

CLARK COUNTY, NEVADA  
CBE-1129  
CONTRACT FOR  
AIRPORT PAVEMENT MANAGEMENT PROGRAM  
SERVICES

NAME OF FIRM	KIMLEY-HORN AND ASSOCIATES INC.
DESIGNATED CONTACT, NAME AND TITLE	KORY ANDRYSCIK, P.E.
ADDRESS OF FIRM INCLUDING CITY, STATE AND ZIP CODE	6671 LAS VEGAS BLVD. SOUTH SUITE 320 LAS VEGAS NEVADA 89119
TELEPHONE NUMBER (include area code)	(702)862-3600
EMAIL ADDRESS	KORY.ANDRYSCIK@KIMLEY-HORN.COM

**CONTRACT FOR CONSULTING SERVICES FOR AIRPORT PAVEMENT MANAGEMENT PROGRAM  
CBE-1129**

This Contract is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2021, by and between CLARK COUNTY, NEVADA (hereinafter referred to as "OWNER"), and KIMLEY-HORN AND ASSOCIATES INC. (hereinafter referred to as CONSULTANT), for Consulting Services for Airport Pavement Management Program (hereinafter referred to as "PROJECT").

**WITNESSETH:**

WHEREAS, the CONSULTANT has the personnel and resources necessary to accomplish the PROJECT within the required schedule and with a budget allowance not to exceed amount of \$1,624,324.00 including all travel, lodging, meals and miscellaneous expenses.

WHEREAS, the CONSULTANT has the required licenses and/or authorizations pursuant to all Federal, State of Nevada and Local Laws in order to conduct business relative to this Contract.

NOW, THEREFORE, OWNER and CONSULTANT agree as follows:

**SECTION I: RESPONSIBILITY OF CONSULTANT**

- A. It is understood that in the performance of the services herein provided for, CONSULTANT shall be, and is, an independent CONSULTANT, and is not an agent or employee of OWNER and shall furnish such services in its own manner and method except as required by this Contract. Furthermore, CONSULTANT has and shall retain the right to exercise full control over the employment, direction, compensation and discharge of all persons employed by CONSULTANT in the performance of the services hereunder. CONSULTANT shall be solely responsible for, and shall indemnify, defend and save OWNER harmless from all matters relating to the payment of its employees, including compliance with social security, withholding and all other wages, salaries, benefits, taxes, exactions, and regulations of any nature whatsoever.
- B. In accordance with the Immigration Reform and Control Act of 1986, the CONSULTANT agrees that it will not employ unauthorized aliens in the performance of this Contract.
- C. The Board of County Commissioners (BCC) is committed to promoting full and equal business opportunity for all persons doing business in Clark County. The CONSULTANT acknowledges that the OWNER has an obligation to ensure that public funds are not used to subsidize private discrimination. The CONSULTANT shall not refuse to employ or to discharge from employment any person because of race, color, creed, national origin, gender identity, gender expression, or age, or to discriminate against a person with respect to hire, tenure, advancement, compensation or other terms, conditions or privileges of employment because of race, creed, color, national origin, sex, sexual orientation, gender identity, gender expression, or age.
  - 1. In connection with the performance of work under this Contract, the CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity, gender expression, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer recruitment advertising, layoff or termination, rates of pay or other forms of compensation.
  - 2. The CONSULTANT further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.
  - 3. Any violation of such provision by a CONSULTANT constitutes a material breach of Contract.
  - 4. As used in this section, "sexual orientation" means having or being perceived as having an orientation for heterosexuality, homosexuality or bisexuality.

The CONSULTANT acknowledges that if discrimination has occurred, the OWNER may declare the CONSULTANT in breach of Contract, terminate the Contract, and designate the CONSULTANT as non-responsible.

- D. CONSULTANT acknowledges that CONSULTANT and any subcontractors, agents or employees employed by CONSULTANT shall not, under any circumstances, be considered employees of the OWNER, and that they shall not be entitled to any of the benefits or rights afforded employees of OWNER, including, but not limited to, sick leave, vacation leave, holiday pay, Public Employees Retirement System benefits, or health, life, dental, long-term disability or workers' compensation insurance benefits. OWNER will not provide or pay for any liability or medical insurance, retirement contributions or any other benefits for or on behalf of CONSULTANT or any of its officers, employees or other agents.
- E. The CONSULTANT shall be responsible for the professional quality, technical accuracy, timely completion, and coordination of all services furnished by the CONSULTANT, its subcontractors and their principals, officers, employees and agents under this Contract. In performing the specified services, CONSULTANT shall follow practices consistent with generally accepted professional and technical standards.
- F. It shall be the duty of the CONSULTANT to assure that all products of its effort are technically sound and in conformance with all pertinent Federal, State and Local statutes, codes, ordinances, resolutions and other regulations. CONSULTANT will not produce a work product which violates or infringes on any copyright or patent rights. CONSULTANT shall, without additional compensation, correct or revise any errors or omissions in its work products. Permitted or required approval by the OWNER of any products or services furnished by CONSULTANT shall not in any way relieve the CONSULTANT of responsibility for the professional and technical accuracy and adequacy of its work. OWNER's review, approval, acceptance, or payment for any of CONSULTANT's services herein shall not be construed to operate as a waiver of any rights under this Contract or of any cause of action arising out of the performance of this Contract, and CONSULTANT shall be and remain liable in accordance with the terms of this Contract and applicable law for all damages to OWNER caused by CONSULTANT's performance or failures to perform under this Contract.
- G. CONSULTANT shall appoint a Manager who will manage the performance of services. All of the services specified by this Contract shall be performed by the Manager, or by CONSULTANT's associates and employees under the personal supervision of the Manager. Should the Manager, or any employee of CONSULTANT be unable to complete his or her responsibility for any reason, the CONSULTANT will replace him or her with a qualified person and notify OWNER of replacement. If CONSULTANT fails to make a required replacement within 30 days, OWNER may terminate this Contract for default.
- H. All materials, information, and documents, whether finished, unfinished, or draft, developed, prepared, completed, or acquired by CONSULTANT for OWNER relating to the services to be performed hereunder and not otherwise used or useful in connection with services previously rendered or services to be rendered by CONSULTANT to parties other than OWNER shall become the property of OWNER and shall be delivered to OWNER's representative upon completion or termination of this Contract, whichever comes first. CONSULTANT shall not be liable for damages, claims, and losses arising out of any reuse of any work products on any other project conducted by OWNER. OWNER shall have the right to reproduce all documentation supplied pursuant to this Contract.

- I. Drawings and specifications remain the property of the CONSULTANT. Copies of the drawings and specifications retained by the OWNER may be utilized only for its use and for occupying the PROJECT for which they were prepared, and not for the construction of any other project. A copy of all materials, information and documents, whether finished, unfinished, or draft, developed, prepared, completed, or acquired by CONSULTANT during the performance of services for which it has been compensated under this Contract, shall be delivered to OWNER's representative upon completion or termination of this Contract, whichever occurs first. OWNER shall have the right to reproduce all documentation supplied pursuant to this Contract. CONSULTANT shall furnish OWNER's representative copies of all correspondence to regulatory agencies for review prior to mailing such correspondence.
- J. The CONSULTANT agrees that its officers and employees will cooperate with the OWNER in the performance of services under this Contract and will be available for consultation with OWNER at such reasonable times with advance notice as to not conflict with their other responsibilities.
- K. The CONSULTANT will follow OWNER's standard procedures as followed by OWNER's staff in regard to programming changes; testing; change control; and other similar activities.
- L. CONSULTANT has or will retain such employees as it may need to perform the services required by this Contract. Such employees shall not be employed by the State of Nevada, the OWNER or any other political subdivision of the State of Nevada.
- M. AIRPORT SECURITY
1. OWNER Property
- For security purposes, OWNER property is divided into three (3) categories as follows:
- a. Landside: The non-secure portion of the Airport;
  - b. Airside: The Secured Area/Security Identification Display Area (SIDA); and
  - c. Sterile Areas: The parts of the terminal buildings that require access through a security check point. Note: This is a part of the SIDA
- All CONSULTANT personnel working on OWNER property, Landside, Airside or Sterile Areas, must be badged for identification purposes.
2. Federal Regulations
- 49 Code of Federal Regulation (CFR), Part 1542, Airport Security requires that security of the Secured Area/SIDA at McCarran International Airport be maintained at all times. This regulation has a provision for enforcement by the Transportation Security Administration (TSA), which may assess substantial fines (\$11,000.00 per occurrence) for potential security breaches or security breaches by unauthorized persons and vehicles entering the Secured Area/SIDA on LAS. When working in the Secured Area/SIDA, CONSULTANT personnel must visibly display at waist level or above on their outermost garment the appropriate McCarran International Airport identification badge at all times.
- CONSULTANT agrees to accept and reimburse OWNER for any fines levied on OWNER by TSA for any violation of any TSA Security Regulations by CONSULTANT and its employees or any of CONSULTANT's subcontractors, vendors, suppliers and agents and their employees. CONSULTANT will reimburse owner for any fines levied for breaches of security due to CONSULTANT activities or those of any tier subcontractor.

OWNER will determine the type of identification and training CONSULTANT will be required to obtain. CONSULTANT acknowledges that McCarran International Airport reserves the right to refuse identification badges to any person with a record of arrests and convictions which in its sole judgment would render that person an unacceptable risk to the security of the Airport.

3. Access to the Airport Secured Area/SIDA

Access to the Airport Secured Area/SIDA can be gained by personnel displaying a Maroon or Green badge. Personnel with a Tan Badge are only allowed access to and within the McCarran Sterile Areas and Landside/Public Areas. CONSULTANT will be allowed access to only those areas necessary to complete the work.

4. Airport Secured Area/SIDA

If a Maroon or Green badge holder enters a part of the Airport Secured/SIDA for which access has not been authorized, CONSULTANT may be subject to a fine as detailed in Section M.2., and personnel may be subject to immediate and permanent removal, to include security identification badge revocation from the Airport by OWNER.

5. Landside/Public Work Areas

CONSULTANT's personnel with a Tan badge can gain access to Landside/Public or Sterile Area work areas without escort. If a Tan badge holder enters an Airport Secured Area/SIDA, CONSULTANT may be subject to a fine as detailed in Section M.2., and personnel may be subject to immediate and permanent removal from the Airport by OWNER. Personnel with Tan badges do not have the authority to escort and must be screened through the TSA passenger security checkpoint prior to entering Airport Sterile Areas.

6. Security Protocols/Directives

CONSULTANT acknowledges that McCarran International Airport is a federally regulated entity subject to changes in security protocols/directives which may affect activities and personnel at Airport facilities. CONSULTANT agrees to abide by such security protocol/directive currently in place and any changes that may occur during the term of this Contract and any extensions thereof.

N. The CONSULTANT agrees to provide the information on the attached "Disclosure of Ownership/Principals" form **Exhibit F** prior to any Contract award by the BCC.

O. The rights and remedies of the OWNER provided for under this section are in addition to any other rights and remedies provided by law or under other sections of this Contract.

## **SECTION II: RESPONSIBILITY OF OWNER**

A. The OWNER agrees that its officers and employees will cooperate with CONSULTANT in the performance of services under this Contract and will be available for consultation with CONSULTANT at such reasonable times with advance notice as to not conflict with their other responsibilities.

B. The services performed by CONSULTANT under this Contract shall be subject to review for compliance with the terms of this Contract by OWNER's representative. OWNER's representative, who OWNER shall designate by written notice, may delegate any or all of his responsibilities under this Contract to appropriate staff members, and shall so inform CONSULTANT by written notice before the effective date of each such delegation.

- C. The review comments of OWNER's representative may be reported in writing as needed to CONSULTANT. It is understood that OWNER's representative's review comments do not relieve CONSULTANT from the responsibility for the professional and technical accuracy of all work delivered under this Contract.
- D. OWNER shall, without charge, furnish to or make available for examination or use by CONSULTANT as it may request, any data which OWNER has available, including as examples only and not as a limitation:
  - 1. Copies of reports, surveys, records, and other pertinent documents.
  - 2. Copies of previously prepared reports, job specifications, surveys, records, ordinances, codes, regulations, other documents, and information related to the services specified by this Contract.

CONSULTANT shall return any original data provided by OWNER.

- E. OWNER shall assist CONSULTANT in obtaining data on documents from public officers or agencies and from private citizens and business firms whenever such material is necessary for the completion of the services specified by this Contract.
- F. CONSULTANT will not be responsible for accuracy of information or data supplied by OWNER or other sources to the extent such information or data would be relied upon by a reasonably prudent CONSULTANT.

### **SECTION III: SCOPE OF WORK**

Services to be performed by the CONSULTANT for the PROJECT shall consist of the work described in the Scope of Work as set forth in **Exhibit A** of this Contract, attached hereto.

### **SECTION IV: CHANGES TO SCOPE OF WORK**

- A. The OWNER may at any time, by written order, make changes within the general scope of this Contract and in the services or work to be performed. If such changes cause an increase or decrease in the CONSULTANT's cost or time required for performance of any services under this Contract, an equitable adjustment limited to an amount within current unencumbered budgeted appropriations for the PROJECT shall be made and this Contract shall be modified in writing accordingly. Any claim of the CONSULTANT for the adjustment under this clause must be asserted in writing within 30 calendar days from the date of receipt by the CONSULTANT of notification of change unless the OWNER grants a further period of time before the date of final payment under this Contract.
- B. No services for which additional compensation will be charged by the CONSULTANT shall be furnished without the written authorization of the OWNER.

### **SECTION V: COMPENSATION AND TERMS OF PAYMENT**

- A. OWNER agrees to pay CONSULTANT for the performance of services described in the Scope of Work (**Exhibit A**), for the not to exceed amount of \$1,624,324.00. The OWNER's obligation to pay CONSULTANT cannot exceed the fixed fee amount. It is expressly understood that the entire work defined in **Exhibit A** must be completed by the CONSULTANT and it shall be the CONSULTANT's responsibility to ensure that hours and tasks are properly budgeted, so the entire PROJECT is completed for the said not to exceed amount.

B. CONSULTANT will be compensated for travel costs incurred for travel related to the Statement of Work to be billed at cost. OWNER shall review and approve all travel costs submitted prior to reimbursement. Approval of any reimbursements shall be at OWNERS's sole discretion.

C. Payments

1. Payment of invoices will be made within 30 calendar days after receipt of an accurate invoice that has been reviewed and approved by the OWNER's representative.
2. The OWNER's representative shall notify the CONSULTANT in writing within 14 calendar days of any disputed amount included on the invoice. The undisputed amount will be paid in accordance with paragraph C.1 above. Upon resolution of the disputed amount by the OWNER and the CONSULTANT, payment will be made in accordance with paragraph C.1 above.
3. No penalty will be imposed on OWNER if the OWNER fails to pay CONSULTANT within 30 calendar days after receipt of a properly documented invoice, and OWNER will receive no discount for payment within that period.
4. In the event that legal action is taken by the OWNER or the CONSULTANT based on a disputed payment, the prevailing party shall be entitled to reasonable attorney's fees and costs subject to OWNER's available unencumbered budgeted appropriations for the PROJECT.
5. All payments shall be due within 30 calendar days after receipt of the invoice.
6. OWNER may subtract from any payment made to CONSULTANT all damages, costs and expenses caused by CONSULTANT's negligence, resulting from or arising out of errors or omissions in CONSULTANT's work products, which have not been previously paid to CONSULTANT.
7. Invoices shall be submitted to McCarran International Airport, c/o Accounts Payable, P.O. Box 11004, Las Vegas, NV 89111-1004 or via email at [AccountsPayable@McCarran.com](mailto:AccountsPayable@McCarran.com). Invoices are to be sent within 90 calendar days of the delivery of the product or completion of the work. Invoices for payment not submitted within this time period will not be considered for payment.

All invoices should include the following information:

- a. Company
- b. Complete Address (including street, city, state, and zip code)
- c. Telephone Number
- d. Contact Person
- e. Itemized description of products delivered (including quantities) or services rendered (including dates)
- f. Clark County McCarran International Airport Purchasing Order Number
- g. Company's Tax Identification Number
- h. Contract Number
- i. Itemized pricing and total amount due (excluding sales and Use Tax)
- j. Percentage Discounts / Payment Terms (if offered)
- k. Company's Invoice Number declare

D. OWNER's Fiscal Limitations

1. The content of this section shall apply to the entire Contract and shall take precedence over any conflicting terms and conditions, and shall limit the OWNER's financial responsibility as indicated in Paragraphs 2 and 3 below.

2. Notwithstanding any other provisions of this Contract, this Contract shall terminate and OWNER's obligations under it shall be extinguished at the end of the fiscal year in which the BCC fails to appropriate monies for the ensuing fiscal year sufficient for the payment of all amounts which will then become due.
3. OWNER's total liability for all charges for services which may become due under this Contract is limited to the total maximum expenditure(s) authorized in OWNER's purchase order(s) to the CONSULTANT.

#### **SECTION VI: SUBCONTRACTS**

- A. Services specified by this Contract shall not be subcontracted by the CONSULTANT, without prior written approval of OWNER.
- B. Approval by OWNER of CONSULTANT's request to subcontract or acceptance of or payment for subcontracted work by OWNER shall not in any way relieve CONSULTANT of responsibility for the professional and technical accuracy and adequacy of the work. CONSULTANT shall be and remain liable for all damages to OWNER caused by negligent performance or non-performance of work under this Contract by CONSULTANT's subcontractor or its sub-subcontractor.
- C. The compensation due under Section V shall not be affected by OWNER's approval of CONSULTANT's request to subcontract.

#### **SECTION VII: MISCELLANEOUS PROVISIONS**

- A. Time Schedule
  1. Time is of the essence for the purposes of this Contract.
  2. CONSULTANT shall complete the PROJECT in accordance with the Scope of Work contained in **Exhibit A** of this Contract.
  3. If the CONSULTANT's performance of services is delayed or if the CONSULTANT's sequence of tasks is changed, it shall notify the OWNER's representative in writing of the reasons for the delay and prepare a revised schedule for performance of services. The revised schedule is subject to the OWNER's written approval.

- B. Suspension

OWNER may suspend performance by CONSULTANT under this Contract for such period of time as OWNER, at its sole discretion, may prescribe by providing written notice to CONSULTANT at least ten (10) working days prior to the date on which OWNER wishes to suspend. Upon such suspension, OWNER shall pay CONSULTANT its compensation, based on the percentage of the PROJECT completed and earned until the effective date of suspension, less all previous payments. CONSULTANT shall not perform further work under this Contract after the effective date of suspension until receipt of written notice from OWNER to resume performance. In the event OWNER suspends performance by CONSULTANT for any cause other than the error or omission of the CONSULTANT, for an aggregate period in excess of 30 days, CONSULTANT shall be entitled to an equitable adjustment of the compensation payable to CONSULTANT under this Contract to reimburse CONSULTANT for additional costs occasioned as a result of such suspension of performance by OWNER based on appropriated funds and approval by the OWNER.

