

**ADDENDUM NO. 10  
TO THE AGREEMENT DATED JULY 19, 2022  
BETWEEN GREATER ORLANDO AVIATION AUTHORITY  
AND THE RODERICK GROUP, INC. dba ARDMORE RODERICK**

**Project: Construction Phase OAR Services for BP-497 MCO Taxiways  
G&H Rehabilitation - Phase 1, Orlando International Airport**

**THIS ADDENDUM** is effective this day of Oct 26, 2023, by and between the **GREATER ORLANDO AVIATION AUTHORITY** ("Authority"), and **THE RODERICK GROUP, INC. dba ARDMORE RODERICK** ("Consultant").

**WITNESSETH:**

**WHEREAS**, by Agreement dated July 19, 2022, Authority and Consultant entered into an agreement for Consultant to provide Continuing Program and Project Management Services; and

**WHEREAS**, under the Agreement, Consultant agreed to perform such additional services for the Authority as are contained in any additional scope of work established by the Authority in any addendum to the Agreement and accepted in writing by the Consultant; and

**WHEREAS**, the Authority and the Consultant desire to enter into this Addendum to the Agreement to provide for additional services to be rendered by the Consultant under the terms of said Agreement.

**NOW, THEREFORE**, in consideration of the premises and the mutual covenants herein contained, the Authority and the Consultant do hereby agree as follows:

1. Consultant shall perform additional services in accordance with the terms of the Agreement and the attached Exhibit "A." Consultant shall be paid for such additional services according to the payment terms set forth in the Agreement.

2. Consultant shall be compensated for such additional services in the **NOT TO EXCEED** amount of **ONE MILLION SEVEN HUNDRED FIFTY-SIX THOUSAND ONE HUNDRED FORTY-EIGHT AND NO/100 DOLLARS (\$1,756,148.00)**, broken down as follows:

<b>Professional Fees:</b>	<b>NTE:</b>	<b>\$1,680,148.00</b>
<b>Professional Fees:</b>	<b>LS:</b>	<b>\$0.00</b>
<b>Reimbursable Expenses:</b>	<b>NTE:</b>	<b><u>\$76,000.00</u></b>
<b>Total:</b>		<b>\$1,756,148.00</b>

3. A. Consultant hereby certifies that it is not on the Scrutinized Companies that Boycott Israel List and is not engaged in a boycott of Israel, as defined in Florida Statutes § 287.135, as amended;

AND

B. (applicable to agreements that may be \$1,000,000 or more) - Consultant hereby certifies that it is: (1) not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List as defined in Florida Statutes § 287.135; and (2) not engaged in business operations in Cuba or Syria, as defined in Florida Statutes § 287.135, as amended.

4. Authority may terminate the Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel.

In the event the Agreement is for One Million Dollars (\$1,000,000.00) or more, Authority may terminate this Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or is engaged in business operations in Cuba or Syria.

5. Except as expressly modified in this Addendum, the Agreement dated July 19, 2022 and all prior addenda will remain in full force and effect.

**IN WITNESS WHEREOF**, the parties hereto by their duly authorized representatives have executed this Addendum on this date **Oct 26, 2023** \_\_\_\_\_.

**GREATER ORLANDO AVIATION AUTHORITY**

Approved as to Form and Legality  
(for the benefit of GOAA only)  
on this date Oct 20, 2023

*Karen Ryan*

By: box SIGN

1J8RLK51-15XBRXWV

**NELSON MULLINS BROAD AND  
CASSEL, Legal Counsel  
Greater Orlando Aviation Authority**

*Kevin J. Thibault*

By:

box SIGN

1V3Q29J4-15XBRXWV

Kevin J. Thibault, P.E.  
Chief Executive Officer

**THE RODERICK GROUP, INC. dba  
ARDMORE RODERICK**

*Jeffery A. Jackowski*

By:

box SIGN

1B6ZPZP7-15XBRXWV

Signature (Duly Authorized Rep.)

Jeffery A. Jackowski

Printed Name

Vice President - Infrastructure

Title



Orlando International Airport  
One Jeff Fuqua Boulevard  
Orlando, Florida, 32827-4392  
(407) 825-2001

# Memorandum

**To:** Members of the Construction Committee

**From:** Tuan Nguyen, P.E., Assistant VP, Engineering

**Date:** October 3, 2023

**Re:** Request for Rescission of Prior Approval and Recommendation of Approval of an Addendum to the Continuing Program and Project Management Services Agreement with The Roderick Group, Inc. dba Ardmore Roderick for Construction Phase OAR Services for BP-497 MCO Taxiways G&H Rehabilitation – Phase 1, including the Base Bid and Add Alternates 1, 2 & 3 at the Orlando International Airport

On June 6, 2023, the Construction Committee approved Item J in the Not to Exceed Fees amount of \$1,816,164.00 for the Construction Phase OAR Services for the referenced project, subject to a future Federal Aviation Administration (FAA) grant. The approval was necessary to support a grant application to the FAA. This amount was included in the grant application and was submitted to the FAA shortly after. The Greater Orlando Aviation Authority (GOAA) has recently received the FAA grant offer dated September 11, 2023, and based on the final grant amount, this approval should be rescinded and approved as denoted below.

Consultant's proposal, dated September 26, 2023, is to provide the required Construction Phase OAR Services including construction management, oversight, inspection services and materials testing for the referenced project as further outlined in the attached Scope of Services.

