ARCHTECTURAL, ENGINEERING & PLANNING CONSULTING SERVICES

STATEMENT OF QUALIFICATIONS FOR STATE OF ARIZONA

ANNUAL REQUEST FOR QUALIFICATIONS AND EXPERIENCE // SOLICITATION NUMBER: ADSP013-00003465

POND

Architects ▪ Engineers ▪ Planners

3500 PARKWAY LANE, SUITE 760
ATLANTA, GA 30092

10429 S 51ST STREET
SUITE 220
PHOENIX, AZ 85044-5237

POND

Pond & Company

Architects
Engineers
Planners

10429 S. 51st Street
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P 480.269.1450
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December 12, 2013

Melissa Bauer
Procurement Manager
Arizona Department of Administration
State Procurement Office
100 N 15th Ave.
Suite 201
Phoenix, AZ 85007

RE: State of Arizona Annual Professional Services List
Request for Qualifications - Solicitation Number: ADSPO14-00003465

Dear Ms. Bauer,

Pond & Company (Pond) is pleased to express our interest in providing services to the State of Arizona Procurement Office. Pond has an expert team to provide services as described herein, including:

- Airports: NAVAIDS, Airport Lighting, Aircraft Fueling
- Airports: Terminals and Hangars, Freight Handling
- Area Master Planning
- Petroleum and Fuel (Storage and Distribution)
- Corrosion Control; Cathodic Protection; Electrolysis
- Fire Protection

Pond offers unique advantages that we will bring to your projects:

- Full-service Engineering and Architecture; in-house under one roof
- Proven track-record - providing consulting services to the public sector since 1965
- Right-size firm - significant capacity with personalized service

We are excited about the opportunity to successfully serve the State of Arizona. We appreciate your time and consideration in reviewing our proposal. Should you have questions or require any additional information, please feel free to contact me at 678.336.7740.

Respectfully,
Pond & Company

Christopher J. Farnie, PE
Vice President

(If a firm has branch offices, complete for each specific branch office seeking work.)

1. REVISED ADSPO13-00003465*: Annual Request for Qualifications*

a.	FIRM (OR BRANCH OFFICE) NAME:	Pond & Company
b.	FIRM (OR BRANCH OFFICE) STREET:	3500 Parkway Lane, Suite 600
c.	FIRM (OR BRANCH OFFICE) CITY:	Norcross
d.	FIRM (OR BRANCH OFFICE) STATE:	GA
e.	FIRM (OR BRANCH OFFICE) ZIP CODE:	30092

f.	YEAR ESTABLISHED:	1965

(g1).	OWNERSHIP - TYPE:	Corporation
(g2)	OWNERSHIP - SMALL BUSINESS STATUS:	N/A

h.	POINT OF CONTACT NAME AND TITLE:	Christopher Farnie, PE, Vice-President
i.	POINT OF CONTACT TELEPHONE NUMBER:	678.336.7740
j.	POINT OF CONTACT E-MAIL ADDRESS:	farniec@pondco.com

k.	NAME OF FIRM *(If block 1a is a branch office)*:	

2. EMPLOYEES BY DISCIPLINE

a. Discipline Title	b. Function: Primary (P) or Secondary (S)	c. No. of Employees - Firm	d. No. of Employees - Branch
Architect	P	26	15
Civil Engineer	P	23	17
Construction Inspector/Manager	P	20	7
Electrical Engineer	P	11	9
Fire Protection Engineer	P	3	3
Landscape Architect	P	5	2
Mechanical Engineer	P	14	6
Petroleum Engineer	P	10	10
Sanitary Engineer	P	5	5
Structural Engineer	P	6	6
Technician/Analyst	P	12	9
Corrosion Engineer	P	9	8
Cost Engineer/ Estimator	P	3	3
Geographic Info System Specialist	P	3	1
Hydrologist	P	2	2
Interior Designer	P	1	0
Planner: Urban/Regional	P	9	1
Project Manager	P	12	9
Transportation Engineer	P	12	12
Communications Engineer	P	2	2
Other	P	49	44
Total		237	171

3. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST YEAR

a. Approximate No. of Projects	b. Experience	c. Revenue Index Number *(see below)*
12	Airports, Navaids, Airport Lighting, Aircraft Fueling	6
15	Airports, Terminals, Hangars, Freight Handling	6
8	Area Master Planning	4
45	Petroleum & Fuel (distribution & storage)	6

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

(If a firm has branch offices, complete for each specific branch office seeking work.)

1. REVISED ADSPO13-00003465*: Annual Request for Qualifications*

a.	FIRM (OR BRANCH OFFICE) NAME:	Pond & Company
b.	FIRM (OR BRANCH OFFICE) STREET:	10429 S 51st Street, Suite 220
c.	FIRM (OR BRANCH OFFICE) CITY:	Phoenix
d.	FIRM (OR BRANCH OFFICE) STATE:	AZ
e.	FIRM (OR BRANCH OFFICE) ZIP CODE:	85044-5237

f.	YEAR ESTABLISHED:	1965

(g1).	OWNERSHIP - TYPE:	Corporation
(g2)	OWNERSHIP - SMALL BUSINESS STATUS:	N/A

h.	POINT OF CONTACT NAME AND TITLE:	Gary Leach
i.	POINT OF CONTACT TELEPHONE NUMBER:	480.785.6351
j.	POINT OF CONTACT E-MAIL ADDRESS:	leachg@pondco.com

k.	NAME OF FIRM *(If block 1a is a branch office)*:	

2. EMPLOYEES BY DISCIPLINE

a. Discipline Title	b. Function: Primary (P) or Secondary (S)	c. No. of Employees - Firm	d. No. of Employees - Branch
Architect	P	26	
Civil Engineer	P	23	
Construction Inspector/Manager	P	20	1
Electrical Engineer	P	11	
Fire Protection Engineer	P	3	
Landscape Architect	P	5	
Mechanical Engineer	P	14	1
Petroleum Engineer	P	10	
Sanitary Engineer	P	5	
Structural Engineer	P	6	
Technician/Analyst	P	12	1
Corrosion Engineer	P	9	
Cost Engineer/ Estimator	P	3	
Geographic Info System Specialist	P	3	
Hydrologist	P	2	
Interior Designer	P	1	
Planner: Urban/Regional	P	9	
Project Manager	P	12	
Transportation Engineer	P	12	
Communications Engineer	P	2	
Other	P	49	
Total		237	3

3. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST YEAR

a. Approximate No. of Projects	b. Experience	c. Revenue Index Number *(see below)*
12	Airports, Navaids, Airport Lighting, Aircraft Fueling	6
15	Airports, Terminals, Hangars, Freight Handling	6
8	Area Master Planning	4
45	Petroleum & Fuel (distribution & storage)	6

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

AVIATION TEAM

Pond's Aviation Group has extensive experience in the design of airside projects, such as aircraft hydrant fuel systems, aprons, taxiways, aircraft hangars, airfield lighting and NAVAIDS for both the military and commercial aviation community. Thus, we are familiar with airport environment and the coordination required with the airport as well as FAA and local jurisdictional authorities and the rigorous attention to standards and details required. Our team is intimately familiar with the criteria and standards involved with these types of aviation projects.

Our expertise in Design/Build, LEED sustainable design, BIM 3-D Modeling, project management, construction management, architecture, mechanical engineering, civil engineering, structural engineering, electrical engineering, environmental compliance, cost estimating, fire protection, planning, permitting, site development, utility design, and integrity compliance management make Pond the perfect partner the State of Arizona's next aviation or fueling project.

Our Staff Includes:

***TimFredlund, P.E.**
Project Manager/Pavement Engineer

Chris Farnie, P.E., LEED AP
Program Manager

Greg Culpepper, P.E., LEED AP
Project Manager/Civil Engineer

Craig Clum, P.E.
Civil Engineer

Van Lynn, P.E.
Mechanical Engineer

Steve Graves, RA, LEED AP BD+C, NCARB
Project Manager/Architect

Paul Monardo, AIA, LEED AP
Project Manager/Architect

Rhett Hesprich, F.P.E, P.E.
Fire Protection Engineer

***Chris Jenkins, P.E., LEED AP**
Project Manager/Structural Engineer

John Cassidy, P.E., PMP
Project Manager/Civil Engineer

Shaugn McReynolds, P.E.
Civil Engineer

Heike Slinin, P.E., LEED AP
Civil Engineer

Tim Lee, P.E.
Electrical Engineer

Michael Panczykowski, AIA
Project Manager/Architect

Blaine Paxton, AIA, NCARB
Project Manager/Architect

Roseana Richards, P.E., LEED AP
Quality Control Manager

* See Section 4. Key Personnel Resume

4. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

A. NAME	B. ROLE IN THIS CONTRACT	C. YEARS EXPERIENCE a. TOTAL	C. YEARS EXPERIENCE b. WITH CURRENT FIRM
Tim Fredlund, P.E.	Project Manager / Pavements Engineer	16	4

D. FIRM NAME AND LOCATION (City and State)

Pond & Company, Norcross, GA

E. EDUCATION (DEGREE AND SPECIALIZATION)

- BS/Civil Engineering

F. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

- Professional Engineer (GA, FL)
- GCQA (FL)
- GSWCC – Level II

G. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

Tim has experience in all aspects of civil engineering planning, design and management for aviation and transportation projects at the federal, state, county and local level. Over the past 16 years, Tim has been responsible for numerous design teams and projects ranging from runway and taxiway reconstructions to new airfield surfaces; obstruction surveys to terminal modifications, with an extended resume that includes an abundance of State highway work. He has expertise in roadway capacity improvements where design flexibility is crucial to the effective acquisition of right-of-way, coordination of utility relocations, and resolution of access concerns.

H. Relevant Projects

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED: PROFESSIONAL SERVICES	(2) YEAR COMPLETED: CONSTRUCTION (If applicable)
1.	AZANG KC-46A Master Plan Update – Sky Harbor Phoenix International Airport, Phoenix, AZ	2013	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm		
	Pavement Engineer – Developed a preferred scenario for incorporating up to twelve KC-46A aircraft to replace the KC 135 aircraft that are currently used by the 161st Air Refueling Wing (ARW). To support the change to KC-46A aircraft, which is a significantly larger airframe, several considerations are being reviewed: The existing ramp will need to be expanded; modifications to existing facilities will be needed; construction of new facilities will be required; and changes to the base layout will be necessary. Existing pavement condition is being reviewed along with the feasibility of reusing existing airfield structures and infrastructure to the greatest extent possible. The final delivery of this project will present a roadmap of programmable construction projects to transition to a fully prepared facility within a two year funding window.		
2.	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED: PROFESSIONAL SERVICES	(2) YEAR COMPLETED: CONSTRUCTION (If applicable)
	Airfield Upgrades for A380 Operations, Hartsfield-Jackson Atlanta International Airport, Atlanta, GA	2011	2012
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm		
	Pavement Engineer – Lead engineer for the design for this project, in which Pond is providing civil and electrical engineering services for the airfield improvements to accommodate future anticipated operations by the Airbus A380. The project encompasses the layout and pavement widening design throughout the airport's center complex, encompassing for both midfield runways and associated taxiways to meet the established FAA criteria for safe operations of the A380/Group VI aircraft at HJAIA.		
3.	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED: PROFESSIONAL SERVICES	(2) YEAR COMPLETED: CONSTRUCTION (If applicable)
	Repair Replace Primary Runway 07-25, Little Rock Air Force Base, AR	2012	Pending
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm		
	Project Manager — Managing the complete 100% design for repair by replacement of Primary Runway 07-25, associated airfield lighting, and NAVAIDS systems at LRAFB. Scope includes the removal and replacement of the 12,000ft long runway and shoulders to meet the requirements for medium strength runway pavement, resizing the runway from 200ft wide to 150ft wide, associated overruns, associated taxiway tie-ins, and drainage, as well as the replacement of airfield lighting for Cat I capability in accordance with UFC 3-535-01, duct bank upgrades, and light vault modifications. Responsible for providing a construction phasing plan and operation safety plan that will allow Airfield to remain open during construction with displaced thresholds to allow for construction and flight operations to go on simultaneously.		
4.	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED: PROFESSIONAL SERVICES	(2) YEAR COMPLETED: CONSTRUCTION (If applicable)
	NAS Meridian Runway Pavement Repairs and Noncompliant Airfield Signs, NAVFAC Naval Air Station, Meridian, MS	2013	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm		
	Pavement Engineer – Lead engineer for the design for this project that was established for the selective demolition and repair of damaged airfield pavement and pavement joints facility-wide, including three runways on the main base and one out-lying training field. Repairs included crack repair, spall repair and full depth reconstruction of damage slabs. Additional scope included repairs to the airfield lighting network of conductors as well the design of full airfield/NAVAIDs and taxiway signage. Upgrades were also made to the existing runway/ taxiway guidance signage and pavement markings to bring the airfields in compliance with criteria changes in UFC 3-535-01 and FAA Advisory Circular 150/5345-44H.		

4. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

A. NAME	B. ROLE IN THIS CONTRACT	C. YEARS EXPERIENCE	
		1. TOTAL	2. WITH CURRENT FIRM
Chris Jenkins, P.E., LEED AP	Project Manager / Structural Engineer	20	11

D. FIRM NAME AND LOCATION (City and State)

Pond & Company, Norcross, GA

E. EDUCATION (DEGREE AND SPECIALIZATION)

- MS/Structural Engineering
- BS/Civil Engineering

F. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

- Professional Engineer in AK, GA, LA, VA, FL and PR
- LEED Accredited Professional (LEED AP)

G. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

Chris has 20 years of experience performing structural engineering and project management for military projects including administrative facilities, support and aircraft maintenance facilities, AT/FP projects, base engineering facilities, security police facilities and dormitory buildings. He is specialized in high bay structures design such as aircraft/helicopter hangars and aircraft maintenance facilities. He serves as Chairman of Pond's LEED technical committee and he is a past leader of Pond's Project Management Center of Expertise, which includes overall PM training on issues, such as, cost management, scheduling, quality control, and customer satisfaction.

H. Relevant Projects

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
1.	Predator Launch and Recovery Element (LRE) Beddown, Ft. Huachuca, AZ	2012	2013

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm

Project Manager — Led the civil design for the design of the 22,700sf facility to support maintenance for the MQ-1B Predator unmanned aerial vehicle (UAV). The facility consists of a single general maintenance hangar bay sized to accommodate four (4) MQ-1B Predator aircraft or three (3) MQ-9 Reaper aircraft. Also provided will be a general purpose / maintenance shop, engine maintenance shop, avionics shop, battery charging room, administrative, conference room / break room, storage, mechanical, electrical, communications, fire protection, restrooms and break room. Utilized charrette process to obtain AZANG user input to define optimum room layout in maintenance areas, including equipment locations, compressed shop air and breathing air drops, fall protection layout, and tool storage locations. Ensured building, site, and landscaping will be designed to conform to AT/FP requirements.

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
2.	Repair Maintenance Hangar Building 138 & Jet Engine Shop Building 30, AL ANG, Birmingham International Airport	2013	Ongoing

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm

Project Manager — Managed the design for the SRM projects, Maintenance Hangar Building 138 and Jet Engine Shop Building 30 for the 117th Air Refueling Wing Facility, including the plans, specifications and cost estimate. Upgrades to Bldg 138 included life safety analysis, interior finishes, hangar door maintenance, HVAC repairs, new lighting, fire sprinklers and AT/FP upgrades to exterior. Bldg 30 renovations included new interior finished, door maintenance, HVAC repairs, new lighting, and AT/FP upgrades. Extensive as-built investigations required to ensure documents represent actual conditions.

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
3.	Air Support Operations Squadron Georgia Air National Guard, Savannah, GA	2012	2013

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm

Project Manager — Managing the design for the new $6.7M, 19,100sf new 165th Air Support Operations Squadron Facility that will be used for will be used in support of day-to-day operations and hands on training. Conducted LEED Charrette with base personnel and facility stakeholders to determine which LEED credits would be pursed to achieve LEED Silver Certification. Coordinated the flood plain analysis effort required by the City of Savannah in order to justify use of the site for this facility.

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
4.	Aviation Readiness Training Center, Hunter Army Airfield, Savannah, GA	2012	2012

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm

Project Manager— Responsible for technical oversight and quality review for the full architectural/engineering services for a Readiness Training Center (RTC), and Training Vehicle Maintenance Bay (total bldgs. 31,181sf, $). The 5.4-acre site includes two access roads with security control points for traffic to/from airside operations, 107 parking space and 1.2 acres of paved area for military equipment parking. Project achieved LEED Silver certification.

MASTER PLANNING TEAM

Our Master Planning Team is experienced in developing Regional Master Planning, Facility Requirements Analysis, and Infrastructure Capacity Analysis. Products include GIS, mapping, advanced analysis, and database development. Our analysis evaluates development in the surrounding community to insure activities are compatible with the existing pattern of land use, and potential future development allowable by local zoning codes.

This work includes evaluating development density, potential encroachment, local demographics, roadway networks, mass transit, major industries and local community support. Our staff has many years experience in planning for military, federal and public sector clients.