C. Termination

1. This Contract may be terminated in whole or in part by either party in the event of substantial failure of the other party to fulfill its obligations under this Contract through no fault of the terminating party; but only after the other party is given:
  - a. not less than ten (10) calendar days' written notice of intent to terminate; and
  - b. an opportunity for consultation with the terminating party prior to termination.
2. This Contract may be terminated in whole or in part by the OWNER for its convenience; but only after the CONSULTANT is given:
  - a. not less than ten (10) calendar days' written notice of intent to terminate; and
  - b. an opportunity for consultation with the OWNER prior to termination.
3. If termination for default is effected by the OWNER, the OWNER will pay CONSULTANT that portion of the compensation which has been earned as of the effective date of termination but:
  - a. no amount shall be allowed for anticipated profit on performed or unperformed services or other work; and
  - b. any payment due to the CONSULTANT at the time of termination may be adjusted to the extent of any additional costs occasioned to the OWNER by reason of the CONSULTANT's default.
4. Upon receipt or delivery by CONSULTANT of a termination notice, the CONSULTANT shall promptly discontinue all services affected (unless the notice directs otherwise) and deliver or otherwise make available to the OWNER's representative, copies of all deliverables as provided in Section I.
5. Upon termination, the OWNER may take over the work and prosecute the same to completion by agreement with another party or otherwise. In the event the CONSULTANT shall cease conducting business, the OWNER shall have the right to make an unsolicited offer of employment to any employees of the CONSULTANT assigned to the performance of this Contract.
6. If after termination for failure of the CONSULTANT to fulfill contractual obligations it is determined that the CONSULTANT has not so failed, the termination shall be deemed to have been effected for the convenience of the OWNER.
7. The rights and remedies of the OWNER and the CONSULTANT provided in this section are in addition to any other rights and remedies provided by law or under this Contract.
8. Neither party shall be considered in default in the performance of its obligations hereunder, nor any of them, to the extent that performance of such obligations, nor any of them, is prevented or delayed by any cause, existing or future, which is beyond the reasonable control of such party. Delays arising from the actions or inactions of one or more of CONSULTANT's principals, officers, employees, agents, subcontractors, vendors or suppliers are expressly recognized to be within CONSULTANT's control.

D. Survivability

The terms and conditions of the Contract regarding confidentiality, indemnification, warranties, payment, dispute resolution and all others that by their sense and context are intended to survive the expiration of the Contract will survive.

E. Covenant Against Contingent Fees

The CONSULTANT warrants that no person or selling agency has been employed or retained to solicit or secure this Contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide permanent employees. For breach or violation of this warranty, the OWNER shall have the right to annul this Contract without liability or in its discretion to deduct from the Contract price or consideration or otherwise recover the full amount of such commission, percentage, brokerage, or contingent fee.

F. Gratuities

1. The OWNER may, by written notice to the CONSULTANT, terminate this Contract if it is found after notice and hearing by the OWNER that gratuities (in the form of entertainment, gifts, or otherwise) were offered or given by the CONSULTANT or any agent or representative of the CONSULTANT to any officer or employee of the OWNER with a view toward securing a contract or securing favorable treatment with respect to the awarding or amending or making of any determinations with respect to the performance of this Contract.
2. In the event this Contract is terminated as provided in paragraph 1 hereof, the OWNER shall be entitled:
  - a. to pursue the same remedies against the CONSULTANT as it could pursue in the event of a breach of this Contract by the CONSULTANT; and
  - b. as a penalty in addition to any other damages to which it may be entitled by law, to exemplary damages in an amount (as determined by the OWNER) which shall be not less than three (3) nor more than ten (10) times the costs incurred by the CONSULTANT in providing any such gratuities to any such officer or employee.
3. The rights and remedies of the OWNER provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Contract.

G. Insurance

The CONSULTANT shall provide the OWNER with proof of insurance and endorsements affecting coverage as specified in **Exhibit C** within ten (10) working days after OWNER request.

The CONSULTANT shall obtain and maintain the insurance coverage as required in **Exhibit C**; incorporated herein by this reference. The CONSULTANT shall comply with the terms and conditions set forth in said **Exhibit C**, and shall include costs of such insurance coverage in their prices.

H. Indemnity

The CONSULTANT its Contractors and subcontractors of any tier, hereby indemnifies and shall defend and hold harmless OWNER, its officials, employees, volunteers, OWNER's Representative, Contractors, Agents, Invitees, Authorized Representatives and their employees from and against any and all suits, actions, legal and or administrative proceedings, claims, demands, damages, liabilities, interest, attorney's fees, reasonable costs including court costs, judgments, liens, and expenses of whatsoever kind or nature, including those arising out of injury to or death of CONSULTANT's employees, whether arising before or after completion of the work hereunder and in any manner directly or indirectly caused, occasioned, or contributed to in whole or in part by reason of any negligent act, omission or fault or willful misconduct whether active or passive of CONSULTANT its Contractors and subcontractors or of anyone acting under its direction or control or on its behalf in connection with or incidental to the performance of this Contract. OWNER shall promptly notify CONSULTANT, in writing, of any such claim, demand, or lawsuit. CONSULTANT shall indemnify, defend and hold harmless OWNER for any attorney's fees or other costs of defense, even if the allegations of the claim are groundless, false or fraudulent.

I. Patent Indemnity

CONSULTANT hereby indemnifies and shall defend and hold harmless OWNER, its officials, employees, volunteers, OWNER's Representative, Authorized Representatives and their employees respectively from and against all claims, losses, costs, damages, and expenses, including attorney's fees, incurred by OWNER, its officials, employees, volunteers, OWNER's Representative, Authorized Representatives and their employees, respectively, and as a result of or in connection with any claims or actions based upon infringement or alleged infringement of any patent and arising out of the use of the equipment or materials furnished under the Contract by CONSULTANT, or out of the processes or actions employed by, or on behalf of CONSULTANT in connection with the performance of the Contract. CONSULTANT shall, at its sole expense, promptly defend against any such claim or action unless directed otherwise by OWNER, its officials, employees, volunteers, OWNER's Representative, Authorized Representatives and their employees; provided OWNER, its officials, employees, volunteers, OWNER's Representative, Authorized Representatives and their employees shall have notified CONSULTANT upon becoming aware of such claims or actions, and provided further that CONSULTANT's aforementioned obligations shall not apply to equipment, materials, or processes furnished or specified by OWNER or its representatives.

CONSULTANT shall have the right, in order to avoid such claims or actions, to substitute at its expense non-infringing equipment, materials, or processes, or to modify such infringing equipment, materials and processes so they become non-infringing, or obtain the necessary licenses to use the infringing equipment, material or processes, provided that such substituted and modified equipment, materials and processes shall meet all the requirements and be subject to all the provisions of this Contract.

J. CONSULTANT Information

The CONSULTANT shall identify if it is a Minority-Owned Business Enterprise (MBE), Women-Owned Business Enterprise (WBE), Small Business Enterprise (SBE), Physically-Challenged Business Enterprise (PBE), Veteran-Owned Business (VET), Disabled Veteran-Owned Business (DVET), Emerging Small Business (ESB), Nevada Business Enterprise (NBE) or Large Business Enterprise (LBE) utilizing the attached form (**Exhibit D**). The information provided in **Exhibit D** by the CONSULTANT is for the OWNER's information only.

K. Subcontractor Information

The CONSULTANT shall provide a list of the Minority-Owned Business Enterprise (MBE), Women-Owned Business Enterprise (WBE), Small Business Enterprise (SBE), Physically-Challenged Business Enterprise (PBE), Veteran-Owned Business (VET), Disabled Veteran-Owned Business (DVET), Emerging Small Business (ESB) and Nevada Business Enterprise (NBE) subcontractors for this Contract utilizing the attached form (**Exhibit E**). The information provided in **Exhibit E** by the CONSULTANT is for the OWNER's information only.

L. Audits

The performance of this Contract by the CONSULTANT is subject to review by the OWNER to insure Contract compliance. The CONSULTANT agrees to provide the OWNER any and all information requested that relates to the performance of this Contract. All requests for information shall be made in writing to the CONSULTANT. Time is of the essence during the audit process. Failure to provide the information requested within the timeline provided in the written information request may be considered a material breach of Contract and shall be cause for suspension and/or termination of the Contract.

M. Covenant

The CONSULTANT covenants that it presently has no interest and that it will not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of services required to be performed under this Contract. CONSULTANT further covenants, to its knowledge and ability, that in the performance of said services no person having any such interest shall be employed.

N. Assignment

Any attempt by CONSULTANT to assign or otherwise transfer any interest in this Contract without the prior written consent of the OWNER shall be void.

O. Governing Law

Nevada law shall govern the interpretation of this Contract.

P. Term of Contract

OWNER agrees to retain CONSULTANT for a period of up to five (5) years from date of award, subject to Airport Improvement Program funding and the provisions of Sections V and VII herein. Prior to initiating any work CONSULTANT will receive Task Orders from OWNER, as outlined in **EXHIBIT A, III. PERIOD OF PERFORMANCE**. Owner reserves the option to temporarily extend this Contract for up to 180 calendar days for any reason. Contract pricing in effect at the time of extension shall apply to the Contract extension term. During this period, CONSULTANT agrees to provide services as required by OWNER within the scope of this Contract.

Q. Confidential Treatment of Information

CONSULTANT shall preserve in strict confidence any information obtained, assembled or prepared in connection with the performance of this Contract.

R. Order of Precedence

To the extent of any inconsistency between the Contract, the Exhibits, and any specifications or other documents which are made a part hereof either as an attachment, by reference or otherwise, the Contract and the Exhibits shall govern. To the extent of any inconsistency between the Contract and the Exhibits, the Contract shall govern.

S. Additional Contract Provisions

CONSULTANT shall comply with the provisions in **Exhibit G** attached hereto.

T. ADA Requirements

All work performed or services rendered by CONSULTANT shall comply with the Americans with Disabilities Act standards adopted by Clark County. All facilities built prior to January 26, 1992 must comply with the Uniform Federal Accessibility Standards; and all facilities completed after January 26, 1991 must comply with the Americans with Disabilities Act Accessibility Guidelines.

Notice

Any notice required to be given hereunder shall be deemed to have been given when received by the party to whom it is directed by personal service, hand delivery, certified U.S. mail, return receipt requested or facsimile, at the following addresses:

TO OWNER: ROSEMARY A. VASSILIADIS, DIRECTOR OF AVIATION  
CLARK COUNTY DEPARTMENT OF AVIATION  
P.O. BOX 11005  
LAS VEGAS, NEVADA 89111-1005

TO CONSULTANT: KORY ANDRYSCIK, P.E.  
KIMLEY-HORN AND ASSOCIATES INC.  
6671 LAS VEGAS BLVD. SOUTH SUITE 320  
LAS VEGAS, NEVADA 89119

IN WITNESS WHEREOF, the parties have caused this Contract to be executed the day and year first above written.

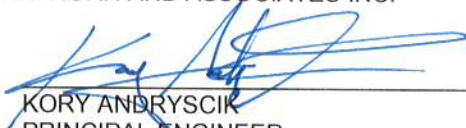
**OWNER:**

CLARK COUNTY, NEVADA

By: \_\_\_\_\_  
ROSEMARY A. VASSILIADIS  
Director of Aviation

**CONSULTANT:**

KIMLEY-HORN AND ASSOCIATES INC.

By:  \_\_\_\_\_  
KORY ANDRYSCIK  
PRINCIPAL ENGINEER

APPROVED AS TO FORM:

STEVEN B. WOLFSON  
District Attorney

By:  \_\_\_\_\_  
TIMOTHY BALDWIN  
Deputy District Attorney

EXHIBIT A  
SCOPE OF WORK  
AIRPORT PAVEMENT MANAGEMENT PROGRAM SERVICES  
CBE-1129



JUNE 2021 | VERSION 4.0

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## **I. Project Understanding**

The Clark County Department of Aviation (“the County” or “Client”) has requested a Scope of Work from Kimley-Horn and Associates, Inc. (“Consultant”) to perform select consulting services to prepare an update to the Clark County Department of Aviation’s existing Airport Pavement Management Program (“APMP”) for the following five (5) airports; McCarran International Airport (LAS), North Las Vegas Airport (VGT), Henderson Executive Airport (HND), Jean Airport (OL7), and Perkins Field (U08). The intent of this Scope of Work (“Scope”) is to adhere to the requirements of the Federal Aviation Administration (“FAA”) Advisory Circulars (“AC”) and associated standards in **Table 1** Project Standards and Guidance.

The APMP Update will provide reasonable data, based on planning, maintenance recommendations, material evaluations, and conceptual rehabilitation considerations. The APMP Update will be performed to adhere to the requirements of the FAA maintaining an effective pavement maintenance management system. The APMP will consist of select investigations of Pavement Condition Index (PCI) Survey Data Collection and Analysis at airport pavement facilities identified in this Scope. Limited Nondestructive Testing using a “Falling Weight Deflectometer – FWD” and Structural Evaluation will be performed as part of this APMP Update. No Destructive Testing (Subsurface Geotechnical Investigation) will be performed as part of this APMP Update.

**Table 1.** Project Standards and Guidance

<b>Document</b>	<b>Title</b>	<b>Current Version</b>
<b>150/5380-7</b>	Airport Pavement Management Program (PMP)	150/5380-7B issued 10/10/2014
<b>150/5320-6</b>	Airport Pavement Design and Evaluation	150/5320-6F issued 11/10/2016
<b>150/5370-11</b>	Use of Nondestructive Testing in the Evaluation of Airport Pavements	150/5370-11B issued 09/30/2011
<b>150/5335-5</b>	Standardized Method of Reporting Airport Pavement Strength – PCN	150/5335-5C issued 08/14/2014
<b>150/5300-13</b>	Airport Design	150/5300-13A, Change 1 issued 09/28/2012
<b>ASTM D5340</b>	Standard Test Method for Airport Pavement Condition Index Surveys	D5340-20

## Program Background

### Airport Facilities

The Clark County Department of Aviation oversees one (1) commercial airport and four (4) general aviation airport facilities. It is located in the FAA Western-Pacific Region and coordinates with the FAA Phoenix Airports District Office (PHX-ADO).

**Table 2.** Clark County Airports summarizes the facilities considered for this APMP Update.

Airport ID	Airport Name	Estimated Area (SF)	Air Traffic Control Tower
LAS	McCarran International	39,565,047	Yes
VGT	North Las Vegas	7,126,765	Yes
HND	Henderson Executive	5,626,596	Yes
0L7	Jean Airport	1,342,758	No
U08	Perkins Field / Overton	886,857	No

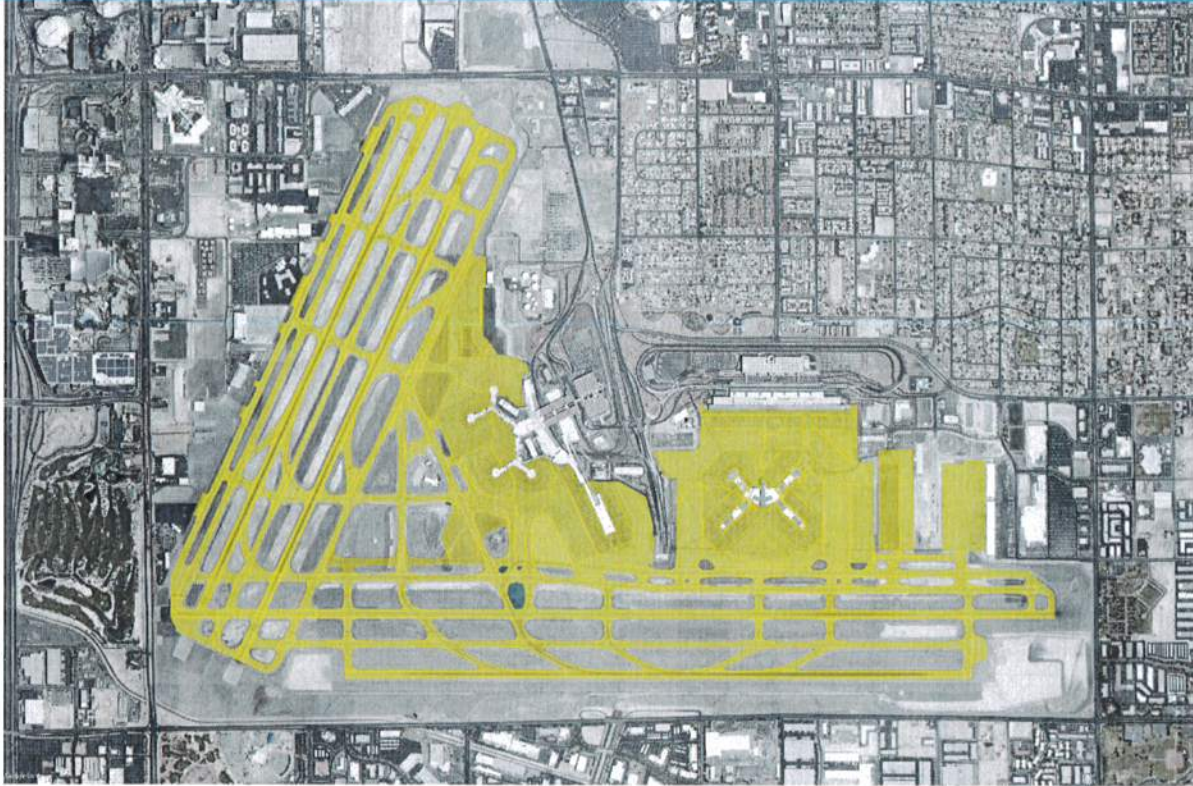
### Program Goals and Objectives

1. Assist Clark County Department of Aviation in meeting the requirements of Public Law 103-305.
2. Update existing APMP database to reasonably reflect participating airport airfield pavement facilities (inventory, work history, geometry, and PCI).
3. Evaluate each airport's airfield functional pavement condition in accordance with ASTM D5340-20 and FAA Advisory Circular 150/5380-7 based on visual assessment efforts.
4. Evaluate each airport's airfield structural pavement condition in accordance with FAA ACs 150/5320-6, 150/5370-11, and 150/5335-5
5. Provide the County with recommendations on Maintenance, Repair, and Rehabilitation according to FAA Advisory Circular 150/5380-6 and based on pavement conditions and distress data collected (type, severity, and quantities).

