete proposal compliance will be checked during the evaluation phase.

Question 7
Page 16, Item II. Qualifications and Experience of Consultant Team ...City reserves the right to investigate and confirm the proposer's financial responsibility. This may include financial information and interviews with past clients, and employees. Unfavorable responses to these investigations may be grounds for rejection of proposal...

Answer 7
The references will be checked and each proposer will be evaluated on the reference responses.

NOTICE TO ALL BIDDERS AND PROPOSERS

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ADDENDA THREE
RFP 10-035

Boise Airport Five Year Engineering Services
Aviation Department, City of Boise

FACSIMILE TRANSMITTAL

Date: January 6, 2010

Total Pages Transmitted (Including this sheet): 2

Question 8
Page 16, Item VI References
...provide a minimum of four references for similar projects...
Page 21 is a form to provide three references. Does this form go in Item VI of the proposal?

Answer 8
Page 16, Item VI References; Change following: “Please provide a minimum of three (3) references for similar projects, as proposed in this RFP.”

Question 9
The requirement for an organization chart is omitted. Do you want an organization chart for the team?

Answer 9
Page 16, Item I Cover Letter, requests ….. list of team members, team organization, project approach. An organization chart may be used to provide this information.

Question 10
Page 17, Selection Process Schedule
Is the schedule correct that the shortlist is made on February 10 and the interviews are February 11?

Answer 10
Modify the proposed time schedule as follows:
Interview short listed firms (conference call) and decision on recommended firms; 2/17/10. Anticipated award; 3/9/10.

Question 11
Page 8 of RFP, Item 1.17 Evaluation of Proposal, Selection & Negotiation Third paragraph refers to Consultant fee information that will be used to break a tie of most qualified firms... No fee information is requested in the RFP. Please clarify.

**Answer 11**
Page 8, Item 1.17 Evaluation of Proposal, Selection & Negotiations, 3rd paragraph; Delete following sentence: “The consultant fee proposal information will not be used in determining which firms are selected as being most qualified unless two firms are considered equally qualified.”

**Question 12**
Page 8 of RFP, Item 1.17 Mentions evaluation criteria for the proposals. No evaluation criteria are provided in the RFP--only weighting of proposal sections. What are the Airport's goals and priorities for this contract?

**Answer 12**
Page 8, Item 1.17 Evaluation of Proposal, Selection & Negotiations; Change the following sentence: “Based upon the written proposals and reference information, the city’s selection team will select the most qualified, capable, experienced, and responsive firms for the work being proposed, for further consideration through teleconference interviews.”
The Airport’s goal is to select the most qualified, experienced, capable, and responsive firms for the work being proposed.

**Question 13**
Is there a way to get a tour of the Boise Airport site in conjunction with the Five Year Engineering Services?

**Answer 13**
No tours are available during this RFP process.

**Change**
Page 3, 7th paragraph; Change the following sentence: “The City intends to award contracts to two or three Design Teams/Firms.”

**Change**
Page 7, Item 1.13 Award Criteria; Change the following sentence: “At a minimum, award criteria will include qualifications, experience, capabilities, responsiveness, reference information, and compliance with the RFP requirements.”

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ADDENDA Four
RFP 10-035
Boise Airport Five Year Engineering Services
Aviation Department, City of Boise

FACSIMILE TRANSMITTAL

Date: January 14, 2010

Total Pages Transmitted (Including this sheet): 2

RFP 10-035 Boise Airport Five Year Engineering Services
Questions for the RFP

1. Page 5 - Item 1.4 item d.
   Item states “Consultant shall indemnify and save and hold harmless City...”
   Question: Is the term “save” intended to mean “defend”?
   Answer: The legal definition of save harmless (hold harmless) v. 1) to indemnify (protect) another from harm or cost. 2) to agree to guarantee that any debt, lawsuit or claim which may arise as a result of a contract or contract performance will be paid or taken care of by the party making the guarantee. Example: the seller of a business agrees to "save harmless" the buyer from any unknown debts of the business.

2. Page 6 - Item 1.6 item “Public Records”
   In regard to the RFP’s reference to the proposals being “...opened and publically read...” (Page 3, first paragraph) as well as being “Public Records” (Page 6, Section 1.6), We believe this may be a contradiction to the intent of a Qualification Based Selection (State Code 67-2320) process, since these are not bids. As currently written, responders must vet what may be viewed publically between the date of submittal and the date of interview. In a competitive, qualification-based selection based upon demonstrated competence, this could have a significant bearing. Section 9-340D of the Idaho Code (attached) provides that public writings can be exempt from disclosure. This includes “trade secrets” as may be “…contained in response to public agency... requests for proposal...” (Section 9-340D (1)). Will Section 9-340D be considered in an adjustment of the criteria for the RFP?
   Answer: The Proposal will be opened and the vendor name and statement of signature will be read on bid opening day and time. The proposals are kept out of the public domain until the Intent to Award is
issued after all evaluations and interviews. Also, an item that qualifies under Idaho State Statute Title 9 Chapter 3 Section 9-340D can be marked as such and will be considered confidential.

3. Page 7 – Item 1.14 Significant Local Presence
   Question: We would like to respond to “Significant Local Presence” in an accurate and appropriate manner. In the interest of this question, is the proposer, the team or the prime consultant? More specifically, if we are teamed with a prominent local firm with a significant role on the project, as a team, are we able/should we check, Yes?
   Answer: The Company whose name is on the Proposal and is signatory for the Proposal should determine whether there is significant local economic presence. If, under the company name there is a local office or the like, you would be local. If, your local presence is not under the name on the Proposal, this does not qualify as local. The Boise City Council may award to a local vendor but not mandatory.

4. Page 9 – Item 2.6 Copyright
   Many Consultants copyright their work.
   Question: Is it acceptable for the Consultant to issue a release for specific City use and not necessarily other firms?
   Answer: The work needs to be marked as copyrighted and will be handled as confidential material.

5. Page 13- Item middle of 6th paragraph down, “Contract may be used by other Boise City Departments on an as-needed basis.”
   Question: Is it the intent of the City to use a selection of an airport consultant for other City projects outside of the Airport?
   Answer: If there is a need within another Boise City Department that is closely related to the airport work, they may ask to use this contract. However, this is a remote possibility.

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