Our Staff Includes:

***Sam Briuglio**
Project Manager/Planner

Michelle Alexander, AICP
Project Manager/Planner

Kerry Blind, FASLA, LEED AP
Landscape Architect

Jeremy Samples, P.E.
Senior Engineer

Jonathon McMillen
Project Manager/Planner

Jill Sluder, RLA, LEED AP, ASLA
Landscape Architect

Kate Woods
Planner/GIS Specialist

* See Section 4. Key Personnel Resume

4. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

A. NAME	B. ROLE IN THIS CONTRACT	C. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Sam Briuglio	Project Manager / Planner	14	1

D. FIRM NAME AND LOCATION (City and State)

Pond & Company, Norcross, GA

E. EDUCATION (DEGREE AND SPECIALIZATION)	F. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
▪ MA/ Geography, Planning ▪ BS/Environmental Studies	

G. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

Sam has 14 years of diversified experience in Military Planning, Installation and Regional Real Property Master Planning, GIS Analysis and Development, Environmental Analysis, and Project Management. He is Certified in Quality Assurance by EPA and in GIS and Cartographic Techniques 1391 Preparation,

H. Relevant Projects

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
1.	**U.S. Army Reserve Real Property Master Plans, and Regional Support Command RPMPs**	2012	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	Check if project performed with current firm	
	Senior Project Manager— Senior Project Manager for development of 18 Real Property (Metroplex) Master Plans (RPMPs) and 5 Command-Wide RPMPs for US Army Reserve (USAR) facilities throughout CONUS and around the world. The plans enable USAR to make best use of available land and facilities, and ensure an orderly transition to meet future mission requirements. The plans analyze facility utilization, force modernization, infrastructure capacity, and recruiting/retention market feasibility to generate requirements and develop a strategic regional facilities plan. All RPMPs include GIS mapping and database development, gap analysis of real property inventories and review and recommendations for sustainability projects. The program provided FUS deliverables for a total of 8.1 million square feet of facilities.		
	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
2.	**Facility Utilization Surveys and Space Management GIS Development, Fort Detrick, MD**	2012	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	Check if project performed with current firm	
	Senior Project Manager— Senior Project Manager for Facility Utilization Surveys of over 1 million square feet of facilities on Fort Detrick. The final deliverable included tabulated space by UIC and category code, updated floor plans color-coded by UIC, and a GIS database for use in asset management.		
	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
3.	**Installation Development Plan, Alabama Air National Guard, AL**	2012	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	Check if project performed with current firm	
	Senior Planner/Project Manager— Senior Planner/Project Manager responsible for quality assurance of planning and team member work in preparing an Installation Development Plan (IDP) for the Alabama Air National Guard. Worked closely with the planning team to prepare and quality assure an integrated, practical and executable plan and capital invest-ment strategy that achieves the mission, environmental and energy efficiency goals estab-lished by the NGB.		
	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
4.	**Installation Development Plan / Master Plan, Truax Field, Madison, WI**	2012	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	Check if project performed with current firm	
	Senior Planner— Responsible for quality assurance of constraints analysis, facility planning and GIS data development related to the preparation of an Installation Development Plan (IDP) for the Wisconsin Air National Guard. Worked with the planning team to provide data and analysis related to the IDP and supporting capital investment strategy, and managed the development of planning analysis methods and GIS deliverables.		
	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
5.	**Installation Development Plan, Wisconsin Air National Guard**	2012	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	Check if project performed with current firm	
	Senior Planner/Project Manager — Responsible for quality assurance of constraints analysis, facility planning and GIS data development related to the preparation of an Installation Development Plan (IDP) for the Wisconsin Air National Guard. Worked with the planning team to provide data and analysis related to the IDP and supporting capital investment strategy, and managed the development of planning analysis methods and GIS deliverables.		

PETROLEUM & FUELING TEAMS

Pond has decades of experience in engineering and project management for commercial and military fuel projects both nationally and internationally. Our expertise is not only in the technical understanding of aviation fuel systems, but in working with the airport and fuel committees, regulatory and permitting agencies and other project team members to achieve consensus for project success.

We have extensive experience with bulk storage facilities, pipelines, load racks and hydrant fueling systems and have completed over 1000 fueling projects at over 300 different installations throughout the world, ranging in construction cost size from $50,000 to $120,000,000.

Our Staff Includes:

***Kris Allegood, P.E., API 570/653**
Project Manager/Mechanical & Petroleum Engineer

Dean Flessas, NACE CP4, API 653
Vice-President/Program Manager

Ken Bilson, P.E., LEED AP
Project Manager/Mechanical Engineer

Theron Stancil, P.E., API 653, STI-SP001, LEED AP
Mechanical Engineer

Bill Carpenter, P.E.
Electrical Engineer/Controls Engineer

Tim Lee, P.E.
Electrical Engineer

Lorraine Green, P.E., API 653, NACE CP4
Corrosion Engineer

***George Fragulis, P.E., LEED AP**
Project Manager/Mechanical Engineer

Roseana Richards, P.E., LEED AP
Quality Control Manager/ Mechanical Engineer

Ben Coe, P.E.
Mechanical Engineer

Jim Turner, P.E.
Civil Engineer

Karl Zimmerman, P.E., CEM, RCDD, LEED AP
Electrical Engineer

Tom Mikolajewski, P.E.
Electrical Engineer

Rhett Hesprich, F.P.E, P.E.
Fire Protection Engineer

* See Section 4. Key Personnel Resume

4. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

A. NAME	B. ROLE IN THIS CONTRACT	C. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Kris Allegood, P.E., API 570/653	Project Manager / Petroleum Engineer	21	15

D. FIRM NAME AND LOCATION (City and State)

Pond & Company, Norcross, GA

E. EDUCATION (DEGREE AND SPECIALIZATION)	F. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
▪ BS/Mechanical Engineering	▪ Professional Engineer (GA) ▪ American Petroleum Institute (API) 570 Certified. ▪ American Petroleum Institute (API) 653 Certified.

G. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

Kris has 21 years of experience working as a Project Manager/Mechanical Engineer on fuel system designs and CA projects for new commercial and military fuel distribution systems. He has designed over 20 hydrant fueling systems and has worked worldwide, including Europe, Middle East, Pacific and throughout the U.S. He has experience in the design of new, additions to, and upgrades of POL facilities; fuel system layout; fuel storage tank repairs and new construction; hydrant fuel systems; piping system design; hydraulic design; analyses and investigation of aircraft fueling systems; bulk fuel storage; and transfer system related components. Also the design of fill stands; off-load stands; pump house equipment; hydrant pits and control systems. Kris is a certified API 570 inspector and API 653 Inspector and has over 7 years of experience in integrity assessments and inspections for piping; storage; and distributions systems providing recommendations for repairs and improvements; as well as extensive experience in preparation of spill prevention plans (SPCC) and facility operations and maintenance manuals. He also assisted in creating design standards for SAE-AE5C: Grounds Fuels Sub-Committee.