### Additional Program Elements

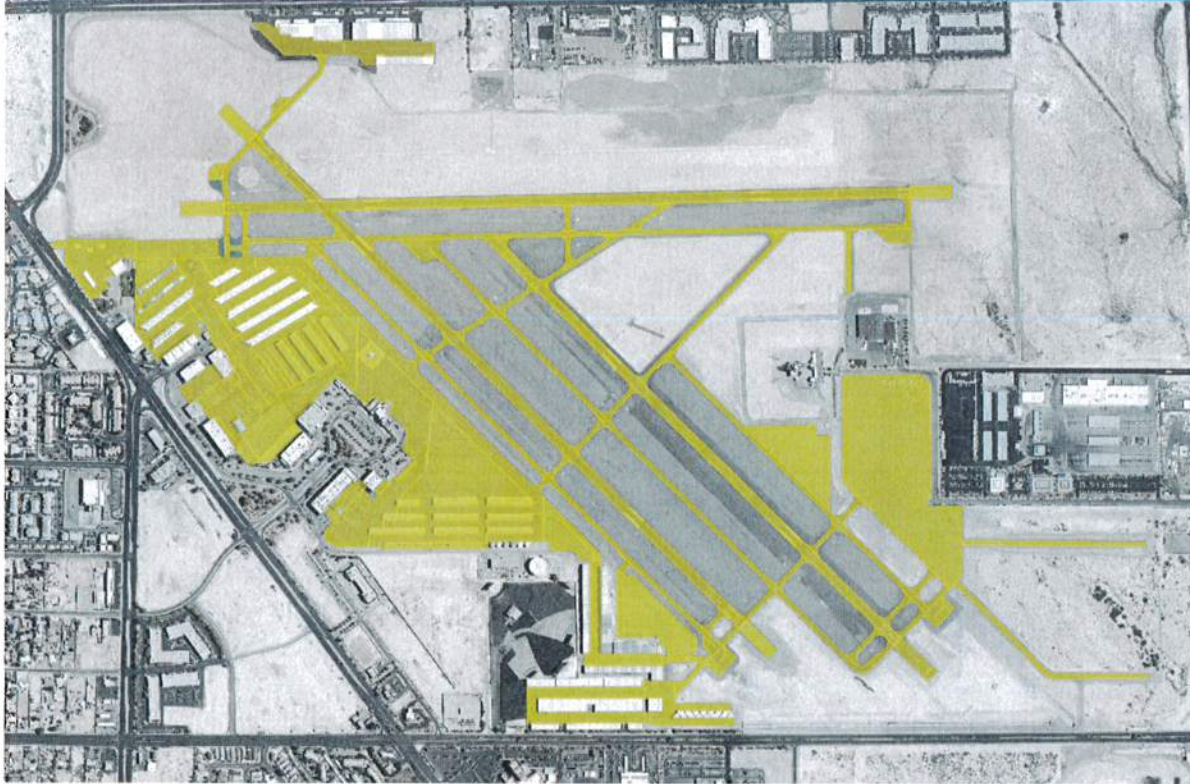
- A. Landside Pavement Management Program Update at McCarran International Airport
- B. Individual Airport Layout Plan Updates
- C. Aircraft Operations Counting Study

**Figure 1. McCarran International Airport Scope Limits**



Airport	Estimated Area (Square Feet)	Estimated Samples for Inspection	Runway Facilities	ATCT
LAS	39,565,047	1,776	4	Yes

**Figure 2. North Las Vegas Airport Scope Limits**



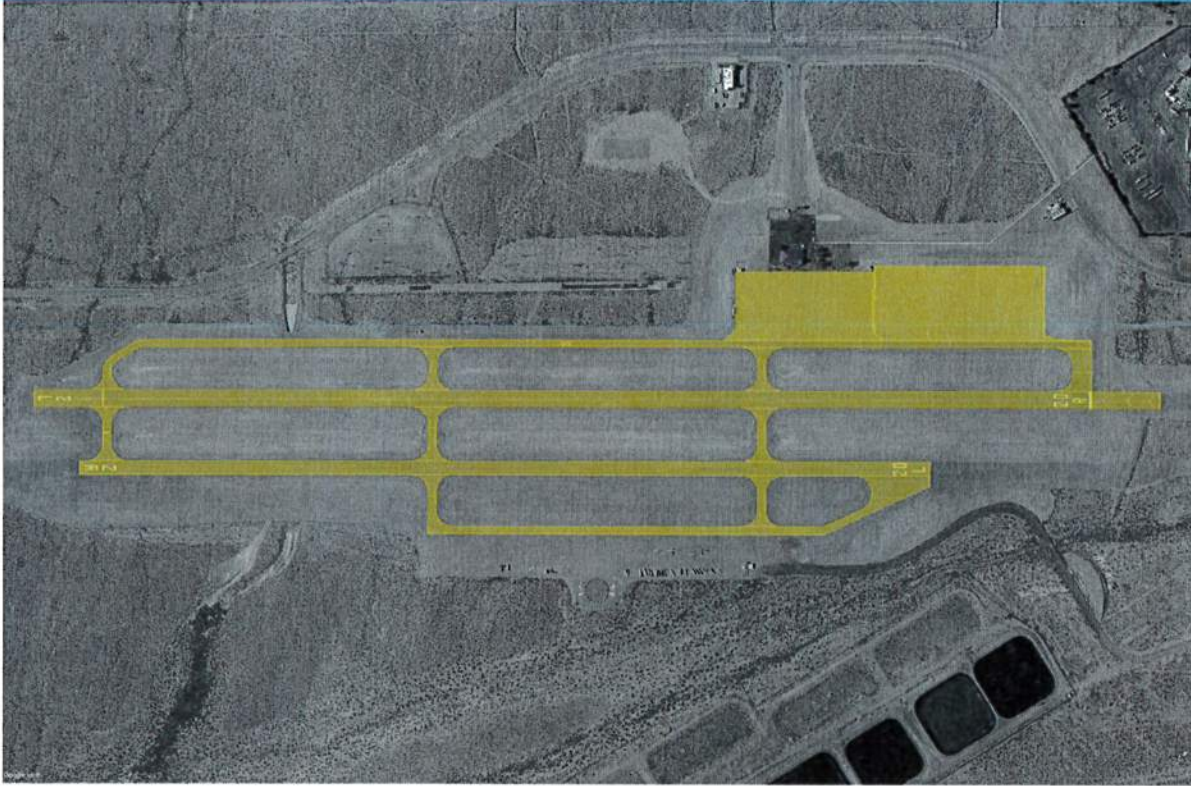
Airport	Estimated Area (Square Feet)	Estimated Samples for Inspection	Runway Facilities	ATCT
VGT	7,126,765	329	3	Yes

**Figure 3. Henderson Executive Airport Scope Limits**



Airport	Estimated Area (Square Feet)	Estimated Samples for Inspection	Runway Facilities	ATCT
HND	5,626,596	217	2	Yes

**Figure 4. Jean Airport Scope Limits**



Airport	Estimated Area (Square Feet)	Estimated Samples for Inspection	Runway Facilities	ATCT
0L7	1,342,758	39	2	No

**Figure 5. Perkins Field Scope Limits**



Airport	Estimated Area (Square Feet)	Estimated Samples for Inspection	Runway Facilities	ATCT
U08	886,857	38	1	No

## Project Personnel

### Clark Department of Aviation

Title	Project Designation	Personnel
Strategic Infrastructure Manager	Project Manager	Ms. Jennifer Lopez

### Consultant Personnel

Title	Title Code	Personnel
Program Manager	Program Manager	Kory Andryscik, P.E. <a href="mailto:Kory.Andryscik@kimley-horn.com">Kory.Andryscik@kimley-horn.com</a> (775) 225-6555
Project Manager	PM	James Howell, P.E. <a href="mailto:James.Howell@kimley-horn.com">James.Howell@kimley-horn.com</a> (904) 589-7113
Deputy Project Manager	D-PM	Kevin Fix, P.E. <a href="mailto:Kevin.Fix@kimley-horn.com">Kevin.Fix@kimley-horn.com</a> (702) 862-3624
Project Principal	Principal	Mike Norby, P.E. (AZ, NV) <a href="mailto:mike.norby@kimley-horn.com">mike.norby@kimley-horn.com</a> (602) 799-1231
Quality Assurance & Quality Control	QA/QC	Edwin Tamang, P.E. (FL, NV) <a href="mailto:Edwin.Tamang@kimley-horn.com">Edwin.Tamang@kimley-horn.com</a> (951) 500-9436

### Overall Schedule

Airport	2022	2023	2024	2025	2026
McCarran International		<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ FWD Testing Report</li> <li>▪ Landside PMP</li> </ul>			<ul style="list-style-type: none"> <li>▪ PCI Survey</li> </ul>
North Las Vegas	<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>			<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>	
Henderson Executive	<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>			<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>	
Jean Airport	<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>			<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>	
Perkins Field / Overton				<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>	

## II. Scope of Services

### Task 1 – Program Initiation

Task 1 Program Initiation commences the APMP Update with the County and the Consultant. In Task 1, the Consultant will perform efforts defined by subtasks that initiate the APMS update in accordance with the applicable standards defined in **Table 1.1** Anticipated Request for Information. The Program Initiation will consist of Request for Information and Review, Technical Work Plan, Program Kick-Off, County Staff Interviews, APMS Update, PAVER Database Update and Calibration, Airfield Pavement Network Definition Update, Geographic Information Systems (GIS) development, Data Collection Phasing Plan, Personnel Badging and Logistics, and Data Collection Coordination.

#### 1.1 Request for Information and Review

The Consultant will request record documentation and information that will be required for the APMP Update. The documents requested will be technical and will be used as the basis of subsequent updates to the existing element of the APMP. The following **Table 1.1** Anticipated Request for Information enumerates a limited list of information needed for the APMP Update.

**Table 1.1.** Anticipated Request for Information

Item	Description	APMP Update Element
1	Airport Layout Plan (CAD, GIS, PDF)	Airfield Pavement System Inventory Airfield Pavement Network Definition
2	Airport Geographic Information System (Geodatabase, Map Package)	Airfield Pavement System Inventory Airfield Pavement Network Definition Spatial compatibility review
3	Historic Airfield Pavement Construction Project Record Documentation <ol style="list-style-type: none"> <li>1. Issued for Construction Plans</li> <li>2. Project Specifications</li> <li>3. Engineer's Design Report</li> <li>4. Project Bid Tabulations</li> <li>5. As-Built Documents</li> </ol>	Airfield Pavement System Inventory Airfield Pavement Network Definition Opinion of Probable Construction Costs Capital Improvement Program Planning
4	Aircraft Fleet Mix / Operational Data	Airfield Pavement System Inventory Airfield Pavement Network Definition Opinion of Probable Construction Costs Structural Remaining Life Analysis Conceptual Pavement Sections Pavement Strength Reporting Capital Improvement Program Planning
5	Planning/Engineering Reports and/or Studies <ol style="list-style-type: none"> <li>1. Utilities (Domestic Water, Fire Water, Sanitary Sewer, Communications, Gas, etc.)</li> <li>2. Stormwater/Drainage</li> <li>3. Electrical Facilities</li> <li>4. Geotechnical Investigations</li> <li>5. Airfield Geometry</li> </ol>	Airfield Pavement System Inventory Airfield Pavement Network Definition Condition Data Collection Opinion of Probable Construction Costs Structural Remaining Life Analysis Best Practice Pavement Planning Guide Capital Improvement Program Planning
6	Maintenance Records and Maintenance Program	Airfield Pavement System Inventory Condition Data Collection Opinion of Probable Construction Costs Structural Remaining Life Analysis Best Practice Pavement Planning Guide
7	Existing Conditions / Topography <ol style="list-style-type: none"> <li>1. Subsurface utilities</li> <li>2. Aerial Imagery (SID, TIFF)</li> </ol>	Field Data Collection Capital Improvement Program Planning

The Consultant will prepare a secure file transfer platform using Citrix Sharefile for County Staff to provide the documents and artifacts associated with the Request for Information, alternatively Consultant staff can visit County offices for data acquisition.

The Consultant will prepare a technical memorandum that enumerates the review of the request for information and review of the artifacts provided by the County.

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## 1.2 Technical Work Plan

Upon completion of the review of the information requested, the Consultant will develop a Technical Work Plan. The Technical Work Plan is intended to be a reference document to clearly identify the Project Definition, Project Standards, Data Collection Plan, and Quality Control and Quality Assurance expectations. The Technical Work Plan will include the following elements:

- I. Project Definition
- II. Project Standards
- III. Data Collection Plan
  - a. APMP Network Scope
  - b. County Department of Aviation Interviews
    - i. Planning
    - ii. Engineering
    - iii. Operations
    - iv. Facilities
  - c. Data Collection – Phasing and Scheduling
    - i. Functional Condition (PCI)
    - ii. Nondestructive Falling Weight Deflectometer
    - iii. Geotechnical Investigation
- IV. Quality Control and Quality Assurance / Quality Management Plan
- V. Administration

The Consultant will prepare a Technical Work Plan in an electronic format (PDF) for up to one (1) round of review by the County for feedback. Upon substantial completion and incorporation of reasonable feedback, the Consultant will submit a final Technical Work plan in an electronic format (PDF).

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## 1.3 Program Kick-Off Meeting and Staff Interviews

The Consultant will schedule a Program Kick-Off Meeting at the County Department of Aviation at **5757 Wayne Newton Blvd., Las Vegas, NV 89119**. The Program Kick-Off may include Planning, Engineering, Operations, Facilities, Tower, and/or Stakeholders from the County. The Consultant will prepare a formal agenda outline and agenda PowerPoint presentation subject to up to one (1) round for County Staff review and acceptance. The Program Kick-Off will discuss Scope of Work, Schedule, Request for Information, AOA Access, Concurrent Studies, and Administration; the Program Kick-Off will be for up to two (2) hours. The Consultant will have the following in attendance: Project Manager, Deputy Project Manager, Project Principal, QA/QC Engineer, and two (2) Professionals. The Consultant will prepare Program Kick-Off Meeting Minutes subject to up to one (1) round for County Staff review and acceptance.

The Consultant will coordinate a staff interview with the following department staff; Planning, Engineering, Operations, and Facilities. The Staff Interview will be scheduled to follow the Program Kick-Off Meeting and during the same trip event. The following table, **Table 1.3.1** Staff Interview Agenda, provides the anticipated technical agenda for the Staff Interview efforts.

**Table 1.3.1** Staff Interview Agenda

Department	Anticipated Agenda Topics
All Departments	"Pre-Evaluation Site Visit" 1. Review of Known Pavement Issue Map Dashboard Results 2. Observation of Known Pavement Issues

The Consultant will perform a "Pre-Evaluation" airfield site visit after Staff Interviews. The Pre-Evaluation site visit will be coordinated by the County staff (access, vehicle, and escort) and will be attended by up to four (4) personnel and will be performed over two (2) days during the day. In advance of the "Pre-Evaluation", the Consultant will provide the County with a link to an Esri ArcGIS Portal for an Interactive Map Dashboard to provide notes and observations on an aerial map (see Subtask 1.4.2). This Interactive Map Dashboard will provide a user friendly interface to identify issues known by staff (pavement issues, rideability, reported complaints, etc.).

## 1.4 Airfield Pavement System Inventory Update

### 1.4.1 PAVER Database Update and Calibration

Based on the review of the data and artifacts provided by the County, the Consultant will convert the prior PAVER 7.0 database to a consolidated PAVER 7.0.10 E70 database. The Consultant will update the PAVER database Pavement System Inventory to reflect airfield section-level characteristics that include pavement work history, pavement geometry accurate to ±25 square feet, Clark County Department of Aviation inventory customization, rank, branch use, branch ID, branch name, section ID, section total sample units, and typical slab dimensions. The airfield pavement system inventory characteristics will be modeled or registered with the PAVER database using the 'Inventory' and 'Work History' modules. The Consultant will not procure PAVER 7.0 on behalf of the County or perform installation on County computer. The County will be responsible for procuring software and license for PAVER 7.0.

Work History Updates will incorporate the following provided data:

1. Section geometry updates (length, width, and estimated area). Area subject to limitations of aerial and/or record drawing interpretation and not intended for AGIS or construction-level accuracy, nor for final construction.
2. Localized Maintenance and Repair (Localized M&R) work type, quantity, funded amount, applicable specification reference number, layer thickness characteristics, and/or estimated month/year of application (contractor performance, activity, extent, etc.).
3. Major Rehabilitation (Major M&R) work type, quantity, funded amount, Airport Improvement Program (AIP) Number, County Project Number, applicable specification reference number, layer thickness characteristics, and/or estimated month/year of application.

The Inventory Updates will be updated in accordance with **Table 1.4.1** Pavement System Inventory PAVER Data.

**Table 1.4.1** Pavement System Inventory PAVER Data

<b>System Inventory Level</b>	<b>Feature Example</b>	<b>Characteristic</b>	<b>Potential Planning Effect</b>
<b>Network</b>	Overall pavement assets maintained by the County 1. LAS – Airside 2. VGT 3. HND 4. OL7 5. U08	Relative Airport Location Facility Use	Grouping of facilities Budget Plan Overall Condition by Network
<b>Branch</b>	Commonly defined asset name as established by Airport and by use  Example: “Runway 08L-26R”	Facility Use Apron Blast Pad Helipad Other Overrun Runway Shoulder Storage Taxiway Taxilane Airport-maintained pavement vs. privately-maintained pavement (e.g. FBO ramp)	Prioritization of facilities within a Network for constrained budget scenarios. Localized Preventive and/or Stopgap Maintenance and Repair prioritization. Eligibility of M&R (e.g. privately maintained).
<b>Section</b>	A defined area of pavement asset that is distinct by the following: Pavement Composition Construction Work History Aircraft Traffic	Surface Type AC – Asphalt Concrete AAC – Asphalt Concrete, overlaid APC – Asphalt Concrete overlaid on PCC PCC – Portland Cement Concrete Aircraft Traffic Loading (e.g. for runway facility) Center “keel” Outer board right/left Rank Based on use, prioritization, and budget constraining prioritization	Application of appropriate Maintenance and Repair treatment. Consideration of appropriate pavement section characteristics for Major Rehabilitation.

*The Consultant will assume all provided System Inventory Data (nomenclature, identification, geometric characteristics, etc.), Work History Data (pavement surface type, composition, thickness, age, specification, year of construction, treatment, maintenance, repair, and/or major rehabilitation), Pavement Condition Index Records (historic PCI inspection data, PCI Families, performance models, etc.), and Maintenance, Repair, and Rehabilitation (M&R Policies for Localized Stopgap/Preventive, global treatments, and major M&R, M&R Unit Costs, M&R Cost Curves, etc.), and prior bid tabulation records, are reflective of the previous updates and are deemed acceptable by the County.*

1.4.2 Airfield Pavement Network Definition

The Consultant will prepare a Base Drawing model in accordance with the definition of features established by the existing APMP and in consideration of the results of Subtask 1.3. Airfield Pavement Network Definition will be a schematic model representation of the Pavement System Inventory for Branch-Level, Section-Level, and Sample Unit-Level features as shown in **Table 1.4.2** Airfield Pavement Network Definition Map Features. Pavement facilities will be limited to previously defined areas and limited to airfield pavements. Airport pavements such as landside access, driveway, service routes, parking lots, or similar non-aircraft facilities will be excluded.

The Consultant will utilize AutoCAD Civil 3D 2020 to update individual Airfield Pavement Network Definition models and produce a PDF exhibit file based on a standardized AutoCAD template that defines the visual characteristics of each feature. Airfield Pavement Network Definition models are schematic-level and are intended for planning-level, rough order-of-magnitude area determinations. The AutoCAD and PDF data accuracy are not intended for construction purposes. The geometric definition will be based on information obtained from the County's response to the Request for Information.

If available, the County will provide the Consultant access to orthoimagery that is orthoreferenced and spatially-projected in a standard coordinate system, and CADD-ready aerial imagery files (e.g. .SID, .TIF, .JPG with world files) for the airport. If the County is unable to obtain readily available aerial imagery data for use within AutoCAD Civil 3D 2020, the Consultant will utilize publicly available aerial imagery data (e.g. NearMap). The spatial accuracy is not intended for positional accuracy for the purpose of aeronautical survey-grade accuracy and precision; the spatially projected Base Drawing is intended to gain reasonably accurate Pavement Network Definition geometry ( $\pm 25$  ft for horizontal vector data and  $\pm 1,000$  square feet for area association). No vertical elevation data will be identified within the Base Drawing models. All base models will be developed utilizing the Nevada State Plane Coordinate System using North American Datum 1983 (NAD83) for horizontal positioning.

The Consultant will provide the County a standardized template for review and acceptance that enables each Base Drawing model to comply with the requirements of AC 150/5380-7B and ASTM D5340-20 in the development of Airfield Pavement Network Definition exhibits, as well as for further use in Esri ArcMap and Esri ArcGIS Online and/or Portal.

**Table 1.4.2.** Airfield Pavement Network Definition Map Features

System-Level	Feature
<b>Branch</b>	1. <u>Branch ID or Name</u>
<b>Section</b>	1. <u>Section ID Tags</u> <ol style="list-style-type: none"> <li>a. <u>Section ID</u></li> <li>b. <u>Total Sample Units</u></li> <li>c. <u>Sample Units Inspected</u></li> <li>d. <u>Surface Type (AC, AAC, APC, or PCC)</u></li> </ol> 2. <u>Sections not inspected due to recent/anticipated pavement construction communicated by airport staff</u>
<b>Sample Unit</b>	1. <u>Sample Unit Number</u> 2. <u>Sample Unit Inspected (Hatch)</u>
<b>Miscellaneous</b>	1. <u>Select Airfield Buildings that interface with pavement (outline only)</u> 2. <u>Select non-aircraft pavement facilities (e.g. service road)</u>

*Airfield Pavement Network Definition Map data is not intended to replace the official Airport Layout Plan. Airport geometry is for schematic-level accuracy and is not intended for design-level analysis or quantification. Runway lengths digitized may not reflect FAA 5010 Master Record published dimensions.*

### 1.4.3 Geographic Information System (GIS) Model Development and Data Collection Tools

The Consultant will update the airport-specific feature classes that define Branch-level, Section-level, and Sample Unit-level topology as defined by the ASTM D5340-20 method. The Consultant will utilize elements defined in the Airfield Network Definition and export said elements (Branch-, Section-, and Sample Unit-level topology polygons) from AutoCAD as an Esri-compatible shapefile. The Consultant will utilize Esri ArcGIS Desktop (Advance User License) to define feature class characteristics in accordance with the corresponding Branch-, Section-, and Sample Unit-level attributes.