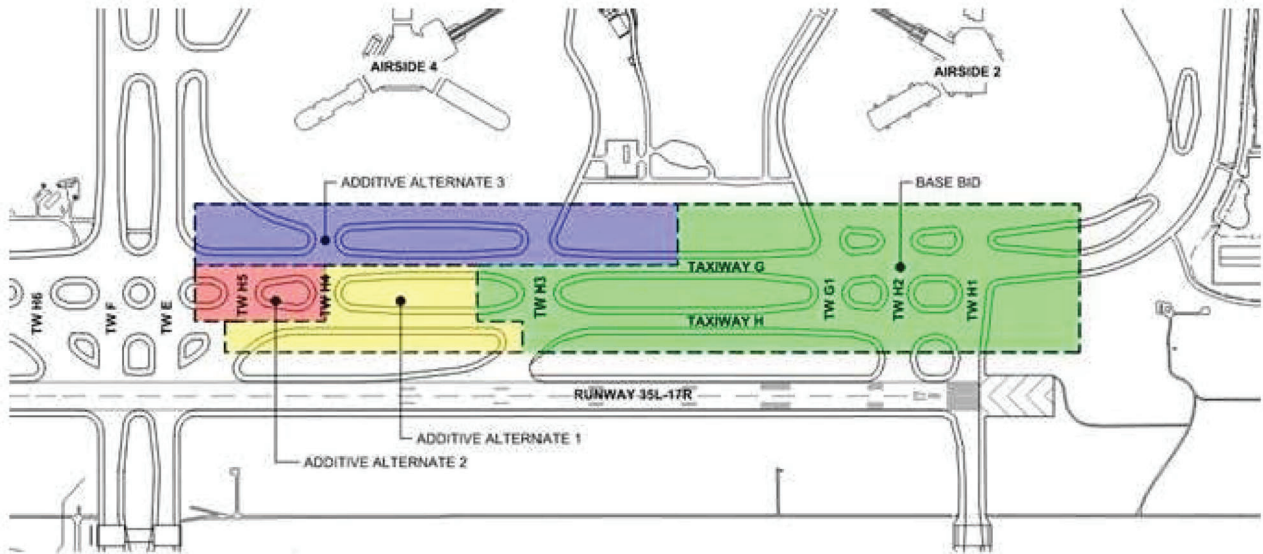
The project's scope is to provide the Phase 1 Construction for the Rehabilitation of Taxiways G and H and their connectors, North of Taxiway E. Construction work includes resealing the joints and replacing isolated cracked slabs for the concrete pavement, rehabilitating the asphalt shoulders, and improvements for the taxiways' geometry, lighting, marking and signage.

The DBE participation has been reviewed by the Office of Small Business Development. Their findings and recommendation are attached.

Funding is from the Federal Aviation Administration & Florida Department of Transportation grants to the extent eligible, GOAA Capital Expenditure, and Line of Credit to be reimbursed by future General Airport Revenue Bonds. Funding is verified by Melvin Martinez of Construction Finance on 09/29/23 as correct and available.

It is respectfully requested that the Construction Committee rescind its prior approval and recommend to the Aviation Authority Board approval of an Addendum to the Continuing Program and Project Management Services Agreement with The Roderick Group, Inc. dba Ardmore Roderick for the Construction Phase OAR Services contained herein and amount as shown below:

Not to Exceed Fees	\$1,680,148.00
Lump Sum Fees	\$0.00
Not to Exceed Expenses	\$ 76,000.00
<b>TOTAL</b>	<b>\$1,756,148.00</b>
AAC – Compliance Review Date	9/27/2023 <i>ZTG</i>
AAC – Funding Eligibility Review Date	9/27/2023



**PROJECT ALTERNATE DELINEATION MAP**



September 26, 2023

Mr. Scott Shedek  
Vice President of Construction  
**GREATER ORLANDO AVIATION AUTHORITY**  
11314 Terminal C Service Road  
Orlando, FL 32824

Subject: **BP-00497 MCO Taxiways G & H-Phase 1**  
Orlando International Airport (MCO)

Dear Mr. Shedek,

Ardmore Roderick is pleased to submit this proposal to provide Construction Phase OAR Project Management services for the above referenced project at the Orlando International Airport. This proposal has been prepared based on our understanding of the requested scope of work.

The scope of our services for the proposed project will consist of providing assistance to the GOAA staff in the areas of construction project management, project controls, and contract administration for BP-00497 as outlined in Exhibit A (attached). Elipsis Engineering will provide asphalt plant inspections, material sampling, and laboratory testing services. On Point Surveying will provide surveying services as directed.

Our estimated man-hour requirements and applicable unit rates for completion of the project are attached to this proposal. The total contract value is estimated at the values below.

	<b>Total Contract Value</b>	<b>Not to Exceed Fees</b>	<b>Not to Exceed Expenses</b>
<b>Total</b>	<b>\$1,756,148.00</b>	<b>\$1,680,148.00</b>	<b>\$76,000.00</b>

The services for this project will be performed in accordance with the provisions of GOAA's standard agreement for professional services and as indicated in the attached project schedule showing the proposed staffing levels for the duration of the project.

We appreciate the opportunity to present this proposal and we look forward to working with GOAA on this most important project. Should you have any questions or if we may be of further assistance, do not hesitate to contact the undersigned.

Sincerely,

Jeffer A. Jackowski  
Vice President - Infrastructure

## TRUTH IN NEGOTIATION CERTIFICATION

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Greater Orlando Aviation Authority determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within one (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Greater Orlando Aviation Authority, whichever is later.

Consultant: Ardmore Roderick

By:  \_\_\_\_\_

Print Name: Jeffery A. Jackowski

Date: September 26, 2023

OAR Staffing Estimate

Role	Individual	Firm	2023			2024										Total
			Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	
Senior Project Manager	Ben Brown	Loyal Wingman	4	82	84	115	105	105	110	115	100	106	97	84	68	1175
Project Manager	Brittany Davis	Ardmore Roderick	0	114	126	138	126	126	176	184	160	184	176	168	136	1814
Asst. Project Manager (field)	TBD	Ardmore Roderick	0	0	40	46	42	42	82	172	160	184	176	168	136	1248
Senior Inspector	David Batdorf	GCI	0	0	112	176	177	189	198	223	200	230	210	178	72	1965
Senior Inspector	Mark Nienstedt	CCS	0	0	0	64	177	189	198	223	200	230	215	173	72	1741
Engineer	TBD	Ardmore Roderick	0	0	0	0	161	189	198	222	200	230	220	178	72	1670
Inspector Aide/Intern	Sam Chizek	Loyal Wingman	0	0	0	88	84	84	198	222	200	230	220	178	72	1576
Safety Manager	Bill White	CMI	0	0	40	70	63	63	71	74	65	69	66	63	27	671
Asst. Project Manager (office)	TBD	Ardmore Roderick	0	0	0	0	129	126	132	138	120	138	132	128	136	1179
Compliance Specialist	Sandra Perez	Elipsis Engineering	4	82	117	154	147	147	176	176	160	132	112	89	68	1564
Senior Engineering Technician	TBD	Elipsis Engineering	0	0	0	24	64	80	104	112	96	112	68	0	0	660
Total Staff Hours			8	278	519	875	1275	1340	1643	1861	1661	1845	1692	1407	859	15263