H. Relevant Projects

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
1.	Tank Farm Expansion & Rehabilitation, Charleston International Airport, SC	2012	2012
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	X Check if project performed with current firm	
	Project Manager/Fuels Engineer — Responsible for providing project management and technical oversight for the expansion and rehabilitation of the fuel farm at Charleston International Airport, in which Pond is providing engineering design and construction administration services. Major components that will be added to the facility include a new 8000 bbl Jet-A storage tank, a new pump pad to include two 600 GPM pumps to serve two existing hydrant pit/valves at taxiway M, a new electrical service for the fuel farm and the expansion/ modification of the existing PLC based controls. Successfully designed to ensure existing system remains operational during construction.		
	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
2.	Aircraft Fuel Receiving, Storage & Facility Expansion, McCarran International Airport, NV	2012	Ongoing
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	X Check if project performed with current firm	
	Project Manager/Fuels Engineer — Kris served as Project Manager for the design of the Fuel Facility Distribution and Storage Expansion that will support McCarran through 2030. The original project design scope includes adding four new 65,000 BBL ASTs, new and upgraded containment structures, new pump and filtration system, electrical controls, site lighting and a building addition to the existing operations building.		
	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
3.	Engineering Services for Fuel Infrastructure Inspection and Repairs, Masirah Island, Oman	2012	2012
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	X Check if project performed with current firm	
	Project Manager/ PetroleumEngineer — Provided home office support and coordination with AFCEE/ACC/AFCENT for this series of design-build projects to repair and upgrade RAFO jet fuel facilities at the air base. Included replacement of a 1.8 mile long, 12" diameter aboveground pipeline, investigation and repair of buildings, tank inspections and repairs, provision of fuel filtration equipment, inspection and repair of buried fuel pipelines and cathodic protection systems, provision of truck fill stands, upgrade of receipt fuel filtration and upgrade of hydrant fueling systems.		
	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
4.	Replace Hydrant Fuel System, Osan Air Base, Korea	Ongoing	Ongoing
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	X Check if project performed with current firm	
	Project Manager/ Petroleum Engineer — For this project consisting of Type IV Hydrant Fueling System, two 70MBBL operating storage tanks with 1,800 pump house, and 10" stainless steel hydrant fueling loop; provided the initial project planning and development by identifying the deficiencies in the existing system and assisting in the programming the scope. Provided design of infrastructure, including utilities to ensure full compliance with AT/FP requirements and UFC 3-460-01 DoD Fuels Design Standard. Phasing was critical to the project design to allow the existing system to remain operational throughout construction.		

Also worked on fuel system expansion projects at Cessna Fuel Farm, Mesa AZ in 2009 and Phoenix Sky Harbor International Airport in 2007(PHX) in 2007.

4. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

A. NAME	B. ROLE IN THIS CONTRACT	C. YEARS EXPERIENCE a. TOTAL	C. YEARS EXPERIENCE b. WITH CURRENT FIRM
George Fragulis, P.E., LEED AP	Project Manager / Mechanical Engineer	10	5

D. FIRM NAME AND LOCATION (City and State)

Pond & Company, Norcross, GA

E. EDUCATION (DEGREE AND SPECIALIZATION)

- BS/Mechanical Engineering

F. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

- Professional Engineer: GA
- LEED Accredited Professional (LEED AP)
- Certified Energy Manager (CEM)
- Building Energy Modeling Professional (BEMP)
- Project Manager Professional (PMP)

G. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

George has 10 years of experience in planning, design, specification, technical expertise and contract administration; experience in performing energy analysis and conducted life cycle cost analysis for alternative system comparisons; designed numerous military projects which include HVAC systems that utilized: direct expansion, chilled water, hot water, steam, heat pump, geothermal, water source heat pump, and high and medium velocity delivery technologies; specializes in retrofits and additions to facilities, as well as mechanical systems for aircraft maintenance facilities including HVAC, compressed gases and plumbing.

H. Relevant Projects

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED: PROFESSIONAL SERVICES	(2) YEAR COMPLETED: CONSTRUCTION (If applicable)
1.	Replace HVAC System Building 4 Rosecrans Memorial Airport, St. Joseph, MO	2012	2012

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm

Project Manager – Led the design effort for Building 4 HVAC system replacement. Bldg 4 houses the base phone and computer network systems, audio/visual, and aircraft spare parts storage area. The multiple uses of this facility have led to many minor renovations and multiple heating and cooling systems over the years. This project is to replace all the existing heating and cooling systems with a central system which will increase the overall reliability and energy efficiency of the systems. The design includes use of dry fluid coolers to take advantage of free cooling during the winter months to condition the data rooms in Bldg 4 which require cooling year round. Based on the outside air temperature, the chilled water will be diverted from the air cooled chiller and into dry fluid coolers. This is added savings in addition to the energy efficient systems installed as part of the renovation.

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED: PROFESSIONAL SERVICES	(2) YEAR COMPLETED: CONSTRUCTION (If applicable)
2.	Sustainment, Restoration & Modernization (SRM) Projects, Georgia Air National Guard, Savannah, GA	Ongoing	Ongoing

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm

Lead Mechanical Engineer – Responsible for the final inspection for the project which included Renovation of Engine Shop Facility, which required new standing seam metal roof system, windows, doors and frames; Renovate Vehicle Maintenance Facility required installation of a pre-finished standing seam metal roof system and maintenance bay additions; Aerial Port Facility and 117th Headquarters Facility. Ensured all designs met AT/FP requirements.

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED: PROFESSIONAL SERVICES	(2) YEAR COMPLETED: CONSTRUCTION (If applicable)
3.	Repair Jet Engine Shop Building 30 Birmingham IAP (ANG), AL	Ongoing	Ongoing

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm

Lead Mechanical Engineer – Led the design for the HVAC and plumbing upgrades for the engine maintenance shop at AL ANG Birmingham. Design included replacement of all HVAC systems, new heating for maintenance bays and new plumbing fixtures. Renovation also included new interior finished, door maintenance and new lighting.