The Consultant will utilize the resulting feature shapefiles to define Sample Unit-Level "Intelligent Navigation Maps" for use on mobile computing equipment (tablet, handheld GPS, and/or smartphone). Additionally, the Consultant will develop an initial Sample Unit Inspection .kmz file for viewing on Google Earth. The Consultant will develop a real-time PCI Survey Data Collection Tracker using ArcGIS Portal; this will be referred to as the Real-Time Engineering Assessment Dashboard Interactive Dashboard "(READi Dashboard)". The tracker will depict the Airfield Pavement Network Definition and identify the sample units to be inspected and the sample units that have been inspected.

#### Pre-Evaluation Map of Known Issues (ArcGIS Portal)

The Consultant will develop a preliminary inventory map dashboard for the County Staff to identify known pavement issues on an aerial map; the dashboard will be developed using Esri ArcGIS Portal. The Pre-Evaluation Map of Known Issues will be hosted by the Consultant for a period of up to fifteen (15) business days and will be decommissioned upon notice to proceed for the Data Collection task.

#### READi Dashboard PCI Data Collection Tracker (ArcGIS Portal)

The Consultant will develop a READi Dashboard using Esri ArcGIS Portal. The Tracker will provide the County a means of tracking data collection progress – specifically for the functional data collection efforts at the PCI sample-unit level. The READi Dashboard will be hosted by the Consultant. The Tracker will be decommissioned upon completion of field data collection efforts.

#### Data Collection Program Plan (.kmz)

The Consultant will develop a .kmz package that visually communicates the Data Collection Program for use in Google Earth. The .kmz package will organize the Data Collection Program by Operational Constraint and Data Collection (Functional, Nondestructive FWD, and Geotechnical). The Data Collection Program Plan will not be updated after initial issuance.

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### **1.5 Data Collection Phasing Plan and Schedule Program**

The Consultant will develop a Data Collection Phasing Plan and Schedule Program for the airfield data collection efforts by the Consultant team. The Program will enumerate the efforts associated with the PCI Survey Data Collection, QA/QC PCI Survey Data Validation, Nondestructive Testing using Falling Weight Deflectometer (FWD), and Geotechnical Investigation. The Consultant will develop the Program and submit to the County staff for review and acceptance. The Program will consist of a Plan Exhibit depicting data collection phasing and approximate durations. This effort will assume up to two (2) rounds of review and detailed feedback from County staff prior to acceptance.

## Task 1 Deliverables

Task Item	Deliverable
1.1 Request for Information and Review	A. Record Documentation Review Summary Memorandum (PDF)
1.2 Technical Work Plan, up to one (1) round of review	B. Final Technical Work Plan (PDF)
1.3 Program Kick-Off	C. Kick-Off Presentation (PDF) D. Kick-Off Agenda (PDF) E. Attendance of up to six (6) Personnel
1.3 Staff Interview and Site Visit	F. Interview Coordination, Meeting, and Summary of Notes (PDF) G. Site Visit up to four (4) staff
1.4 Airfield System Inventory Update	H. Airfield Pavement Network Definition (PDF) I. PCI Data Collection Tracker (ArcGIS Portal) for duration of Data Collection J. Data Collection Program Plan (Google Earth .kmz)
1.5 Data Collection Phasing Plan and Scheduling Program	K. Draft Program (PDF) subject to up to two (2) rounds of review and detailed reasonable feedback L. Final Data Collection Program (PDF)

## Task 2 – Data Collection

For this APMP Update, the Consultant will be performing a comprehensive data collection effort that will consist of Functional Data Collection and Nondestructive Testing. Table 2.1.1 Data Collection Program summarizes the type of data collection efforts for the APMP Update evaluation and the corresponding guidance standards and analysis. Limited Geotechnical Investigation will be performed as part of Data Collection for this APMP Update. This APMP Update will exclude evaluation of pavement friction to ascertain pavement roughness.

**Table 2.1.1 Data Collection Program**

Type	Evaluation	Data Collected / Testing	Guidance	Analysis
Visual Assessment / Pavement Condition Index (PCI) Survey	Functional Condition	Visual distress manifestations; 1. Type 2. Severity 3. Quantity Limited Sampling. Marking paint or chalk will be used to mark sample units.	FAA AC 150/5380-7B ASTM D5340-20	Pavement Condition Index (PCI)
Nondestructive Testing (NDT) using Falling Weight Deflectometer (FWD)	Structural Analysis	Vehicle with FWD equipment in tow. 1. Deflection Basin (Center Test) for AC and PCC Pavements 2. Transverse and Longitudinal Testing for PCC Pavements 3. Corner testing for PCC Pavements Limited Sampling. Marking paint or chalk will be used for reference marks.	FAA AC 150/5370-11B	Structural Remaining Life Pavement Classification Number (PCN)

The data collection program will be performed with the following operational conditions:

**Table 2.1.2 Operational Access Considerations**

Airport	County Escort	Operational Notice	Night-Time Data Collection Time	Day-Time Data Collection Time
McCarran International	Nigh-Time / Light Towers Day-Time	Runway Closures NOTAM	Runways	Non-Runways
North Las Vegas	Day-Time	Runway Closure NOTAM	N/A	All Airfield Pavement
Henderson Executive	Day-Time	Runway Closure NOTAM	N/A	All Airfield Pavement
Jean Airport	Day-Time	Pull-Back Basis NOTAM	N/A	All Airfield Pavement
Perkins Field / Overton	Day-Time	Pull-Back Basis NOTAM	N/A	All Airfield Pavement

Given the volume and complexity of operations at McCarran International, the Consultant will perform data collection efforts based on the following understanding of AOA access categories; As Operations Allow with Escort, Day-Time Escort, and Night-Time Escort. It is understood that the County will provide staff for escort and the appropriate equipment for artificial lighting (mobile light towers) for the anticipated data collection efforts.

**Figure 2.1** McCarran International Airport Data Collection Access






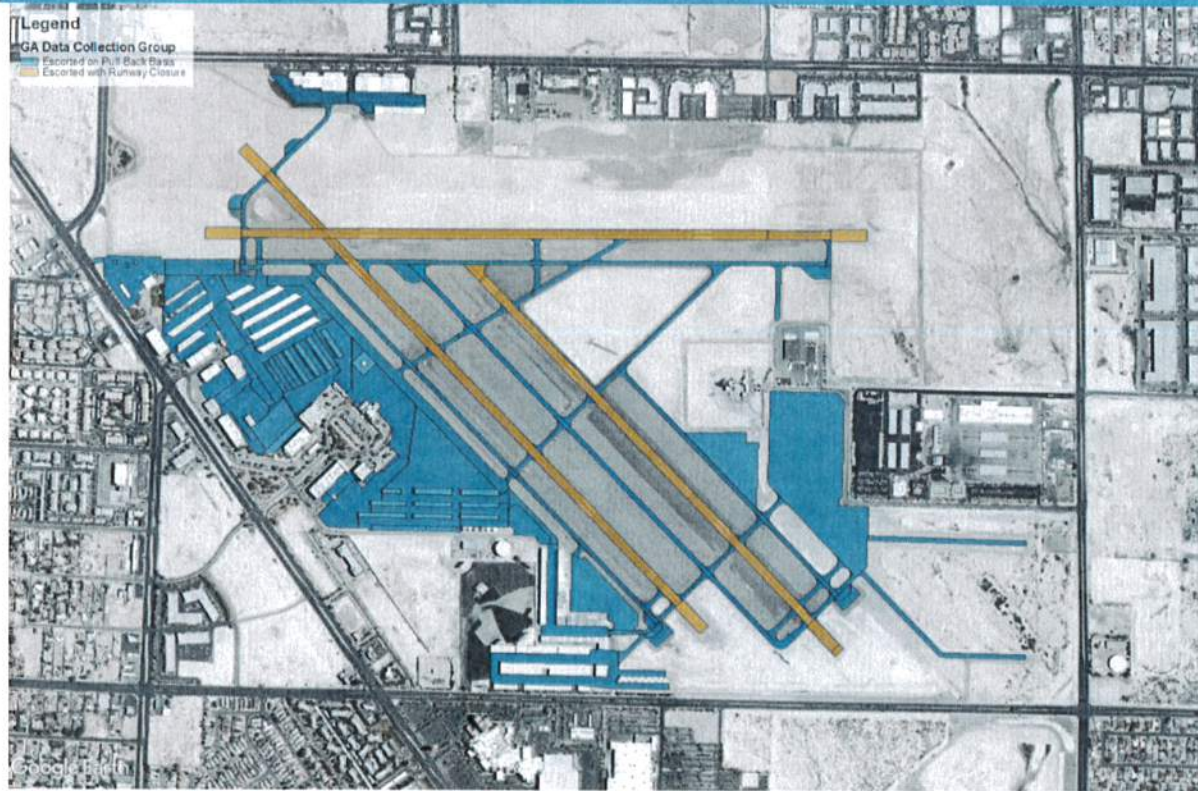


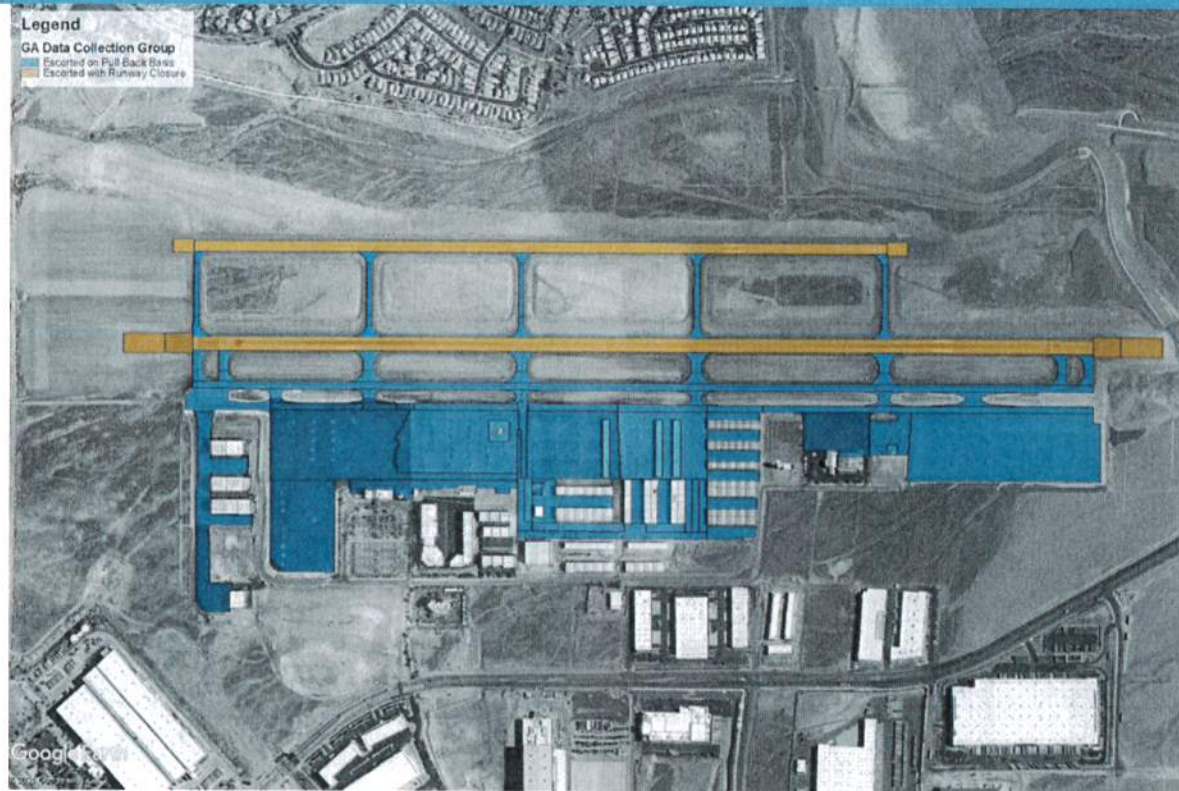
	As Operations Allow
	Day-Time Escort by County
	Night-Time Escort by County

Figure 2.2 North Las Vegas Airport Data Collection Access



	Escorted by County on Pull-Back Basis
	Escorted by County with Runway Closure

**Figure 2.3 Henderson Executive Airport Data Collection Access**





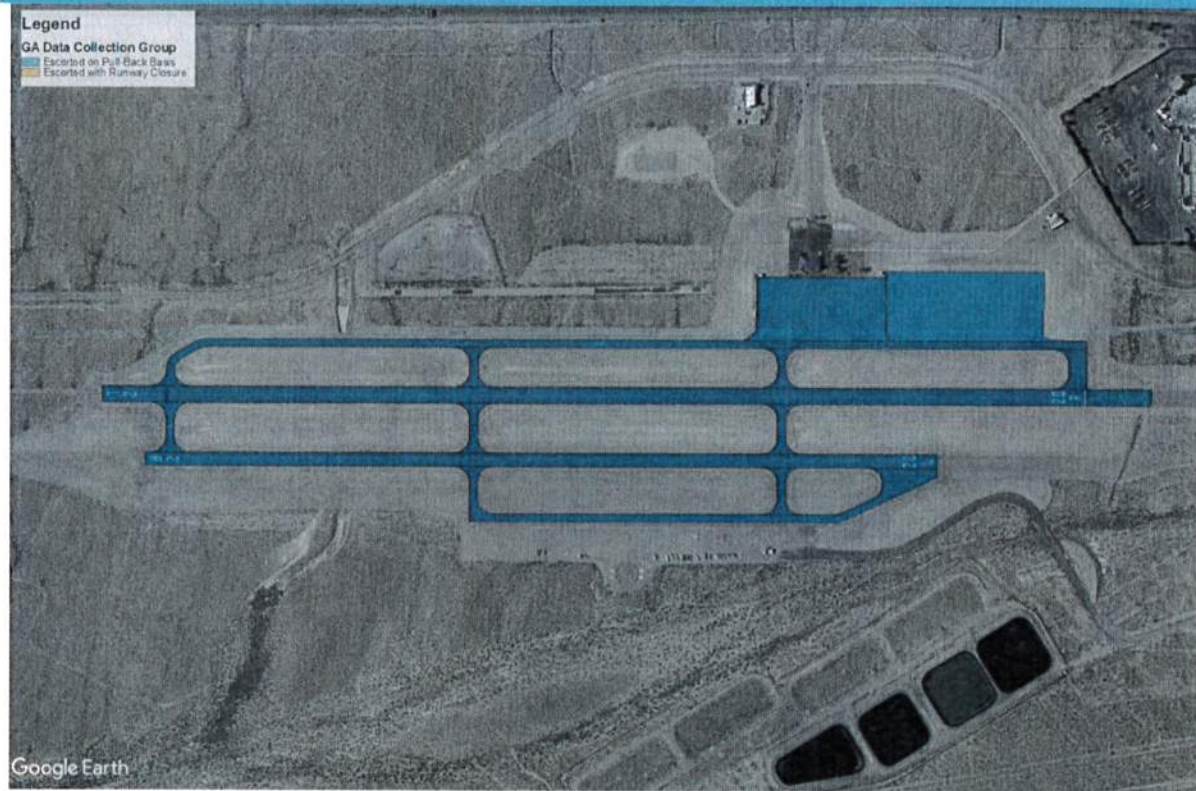


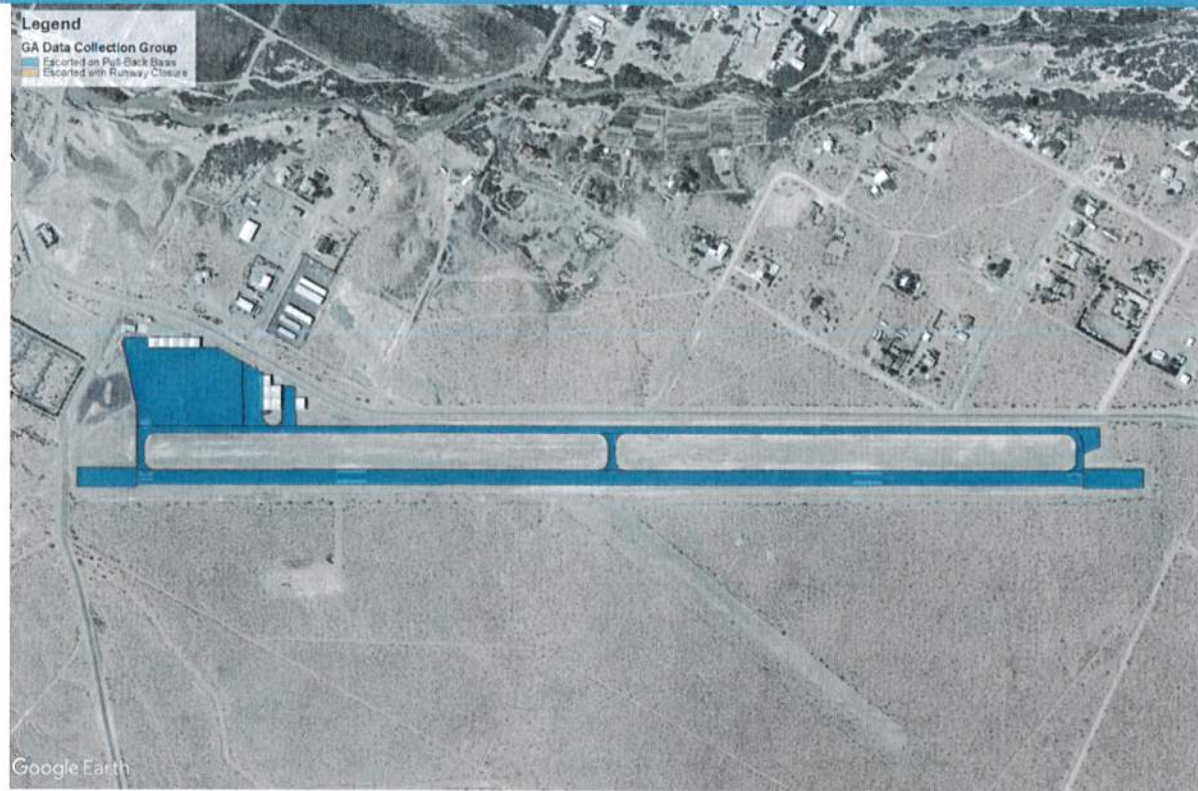
	Escorted by County on Pull-Back Basis
	Escorted by County with Runway Closure



Figure 2.4 Jean Airport Data Collection Access



	Escorted by County on Pull-Back Basis
	Escorted by County with Runway Closure

**Figure 2.5 Perkins Field / Overton Airport Data Collection Access**



	Escorted by County on Pull-Back Basis
	Escorted by County with Runway Closure

## 2.1 Functional Data Collection / PCI Surveys

All PCI Survey data collection will be performed by trained personnel with “feet on the ground” efforts, utilizing measurement equipment accurate to the nearest one (1) foot. Inspections will be performed in dry weather conditions. Pavement distress data will be evaluated and inventoried by trained pavement inspectors for input into the PAVER database. The pavement inspection process will locate, identify, and categorize all distresses visible in field conditions in accordance with ASTM D5340-20 for flexible pavements (Asphalt Concrete) and rigid Portland Cement Concrete pavements. Sample Units will be defined as an area of 5,000 Square Feet (±2,000 Square Feet) for flexible asphalt concrete pavement or 20 Slabs (± 8 slabs) for rigid Portland Cement Concrete pavement.