Greater Orlando Aviation Authority  
Orlando International Airport

BP-00497 MCO Taxiways G&H-Phase 1

9/26/2023

OAR Staffing Estimate

Role	Individual	Firm	Hourly Rate	Total Hours	Total Fee
<b>Staffing:</b>					
Senior Project Manager	Ben Brown	Loyal Wingman	\$ 170.00	1175	\$ 199,750.00
Project Manager	Brittany Davis	Ardmore Roderick	\$ 147.00	1814	\$ 266,658.00
Asst. Project Manager (field)	TBD	Ardmore Roderick	\$ 125.00	1248	\$ 156,000.00
Senior Inspector	David Batdorf	GCI	\$ 96.00	1965	\$ 188,640.00
Senior Inspector	Mark Nienstedt	CCS	\$ 107.00	1741	\$ 186,287.00
Engineer	TBD	Ardmore Roderick	\$ 87.00	1670	\$ 145,290.00
Inspector Aide/Intern	Sam Chizek	Loyal Wingman	\$ 43.00	1576	\$ 67,768.00
Safety Manager	Bill White	CMI	\$ 136.00	671	\$ 91,256.00
Asst. Project Manager (office)	TBD	Ardmore Roderick	\$ 125.00	1179	\$ 147,375.00
Compliance Specialist/Proj. Coord	Sandra Perez	Elipsis Engineering &	\$ 106.00	1564	\$ 165,784.00
Senior Engineering Technician	TBD	Elipsis Engineering &	\$ 99.00	660	\$ 65,340.00
<b>Subtotal</b>				<b>15263</b>	<b>\$ 1,680,148.00</b>
<b>Reimbursable Expenses:</b>					
Survey Crew		On Point Surveying			\$ 32,000.00
Materials Testing (Lab and site)		Elipsis Engineering			\$ 44,000.00
<b>Subtotal</b>					<b>\$ 76,000.00</b>
<b>Total:</b>					<b>\$ 1,756,148.00</b>

DBE / MWBE / LDB Participation

Firm	DBE	MWBE	LDB	Fee	% Participation
GCI	x			\$ 188,640.00	11%
Elipsis	x			\$ 275,124.00	16%
On Point Surveying	x			\$ 32,000.00	2%
CMI	x			\$ 91,256.00	5%
CCS	x			\$ 186,287.00	11%
<b>Total:</b>					<b>44%</b>

## EXHIBIT A

The BP-497 project provides rehabilitation and improvements for existing Taxiway G and all taxiway connectors between Taxiways G and H, as well as the taxiway connectors between Taxiway G and Airsides 2 and 4. This Project only includes the rehabilitation of Taxiways G and H north of Taxiway E. BP-498, Taxiways G & H Rehabilitation – Phase 2, is planned for construction in 2024 and will account for the remaining portions of Taxiways G and H south of the Taxiway E intersection.

### Project Description

Taxiways G and H generally consist of PCC full strength taxiway pavement with asphalt shoulders. The current project work generally consists of the following:

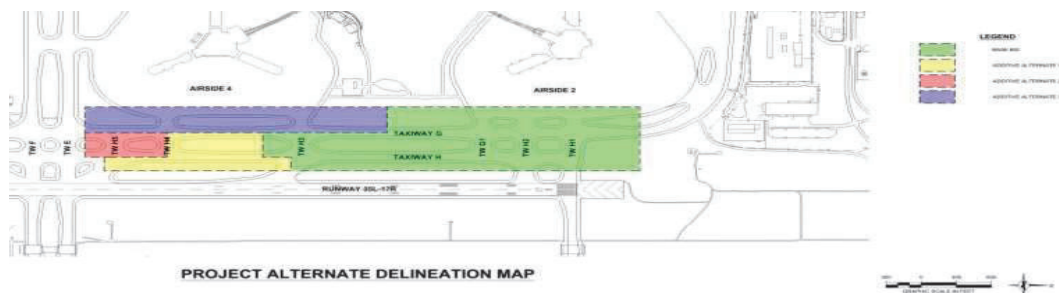
- Rehabilitate the aged pavement, markings, lighting, and signage
- Modify the pavement geometry to meet current regulatory criteria
- Drainage infrastructure improvement required by the updated pavement geometry
- Eliminating the direct access from Airsides 2 and 4 to Runway 17R-35L

The rehabilitation of the airfield features includes resealing the PCC joints (concrete to concrete and concrete to asphalt), spall and crack repairs, isolated slab replacement, milling/resurfacing the taxiways asphalt shoulder pavement, new full-strength PCC and asphalt pavement, new asphalt shoulder pavement, new drainage infrastructure to correlate to modified geometry, and the associated lighting, signage, and pavement markings.

The purpose of the geometric modifications is to meet current Airport Design Standards as described in Federal Aviation Administration's Advisory Circular 150/5300-13B, Airport Design (FAA Design AC), for Airplane Design Group (ADG) V / Taxiway Design Group (TDG) 6. The existing pavement geometry meets the minimum width for full strength pavement and has 35' asphalt shoulder pavement; however, changes in the taxiway geometry standards require expanding the full-strength taxiway pavement at taxiway turns, which requires the relocation of the associated shoulders, electrical, edge lighting, signage, and drainage. Additionally, there are two direct access points from Airsides 2 and 4 to Runway 17R-35L that will be disconnected. Also, to meet the current Taxiway Safety Areas (TSA) requirements, drainage structures are required to be relocated further away from the taxiway centerlines.

### Project Bid Strategy

The Project will include four basic areas with work performed in six phases plus a final punchlist/closeout.



**Base Area** includes the removal of direct access from the Airsides 2 & 4 to Runway 17R/35L (TWY H1 to be removed between Airside 2 and TWY G, TWY H2 to be removed between TWY G and TWY H, and TWY H3 to be removed between TWY G and TWY H); modification of full strength concrete taxiway pavement and asphalt shoulder pavement to comply with current FAA geometric standards (TWY G and H north of TWY H3), mill and overlay of asphalt shoulders

(West shoulder of TWY H between TWY H3 and TWY G1, East shoulder of TWY H between TWY H3 and TWY H2, and East shoulder of TWY G between TWY H3 and TWY G1); isolated slab removal; crack sealing; spall repair; resealing of all existing concrete joints; installation of new LED taxiway centerline lights, edge lights, signage, cable, conduit, connector kits, and transformers; modification of drainage features; grading of all turf areas; pavement marking removal and installation of new taxiway markings.