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED: PROFESSIONAL SERVICES	(2) YEAR COMPLETED: CONSTRUCTION (If applicable)
4.	Level II Energy Audits Clay National Guard Center, Marietta, GA, and Guard Buildings Throughout the State	2012	Ongoing

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — X Check if project performed with current firm

Project Manager and Mechanical Engineer – The scope of services included performing an energy audit of 37 buildings located at Clay National Guard Center in Marietta and 58 buildings throughout Georgia. The project required significant data gathering of utility billings and site investigation time to walk through each room of each facility to document the building envelope, equipment, lights, etc., that consume power and water. The utility bills gathered were used to perform baseline calculations for both power and water consumption. Energy Conservation Opportunities (ECO) and Energy Conservation Measures (ECM) were proposed with life cycle cost analysis prepared for appropriate ECMs. A report which summarizes the extent of the audit, general methodology and specific calculations, utility data, ECMs, etc. was produced.

Through Pond's extensive experience working on airfield projects, including airfield pavements, airfield lighting and hydrant fuel systems for both commercial and military clients, we are familiar with the unique characteristics, requirements and constraints of executing work on an active airfield site including familiarity with general as well as local procedures, access limitations to the flightline, FOD prevention, proper coordination and communication with airfield operations, ground control, and occasional freezes preventing work from being accomplished; personnel safety considerations; and security considerations like abiding by access limitations associated with proper badging and ensuring visitors have either been granted required security clearance or they are accompanied by an official escort. We are poised to take up the design of your hydrant fuel system, apron, taxiway, runway, or lighting/ NAVAID project.

PROJECT EXPERIENCE

- *AIRPORTS*
- *NAVAIDS*
- *AIRPORT LIGHTING*
- *AIRCRAFT FUELING*

With the breadth of our project experience covering everything from full service planning, architecture, engineering, construction and construction management of airside and landside projects, our team of aviation specialists will provide you with unrivaled customer and project satisfaction. Pond is dedicated to the aviation community and constantly strives for opportunities to serve the needs of our clients.

Pond has extensive experience in the design and construction of aircraft support facilities, and hangars. Project experience ranges from maintenance upgrades to Design-Build to complete design; and aircraft sizes ranging from two-seat Cessna aircraft to the Lockhead C-5,thus, intimately familiar with the technical requirements and systems of aircraft hangars.

PROJECT EXPERIENCE

- *AIRPORTS*
- *TERMINALS*
- *HANGARS*
- *FREIGHT HANDLING*

We structure and facilitate your strategic planning program to help you create a vision for change. We provide provocation and challenges to make certain the mission achieves its potential. We keep meticulous record of the process and deliver your strategic plan as a user-friendly and living document, outlining a wide variety of delivery channels and media options to reach audiences of varying complexities. Our Team can also deliver, a full marketing plan, including creative strategy and action items, to communicate that message for change to all stakeholders.

Our full-service team brings decades of intimate knowledge and experience with planning for facilities missions. Our comprehensive team includes professional planners, engineers, architects, facilitators, researchers, marketing strategists, graphic designers, energy analysts, value engineers, and LEED sustainable design experts. While we bring the expertise needed to get the job done, it's our people that set us apart. Our people are passionate about what we do which translates into passion to help you achieve your mission.

PROJECT EXPERIENCE

- *AREA MASTER PLANNING*

Pond's industry-leading Fueling Group specializes in all-in-one aviation fuel facilities and infrastructure including complete fuel system design & engineering, construction management and integrity & compliance management services. We are a true multi-discipline firm with experience throughout the U.S. and internationally.

Our wide range of experience, training and education allows us to provide total engineering support. Project experience ranges from civil site design to electrical system upgrades to hydraulic analysis and bulk storage and distribution systems design. Pond has successfully completed over 1000 bulk storage projects for both commercial and military clients across the World. Whether your project is a small in-house job needing specialized engineering support or a new terminal expansion, Pond can help.

PROJECT EXPERIENCE

- *PETROLEUM & FUEL*

5. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

A. TITLE AND LOCATION (City and State)	B. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Airfield Upgrades for A380 Operations, On-Call Engineering Services, Airside, Improvements, Hartsfield-Jackson Atlanta International Airport, GA	2011	2012

23. PROJECT OWNER'S INFORMATION

C. PROJECT OWNER	D. Dollar Amount of Project	E. Total Cost of Project
Hartfield-Jackson Atlanta Int'l Airport	$500K (Design)	$12M (Construction)

F. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (Include scope, size, and cost)

Size: 95,000 sy | Scope: Airfield Design

Hartsfield-Jackson Airport had to undergo extensive runway and taxiway renovations to accommodate the A380's larger size and comply with FAA standards. Pond, as a part of AIS Joint Venture, provided full engineering services for the airfield improvements to accommodate future anticipated operations by the Airbus A380. The airport design consisted of the widening of runways 9R, 9L , Romeo, Mike and Juliet. Two months into the airport design, AIS was also awarded the gate improvements which included the reconfiguration of Gates E1 and E3, restriping, a new hydrant pit, a new second story jet bridge for Gate E3A, a new gate door and structural work on the existing building to accommodate the new gate door.

Key Highlights & Relevance

- Runway Design
- Taxiway Design
- New Hydrant Pit
- Electrical Upgrades
- Pavement Widening
- Aggressive Production Schedule
- Mobile Lidar

The project encompasses the layout and pavement widening design for two midfield runways and associated taxiways to meet the established FAA criteria for safe operations of the A380/Group VI aircraft at HJAIA. More specifically, the project included the development of design drawings, details, grading plans and phasing to support the 15-foot widening of the shoulders for runways 9L and 9R and the 8.5ft widening of shoulders for the associated taxiways within the center/mid-airfield, including but not limited to taxiways. Additionally, the work included widening the existing blast pads on runway 9L to match the widened shoulders and enlarging the blast pads and shoulders for runway 9R project location.