**Table 2.1.3** Estimated Data Collection PCI Survey Durations

Airport	Estimated Area (SF)	Estimated Samples for Inspection	Runway Facilities	ATCT	Anticipated Field Teams (2 Per Team)	Day-Time Inspection (Days)	Night-Time Inspection (Nights)	Proposed Duration (Days)
LAS – McCarran International	39,565,047	1776	4	Yes	3	14	6	14
VGT - North Las Vegas	7,126,765	329	3	Yes	3	2	0	2
HND - Henderson Executive	5,626,596	217	2	Yes	3	2	0	2
OL7 - Jean	1,342,758	39	2	No	1	1	0	1
U08 – Perkins Field	886,857	38	1	No	1	1	0	1

### 2.1.1 Primary PCI Data Collection

Inspection personnel will perform all efforts at the airport in accordance with safe practices confirmed with the County (e.g. safety vests, lighted vehicle, pull back basis, tower communications, airport escort provisions). PCI Inspection personnel will actively monitor the Common Traffic Advisory Frequency (CTAF). Inspection personnel will mark Sample Units in field with marking paint or chalk and inventory representative photographs of the data collection effort. The representative photographic log will consist of at least one (1) digital photograph per Section. Select representative photographs will be incorporated into report documents with identification of Branch, Section, Sample Unit, and observed distress types. For this APMP Update Sample-Units, when appropriate, will be based on the defined Sample Units that have been inspected previously.

Any pavement that is subject to upcoming construction, specific to structural rehabilitation/repair improvements, will be omitted from current data collection inspection for this Project. Pavement facilities subject to construction activity as recent as calendar year 2021 will not be inspected and assumed to have a Section PCI of 100; work history records will reflect known work. Pavement facilities subject to construction activity as early as 1-year from scheduled data collection will not be inspected and assumed to have a Section PCI of 100 with work history records to reflect anticipated work.

Inspection teams will consist of a team leader provided by the Consultant and at least one (1) pavement inspector who will work at the direction of the team leader. The County acknowledges that inspection periods often exceed the standard 8-hour workday.

Should inspection delays outside of Consultant’s control occur, the County will allow for modification to schedule for inspections and overall program. Additional efforts required due to inspection delays outside of Consultant’s control will be billed on an hourly basis based on the agreed upon schedule of rates. Factors that may introduce delay may include, but are not limited, to the following:

- Airport Coordination (access/escort)
- Climate Conditions (snow, rain, high winds, etc.)
- Hazard Conditions (seismic, fire, pandemic, etc.)
- Emergency Airport Events (e.g. fire rescue, other emergency events)

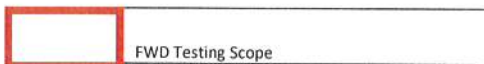
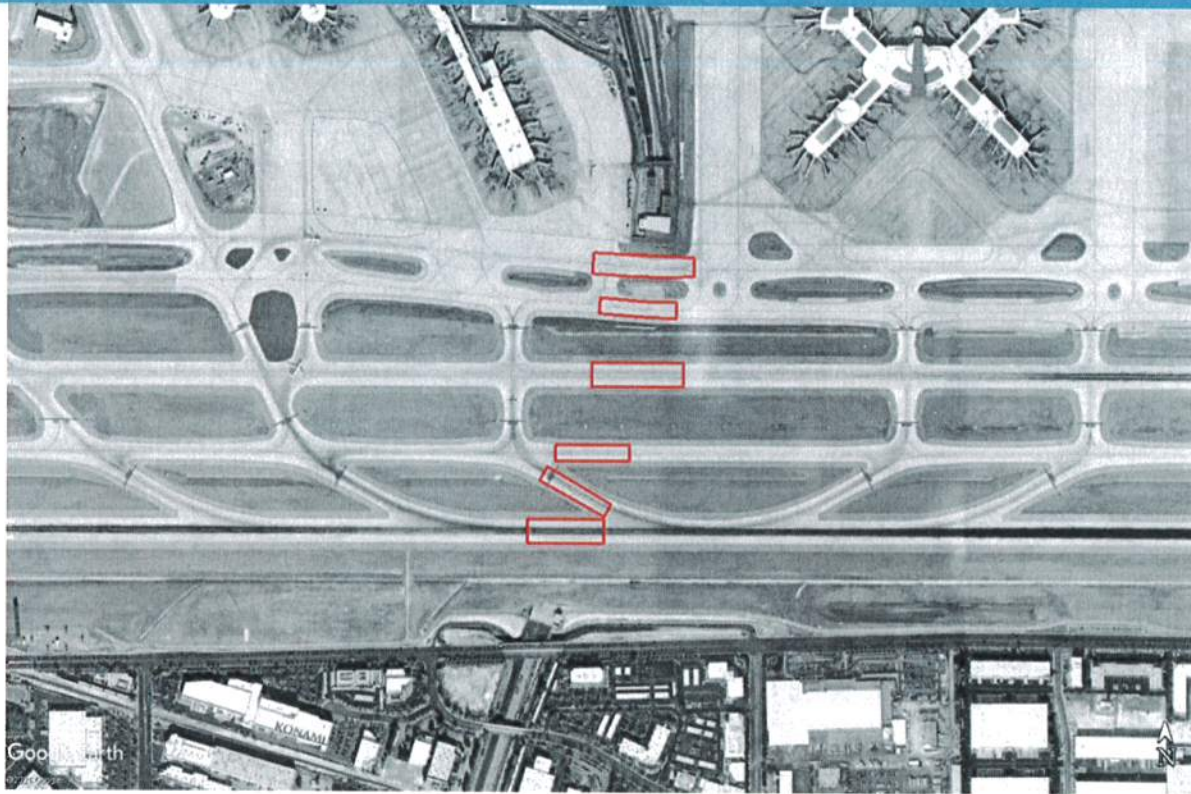
Consultant shall not proceed beyond approved scope of work and costs without 1) both Airport and Consultant agreeing on nature of the delay, 2) Consultant providing estimate of the additional level of effort, including hours and costs, for Airport approval, and 3) Airport providing approval to Consultant

**2.2 Nondestructive Testing (NDT) Falling Weight Deflectometer (FWD)**

The Consultant will utilize a subconsultant, Quality Engineering Solutions, Inc. ("QES") for the non-destructive testing falling weight deflectometer data collection and analysis of select airfield pavements for the APMP Update. The nondestructive testing will be limited to pavements that cross the existing tunnel system as shown in Figure 2.2.1.

The Subconsultant will acquire quantitative data for use as reliable input for the Structural Analysis in accordance with the FAA Advisory Circular 150/5370-11B, "Use of Nondestructive Testing in the Evaluation of Airport Pavements". The Subconsultant will develop a Test Plan in accordance with the testing location and spacing guidance defined by the FAA AC 150/5370-11B for "Network-Level" evaluation. The NDT efforts will include 1) Deflection Basin (Center Test) for AC and PCC pavements; 2) Transverse and Longitudinal Joint testing for PCC pavements; and 3) Corner Testing for PCC pavements.

**Figure 2.2.1 Nondestructive Testing FWD Plan – McCarran International**



**Task 2 Deliverables**

Task Item	Deliverable
2.1 Functional Data Collection / PCI Surveys	A. Daily In-Brief and De-Brief Coordination, Data for Task 2
2.2 Nondestructive Testing FWD	B. Daily In-Brief and De-Brief Coordination, Data for Task 2

## Task 3 – Analysis and Reporting

### 3.1 Analysis

#### 3.1.1 Functional Analysis

The Consultant will perform functional condition analysis of the data collected using PAVER software. Prior to the data migration from field data collection efforts, the Consultant will perform Pavement System Inventory updates based on field verified observations. Examples of field observations that may affect system inventory information include Section limits, Section geometry, and Branch identification. The functional condition analysis will consist of performing calculation of the Sample Unit-level PCI, Section-level area-weighted PCI, and the Branch-level PCI values.

#### Pavement Performance Models / PCI Family Models Update

The Consultant will update the existing pavement performance models ("PCI Family Models") based on updated condition data for the development of forecasted PCI values at the Section level. Using PAVER, the Consultant will analyze work history, pavement composition, functional Branch use, Section definition, and historic condition at the Section level to develop statistical predictive model curves, defined as "PCI Families," to forecast Section-level PCI. For the data integrity of the update, the Performance Model analysis and Prediction Curve development will commence upon the completion of the analysis of condition data for this APMP Update. The Consultant will rely on the accuracy and acceptance of the prior APMP Updates work history and condition data.

#### Pavement Functional Condition Forecasting

The Consultant will utilize the updated PCI Family Models to forecast Section-level PCI values for this APMS Update. It should be noted the functional forecasting of PCI values at the Section-level is intended for planning-level estimation; all project definition should be made with consideration of design-level investigation, structural evaluation, and traffic loading.

The following **Table 3.1.1** Functional Analysis provides an outline of the analysis that will be performed.

**Table 3.1.1** Functional Analysis

Type of Analysis	Evaluation	Resultant
<b>Inventory</b>	<ol style="list-style-type: none"> <li><u>Branch Definition</u></li> <li><u>Section Definition</u></li> <li><u>Pavement Surface Type</u></li> <li><u>Pavement Work History</u></li> </ol>	Exhibits Table Charts
<b>Current Condition</b>	<ol style="list-style-type: none"> <li><u>Branch Condition Summary</u></li> <li><u>Section Condition Summary</u></li> <li><u>Pavement Distress Mechanism Summary</u></li> </ol>	Exhibits Tables Charts
<b>Forecasted Conditions</b>	<ol style="list-style-type: none"> <li><u>Update to Pavement Performance Models ("PCI Condition Families")</u></li> <li><u>Predicted Section Condition Summary (5-Year Duration, each year)</u></li> <li><u>Remaining Functional Life based on a Critical PCI of 70</u></li> </ol>	PAVER PCI Condition Families Exhibits Tables Charts
<b>Climatic Conditions</b>	<ol style="list-style-type: none"> <li><u>Average Annual Temperature High/Low (°F), Monthly Summary (from published data)</u></li> <li><u>Average Precipitation (Inches), Monthly Summary (from published data)</u></li> </ol>	Table Charts

### 3.1.2 Structural Evaluation

The Consultant will work with a Subconsultant, QES, to process the NDT data for the Structural Evaluation of the airfield pavements limited to Runway 08R-26L at McCarran International Airport for this APMP Update.

#### NDT Data Reduction

The Subconsultant will review and reduce the raw data collection during the NDT testing. The raw data will be reviewed for any anomalies recorded during testing. The data will be converted into a useable format to complete the structural analysis. The data will be organized by APMP section in accordance with the Airport Pavement Network Definition.

#### Impulse Stiffness Modulus (ISM)

The maximum FWD deflections (deflections occurring directly under the FWD load plate) and the FWD Load will be analyzed to identify pavement strength and assess the overall support conditions of the in-place pavements. The ISM is the FWD load (pounds) divided by the measured deflection. The Subconsultant will prepare ISM profile plots along a scale plan view of the pavement facilities assessed. The ISM values from each NDT test location will be plotted against an established stationing of each pavement section. The Subconsultant will prepare a narrative summary for each Branch-level facility evaluated. The analysis will be conducted in accordance with the FAA AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements. The results of the analysis will be depicted in graphical form, tabular form, and visually with a plan view of the pavement facilities.

#### Backcalculation of Pavement Layer Strengths

A pavement layer strength analysis will be performed to identify the stiffness of the AC and PCC layers, the base course beneath the surface layers, and the underlying subgrade support estimated characteristics. The pavement layer strength analysis will be performed using a technique called backcalculation. The backcalculated modulus values may be examined to draw some conclusions about the degree of structural deterioration in the pavement layers and the expected remaining life of the pavement.

The general principle of backcalculation is that the deflections measured by the FWD are dependent on the following parameters:

- A. Thickness and stiffness of the pavement layers
- B. Stiffness of the foundation
- C. Degree of friction between the pavement layers
- D. Magnitude of applied load
- E. Radius of applied load
- F. Rate of loading
- G. Position of the deflection sensors

If the loading, deflection, and layer thickness parameters are known and the interface friction condition is assumed, the measured pavement deflections may be used to solve for the stiffness of the pavement layers and foundation.

The backcalculations will be completed utilizing closed-form or iteration-based tools in accordance with FAA Advisory Circular 150/5370-11B "Use of Nondestructive Testing in the Evaluation of Airport Pavements". For the iteration-based tools, the Subconsultant should use linear-elastic backcalculation programs such as BAKFAA to estimate pavement layer characteristics. The Subconsultant will summarize the data for input for PCN determination using COMFAA and Remaining Structural Life Analysis using FAARFIELD. However, if the FAA AC 150/5335-5D is finalized, both the PCR and Remaining Structural Life will be analyzed using FAARFIELD. The Subconsultant will rely on existing data for existing pavement thickness and composition information for all pavement sections provided by the County through the prior APMP database.

The County will provide detailed Aircraft Traffic Fleet Mix data for all facilities subject PCI Survey and NDT Data Collection.

**Table 3.1.2 Aircraft Traffic Fleet Mix (Example)**

Aircraft Name/Model	Gross Taxi Weight (lbs)	Annual Departures	Annual Arrivals	Annual Growth	Airfield Facility Usage and Utilization
B737-900	174,700 lbs	24,000	24,000	8%	Runway 12-30 (100%) Taxiway W (100%) Taxiway T (100%)

Transverse and Longitudinal Joint Load Transfer Efficiency Analysis (PCC Pavements)

For PCC pavements Subconsultant will use the NDT transverse and longitudinal joint deflection data to determine what percentage of the total main gear weight of an aircraft is transferred from the loaded slab to the unloaded slab. As the amount of load that is transferred to the unloaded slab increases, the flexural stress in the loaded slab decreases and the pavement life is extended. The amount of load transfer depends on many factors, including gear configuration, tire contact area, pavement temperature, use of dowel bars, and use of a stabilized base beneath the PCC surface layer.

Void Analysis (PCC Pavements)

Another important characteristic of a PCC pavement is the slab support conditions. One of the assumptions made during the backcalculation of PCC pavements is that the entire slab is in full contact with the foundation. The presence of surface distresses such as corner breaks, joint faulting, and slab cracking, indicates that a loss of support may exist in the pavement section. The focus of the void analysis is near joints or slab corners.

Remaining Structural Life Analysis

Remaining structural life computations will be completed for each pavement section of the four (4) runway facilities (1R-19L, 1L-19R, 8R-26L, and 8L-26R) at McCarran International Airport utilizing FAA software, FAARFIELD. Subconsultant will utilize the existing pavement thickness and composition information and aircraft traffic information provided by the County in conjunction with the results of the backcalculated elastic modulus of the subgrade to complete the remaining life computations. Deliverables will include FAARFIELD files. This analysis will consider Geotechnical data provided by the County.

Pavement Classification Number (PCN) Determination

The pavement strength will be reported in accordance with FAA AC 150/5335-5C. The current FAA AC utilizes a Pavement Classification Number (PCN) method of reporting pavement strength and will be determined using COMFAA. It should be noted that the FAA AC 150/5335-5D Draft may be adopted during the duration of the Contract. If the draft is adopted, the Consultant will be reporting the pavement strength in accordance with the Pavement Classification Rating (PCR) rating system and will be determined utilizing FAARFIELD 2.0. The pavement strength will be reported for all runway facilities at McCarran International and all four (4) GA airports.

3.1.3 Maintenance, Repair, Rehabilitation, and Reconstruction Planning

The Consultant will develop a strategic airfield pavement maintenance policy for both flexible hot-mix asphalt concrete (AC) and rigid Portland cement concrete (PCC) pavement sections for the County. The Consultant will reference the FAA Advisory Circular 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements and Air Force Civil Engineer Center Engineering Technical Letter 14-3: Preventive Maintenance Plan for Airfield Pavements. Task 3.1.3 will be developed for all five (5) airports maintained by the County.

Current Condition Localized Maintenance and Repair Policy

The Consultant will develop a Localized M&R Policy based on guidance provided in the FAA Advisory Circular 150/5380-6C. Localized M&R will be identified based on the Section-level extrapolation of distress manifestations observed as part of the Functional Data Collection. Localized Preventive M&R will be defined as pavement treatments applied to Sections above a PCI value of 69; Localized Stopgap M&R will be defined as pavement treatments applied to Sections at or below a PCI Value of 69. **Table 3.1.3** provides an example distress repair table policy for rigid PCC pavement.

**Table 3.1.3.** Example Localized M&R Table Policy for Rigid Portland Cement Concrete (USAF ETL 14-3)

Distress	Severity	Description	Code	Work Type	Work Unit
61	High	BLOW-UP	PA-PF	Patching - PCC Full Depth	SqFt
61	Low	BLOW-UP	PA-PF	Patching - PCC Full Depth	SqFt
61	Medium	BLOW-UP	PA-PF	Patching - PCC Full Depth	SqFt
62	High	CORNER BREAK	PA-PF	Patching - PCC Full Depth	SqFt
62	Low	CORNER BREAK	CS-PC	Crack Sealing - PCC	Ft
62	Medium	CORNER BREAK	PA-PF	Patching - PCC Full Depth	SqFt
63	High	LINEAR CR	PA-PP	Patching - PCC Partial Depth	SqFt
63	Medium	LINEAR CR	CS-PC	Crack Sealing - PCC	Ft
64	High	DURABIL. CR	SL-PC	Slab Replacement - PCC	SqFt
64	Medium	DURABIL. CR	PA-PF	Patching - PCC Full Depth	SqFt
65	High	JT SEAL DMG	JS-LC	Joint Seal (Localized)	Ft
65	Medium	JT SEAL DMG	JS-LC	Joint Seal (Localized)	Ft
66	High	SMALL PATCH	PA-PP	Patching - PCC Partial Depth	SqFt
66	Medium	SMALL PATCH	PA-PP	Patching - PCC Partial Depth	SqFt
67	High	LARGE PATCH	PA-PF	Patching - PCC Full Depth	SqFt
67	Medium	LARGE PATCH	PA-PF	Patching - PCC Full Depth	SqFt
69	N	PUMPING	JS-LC	Joint Seal (Localized)	Ft
70	High	SCALING	SL-PC	Slab Replacement - PCC	SqFt
70	Medium	SCALING	PA-PP	Patching - PCC Partial Depth	SqFt
71	High	FAULTING	GR-PP	Grinding (Localized)	Ft
71	Medium	FAULTING	GR-PP	Grinding (Localized)	Ft
72	High	SHAT. SLAB	SL-PC	Slab Replacement - PCC	SqFt
72	Medium	SHAT. SLAB	SL-PC	Slab Replacement - PCC	SqFt
74	High	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
74	Medium	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
75	High	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
75	Medium	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
76	High	ASR	SL-PC	Slab Replacement - PCC	SqFt
76	Medium	ASR	SL-PC	Slab Replacement - PCC	SqFt

### Rehabilitation and Reconstruction Planning

The Consultant will work with the County to develop practical Major Rehabilitation and Reconstruction policies based on preliminary development of pavement performance models and comparison to the theoretical critical PCI value ranges of 55 to 69 for Rehabilitation and 0 to 54 for Reconstruction. Such activities could include mill and hot-mix asphalt overlay and reconstruction. This analysis will be conducted with no constraints to budgets to identify all pavement projects based on the aforementioned PCI ranges for a 5-year duration. It is recommended that the County use this as a planning tool for future project development and prioritization. A policy table will program the major rehabilitation work identified at the pavement Section-level based on current and predicted pavement PCI.

The County should consider the major rehabilitation work types of mill and overlay, PCC restoration, and reconstruction planning-level classifications only. Additional design-level investigation in accordance to the FAA Advisory Circulars will be required to identify specific areas within each section that are subject to reconstruction, mill and overlay, and PCC restoration. The work and budgets identified are intended for the planning-level, not the design-level. Areas identified as mill and overlay may, in fact, require select areas of reconstruction, should load-based distresses observed warrant it.