**Area 1:** will consist modification of full strength concrete taxiway pavement and asphalt shoulder pavement to comply with current FAA geometric standards (TWY G between TWY H4 and TWY H3), mill and overlay of asphalt shoulders (East shoulder of TWY H between TWY H5 and TWY H3); crack sealing; spall repair; resealing of all existing concrete joints; installation of new LED taxiway centerline lights, edge lights, signage, cable, conduit, connector kits, and transformers; modification of drainage features; grading of all turf areas; pavement marking removal and installation of new taxiway markings.

**Area 2:** will consist modification of full strength concrete taxiway pavement and asphalt shoulder pavement to comply with current FAA geometric standards (between TWY G and TWY H north of TWY E and south of TWY H4); isolated panel replacement; crack sealing; spall repair; resealing of all existing concrete joints; installation of new LED taxiway centerline lights, edge lights, signage, cable, conduit, connector kits, and transformers; modification of drainage features; grading of all turf areas; pavement marking removal and installation of new taxiway markings.

**Area 3:** will consist modification of full strength concrete taxiway pavement and asphalt shoulder pavement to comply with current FAA geometric standards (between Airside 4 and TWY); isolated panel replacement; crack sealing; spall repair; resealing of all existing concrete joints; installation of new LED taxiway centerline lights, edge lights, signage, cable, conduit, connector kits, and transformers; modification of drainage features; grading of all turf areas; pavement marking removal and installation of new taxiway markings.

There will be 60 days allowed for procurement. In addition, construction field work time to substantial completion is 365 days plus 45 days for punchlist completion and closeout.

## **OAR Scope**

The Owner's Authorized Representative (OAR) services for this project will be performed in accordance with the provisions of GOAA's Continuing Program and Project Management Services agreement. We anticipate that construction activities will be performed both during day-time shifts with some activities required during overnight hours as coordinated with Airfield Traffic Control Tower (ATCT). We anticipate full-time daily inspections will be needed during construction operations during both day-time and night-time (as needed) operations.

[OAR] is pleased to submit this proposed scope to render Continuing Program and Project Management services for the above-referenced project at the Orlando International Airport. The OAR Services are itemized by category first below, then described by phase later in the document.

#### Coordination with Design Engineer:

- Review the project phases to confirm access and maintenance of airfield operations as well as operations of the airside ramps.
- Perform independent schedule review to confirm that the appropriate contract time is included and that all phasing and milestones are properly defined.
- Complete final constructability review of project plans.
- Review the proposed project for completeness of the pay items.
- Review design coordination of disciplines.

#### Construction Management:

- Plan, schedule and conduct conferences, meetings, and presentations, and take accurate minutes of same for distribution to the Owner and all conference participants. This will include pre-construction conference, bi-weekly Job Coordination Meetings, EEO compliance meetings, and coordination meetings as needed to communicate with adjacent projects.
- Review the plans and specifications for the project to confirm that project documents are internally consistent and that all desired scope is described.
- Make recommendations to the Owner for such changes in the project as the OAR may consider necessary or desirable. Prepare independent cost estimates on work which may be added to or deleted from the project. Review all requests for change orders. When appropriate, implement the Owner's procedures for the preparation and processing of change orders. Confirm available funding and review the change for grant eligibility.
- Keep accurate and detailed written records of the progress of the project.
- Maintain orderly files for correspondence, reports of job conferences, shop drawings, contract documents with revisions, change orders, as-built drawings, and all other project related documents.
- Maintain electronic records to allow real time updating for field staff of changes to the project from RFI and ESI and updates from the field due to field conditions.
- Coordinate with other contractors and designers including weekly attendance of the airfield operations coordination meeting.
- Monitor contractor safety program. Notify contractor and owner immediately of any failure to adhere to such program.
- Monitor contractor activities for compliance with permits and GOAA environmental policies. Anticipate whenever activities may violate these restrictions and inform contractor as well as GOAA staff.
- Monitor the Contractor's compliance activities to confirm that all state and federal requirements are met. This will include Equal Employment Opportunity, Wage Determinations compliance with Davis-Bacon database, On-The-Job training, and Disadvantage Business Enterprise utilization.

#### Construction Oversight:

- Provide technical inspection and coordination of the work verifying that the materials provided and the work performed are in accordance with the specifications and contract documents.

- Coordinate with the Engineer and report to the Owner, so that the Owner may make a “Final Determination” in such cases.
- Review and coordinate Contractor’s proposed construction schedules and prepare progress schedule updates for inclusion with the monthly program schedule update. Review and evaluate contractor requests for extension of time and prepare change order when appropriate to adjust contract time.
- Coordinate, track and process all Requests for Information providing timely responses to the Contractor.
- Take necessary action to confirm that improper or non-conforming materials, work or equipment are not incorporated into the finished project.
- Organize and schedule both the substantial completion inspection as well as the final completion inspection. Provide inspection when partial occupancy is required. Coordinate the creation of punch lists and monitor the completion of all items noted.
- Ongoing review contractor’s red lined plans. Review contractor’s red lined final as-built plans.
- Provide photographic records of the project progress as well as of any issues encountered.
- Monitor the contractor’s maintenance of traffic devices on the airfield to confirm that devices are checked and maintained as needed.
- Monitor construction activity compliance with GOAA safety standards and approved project safety plans. Notify contractor when additional efforts are required and suspend activity when necessary.

#### Materials Testing:

- Analyze and evaluate all tests and inspections performed by the Contractor for soils, concrete, reinforcing steel, pipe, and asphalt under the terms of the contract documents or as required to demonstrate compliance of the completed work. Perform, analyze, and evaluate all tests and inspections performed by the OAR staff as part of the quality assurance program. Record the results of all quality control testing and quality assurance testing monitoring both for confirmation of results. Make recommendations and provide direction to the Contractor when materials tests are not in compliance.
- Monitor asphalt production at the asphalt batch plant.
- Prepare materials non-conformance reports when needed and work with contractor to resolve any materials discrepancy.
- Inspect the airfield lighting and airfield electrical equipment to confirm minimum requirements are satisfied. This will include not only fixtures but wire and grounding systems.