This project was designed under a highly aggressive production schedule with six months from NTP to design completion. As such, the project team utilized cutting edge laser scanning technologies for airfield survey data collection (Mobile LiDAR) and static scanning for validating the existing condition at the concourse. The photos above show the intensity view (above) of the 3D data that was collected as part of this project. Each pixel in that photo represents a definable point in space, thereby accelerating the design and modeling process. Similar methods were used on the airfield to establish the limits of the shoulder widening work.

5. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

A. TITLE AND LOCATION (City and State)	B. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Predator Launch and Recovery Element (LRE) Beddown, Ft. Huachuca, AZ	2012	2013

23. PROJECT OWNER'S INFORMATION

C. PROJECT OWNER	D. Dollar Amount of Project	E. Total Cost of Project
Arizona Air National Guard (AZANG)	$1.1M (Design)	$9.57M (Construction)

F. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (Include scope, size, and cost)

Size: 22,700 sf | Scope: Hangar Design & Energy Systems

Pond & Company (Pond) designed this facility to support the launch and recovery element (LRE) mission for MQ-1B Predator unmanned aerial vehicles (UAV). The 22,700sf facility consists of a single general maintenance hangar bay sized to accommodate four MQ-1B Predator aircraft or four MQ-9 Reaper aircraft, as well as a general purpose / maintenance shop, battery charging room, storage and supply room, break room, conference room, open office administrative area, restrooms and showers, communications, electrical, and fire protection rooms. The site for this facility consists of a 200 ft. x 260 ft. concrete apron with connectivity to the existing West Apron for access to the airfield, a flight check area with fuel tank and hazmat storage, mobile ground control station (GCS) area, foundations for two ground data terminals (GDT), two above ground water storage tanks for fire suppression, parking for 20 personally owned vehicles (POV), an access road, and a stormwater management facility.

Key Highlights & Relevance

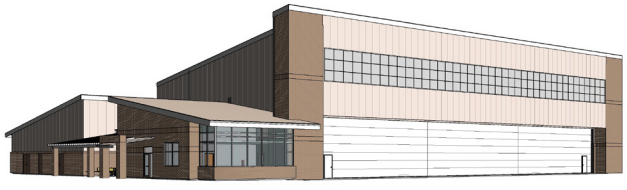
- This aircraft maintenance hangar will pursue LEED Silver Certified with USGBC.
- The building energy systems for this facility will be designed to meet the requirements of EPAct 2005, which translates to achieving a minimum 30% energy cost savings below the IESNA/ASHRAE 90.1 baseline.
- On-site renewable energy will be pursued by using photo-voltaic panels to offset a minimum of 3% of the buildings energy costs. Also, solar power will be used for generating hot water for the facility.

The AZANG requested that Pond perform a feasibility and site work cost impact study to evaluate the impact of relocating the proposed facility further south to meet existing and future airspace imaginary surface clearance requirements. During the study, Pond conducted a site investigation to best determine if line of sight to all portions of Taxiway 'P' and Runway 08/26 were achievable from the proposed GDT antennae locations, considered the impacts of regulatory criteria on the design of the proposed facility, considered special siting criteria for the location of the proposed facility such as impact to AZANG lease lines, developed three (3) site plan configuration options, developed a utility plan and grading and drainage plan for each site option, determined the required changes to the existing Environmental Assessment and the Environmental Baseline Survey, performed a geotechnical investigation, and performed a cost estimate based on the new site options. This study allowed the AZANG to determine the best option for re-siting the facility to its current location without compromising the intended mission for the facility and without having to request additional funds.

LEED for New Construction 2009 v3.0 was utilized – currently tracking LEED Silver.

- On-site renewable energy was pursued through the use of photovoltaic panels on the roof.
- Energy recovery and other strategies were used to achieve a minimum 30% energy cost savings below the IESNA / ASHRAE 90.1 baseline.
- An indoor air quality management plan and low emitting materials were required throughout the facility to enhance indoor environmental quality.

The building energy systems for this facility were designed to meet the requirements of EPAct 2005, which translates to achieving a minimum 30% energy cost savings below the IESNA/ASHRAE 90.1 baseline. On-site renewable energy will be pursued by using photo-voltaic panels to offset a minimum of 3% of the buildings energy costs. Also, solar power will be used for generating hot water for the facility.



5. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

A. TITLE AND LOCATION (City and State)	B. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Fort McCoy Airfield Area Development Plan, Fort McCoy, WI	2013	N/A

23. PROJECT OWNER'S INFORMATION

C. PROJECT OWNER	D. Dollar Amount of Project	E. Total Cost of Project
Ft. McCoy	$165K	Construction Cost: N/A

F. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (Include scope, size, and cost)

Size: 360 Acres | Scope: Master Planning

This Fort McCoy Airfield Area Development Plan (ADP) is intended to guide both short- and long-range development plans, programs, and objectives for the Fort McCoy Army Airfield. This effort reevaluated the mission of the airfield, generated new requirements, and developed a design to meet the current and future mission of the airfield based on the fluid challenges of the Army Training Strategy. This document provides updated existing conditions information, analysis, facility requirements analysis, and potential future development and is based on government furnished data supplemented by site investigations and interviews. A survey of the facility was completed in November of 2011, where airfield planners and engineers analyzed existing conditions, airfield throughput, mission failures, security, on-and off-site development potential and environmental considerations for future development.

Key Highlights & Relevance

- Airfield Master Planning
- Physical Security / AT/FP Planning
- Land Use Planning
- Real Property Development Planning
- Tabulation of Existing and Required Facilities

The ADP considers an array of airfield use and missions, as the Fort McCoy Army Airfield is a joint use facility with the town of Sparta, WI, and is slated to become a deployment zone for natural disaster response by FEMA. In order to adequately meet the many missions of the airfield, Pond & Company was faced with the challenge of calculating and justifying a non-existent facility requirement for the airfield based on joint use operations. In successfully deriving this requirement, Pond & Company's airfield engineers and planners were able to develop a visionary plan for the airfield that allows Fort McCoy to meet all mission requirements through development of airfield runways, taxiways, staging areas and support facilities for both rotary wing and fixed wing aircraft. The final design build-out includes a staged development plan that allows for phased execution of multiple small-scale projects over the short-range, and two larger projects, including extension of the primary runway to support the landing and takeoff of C-17 aircraft, within a feasible timeframe and budget.