### Opinion of Probable Construction Cost Planning

The Consultant will request and review local construction bid tabulations of historic (within the last 5 years) construction costs of airfield pavements at the County airports. The Consultant will develop conceptual pavement sections based on a planning-level assumption of aircraft fleet mix and subgrade conditions. Pavement sections will be developed for flexible and rigid pavement and will be based on the application of the FAA Circular 150/5320-6F "Airport Pavement Design and Evaluation". The conceptual pavement sections are intended for planning-level efforts and will not be a design-level determination. The maintenance and repair planning-level opinion of probable construction costs will be intended for planning purposes based on the conceptual pavement sections.

For the purpose of the APMP, the Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

## **3.2 Report**

The Consultant will prepare an executive summary report and a comprehensive technical report document. The documents will be developed to collect the pertinent data associated with the APMS Update. Each document will be prepared for the County for review and acceptance for up to two (2) rounds of review and acceptance. The Consultant will prepare a Submittal Review Comment Form for County staff to use to organize comments and track resolutions of County review efforts.

### 3.2.1 Executive Summary Report

An Executive Summary Report will be prepared for a wide-range audience that summarizes the efforts for the APMP. This document will be highly visual and graphically stylized to communicate a summary of the program elements, pavement condition results, and major rehabilitation planning.

### 3.2.2 Technical Report

The Technical Report will consist of the technical documentation for each aforementioned task and will generally follow the report outline in **Table 3.2.2**, however this outline may be subject to change.

Table 3.2.2. Technical Report Elements

Major Section	Technical Communication	Content
<b>Executive Summary</b>	A brief summary of the results of the APMS, specific to condition results and Major Rehabilitation needs.	Table of Current Section-Level PCI Inventory Data Table of 5-Year Forecasted Section-Level PCI Table of Major Rehabilitation Need
<b>Section 1 – Introduction / Overview</b>	An introduction of APMS scope, background, FAA requirements, objective, technical purpose, and limitations.	
<b>Section 2 – Methodology</b>	A brief narrative of FAA requirements and methodology utilized for APMS effort.	Figure of Conceptual Life-Cycle of Pavement and Optimal Timing of Pavement Treatments in Consideration of Cost Increases
<b>Section 3 – Airfield Pavement System Inventory</b>	A summary of work history and Inventory data. Depict tabular data, figures, and charts intended to summarize System Inventory data.	Chart/Figure Pavement Area by Estimated Age Chart/Figure Pavement Area by Functional Use Chart/Figure Pavement Area by Surface Type Table of Pavement System Inventory Data Map of Work History Updates
<b>Section 4 – Functional Evaluation</b>	A summary of current and forecasted pavement conditions. Select narrative of Branch-level distress observations.	Chart/Figure Network-level analysis Chart/Figure Branch-level analysis Chart/Figure Section-level analysis Chart/Figure 5-Year Forecasted Section-Level PCI Table 5-Year Forecasted Section-Level PCI Map Current Section-Level PCI Map 5-Year Forecasted Section-Level PCI
<b>Section 5 – Structural Evaluation</b>	A narrative explaining method and limitations of PCN determination, estimated pavement layer strengths, and estimated remaining structural life. <i>As-Builts and estimations. NDT testing is limited to LAS Runway 8R-26L.</i>	Table of Assumed Aircraft Fleet Mix and Traffic Data Table of Subgrade Category Assumptions
<b>Section 6 – Localized Maintenance and Repair Planning</b>	A narrative stating approach to localized M&R. Distress-Repair definition for AC and PCC.	Distress-Repair Tables Repair Planning-level Unit Cost Summary Airport Specific Localized M&R Needs
<b>Section 8 – Major Rehabilitation Planning</b>	A narrative stating approach for Major Rehabilitation for pavements below PCI 70. 5-year forecast of needs.	Table of 5-Year Forecasted Major Rehabilitation Needs Map of 5-Year Major Rehabilitation Needs
<b>Section 9 – Conclusion</b>	A narrative of recommended continued pavement condition monitoring and record-keeping.	

Major Section	Technical Communication	Content
<b>Appendix A – Airfield Pavement Analysis Tables</b>		Table of System Inventory Data Table of Current PCI Inventory Data Table of 5-Year Forecasted PCI Data PAVER Branch Condition Report PAVER Section Condition Report
<b>Appendix B – Airfield Pavement Localized Maintenance and Repair</b>		Table of Current Localized M&R Need 1. Branch and Section 2. Surface Type and Age Rehabilitation Type, Area, Cost
<b>Appendix C – Airfield Pavement Major Rehabilitation Planning</b>		Table of 5-Year Forecasted Major Rehabilitation Need 1. Branch and Section 2. Surface Type and Age 3. Rehabilitation Type, Area, Cost
<b>Appendix D – Technical Map Exhibits</b>	Highly visual technical exhibits that depict the results of the APMS.	Airfield Pavement Network Definition Airfield Pavement System Inventory Work History Airfield Pavement Condition Index (Current) Airfield Pavement Condition Index (5-Year) Airfield Runway Pavement Classification Number
<b>Appendix E – Inspection Photograph Documentation</b>		2-Photographs Per Page, Each Photo Identifies Branch, Section, Sample Unit, and Observed Distresses
<b>Appendix F – Inspection Distress Details</b>		PAVER-Generated “Re-Inspection Report”
<b>Appendix G – Condition at Last Inspection</b>		Table of Section-Level Condition Results 1. Inventory 2. Distress Type Table of Section-Level Extrapolated Distresses
<b>Appendix H – Standard PAVER Work History Report</b>		PAVER Work History Report

The Consultant will utilize both AutoCAD Civil 3D and Esri ArcMap to develop Technical Exhibits for the Technical Report. The following describes the content of each exhibit:

1. *Airfield Pavement Network Definition Exhibit* – this exhibit will be the updated color graphic of the Network Definition showing Branch, Section, and Sample Units defined for the airport, based on field verification. Airport staff will be able to utilize the maps for future PCI Survey Inspections.
2. *Airfield Pavement System Inventory Work History Exhibit* – this exhibit will depict the major work history information provided by the County as a color graphic using the Airfield Pavement Network Definition Exhibit as a base.
3. *Airfield Pavement Condition Index Exhibit* – this exhibit will depict color graphics of the resulting PCI Values and condition category as defined by ASTM. Annotation will consist of airfield pavement facilities' Branch, Section ID, Section Area-Weighted PCI Value, and Rating.
4. *Airfield Forecasted 5-Year Pavement Condition Index Exhibit* – this exhibit will depict color graphics of the resulting PCI Values and condition categories as defined by ASTM. Annotation will consist of airfield pavement facilities' Branch, Section ID, Section Area-Weighted PCI Value, and Rating for the forecasted value at the end of a 5-year duration.
5. *Airfield Runway Pavement Classification Number Exhibit* – this exhibit will depict color graphics of the resulting PCN numerical value code, based on the results of the Technical Method as defined by FAA Advisory Circular 150/5335-5C.

### Task 3 Deliverables

Task Item	Deliverable
3.1 Analysis – Preliminary PCI and PCN (PCR)	A. Technical Memorandum Summarizing Preliminary PCI and PCN Data (PDF)
3.2 Draft Technical Report	B. Draft Technical Report (PDF) subject up to two (2) rounds of review, reasonable feedback, and revisions.
3.2 Draft Executive Summary Report	C. Draft Executive Summary Report (PDF) subject up to two (2) rounds of review, reasonable feedback, and revisions.
3.2 Final Reports	D. Executive Summary Report a. Electronic (PDF) E. Technical Report (PDF)

## **Task 4 – Project Administration and Coordination**

### **4.1 Monthly Invoicing Packages**

It is understood from the County this Scope of Work will be executed as a Fixed Lump-Sum task order. The Consultant will prepare monthly invoicing packages for each task as a percent complete on a monthly basis. Monthly invoicing will consist of efforts expended on a percent complete and with a monthly one (1) page progress report.

### **4.2 Monthly Progress Teleconference**

The Consultant will host monthly progress meetings via teleconference (Microsoft Teams or Skype) with the County. The Consultant will prepare meetings minutes for each monthly meeting.

# Task A – Landside Pavement Management Program for McCarran International

Horrocks Engineers Scope

## **Task 0100 – Project Management**

Horrocks Engineers will provide project management for all staff working on the roadways portion of the pavement analysis project and interface with McCarran Airport (McCarran) staff. Items in this task include:

- Attendance at up to four progress meetings, preparation of agendas and minutes
- Supervision and monitoring of Horrocks consulting staff
- Invoicing and budget/schedule management coordination through KHA
- Coordination with McCarran staff

## **Task 0200 – Data Collection**

Data Collection will be performed to inventory the condition of all pavement surfaces listed in the following:

- Landside Parking Lots (exclusive of elevated parking surfaces) – approximately 6.5 million sq. ft.
- Landside Roadways (exclusive of bridge structures, but including the Connector Tunnels) – approximately 5.7 million sq. ft.
- Airside Vehicle Service Road around the runway perimeter (exclusive of portions of the alignment that transverse a concrete apron) - approximately 1.4 million sq. ft.

Data collection will be performed using mobile LiDAR equipment (Leica Pegasus) and a pavement camera. A LiDAR point cloud will be obtained for all pavement surfaces quantified above that will map and identify pavement deformations and cracking. Data collection using LiDAR will include a picture of the pavement every 10 feet. If requested, the picture database will be provided to the Airport. Areas beneath parked cars present during data collection will not be evaluated. Collected LiDAR data will also be available for the creation of topographic mapping if necessary for projects outside the scope of the pavement evaluation or as noted in 0800. Further control survey and planimetric/topographical processing will be required to generate this data. Except as noted in Task 0800, planimetric and topographical mapping is not included in this scope, but can be provided within a few weeks for an additional fee if requested.

## **Task 0300 – Data Processing and Evaluation**

LiDAR data will be processed using Leica Pegasus MapFactory and Topodot software to evaluate and inventory rutting, pavement deformation, and cracking to simulate a Pavement Condition Index (PCI) numerical rating between 0 and 100. Only PCI rating criteria that involve cracking and pavement deformation will be evaluated during this assessment. The location and rating of the pavement condition will be quantified by street section or parking lot for presentation on a GIS based Airport map. Physical inspection and/or review of the pavement photos will be performed for representative samples of the pavement to provide quality control for the overall evaluation.

## **Task 0400 – Development of a Pavement Maintenance Program**

Based on the pavement evaluations performed in task 0300, a programmatic level pavement maintenance program will be prepared that identifies the type of pavement treatment recommended, the program year that treatment is to occur and the estimated cost for the construction for each pavement section or parking lot. The maintenance program will seek to optimize the maintenance expenditures by providing the best improvement in pavement rating for a specified cost. In consultation with McCarran staff, a program cycle period will be established (frequently 5-7 years) and used as the basis for a recurring maintenance program.

## **Task 0500 – Development of a GIS Database**

Horrocks will develop and format a GIS database using an Airport provided map that will provide the following information:

- Pavement rating index by street section or parking lot with color coding and attribute table
- Summary of yearly pavement treatments that can be sorted by type of treatment, program year with estimated costs
- A layer indicating the specific location of pavements defects identified by low, medium and high severity

This scope assumes that the airport has ArcGIS online or ArcGIS Enterprise.

## **Task 0600 – Report Preparation**

A report will be prepared that documents the process followed to determine the pavement condition, summarizes the recommended pavement maintenance program, estimates the costs for each year of the maintenance program, and, based on available funding, recommends a five or seven year maintenance program.

**Task 0700 – Additional LiDAR Scanning**

When authorized in writing by the Airport Project Manager, Horrocks Engineers will provide additional LiDAR Scanning for the D-Tram Tunnels. Horrocks will provide a point cloud for each tunnel that is obtained using terrestrial LiDAR from the walkway of each tunnel. Because the walkway is elevated and the scanning is line of sight, the point cloud will not include the portion of the wall immediately below the walkway.

**Task 0800 – Data Extraction**

When authorized in writing by the Airport Project Manager, Horrocks Engineers will provide planimetrics for the D-Tram and Connector Tunnels, including mapping of cracks detected by the LiDAR. It is anticipated that an initial authorization will be for a planimetrics and crack mapping "test section" for several hundred feet of the Connector Tunnel. The "test section" will be used to confirm that the information provided can be utilized by the Airport staff for the maintenance and repair of the tunnels and will use LiDAR previously obtained in Task 0200. Pending the review of this information by Airport staff, additional authorizations may be provided.

**Schedule**

Horrocks will complete tasks 0100 – 0600 within six months of notice to proceed. The schedule for task 0700 and 0800 will be as stated in the written authorization(s).

## **Task B – Aircraft Operations Counting Study**

### Information Systems (MIS)

#### **Task 0100 – Antenna Placement**

Establish aircraft tracking through placement of Automatic Dependant Surveillance - Broadcast (ADS-B) and Multilateration (MLAT) antennas. Placement will be evaluated for appropriate coverage to ensure accurate aircraft counts for the Clark County System of Airports.

#### **TASK 0200 – Data Collection and Evaluation**

Following placement of antennas, MIS will begin data collection and evaluation to ensure appropriate aircraft counts. Counts will be compared against the Federal Aviation Administration (FAA), Operations and Performance Data to include an evaluation of the Traffic Flow Management System Counts and Airport Operational Network, for the subject airports. Data collected will also be evaluated to ensure minimal duplication of flights. Following data collection and evaluation, additional geofences and antennas may be placed as required.

#### **TASK 0300 – Business Intelligence**

Creation of up to 20 custom dashboards. MIS will hold meetings with CCDOA to determine the needs of each airport, for conditions tracking and business intelligence. This proposal will allow for the development of up to twenty (20) custom dashboards, dependent upon the complexity of the request. All source code will be submitted to the CCDOA Information Systems Department following completion of the dashboard, all ownership rights included.

### III. Period of Performance

This Contract will have an anticipated period of performance of 5-years from Notice to Proceed and, at the direction of the County, extended by 180 days. The maximum duration for the period of performance is sixty-six (66) months, based on Contract limitations. It is anticipated that the Contract will consist of multiple Task Orders for performance of services for each APMP Update at McCarran International and at the General Aviation Airports. The contract will include Aircraft Counting Studies at the General Aviation Airports.

#### **Preliminary Project Schedule**

The preliminary project schedule is based on two (2) rounds of APMP Update for each of the County's airports. The General Aviation facilities will be grouped together for each update and McCarran International will be assessed separately. The following table depicts a preliminary schedule for each airport's APMP Update.

<b>Airport</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>McCarran International</b>		<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ FWD Testing Report</li> <li>▪ Landside PMP</li> </ul>			<ul style="list-style-type: none"> <li>▪ PCI Survey</li> </ul>
<b>North Las Vegas</b>	<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>			<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>	
<b>Henderson Executive</b>	<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>			<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>	
<b>Jean Airport</b>	<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>			<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>	
<b>Perkins Field / Overton</b>	<ul style="list-style-type: none"> <li>▪ Aircraft Counting Study</li> </ul>			<ul style="list-style-type: none"> <li>▪ PCI Survey</li> <li>▪ Aircraft Counting Study</li> </ul>	

## IV. Services Not Included and/or Task Order Exclusions

### Task Order Exclusions

1. Budget Scenario Analysis
2. Capital Improvement Program Analysis
3. Interactive GIS Dashboard Development
4. Airport Layout Updates
5. Additional Geotechnical Investigation (Coring, Boring, Laboratory Testing)
6. Additional Nondestructive Testing using Falling Weight Deflectometer
7. Additional PCI Survey
8. Additional Capital Improvement Program efforts
9. Additional Landside Pavement Management Program efforts
10. Establishment of Geodetic Control in Accordance with FAA AC 150/5300-16A
11. Airport Geographic Information System (AGIS) in Accordance with FAA AC 150/5300-18B
12. Aerial Imaging and/or Remote Sensing for Airport Surveys in Accordance with FAA AC 150/5300-17C
13. Topographic Surveys to Obtain Runway Elevations
14. Review of Aircraft Operation Data for Design Aircraft Determination
15. Determination of Airport Reference Codes
16. Determination of Aircraft Approach Categories and Airplane Design Groups
17. Determination of Visibility Minimums
18. Determination of Approach Slopes
19. Additional Technical Training
  - a. Autodesk AutoCAD Civil 3D Training
  - b. ESRI ArcMap Training
  - c. ESRI ArcGIS Online Training
20. Additional In-Person Meetings (agenda, agenda presentation, and meeting minutes), plus Travel Expenses
21. Additional Teleconference Meetings (agenda, agenda presentation, and meeting minutes)
22. Additional Hardcopy Printing and/or Reprographics for Report Deliverables.
23. Additional analysis not identified.
24. Additional review of submittals not identified.

No design-level construction drawing/documents will be prepared as part of this Scope of Work. No Airport Geographic Information System (AGIS) will be developed as part of this Scope of Work. No land survey will be performed in accordance with the American Land Title Association (ALTA)/American Congress on Surveying and Mapping (ACSM) standards.

**EXHIBIT B  
AIRPORT PAVEMENT MANAGEMENT PROGRAM SERVICES  
CBE-1129**

**FEE ESTIMATE PROPOSAL**

The scope of work shall be based on a Fixed Lump Sum Contract and **Exhibit B** Work Plan Fee Estimate summarizes the labor, subconsultant cost, and expenses. The Consultant will prepare monthly invoicing packages for each task as a percent complete on a monthly basis. See **Exhibit B** for Work Plan Fee Estimate.

Program Element	FY2022			FY2023		
	Labor Fee	Expenses	Total	Labor Fee	Expenses	Total
McCarran International - Airfield PMP	\$ -	\$ -	\$ -	\$ 416,680.00	\$ 59,385.00	\$ 476,065.00
McCarran International - Landside PMP (Subconsultant)		\$ -	\$ -		\$ 154,620.00	\$ 154,620.00
North Las Vegas - Airfield PMP	\$ 64,150.00	\$ 11,840.00	\$ 75,990.00	\$ -	\$ -	\$ -
North Las Vegas - Aircraft Counting Study (Subconsultant)		\$ 55,373.00	\$ 55,373.00	\$ -	\$ -	\$ -
Henderson Executive - Airfield PMP	\$ 55,350.00	\$ 12,070.00	\$ 67,420.00	\$ -	\$ -	\$ -
Henderson Executive - Aircraft Counting Study (Subconsultant)		\$ 55,373.00	\$ 55,373.00	\$ -	\$ -	\$ -
Jean Airport - Airfield PMP	\$ 16,610.00	\$ 9,500.00	\$ 26,110.00	\$ -	\$ -	\$ -
Jean Airport - Aircraft Counting Study (Subconsultant)		\$ 55,373.00	\$ 55,373.00	\$ -	\$ -	\$ -
Perkins Field / Overton - Airfield PMP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Perkins Field / Overton - Aircraft Counting Study (Subconsultant)		\$ -	\$ -	\$ -	\$ -	\$ -
		<b>Total FY2022</b>	<b>\$ 335,639.00</b>		<b>Total FY2023</b>	<b>\$ 630,685.00</b>

Program Element	FY2024			FY2025		
	Labor Fee	Expenses	Total	Labor Fee	Expenses	Total
McCarran International - Airfield PMP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
McCarran International - Landside PMP (Subconsultant)		\$ -	\$ -		\$ -	\$ -
North Las Vegas - Airfield PMP	\$ -	\$ -	\$ -	\$ 55,660.00	\$ 7,750.00	\$ 63,410.00
North Las Vegas - Aircraft Counting Study (Subconsultant)		\$ -	\$ -		\$ 23,250.00	\$ 23,250.00
Henderson Executive - Airfield PMP	\$ -	\$ -	\$ -	\$ 47,400.00	\$ 7,750.00	\$ 55,150.00
Henderson Executive - Aircraft Counting Study (Subconsultant)		\$ -	\$ -		\$ 23,250.00	\$ 23,250.00
Jean Airport - Airfield PMP	\$ -	\$ -	\$ -	\$ 15,740.00	\$ 6,550.00	\$ 22,290.00
Jean Airport - Aircraft Counting Study (Subconsultant)		\$ -	\$ -		\$ 23,250.00	\$ 23,250.00
Perkins Field / Overton - Airfield PMP	\$ -	\$ -	\$ -	\$ 15,560.00	\$ 5,750.00	\$ 21,310.00
Perkins Field / Overton - Aircraft Counting Study (Subconsultant)		\$ -	\$ -		\$ 23,250.00	\$ 23,250.00
		<b>Total FY2024</b>	<b>\$ -</b>		<b>Total FY2025</b>	<b>\$ 255,160.00</b>

Program Element	FY2026			Contract Totals		
	Labor Fee	Expenses	Total	Labor Fee	Expenses	Total
McCarran International - Airfield PMP	\$ 369,840.00	\$ 33,000.00	\$ 402,840.00	\$ 786,520.00	\$ 92,385.00	\$ 878,905.00
McCarran International - Landside PMP (Subconsultant)		\$ -	\$ -		\$ 154,620.00	\$ 154,620.00
North Las Vegas - Airfield PMP	\$ -	\$ -	\$ -	\$ 119,810.00	\$ 19,590.00	\$ 139,400.00
North Las Vegas - Aircraft Counting Study (Subconsultant)		\$ -	\$ -		\$ 78,623.00	\$ 78,623.00
Henderson Executive - Airfield PMP	\$ -	\$ -	\$ -	\$ 102,750.00	\$ 19,820.00	\$ 122,570.00
Henderson Executive - Aircraft Counting Study (Subconsultant)		\$ -	\$ -		\$ 78,623.00	\$ 78,623.00
Jean Airport - Airfield PMP	\$ -	\$ -	\$ -	\$ 32,350.00	\$ 16,050.00	\$ 48,400.00
Jean Airport - Aircraft Counting Study (Subconsultant)		\$ -	\$ -		\$ 78,623.00	\$ 78,623.00
Perkins Field / Overton - Airfield PMP	\$ -	\$ -	\$ -	\$ 15,560.00	\$ 5,750.00	\$ 21,310.00
Perkins Field / Overton - Aircraft Counting Study (Subconsultant)	\$ -	\$ -	\$ -	\$ -	\$ 23,250.00	\$ 23,250.00
		<b>Total FY2026</b>	<b>\$ 402,840.00</b>		<b>Contract Total</b>	<b>\$ 1,624,324.00</b>

**EXHIBIT C**  
**AIRPORT PAVEMENT MANAGEMENT PROGRAM SERVICES**  
**CBE-1129**

**INSURANCE REQUIREMENTS**

TO ENSURE COMPLIANCE WITH THE CONTRACT DOCUMENT, CONSULTANT SHOULD FORWARD THE FOLLOWING INSURANCE CLAUSE AND SAMPLE INSURANCE FORM TO THEIR INSURANCE AGENT.