#### Survey

- Confirm survey control used by Contractor for layout.
- Facilitate comparison of design survey and grades to what is collected by the contractor.
- Provide confirmation for final grades for pavement, earthwork, and drainage.

## Duration of Services by Phase

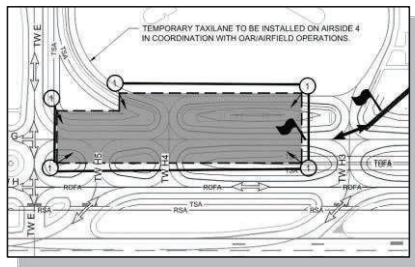
To help further describe the anticipated effort, below is a list of the expected tasks that will occur in each phase of the project. For this project, the additive alternatives create a complex interaction with the phase durations due to the potential increase or decrease in scope. To simplify, the phase durations are summarized as follows:

<u>Phase</u>	<u>Duration</u>
0	60 days
1	45 days
2	45 days
3	45 days
4	45 days
5	30 days
6	45 days
<u>Final</u>	<u>45 days</u>
Total	360 days

### Mobilization/Survey Phase 0: (Duration 60 Days)

- Schedule, organize and hold the pre-construction conference.
- Prepare pre-work meetings for selected scope to encourage the contractor and major sub-contractors to be ready for critical work items.
- Review the baseline schedule and provide comments. Work with the Contractor until an acceptable baseline schedule has been provided.
- Set up all project folders, electronic file system, and project field books.
- Populate electronic project communication system with the appropriate participants.
- Review all EEO and DBE submittals for accuracy and completion. Hold EEO compliance kick off meeting.
- Create project exhibits and summary for distribution to airport staff and FAA.
- Assist contractor with attainment of badging and decals for staff and vehicles.
- Collect and review project survey confirmation by Contractor.
- Compare design to survey layout.
- Compare design disciplines to survey to confirm coordination any grade adjustments across electrical, grading, drainage, and signage.
- Coordinate the scheduling of closures for required contractor pre-construction survey.
- Review survey data with Engineer of Record to confirm that design grades are constructible

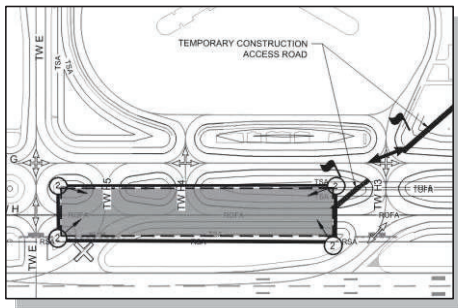
### Phase 1: (Duration 10/30/45 Calendar days)



The construction limits of this phase will require the closures of TWY H5 closed between TWY H and TWY G, and closure of TWY G between TWY E and TWY H3. Phase 1 will require the construction of a temporary access road.

The construction activities anticipated for Phase 1 include: erosion and sediment control, full depth pavement removal, pavement milling, electrical demolition, drainage modifications, full strength PCC pavement, asphalt shoulder pavement, airfield lighting and signage modifications, joint removal and replacement, pavement repairs, temporary pavement markings, permanent pavement markings, site grading, and sodding.

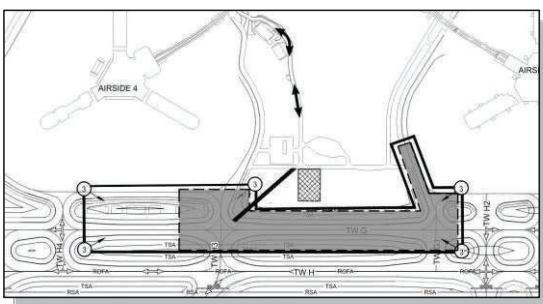
### Phase 2: (Duration 10/30/45 Calendar days)



The construction limits of Phase 2 will require the closure of TWY H between TWY E and TWY H3, TWY H4 between TWY H and TWY G, and TWY H5 between Runway 17R-35L and TWY G. Phase 2 will require the construction of a temporary access road.

The construction activities anticipated for Phase 2 include: erosion and sediment control, full depth pavement removal, pavement milling, electrical demolition, drainage modifications, full strength PCC pavement, asphalt shoulder pavement, airfield lighting and signage modifications, joint removal and replacement, pavement repairs, temporary pavement markings, permanent pavement markings, site grading, and sodding.

### Phase 3: (Duration 45 Calendar days) – May be combined with Phase 5 which could reduce the overall duration.

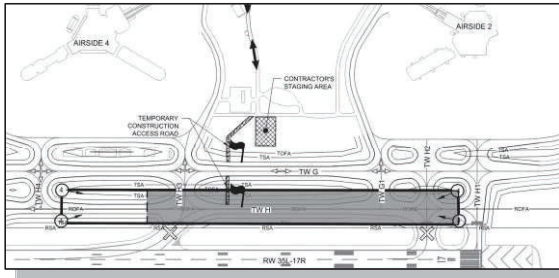


The construction limits of Phase 3 will require the closure of TWY G between TWY H4 and TWY G1, and TWY H3 between TWY H and Airside Ramp 4. Phase 3 will require the use of a temporary construction access road.

The construction activities anticipated for Phase 3 include: erosion and sediment control, full depth pavement removal, pavement milling, electrical demolition, drainage modifications, full strength PCC pavement, asphalt shoulder pavement, airfield lighting and signage modifications, joint removal and replacement, pavement repairs, temporary pavement markings, permanent pavement markings, site grading, and sodding.



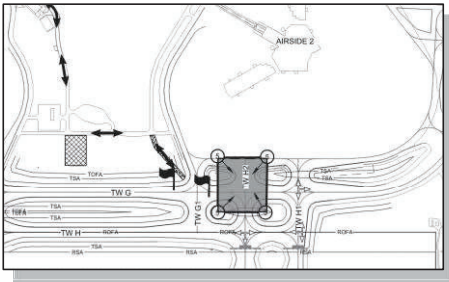
#### Phase 4: (Duration 45 Calendar days)



The construction limits of Phase 4 will require the closure of TWY H3 between Runway 17R-36L and TWY G, TWY G1 east of TWY G, TWY H between TWY H4 and TWY H1), TWY H2 between Runway 17R-35L and TWY H. Phase 4 will require the construction of a temporary construction access road.

The construction activities anticipated for Phase 4 include: erosion and sediment control, full depth pavement removal, pavement milling, electrical demolition, drainage modifications, full strength PCC pavement, asphalt shoulder pavement, airfield lighting and signage modifications, joint removal and replacement, pavement repairs, temporary pavement markings, permanent pavement markings, site grading, and sodding.

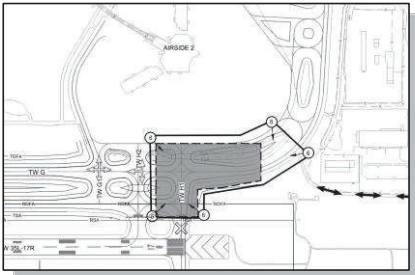
#### Phase 5: (Duration 30 Calendar days) May be combined with Phase 3 which could reduce the overall duration.



The construction limits of Phase 5 will require the closure of TWY G between TWY G1 and TWY H1, TWY H2 between Airside 2 Ramp and TWY H. Phase 5 will require the construction of a temporary access road.

The construction activities anticipated for Phase 5 include: erosion and sediment control, full depth pavement removal, pavement milling, electrical demolition, drainage modifications, full strength PCC pavement, asphalt shoulder pavement, airfield lighting and signage modifications, joint removal and replacement, pavement repairs, temporary pavement markings, permanent pavement markings, site grading, and sodding.

#### Phase 6: (Duration 45 Calendar days)



The construction limits of Phase 6 will require the closure of TWY G between and TWY J5 and TWY H2, and TWY H1 between Airside 2 Ramp and Runway 17R-35L. Phase 6 will require the use of a temporary construction access road.

The construction activities anticipated for Phase 6 include: erosion and sediment control, full depth pavement removal, pavement milling, electrical demolition, drainage modifications, full strength PCC pavement, asphalt shoulder pavement, airfield lighting and signage modifications, joint removal and replacement, pavement repairs, temporary pavement markings, permanent pavement markings, site grading, and sodding.



**Closeout Phase: (Duration 45 Calendar days – 14 days of punch list and markings is concurrent)**

- Coordinate with Airfield Operations weekly to schedule closures.
- Monitor construction activities for conformance to the contract requirements.
- Monitor EEO program. Conduct field interviews to confirm pay rates. Review and approve monthly payroll submittals
- Monitor project progress and review monthly schedule updates.
- Review monthly pay applications and approve. Complete the cover sheet for FAA review of the pay application.
- Create and process change orders when necessary.



# ELIPSIS ENGINEERING & CONSULTING, LLC

Date: 6/1/2023  
To: ARDMORE RODERICK

**Proposal Cost Estimate for Inspection and Laboratory Services  
BP-497 Taxiways G & H Rehabilitation - Phase 1  
EEC PRO 192- Bid**

Description	Estimated Quantity	Unit	*Unit Rate	Estimated Cost
Compliance Specialist/Contract Support Specialist	1564	Hour	\$106.00	\$ 165,784.00
Sr. Engineering Technician (asphalt plant inspection & on-site materials sampling)	660	Hour	\$99.00	\$ 65,340.00
<b>Manhour Budgeted Total:</b>				\$ 231,124.00
Atterberg Limits	unit rate	Each	\$150.00	
Sieve Analysis	unit rate	Each	\$75.00	
Percent Fines (Wash 200)	unit rate	Each	\$50.00	
Hydrometer Analysis	unit rate	Each	\$95.00	
Organic Content Determination	unit rate	Test	\$60.00	
Moisture Content	unit rate	Test	\$50.00	
FM 5-550 Soils pH Soil or Water	unit rate	Test	\$60.00	
FM 5-551 Soils Resistivity Soil or Water	unit rate	Test	\$65.00	
FM 5-552 Soils Chloride Soil or Water	unit rate	Test	\$75.00	
FM 5-553 Soils Sulfate Soil or Water	unit rate	Test	\$65.00	
FM 5-515 Limerock Bearing Ratio	unit rate	Each	\$400.00	
T99 Standard Proctor or T180 Modified Proctor	unit rate	Each	\$130.00	
ASTM C109 Concrete Compressive Strength & Breaking	unit rate	Each Break	\$40.00	
ASTM C78 Flexural Beam Strength & Breaking	unit rate	Each Break	\$75.00	
Soil Cement Pills	unit rate	Each	\$40.00	
Asphalt Extraction & Gradation	unit rate	Each	\$350.00	
Asphalt/Concrete Core	unit rate	Each	\$175.00	
Mobilization Asphalt/Concrete Coring Equipment	unit rate	Each	\$400.00	
Project Engineer (report review, sign and seal, responsible charge)	unit rate	Hour	\$169.00	
Project Manager (scheduling, coordination, specialized services oversight)	unit rate	Hour	\$150.00	
<b>Laboratory Testing Budgeted Total:</b>				\$ 44,000.00
<b>Total Proposal Amount:</b>				\$ 275,124.00



P.O. Box 770931  
Winter Garden, FL 34777  
Phone: 407-989-8102  
[marketing@on-pointsurveying.com](mailto:marketing@on-pointsurveying.com)  
[on-pointsurveying.com](http://on-pointsurveying.com)

September 27, 2023

Ardmore Roderick  
ATTN: Colin Paterson  
3361 Rouse Road, Suite 140  
Orlando, FL 32817

**BP-497 Taxiways G & H Rehabilitation - Phase 1**  
Orlando International Airport, OAR Scope

On-Point Surveying, Inc. is proud to bring you our proposal for Professional Land Surveying Services for this project. Our firm is a full-service land surveying company with a combined Professional Surveying and Mapping experience of 32 years, and overall land surveying experience of 60 years.

We pride ourselves on being team players and building positive, lasting relationships with our partners. Our team is comprised of highly motivated and hard-working personnel who have made it our standard to exceed client expectations. We are equipped with the latest technology including robotic instruments and cloud-based systems, which allows us to provide easy and efficient support to our partners and crews on the go and complete submittal documents swiftly.