1. **Format/Time:** The CONSULTANT, shall provide Owner with Certificates of Insurance, per the sample format provided, as evidenced by ACORD Form 25 Certificate of Insurance, written by a firm licensed to write such insurance in the State of Nevada, for coverages as listed below, and endorsements affecting coverage required by this Contract within **ten (10) calendar days** after the award by the Owner. All required aggregate limits shall be disclosed and amounts entered on the Certificate of Insurance, and shall be maintained for the duration of the Contract and any renewal periods.
2. **Best Key Rating:** The Owner requires insurance carriers to maintain during the Contract term, a Best Key Rating of A- VII (seven) or higher, which shall be fully disclosed and entered on the certificate of insurance. A lower Best Key Rating may be accepted with the express written permission of the Owner.
3. **OWNER Coverage:** The Owner, its officers, employees, agents and volunteers must be expressly covered as additional insureds except on workers' compensation and **professional liability insurance** coverages. The CONSULTANT's insurance shall be primary as respects the Owner, its officers, employees, agents, and volunteers.
4. **Endorsement/Cancellation:** The CONSULTANT's general and automobile liability insurance policies shall be endorsed to recognize specifically the CONSULTANT's contractual obligation of additional insured to Owner and must note that the Owner will be given 30 calendar days advance notice by certified mail "return receipt requested" of any policy changes, cancellations, or any erosion of insurance limits.
5. **Workers' Compensation:** Workers' compensation insurance in accordance with laws of the State of Nevada covering your employees.
6. **Employers' Liability:** Employers' liability with a minimum limit of \$1,000,000.
7. **Automobile Liability:** Automobile liability insurance covering all of your owned and any hired (rented/leased) vehicles while being used off **the construction site(s)**. Minimum limits per occurrence (accident) that you are required to maintain are:

a.	Bodily Injury	\$1,000,000.	per occurrence
and b.	Property Damage	\$1,000,000.	per occurrence
or c.	Bodily Injury/Property Damage	\$1,000,000.	Combined single limit
8. **Commercial Liability:** Commercial liability insurance covering for operations away from the insured project site in a form providing coverage not less than that of a standard Commercial General Liability insurance policy ("Occurrence Form") for operations of the CONSULTANT and subCONSULTANTs, including Independent Contractors, Products and Completed Operations, Contractual Liability and Personal Injury Liability with limits not less than:

Bodily Injury and Property Damage Combined:	
General Aggregate	\$2,000,000
Products/Completed Operations Aggregate	\$2,000,000
Personal and Advertising Injury	\$1,000,000
Each Occurrence Limit	\$1,000,000
9. **Umbrella Liability:** Umbrella liability insurance **Off Site** coverage that is excess of the primary automobile liability, employers' liability and general liability coverages in a form that is as broad as the underlying coverage with limits not less than \$5,000,000.

It is further required that all insurance be on an **occurrence basis** and not a *claim made* basis.

These are **minimum requirements**. You may want to discuss with your own agent / broker or risk manager the necessity for additional protection to meet your own individual circumstances.

Other sections that pertain to what you must provide and your responsibilities include:

You must furnish evidence that the above has been complied with **prior** to starting any work or services on your project.
10. **Professional Liability:** Professional liability insurance shall not be less than \$1,000,000 aggregate. If the professional liability insurance provided is on a Claims Made Form, then the insurance coverage required must continue for a period of two (2) years beyond the completion or termination of this Contract. Any retroactive date must coincide with or predate the beginning of this Contract and may not be advanced without the consent of the Owner.

11. Deductibles: All deductibles and self-insured retentions shall be fully disclosed in the Certificates of Insurance and may not exceed **\$25,000** without the express written permission of the Owner.
12. Insurance Limits: If the Contractor maintains broader coverage and/or higher limits than the minimum shown above, the Owner requires and shall be entitled to the broader coverage and/or higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Owner.
13. Failure To Maintain Coverage: If the CONSULTANT fails to maintain any of the insurance coverages required herein, Owner may withhold payment, order the CONSULTANT to stop the work, declare the CONSULTANT in breach, suspend or terminate the Contract, assess liquidated damages as defined herein, or may purchase replacement insurance or pay premiums due on existing policies. Owner may collect any replacement insurance costs or premium payments made from the CONSULTANT or deduct the amount paid from any sums due the CONSULTANT under this Contract.
14. Damages: The CONSULTANT is required to remedy all injuries to persons and damage or loss to any property of Owner, caused in whole or in part by the CONSULTANT, their subcontractors or anyone employed, directed, or supervised by CONSULTANT.
15. Cost: The successful CONSULTANT shall pay all associated costs for the specified insurance. The cost shall be included in the Contract price(s).
16. Insurance Submittal Address: All Insurance Certificates requested shall be sent to the Clark County Department of Aviation, Purchasing, 5757 Wayne Newton Boulevard, P. O. Box 11005, Las Vegas, NV 89111-1005.
17. Insurance Form Instructions: All required insurance coverage as stated herein will be evidenced by a current Acord Form 25 Certificate(s) of Insurance, such Certificates will include, but will not be limited to, the following:
  1. Insurance Broker's name, complete address, phone and fax numbers.
  2. CONSULTANT's name, complete address, phone and fax numbers.
  3. Insurance Company's Best Key Rating
  4. Commercial General Liability (Per Occurrence)
    - (A) Policy Number
    - (B) Policy Effective Date
    - (C) Policy Expiration Date
    - (D) Each Occurrence (\$1,000,000)
    - (E) Personal & Advertising Injury (\$1,000,000)
    - (F) General Aggregate (\$2,000,000)
    - (G) Products- Completed Operations Aggregate (\$2,000,000)
  5. Automobile Liability (Any Auto)
    - (H) Policy Number
    - (I) Policy Effective Date
    - (J) Policy Expiration Date
    - (K) Combined Single Limit (\$1,000,000)
  6. Umbrella Liability / Excess Liability
    - (L) Each Occurrence (\$5,000,000)
    - (M) Aggregate (\$5,000,000)
  7. Workers' Compensation
  8. Description: Contract Number and Name of Contract (must be identified on the initial insurance form and each renewal form).
  9. Certificate Holder:

Clark County  
c/o Department of Aviation  
5757 Wayne Newton Boulevard  
P.O. Box 11005  
Las Vegas, Nevada 89111-1005
  10. Authorized Agent Signature



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

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

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

PRODUCER  1. INSURANCE BROKER'S NAME, ADDRESS, PHONE AND FAX NUMBERS  INSURED  2. NAME, ADDRESS, PHONE AND FAX NUMBERS	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">CONTACT NAME:</td> </tr> <tr> <td>PHONE</td> <td>FAX (A/C.No):</td> </tr> <tr> <td colspan="2">E-MAIL ADDRESS:</td> </tr> <tr> <td style="text-align: center;">INSURER(S) AFFORDING COVERAGE</td> <td style="text-align: center;">NAIC #</td> </tr> <tr> <td>INSURER A : 3. BEST's RATING</td> <td></td> </tr> <tr> <td>INSURER B :</td> <td></td> </tr> <tr> <td>INSURER C : <b>COMPANY'S BEST KEY RATING</b></td> <td></td> </tr> <tr> <td>INSURER D :</td> <td></td> </tr> <tr> <td>INSURER E : <b>A-VII or BETTER</b></td> <td></td> </tr> <tr> <td>INSURER F :</td> <td></td> </tr> </table>	CONTACT NAME:		PHONE	FAX (A/C.No):	E-MAIL ADDRESS:		INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A : 3. BEST's RATING		INSURER B :		INSURER C : <b>COMPANY'S BEST KEY RATING</b>		INSURER D :		INSURER E : <b>A-VII or BETTER</b>		INSURER F :	
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INSURER D :																					
INSURER E : <b>A-VII or BETTER</b>																					
INSURER F :																					

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR VVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS												
4.	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC			(A)	(B)	(C)	EACH OCCURRENCE §(D) 1,000,000 DAMAGE TO RENTED \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY §(E) 1,000,000 GENERAL AGGREGATE §(F) 2,000,000 PRODUCTS - COMP/OP AGG §(G) 2,000,000 \$												
5.	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED			(H)	(I)	(J)	COMBINED SINGLE LIMIT §(K) 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE \$ \$												
6.	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED    RETENTION \$						EACH OCCURRENCE §(L) 5,000,000 AGGREGATE §(M) 5,000,000 \$												
7.	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY    Y/N    N/A ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">PER STATUTE</td> <td style="width: 10%;">OTH-ER</td> <td style="width: 80%;"></td> </tr> <tr> <td colspan="2"></td> <td>E.L. EACH ACCIDENT \$ 1,000,000</td> </tr> <tr> <td colspan="2"></td> <td>E.L. DISEASE - EA EMPLOYEE \$ 1,000,000</td> </tr> <tr> <td colspan="2"></td> <td>E.L. DISEASE - POLICY LIMIT \$ 1,000,000</td> </tr> </table>	PER STATUTE	OTH-ER				E.L. EACH ACCIDENT \$ 1,000,000			E.L. DISEASE - EA EMPLOYEE \$ 1,000,000			E.L. DISEASE - POLICY LIMIT \$ 1,000,000
PER STATUTE	OTH-ER																		
		E.L. EACH ACCIDENT \$ 1,000,000																	
		E.L. DISEASE - EA EMPLOYEE \$ 1,000,000																	
		E.L. DISEASE - POLICY LIMIT \$ 1,000,000																	

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

8. DESCRIPTION: CBE No. 1129 – CONSULTANT FOR AIRPORT PAVEMENT MANAGEMENT PROGRAM SERVICES ISSUED FOR THE DEPARTMENT OF AVIATION, CLARK COUNTY, ITS COMMISSIONERS, OFFICERS, EMPLOYEES, RELATED ENTITIES AND AUTHORIZED REPRESENTATIVES ARE INSURED WITH RESPECT TO LIABILITY ARISING OUT OF THE ACTIVITIES BY OR ON BEHALF OF THE ADDITIONAL INSURED IN CONNECTION WITH THIS PROJECT. PER ISO FORM ENCLOSED (ENDORSEMENT FORM)

9. CERTIFICATE HOLDER

CANCELLATION

CLARK COUNTY C/O DEPARTMENT OF AVIATION 5757 WAYNE NEWTON BLVD. P.O. BOX 11005 LAS VEGAS, NV 89111 1005	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  10. AUTHORIZED REPRESENTATIVE
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NAMED INSURED:		
POLICY PERIOD:	TO	ENDORSEMENT EFFECTIVE DATE:
CONTRACT NO. CBE-1129	TITLE:	CONSULTANT FOR AIRPORT PAVEMENT MANAGEMENT PROGRAM SERVICES

**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY**

**ADDITIONAL INSURED:**

**CLARK COUNTY, ITS COMMISSIONERS, OFFICERS, EMPLOYEES, RELATED ENTITIES AND AUTHORIZED REPRESENTATIVES**

**THIS ENDORSEMENT MODIFIES INSURANCE PROVIDED UNDER THE FOLLOWING:**

Automobile Liability - (as per form above) Policy No:

---

General Liability - (as per form above) Policy No.:

---

**SCHEDULE (if required)**

Name of Person or Organization:

Locations and Description of Completed Operations:

(If no entry appears above, information required to complete this endorsement will be shown in the declarations as applicable to this endorsement.)

**SECTION II**

Who is an insured is amended to include as an additional insured the person or organization shown in the Schedule, but only with respect to liability arising out of "your work" at the location designated and described in the schedule of this endorsement performed for that insured and included in the "products-completed operations hazard".

\_\_\_\_\_  
Authorized Agent (print name)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date



**EXHIBIT D  
AIRPORT PAVEMENT MANAGEMENT PROGRAM SERVICES  
CBE-1129**

**CONSULTANT INFORMATION**

**FOR INFORMATIONAL PURPOSES ONLY:**

The above referenced firm is a  MBE  WBE  PBE  SBE  VET  DVET  ESB  NBE  LBE as defined below.

**STATE OF NEVADA BUSINESSES**

**MINORITY OWNED BUSINESS ENTERPRISE (MBE):** An independent and continuing Nevada business for profit which performs a commercially useful function and is at least fifty-one (51%) percent owned and controlled by one or more minority persons of Black American, Hispanic American, Asian-Pacific American or Native American ethnicity.

**WOMEN OWNED BUSINESS ENTERPRISE (WBE):** An independent and continuing Nevada business for profit that performs a commercially useful function and is at least fifty-one (51%) percent owned and controlled by one or more women.

**PHYSICALLY-CHALLENGED BUSINESS ENTERPRISE (PBE):** An independent and continuing Nevada business for profit which performs a commercially useful function and is at least fifty-one (51%) percent owned and controlled by one or more disabled individuals pursuant to the federal Americans with Disabilities Act.

**SMALL BUSINESS ENTERPRISE (SBE):** An independent and continuing Nevada business for profit which performs a commercially useful function, is **not** owned and controlled by individuals designated as minority, women, or physically-challenged, and where gross annual sales does not exceed two million dollars (\$2,000,000).

**VETERAN OWNED BUSINESS ENTERPRISE (VET):** An independent and continuing Nevada business for profit which performs a commercially useful function and is at least 51 percent owned and controlled by one or more U.S. Veterans.

**DISABLED VETERAN OWNED BUSINESS ENTERPRISE (DVET):** A Nevada business at least 51 percent owned/controlled by a disabled veteran.

**NEVADA BUSINESS ENTERPRISE (NBE):** Any Nevada business that has the resources necessary to sufficiently perform identified County projects, and is owned or controlled by individuals that are not designated as socially or economically disadvantaged.

**EMERGING SMALL BUSINESS (ESB):** Certified by the Nevada Governor's Office of Economic Development effective January 2014. Approved in to Nevada law during the 77<sup>th</sup> Legislative session as a result of AB294.

**BUSINESSES IN OTHER STATES**

**LARGE BUSINESS ENTERPRISE (LBE):** An independent and continuing business for profit, which performs a commercially useful function and is not located in Nevada.

**EXHIBIT E**  
**AIRPORT PAVEMENT MANAGEMENT PROGRAM SERVICES**  
**CBE-1129**

**SUBCONTRACTOR INFORMATION**

It is our intent to utilize the following MBE, WBE, PBE, SBE, VET, DVET, ESB or NBE subcontractors in association with this Contract. Please indicate if the entity is a Minority-Owned Business Enterprise (MBE), Women-Owned Business Enterprise (WBE), Small Business Enterprise (SBE), Physically-Challenged Business Enterprise (PBE), Veteran-Owned Business (VET), Disabled Veteran-Owned Business (DVET), Emerging Small Business (ESB), or Nevada Business Enterprise (NBE).

If more than four (4) subcontractors will be used, please submit additional copies of this form.

1. Subcontractor Name: \_\_\_\_\_  
Contact Person: \_\_\_\_\_ Telephone Number \_\_\_\_\_  
Description of Work: \_\_\_\_\_  
Estimated Percentage of Total Dollars: \_\_\_\_\_  
Business Enterprise Type:  MBE  WBE  PBE  SBE  VET  DVET  ESB  NBE  
Ethnicity:  Asian-Pacific American  Black American  Caucasian  Hispanic American  Native American  
 Other: \_\_\_\_\_
  
2. Subcontractor Name: \_\_\_\_\_  
Contact Person: \_\_\_\_\_ Telephone Number \_\_\_\_\_  
Description of Work: \_\_\_\_\_  
Estimated Percentage of Total Dollars: \_\_\_\_\_  
Business Enterprise Type:  MBE  WBE  PBE  SBE  VET  DVET  ESB  NBE  
Ethnicity:  Asian-Pacific American  Black American  Caucasian  Hispanic American  Native American  
 Other: \_\_\_\_\_
  
3. Subcontractor Name: \_\_\_\_\_  
Contact Person: \_\_\_\_\_ Telephone Number \_\_\_\_\_  
Description of Work: \_\_\_\_\_  
Estimated Percentage of Total Dollars: \_\_\_\_\_  
Business Enterprise Type:  MBE  WBE  PBE  SBE  VET  DVET  ESB  NBE  
Ethnicity:  Asian-Pacific American  Black American  Caucasian  Hispanic American  Native American  
 Other: \_\_\_\_\_
  
4. Subcontractor Name: \_\_\_\_\_  
Contact Person: \_\_\_\_\_ Telephone Number \_\_\_\_\_  
Description of Work: \_\_\_\_\_  
Estimated Percentage of Total Dollars: \_\_\_\_\_  
Business Enterprise Type:  MBE  WBE  PBE  SBE  VET  DVET  ESB  NBE  
Ethnicity:  Asian-Pacific American  Black American  Caucasian  Hispanic American  Native American  
 Other: \_\_\_\_\_

Please indicate here if no MBE, WBE, PBE, SBE, VET, DVET, ESB nor NBE subcontractors will be used.

**EXHIBIT F**  
**AIRPORT PAVEMENT MANAGEMENT PROGRAM SERVICES**  
**CBE-1129**

**DISCLOSURE OF OWNERSHIP / PRINCIPALS**

**Purpose of the Form**

The purpose of the Disclosure of Ownership/Principals Form is to gather ownership information pertaining to the business entity for use by the Board of County Commissioners ("BOCC") in determining whether members of the BOCC should exclude themselves from voting on agenda items where they have, or may be perceived as having a conflict of interest, and to determine compliance with Nevada Revised Statute 281A.430, contracts in which a public officer or employee has interest is prohibited.