We truly appreciate the opportunity to provide you this proposal. We hope that you find our proposal both the most cost-effective option and the best fit for your team.

**PROPOSED SCOPE OF SERVICES**

**Surveying Services** **\$32,000.00**

On Point Surveying, Inc. (OPS) shall provide surveying services at our hourly rates on an "as needed" basis for the OAR Scope dated April 10, 2023 not-to-exceed \$32,000.00 for the base bid.

**Hourly Rates**

Project Manager	\$130
Project Surveyor	\$115
Field Survey Crew	\$125
Senior Survey Technician	\$95
Junior Survey Technician	\$70
Project Administrator	\$60

Thank you for your consideration in adding us to your project team! If you have any questions, we are always available by phone or email.

Thank you,  
**Janna M. Raspberry**  
Vice President  
Phone: 407-989-8103  
[operations@on-pointsurveying.com](mailto:operations@on-pointsurveying.com)  
Estimating: [marketing@on-pointsurveying.com](mailto:marketing@on-pointsurveying.com)



## GREATER ORLANDO AVIATION AUTHORITY

Orlando International Airport  
5850-B Cargo Road  
Orlando, Florida 32827-4399

### MEMORANDUM

To: Members of the Construction Committee

From: Edelis Molina, Sr. Small Business Administrator

Date: October 03, 2023

Re: Request for Rescission of Prior Approval and Recommendation of Approval of an Addendum to the Continuing Program and Project Management Services Agreement with The Roderick Group, Inc. dba Ardmore Roderick for Construction Phase OAR Services for BP-497 MCO Taxiways G&H Rehabilitation – Phase 1, including the Base Bid and Add Alternates 1, 2 & 3 at the Orlando International Airport

We have reviewed the qualifications of the subject contract's DBE specifications and determined that The Roderick Group, Inc. dba Ardmore Roderick proposes 39% DBE participation on this addendum.

Our analysis indicates that The Roderick Group, Inc. dba Ardmore Roderick is eligible for award of the subject addendum.

**DBE UTILIZATION FORM FOR FEDERALLY FUNDED PROJECTS****PLEASE COMPLETE THIS FORM**

This form should be used to report Construction and Engineering /Professional Services activities.

Name of Airport: Orlando International Airport

Telephone No: (407) 825-7130

Address: One Jeff Fuqua Boulevard, Orlando, FL 32827

Project Name & Number: Request for Rescission of Prior Approval and Recommendation of Approval of an Addendum to the Continuing Program and Project Management Services Agreement with The Roderick Group, Inc. dba Ardmore Roderick for Construction Phase OAR Services for BP-497 MCO Taxiways G&H Rehabilitation – Phase 1, including the Base Bid and Add Alternates 1, 2 & 3 at the Orlando International Airport

**1. Construction Information:**

Addendum Amount: \_\_\_\_\_

**2. DBE Goal by Group Representation:**

Asian Pacific American	_____	Actual Result	_____
Asian Subcontinent American	_____	Actual Result	_____
Black American	_____	Actual Result	_____
Caucasian Female American	_____	Actual Result	_____
Hispanic American	_____	Actual Result	_____
Native American	_____	Actual Result	_____
Other	_____	Actual Result	_____
<b>Total DBE Participation</b>	<b>-</b>	<b>Actual Result</b>	<b>_____</b>

**3.a. Prime Contractor Information:**

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City, State, Zip: \_\_\_\_\_  
Telephone: \_\_\_\_\_

**3.b. Name and Address of DBE Subcontractor**

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City, State, Zip: \_\_\_\_\_  
Telephone: \_\_\_\_\_

**3.c. \*Identity:** \_\_\_\_\_

Work Item(s): \_\_\_\_\_

Amount of Subcontract: \_\_\_\_\_

Percent of Prime Contract: \_\_\_\_\_

**4. Engineering/Professional Services Information:**

Addendum Amount: \$1,756,148.00

**5. DBE Goal by Group Representation:**

Asian Pacific American	-	Actual Result	0%
Asian Subcontinent American	-	Actual Result	0%
Black American	374,927.00	Actual Result	21%
Caucasian Female American	275,124.00	Actual Result	16%
Hispanic American	32,000.00	Actual Result	2%
Native American	-	Actual Result	0%
Other	-	Actual Result	0%
<b>Total DBE Participation</b>	<b>682,051.00</b>	<b>Actual Result</b>	<b>39%</b>

**6.b. Engineering / Professional Services Firm Information:**

Name: The Roderick Group, Inc. dba Ardmore Roderick  
Address: 3361 Rouse Road Suite 140  
City, State, Zip: Orlando, Florida 32817  
Telephone: (321) 430-6710

**6.b. Name and Address of DBE Subconsultant**

Name: Please see attached  
Address: \_\_\_\_\_  
City, State, Zip: \_\_\_\_\_  
Telephone: \_\_\_\_\_

**6.c. \*Identity:** \_\_\_\_\_

Work Item(s): \_\_\_\_\_

Percent of Prime Contract: \_\_\_\_\_

\* In Items 3.c. and 6.c. above specify the identity of DBE Subcontractors and E/PS Firms (e.g. Black American, Hispanic American, Asian Subcontinent American, Asian Pacific American, Caucasian Female American, Native American & Other)

DBE Subcontractor/Subconsultant Certification		
Project Name & Number:	Request for Rescission of Prior Approval and Recommendation of Approval of an Addendum to the Continuing Program and Project Management Services Agreement with The Roderick Group, Inc. dba Ardmore Roderick for Construction Phase OAR Services for BP-497 MCO Taxiways G&H Rehabilitation – Phase 1, including the Base Bid and	
Prime Firm:	The Roderick Group, Inc. dba Ardmore Roderick	
Addendum Amount:	\$1,756,148.00	
Company Name	Elipsis Engineering & Consulting, LLC	Geotech Consultants International, Inc., DBA GCI Inc.
Address	530 S Main Street	2290 North Ronald Reagan Blvd., Suite 100
City, State, Zip	Winter Garden, FL 34787	Longwood, FL 32750
Phone	407-982-7275	407-331-6332
Identity	Caucasian Female American	Black American
Work Item	Compliance & materials testing	Senior Inspector
Amount of Subcontract	275,124.00	188,640.00
Percentage	15.7%	10.7%
Company Name	On Point Surveying, Inc.	Chace Construction Services, LLC
Address	PO Box 770931	2595 Amaya Terrace
City, State, Zip	Winter Garden, FL 34777	Lake Mary, FL 32746
Phone	(407) 989-8102	407-314-0274
Identity	Hispanic American	Black American
Work Item	Surveying	Senior Inspector
Amount of Subcontract	32,000.00	186,287.00
Percentage	1.8%	10.6%
Company Name		
Address		
City, State, Zip		
Phone		
Identity		
Work Item		
Amount of Subcontract		
Percentage		
Company Name		
Address		
City, State, Zip		
Phone		
Identity		
Work Item		
Amount of Subcontract		
Percentage		
	\$682,051.00	39%
	1,756,148.00	