**General Instructions**

Completion and submission of this Form is a condition of approval or renewal of a contract or lease and/or release of monetary funding between the disclosing entity and the appropriate Clark County government entity. Failure to submit the requested information may result in a refusal by the BOCC to enter into an agreement/contract and/or release monetary funding to such disclosing entity.

**Detailed Instructions**

All sections of the Disclosure of Ownership form must be completed. If not applicable, write in N/A.

***Business Entity Type*** – Indicate if the entity is an Individual, Partnership, Limited Liability Company, Corporation, Trust, Non-profit Organization, or Other. When selecting 'Other', provide a description of the legal entity.

***Non-Profit Organization (NPO)*** - Any non-profit corporation, group, association, or corporation duly filed and registered as required by state law.

***Business Designation Group*** – Indicate if the entity is a Minority Owned Business Enterprise (MBE), Women-Owned Business Enterprise (WBE), Small Business Enterprise (SBE), or Physically-Challenged Business Enterprise (PBE), Veteran Owned Business (VET), Disabled Veteran Owned Business (DVET), or Emerging Small Business (ESB). This is needed in order to provide utilization statistics to the Legislative Council Bureau, and will be used only for such purpose.

- **Minority Owned Business Enterprise (MBE):** An independent and continuing business for profit which performs a commercially useful function and is at least 51% owned and controlled by one or more minority persons of Black American, Hispanic American, Asian-Pacific American or Native American ethnicity.
- **Women Owned Business Enterprise (WBE):** An independent and continuing business for profit which performs a commercially useful function and is at least 51% owned and controlled by one or more women.
- **Physically-Challenged Business Enterprise (PBE):** An independent and continuing business for profit which performs a commercially useful function and is at least 51% owned and controlled by one or more disabled individuals pursuant to the federal Americans with Disabilities Act.
- **Small Business Enterprise (SBE):** An independent and continuing business for profit which performs a commercially useful function, is not owned and controlled by individuals designated as minority, women, or physically-challenged, and where gross annual sales does not exceed \$2,000,000.
- **Veteran Owned Business Enterprise (VET):** An independent and continuing Nevada business for profit which performs a commercially useful function and is at least 51 percent owned and controlled by one or more U.S. Veterans.
- **Disabled Veteran Owned Business Enterprise (DVET):** A Nevada business at least 51 percent owned/controlled by a disabled veteran.
- **Emerging Small Business (ESB):** Certified by the Nevada Governor's Office of Economic Development effective January 2014. Approved into Nevada law during the 77<sup>th</sup> Legislative session as a result of AB294.

## DISCLOSURE OF OWNERSHIP / PRINCIPALS

**Business Name (include d.b.a., if applicable)** – Enter the legal name of the business entity and enter the "Doing Business As" (d.b.a.) name, if applicable.

**Corporate/Business Address, Business Telephone, Business Fax, and Email** – Enter the street address, telephone and fax numbers, and email of the named business entity.

**Local Business Address, Local Business Telephone, Local Business Fax, and Email** – If business entity is out-of-state, but operates the business from a location in Nevada, enter the Nevada street address, telephone and fax numbers, point of contact and email of the local office. Please note that the local address must be an address from which the business is operating from that location. Please do not include a P.O. Box number, unless required by the U.S. Postal Service, or a business license hanging address.

**Number of Clark County Nevada Residents employed by this firm. (Do not leave blank. If none or zero, put the number 0 in the space provided.)**

**List of Owners/Officers** – Include the full name, title and percentage of ownership of each person who has ownership or financial interest in the business entity. If the business is a publicly-traded corporation or non-profit organization, list all Corporate Officers and Directors only.

**For All Contracts – (Not required for publicly-traded corporations)**

- 1) Indicate if any individual members, partners, owners or principals involved in the business entity are a Clark County full-time employee(s), or appointed/elected official(s). If yes, the following paragraph applies.

In accordance with NRS 281A.430.1, a public officer or employee shall not bid on or enter into a contract between a government agency and any private business in which he has a significant financial interest, except as provided for in subsections 2, 3, and 4.

- 2) Indicate if any individual members, partners, owners or principals involved in the business entity have a second degree of consanguinity or affinity relation to a Clark County full-time employee(s), or appointed/elected official(s) (reference form on Page 2 for definition). If **YES**, complete the Disclosure of Relationship Form. Clark County is comprised of the following government entities: Clark County, Department of Aviation (McCarran Airport), and Clark County Water Reclamation District. Note: The Department of Aviation includes all of the General Aviation Airports (Henderson, North Las Vegas, and Jean). **This will also include Clark County Detention Center.**

A professional service is defined as a business entity that offers business/financial consulting, legal, physician, architect, engineer or other professional services.

**Signature and Print Name** – Requires signature of an authorized representative and the date signed.

**Disclosure of Relationship Form** – If any individual members, partners, owners or principals of the business entity is presently a Clark County employee, public officer or official, or has a second degree of consanguinity or affinity relationship to a Clark County employee, public officer or official, this section must be completed in its entirety.

## DISCLOSURE OF OWNERSHIP / PRINCIPALS FORM

**Business Entity Type (Please select one)**

<input type="checkbox"/> Sole Proprietorship	<input type="checkbox"/> Partnership	<input type="checkbox"/> Limited Liability Company	<input checked="" type="checkbox"/> Corporation	<input type="checkbox"/> Trust	<input type="checkbox"/> Non-Profit Organization	<input type="checkbox"/> Other
--	--------------------------------------	--	---	--------------------------------	--	--------------------------------

**Business Designation Group (Please select all that apply)**

<input type="checkbox"/> MBE Minority Business Enterprise	<input type="checkbox"/> WBE Women-Owned Business Enterprise	<input type="checkbox"/> SBE Small Business Enterprise	<input type="checkbox"/> PBE Physically Challenged Business Enterprise	<input type="checkbox"/> VET Veteran Owned Business	<input type="checkbox"/> DVET Disabled Veteran Owned Business	<input type="checkbox"/> ESB Emerging Small Business
--	---	---	---	--	--	---

**Number of Clark County Nevada Residents Employed:** 66

**Business Information:**

Corporate/Business Entity Name: Kimley-Horn and Associates, Inc.	
(Include d.b.a., if applicable)	
Street Address: 421 Fayetteville Street, Suite 600	Website: www.kimley-horn.com
City, State and Zip Code: Raleigh, NC 27601	POC Name: Kory Andryscik, P.E.
Telephone No: 919.677.2000	POC Email: kory.andryscik@kimley-horn.com
	Fax No: 602.944.7423
Nevada Local Street Address: (If different from above) 6671 Las Vegas Boulevard South, Suite 320	Website:
City, State and Zip Code: Las Vegas, NV 89119	Local POC Name:
Local Telephone No: 702.862.3600	Local POC Email:
	Local Fax No:

**All entities**, with the exception of publicly-traded and non-profit organizations, must list the names of individuals holding more than five percent (5%) ownership or financial interest in the business entity appearing before the Board.

**Publicly-traded entities and non-profit organizations shall list all Corporate Officers and Directors** in lieu of disclosing the names of individuals with ownership or financial interest. The disclosure requirement, as applied to land-use applications, extends to the applicant and the landowner(s).


**Entities** include all business associations organized under or governed by Title 7 of the Nevada Revised Statutes, including but not limited to private corporations, close corporations, foreign corporations, limited liability companies, partnerships, limited partnerships, and professional corporations.

Full Name	Title	% Owned <small>(Not required for Publicly Traded Corporations/Non-profit organizations)</small>
N/A		

*This section is not required for publicly-traded corporations. Are you a publicly-traded corporation?*  Yes  No

- Are any individual members, partners, owners or principals, involved in the business entity, a Clark County, Department of Aviation, Clark County Detention Center or Clark County Water Reclamation District full-time employee(s), or appointed/elected official(s)?  
 Yes  No (If yes, please note that County employee(s), or appointed/elected official(s) may not perform any work on professional service contracts, or other contracts, which are not subject to competitive bid.)
- Do any individual members, partners, owners or principals have a spouse, registered domestic partner, child, parent, in-law or brother/sister, half-brother/half-sister, grandchild, grandparent, related to a Clark County, Department of Aviation, Clark County Detention Center or Clark County Water Reclamation District full-time employee(s), or appointed/elected official(s)?  
 Yes  No (If yes, please complete the Disclosure of Relationship form on Page 2. If no, please print N/A on Page 2.)

I certify under penalty of perjury, that all of the information provided herein is current, complete, and accurate. I also understand that the Board will not take action on land-use approvals, contract approvals, land sales, leases or exchanges without the completed disclosure form.

  
 Signature  
 Associate  
 Title

Kory Andryscik, P.E.  
 Print Name  
 12/17/2020  
 Date

## DISCLOSURE OF OWNERSHIP / PRINCIPALS FORM

List any disclosures below:  
(Mark N/A, if not applicable.)

NAME OF BUSINESS OWNER/PRINCIPAL	NAME OF COUNTY* EMPLOYEE/OFFICIAL AND JOB TITLE	RELATIONSHIP TO COUNTY* EMPLOYEE/OFFICIAL	COUNTY* EMPLOYEE'S/OFFICIAL'S DEPARTMENT
Jodi Belsick	Ryan Belsick Principal Engineer	Spouse	Public Works

\*County employee means an employee of Clark County, Clark County Department of Aviation, Clark County Detention Center or Clark County Water Reclamation District.

"Consanguinity" is a relationship by blood.

"Affinity" is a relationship by marriage.

"To the second degree of consanguinity" applies to the candidate's first and second degree of blood relatives as follows:

- Spouse – Registered Domestic Partners – Children – Parents – In-laws (first degree)
- Brothers/Sisters – Half-Brothers/Half-Sisters – Grandchildren – Grandparents – In-laws (second degree)

***For County Use Only:***

If any Disclosure of Relationship is noted above, please complete the following:

Yes  No Is the County employee(s) noted above involved in the contracting/selection process for this particular agenda item?

Yes  No Is the County employee(s) noted above involved in anyway with the business in performance of the contract?

Notes/Comments:

  
 \_\_\_\_\_  
 Signature  
 Edward Monzing  
 \_\_\_\_\_  
 Print Name  
 Authorized Department Representative

**EXHIBIT G  
FEDERALLY REQUIRED CONTRACT PROVISIONS**

**McCARRAN INTERNATIONAL AIRPORT  
CLARK COUNTY, NEVADA**

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**EXHIBIT G**  
**FEDERALLY REQUIRED CONTRACT PROVISIONS**

**1. GENERAL NOTES**

For purposes of this Exhibit G, the term "Contract" includes subcontracts.

The CONSULTANT (including all subcontractors) shall insert these contract provisions in each lower tier contracts (e.g. subcontract or sub-agreement) and other agreements for supplies or services.

The CONSULTANT is responsible for compliance with these contract provisions by any subcontractors, lower-tier subcontractors or service provider.

**2. ACCESS TO RECORDS AND REPORTS**

The CONSULTANT must maintain an acceptable cost accounting system. The CONSULTANT agrees to provide the OWNER, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representatives access to any books, documents, papers and records of the CONSULTANT which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The CONSULTANT agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

**3. BREACH OF CONTRACT TERMS**

Any violation or breach of terms of this contract on the part of the CONSULTANT or its subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement.

OWNER will provide CONSULTANT written notice that describes the nature of the breach and corrective actions the CONSULTANT must undertake in order to avoid termination of the contract. OWNER reserves the right to withhold payments to CONSULTANT until such time the CONSULTANT corrects the breach or the OWNER elects to terminate the contract. The OWNER's notice will identify a specific date by which the CONSULTANT must correct the breach. OWNER may proceed with termination of the contract if the CONSULTANT fails to correct the breach by the deadline indicated in the OWNER's notice.

The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

#### 4. CIVIL RIGHTS - GENERAL

The Contractor agrees to comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision binds the Contractor and subcontractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.

#### 5. CIVIL RIGHTS – TITLE VI ASSURANCE

##### A. Title VI Solicitation Notice

The OWNER, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that any contract entered into pursuant to this advertisement, [select disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

##### B. Title VI Compliance with Nondiscrimination Requirements

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor"), agrees as follows:

1. **Compliance with Regulations:** The Contractor (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The Contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
3. **Solicitations for Subcontracts, including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Contractor of the contractor's obligations under this contract and the Nondiscrimination Acts and Authorities on the grounds of race, color, or national origin.

4. **Information and Reports:** The Contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor will so certify to the sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a Contractor's noncompliance with the non-discrimination provisions of this contract, the sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:
  - a. Withholding payments to the Contractor under the contract until the Contractor complies; and/or
  - b. Cancelling, terminating, or suspending a contract, in whole or in part.

**C. Title VI List of Pertinent Nondiscrimination Acts and Authorities**

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (Non-discrimination In Federally-Assisted Programs of The Department of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964);
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);

- Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

## **6. CLEAN AIR AND WATER POLLUTION CONTROL**

Contractor agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 USC § 740-7671q) and the Federal Water Pollution Control Act as amended (33 USC § 1251-1387). The Contractor agrees to report any violation to the Owner immediately upon discovery. The Owner assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration.

Contractor must include this requirement in all subcontracts that exceeds \$150,000.

## **7. DEBARMENT AND SUSPENSION**

### **A. Certification of Offerer/Bidder Regarding Debarment**

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

**B. Certification of Lower Tier Contractors Regarding Debarment**

The successful bidder, by administering each lower tier subcontract that exceeds \$25,000 as a "covered transaction", must verify each lower tier participant of a "covered transaction" under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: <http://www.sam.gov>.
2. Collecting a certification statement similar to the Certification of Offerer /Bidder Regarding Debarment, above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract.

If the Federal Aviation Administration later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

**8. DISADVANTAGED BUSINESS ENTERPRISE**

**Contract Assurance (§ 26.13) –**

The Contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of Department of Transportation-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the Owner deems appropriate, which may include, but is not limited to:

- 1) Withholding monthly progress payments;
- 2) Assessing sanctions;
- 3) Liquidated damages; and/or
- 4) Disqualifying the Contractor from future bidding as non-responsible.

**Prompt Payment (§26.29) –**

The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 30 days from the receipt of each payment the prime contractor receives from the Clark County Department of Aviation. The prime contractor agrees further to return retainage payments to each subcontractor within 30 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Clark County Department of Aviation. This clause applies to both DBE and non-DBE subcontractors.

## 9. DISTRACTED DRIVING

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving", (10/1/2009) and DOT Order 3902.10, "Text Messaging While Driving", (12/30/2009), the Federal Aviation Administration encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or subgrant.

In support of this initiative, the Owner encourages the Contractor to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Contractor must include the substance of this clause in all sub-tier contracts exceeding \$3,500 that involve driving a motor vehicle in performance of work activities associated with the project.

## DISCLOSURE OF OWNERSHIP / PRINCIPALS FORM

**Business Entity Type (Please select one)**

<input type="checkbox"/> Sole Proprietorship	<input type="checkbox"/> Partnership	<input type="checkbox"/> Limited Liability Company	<input checked="" type="checkbox"/> Corporation	<input type="checkbox"/> Trust	<input type="checkbox"/> Non-Profit Organization	<input type="checkbox"/> Other
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**Business Designation Group (Please select all that apply)**

<input type="checkbox"/> MBE Minority Business Enterprise	<input type="checkbox"/> WBE Women-Owned Business Enterprise	<input type="checkbox"/> SBE Small Business Enterprise	<input type="checkbox"/> PBE Physically Challenged Business Enterprise	<input type="checkbox"/> VET Veteran Owned Business	<input type="checkbox"/> DVET Disabled Veteran Owned Business	<input type="checkbox"/> ESB Emerging Small Business
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**Number of Clark County Nevada Residents Employed:** 66

**Business Information:**

Corporate/Business Entity Name: Kimley-Horn and Associates, Inc.	
(Include d.b.a., if applicable)	
Street Address: 421 Fayetteville Street, Suite 600	Website: www.kimley-horn.com
City, State and Zip Code: Raleigh, NC 27601	POC Name: Kory Andryscik, P.E.
Telephone No: 919.677.2000	POC Email: kory.andryscik@kimley-horn.com
	Fax No: 602.944.7423
Nevada Local Street Address: (If different from above) 6671 Las Vegas Boulevard South, Suite 320	Website:
City, State and Zip Code: Las Vegas, NV 89119	Local POC Name:
Local Telephone No: 702.862.3600	Local POC Email:
	Local Fax No:

**All entities**, with the exception of publicly-traded and non-profit organizations, must list the names of individuals holding more than five percent (5%) ownership or financial interest in the business entity appearing before the Board.

**Publicly-traded entities and non-profit organizations shall list all Corporate Officers and Directors** in lieu of disclosing the names of individuals with ownership or financial interest. The disclosure requirement, as applied to land-use applications, extends to the applicant and the landowner(s).

**Entities** include all business associations organized under or governed by Title 7 of the Nevada Revised Statutes, including but not limited to private corporations, close corporations, foreign corporations, limited liability companies, partnerships, limited partnerships, and professional corporations.

Full Name	Title	% Owned <small>(Not required for Publicly Traded Corporations/Non-profit organizations)</small>
N/A		

*This section is not required for publicly-traded corporations. Are you a publicly-traded corporation?*  Yes  No

- Are any individual members, partners, owners or principals, involved in the business entity, a Clark County, Department of Aviation, Clark County Detention Center or Clark County Water Reclamation District full-time employee(s), or appointed/elected official(s)?  
 Yes  No (If yes, please note that County employee(s), or appointed/elected official(s) may not perform any work on professional service contracts, or other contracts, which are not subject to competitive bid.)
- Do any individual members, partners, owners or principals have a spouse, registered domestic partner, child, parent, in-law or brother/sister, half-brother/half-sister, grandchild, grandparent, related to a Clark County, Department of Aviation, Clark County Detention Center or Clark County Water Reclamation District full-time employee(s), or appointed/elected official(s)?  
 Yes  No (If yes, please complete the Disclosure of Relationship form on Page 2. If no, please print N/A on Page 2.)

I certify under penalty of perjury, that all of the information provided herein is current, complete, and accurate. I also understand that the Board will not take action on land-use approvals, contract approvals, land sales, leases or exchanges without the completed disclosure form.

  
 Signature  
 Associate  
 Title

Kory Andryscik, P.E.  
 Print Name  
 12/17/2020  
 Date

## DISCLOSURE OF OWNERSHIP / PRINCIPALS FORM

List any disclosures below:  
(Mark N/A, if not applicable.)

NAME OF BUSINESS OWNER/PRINCIPAL	NAME OF COUNTY* EMPLOYEE/OFFICIAL AND JOB TITLE	RELATIONSHIP TO COUNTY* EMPLOYEE/OFFICIAL	COUNTY* EMPLOYEE'S/OFFICIAL'S DEPARTMENT
Jodi Belsick	Ryan Belsick Principal Engineer	Spouse	Public Works

\*County employee means an employee of Clark County, Clark County Department of Aviation, Clark County Detention Center or Clark County Water Reclamation District.

"Consanguinity" is a relationship by blood.

"Affinity" is a relationship by marriage.

"To the second degree of consanguinity" applies to the candidate's first and second degree of blood relatives as follows:

- Spouse – Registered Domestic Partners – Children – Parents – In-laws (first degree)
- Brothers/Sisters – Half-Brothers/Half-Sisters – Grandchildren – Grandparents – In-laws (second degree)

***For County Use Only:***

If any Disclosure of Relationship is noted above, please complete the following:

Yes  No Is the County employee(s) noted above involved in the contracting/selection process for this particular agenda item?

Yes  No Is the County employee(s) noted above involved in anyway with the business in performance of the contract?

Notes/Comments:

  
 \_\_\_\_\_  
 Signature  
 Edward Monzing  
 \_\_\_\_\_  
 Print Name  
 Authorized Department Representative