## GREATER ORLANDO AVIATION AUTHORITY

Orlando International Airport  
One Jeff Fuqua Boulevard  
Orlando, Florida 32827-4392

### MEMORANDUM

TO: Members of the Aviation Authority

FROM: Max E. Marble, Chair, Construction Committee

DATE: October 18, 2023

### ITEM DESCRIPTION

Recommendation of the Construction Committee to Approve an Addendum to the Continuing Program and Project Management Services Agreement with The Roderick Group, Inc. dba Ardmore Roderick for Construction Phase Owner's Authorized Representative (OAR) Services for Project Bid Package (BP) No. 00497, MCO Taxiways G and H Rehabilitation – Phase 1, at the Orlando International Airport (MCO)

### BACKGROUND

In 2022, the firms providing Program and Project Management Services were selected through a competitive award process. These services are paid for on an as-needed or annual basis.

On May 18, 2022, the Aviation Authority Board approved a Program and Project Management Services Agreement, with the following firms:

- AECOM Technical Services, Inc.
- Cost Management, Inc. dba CMI (*MWBE*)
- Geotech Consultants International, Inc. dba GCI, Inc. (*DBE/MWBE*)
- PSA Constructors, Inc. dba PSA Management, Inc. (*DBE/MWBE/LDB*)
- WSP USA, Inc.
- The Roderick Group, Inc. dba Ardmore Roderick

MCO Taxiways G and H Rehabilitation, Phases 1 and 2, will include the rehabilitation of existing Taxiways G and H and their connectors, including Taxiways H1 through H8, a portion of Taxiways E and F, and Taxiway G1. Construction work includes resealing the joints and replacing isolated cracked slabs for the concrete pavement, rehabilitating the asphalt shoulders, and improvements for pavement geometry, markings, lighting and signage.

Design of both phases will be completed in Fiscal Year (FY) 2023, with construction work done as two contracts, in accordance with Federal Aviation Administration (FAA) direction. Construction work in FY 2024 will be done as BP No. 00497, MCO Taxiways G and H Rehabilitation, Phase 1, and in FY 2025 as BP No. 00498, MCO Taxiways G and H Rehabilitation, Phase 2.

BP No. 00497 will consist of the rehabilitation of a portion of Taxiways G and H and the connectors north of Taxiway E, at MCO. Construction work will include resealing the joints and replacing isolated cracked slabs for the concrete pavement, rehabilitating the asphalt shoulders, and improvements for pavement geometry, taxiway markings, lighting and signage.

The construction work for BP No. 00497 was bid as follows:

- Base Bid: Rehabilitation of Taxiways G and H and connection to Airside 2 north of Taxiway H3.
- Add Alternate 1: Rehabilitation of Taxiways G and H between Taxiways H3 and H4.
- Add Alternate 2: Rehabilitation of Taxiways G and H between Taxiways H4 and H5.
- Add Alternate 3: Rehabilitation of Taxiways G between Taxiways E and G1 and between Taxiway G and Airside 4.

The construction is scheduled to start in November 2023 and complete in August 2024.

## **ISSUES**

A fee has been negotiated with The Roderick Group, Inc. dba Ardmore Roderick for a total amount of \$1,756,148 for Construction Phase OAR Services for BP No. 00497. These services will provide, but are not limited to, construction management, oversight, inspection services and material testing for the above-referenced project. Additional assistance to the Aviation Authority in the areas of pre-construction, construction project management, project control, contract administration, construction coordination and close-out services in support of the project are also included.

On October 3, 2023, the Construction Committee recommended approval of an Addendum to the Continuing Program and Project Management Services Agreement with The Roderick Group, Inc. dba Ardmore Roderick for Construction Phase OAR Services for BP No. 00497, MCO Taxiways G and H Rehabilitation – Phase 1, at the Orlando International Airport, as outlined in the memorandum.

On June 26, 2023, the Orlando City Council authorized the acceptance of the grant offered by the FAA in the amount of \$25,948,739 for BP No. 00497 on behalf of the Aviation Authority and included approval of all associated contracts. The FAA grant was fully executed on September 12, 2023.

## **SMALL BUSINESS**

The Aviation Authority has reviewed the proposal from The Roderick Group, Inc. dba Ardmore Roderick, and determined that The Roderick Group, Inc. dba Ardmore Roderick proposes to achieve 50% Disadvantaged Business Enterprise (DBE) participation for this addendum, and certifies that The Roderick Group, Inc. dba Ardmore Roderick is in good standing as it relates to its small business participation.

## **ALTERNATIVES**

None.

## **FISCAL IMPACT**

The fiscal impact is \$1,756,148. Funding is from FAA and Florida Department of Transportation (FDOT) Grants to the extent eligible, Capital Expenditure Funds, and Line of Credit to be reimbursed by future General Airport Revenue Bonds.

## **RECOMMENDED ACTION**

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee and approve an Addendum to the Continuing Program and Project Management Services Agreement with The Roderick Group, Inc. dba Ardmore Roderick for Construction Phase OAR Services for BP No. 00497, MCO Taxiways G and H Rehabilitation – Phase 1, at the Orlando International Airport, for the total amount of \$1,756,148, which includes the not-to-exceed fee amount of \$1,680,148 and the not-to-exceed reimbursable expenses amount of \$76,000, with funding from FAA and FDOT Grants to the extent eligible, Capital Expenditure Funds, and Line of Credit to be reimbursed by future General Airport Revenue Bonds; and authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.