Several challenges were faced by the planning team including security, environmental and land acquisition. Expansion of the existing runway demanded intensive knowledge of environmental regulations and close interaction with project stakeholders, the City of Sparta and other organizations. Planning for the airfield on a military installation demanded the highest understanding of the latest security policies.Effective military planning is a continuing process that responds to changes in missions, force structure, funding sources and levels, and political decisions. The ADP is designed to facilitate the planning process, identify solutions in short- and long-range development, and provide an accurate accounting of airfield assets.

5. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

A. TITLE AND LOCATION (City and State)	B. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Fuel System Expansion, Phoenix Sky Harbor International Airport (PHX), AZ	2006	2007

23. PROJECT OWNER'S INFORMATION

C. PROJECT OWNER	D. Dollar Amount of Project	E. Total Cost of Project
Arizona Fueling Facilities Corporation / Swissport Fueling	$55K	$3M (Construction)

F. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (Include scope, size, and cost)

Size: 30,000 BBL | Scope: Fuels Design and Construction

Pond provided design-build services at PHX to complete an expansion of the tank farm and provided design and construction oversight services related to a relocation of part of the fuel transfer pipeline that supplies the airport. The design scopes included all design disciplines and construction management of all facets of the field work.

Key Highlights & Relevance

- Full Turn-key Design and Construction Management Services
- 30,000 BBL Abovergorund Jet-A Storage Tank
- Cathodic Protection Services
- Railroad Crossing
- Downtown City Crossing
- Managed Permitting Proces
- Aggressive Schedule
- Multiple Stakeholders

The Tank Farm Expansion involved the addition of a 30,000 BBL aboveground Jet A storage tank to the existing 120 MBL storage facility. This included design of the tank, ringwall foundation, intermediate dike wall, containment liner, tank gauging, piping and valves to connect the tank into the existing fueling system, AFFF piping system, and cathodic protection system. The project also included design and installation of a back-up generator for the hydrant pump system. Even though the planned construction was within the limits of the existing fuel farm, a full permitting process was required including archeological investigations. Pond involved permitting officials early in the design development to ensure the details developed satisfied all parties prior to submitting the permit applications.

The pipeline relocation involved the installation of a new 600' segment of the AFFC 10" jet fuel pipeline between the remote bulk storage facility and the Sky Harbor International Airport tank farm. The project included a 16" "jack and bore" casing crossing underneath the Union Pacific Railroad, a trenched casing crossing a city street, working within the active railroad right-of-way, two tie-ins, abandonment of 600' of the existing 10" pipeline as well as concrete vaults. The project had multiple challenges including its location in a congested area of downtown Phoenix, crossing an active railroad, and an aggressive schedule with costly liquidated damages. To overcome these challenges, Pond coordinated with Union Pacific Railroad, the jack and bore contractor, and City officials to ensure all requirements for the project were incorporated into the design from the beginning in order to avoid issues during construction that could impact the schedule and potential costs to the AFFC.

As the prime contractor for design and construction management Pond provided full turnkey design and construction management services for the Arizonia Fueling Facilities Corporation, Swissport. Pond was responsible for all permitting and coordination with Union Pacific Railroad.

FIRM PROFILE

Pond has been in business since 1965, and is a full-service architecture, engineering, planning and construction management firm committed to listening, planning and delivering for our clients. We provide full design and construction management services to local, state and federal clients emphasizing commitment, innovation and integrity. Pond is proud to be named #294 – Engineering News Record 2012 Top 500 Design Firms.

Full Comprehensive Services

One of the greatest strengths that we can offer the State of Arizona is the complement of our full engineering and architectural design capabilities. With all design disciplines in-house, Pond provides full, comprehensive services including architectural design, civil, structural, mechanical (Fueling, HVAC, plumbing, fire protection) and electrical engineering; interior design, landscape architecture, value engineering and construction contract administration. Full service capability benefits the owner with greater value in the following ways: better teamwork; better responsiveness; better communication, better quality control and project coordination.

Our fully integrated services provide the ability to expedite a project in an efficient manner, with quality control built into the process. Pond has developed exceptional Quality Control documents, systems and skills. Our Quality Control Program is an operational program and not just a book-on-the-shelf. We have a dedicated person that is responsible for Quality Control for this contract and our philosophy is that quality control starts at the beginning of the project with a strong emphasis on planning and controls.

Responsiveness/Availability

The culture at Pond is one of responsiveness. Pond's managers can quickly gather the team together to address project issues with an effective plan of action to achieve the client goals. With over 250 employees, Pond has the resources to staff and effectively deliver your project quickly. Pond has the resources available to address the requirements of this contract. Pond has the necessary resources and is committed to meeting your schedules and completing the design work on time and within budget.

Pond's in-house facilities capabilities/services include:

- Architecture
- Fueling System Design (Aircraft & Pipeline)
- Civil Engineering
- Permitting
- Mechanical Engineering
- Site Development
- Electrical Engineering
- Utility Design
- Structural Engineering
- Antiterrorism/Force Protection
- Fire Protection
- Code & Constructability Reviews
- Landscape Architecture
- Design-Build
- Airfield Design
- Construction Management
- Pavement Design
- Construction Services
- Airfield Lighting
- Cost Estimating
- NAVAIDS
- LEED Sustainable Design

Pond has built a solid reputation for excellence, both in service quality and client satisfaction in the aviation and fueling industry. Our staff consists of over 200 highly-trained, specialized, experienced and responsive professionals ready to meet your needs. With offices in Phoenix, AZ; Atlanta, GA; Jacksonville, FL; Dallas/Ft. Worth, TX; Houston, TX; Norfolk, VA; St. Louis, MO; New Orleans, LA; Huntsville, AL; and Springfield, VA, Pond is capable of providing timely professional planning and design services for aviation and fueling storage and distribution systems across the country and around the world.

PROJECT APPROACH

Proposal Preparation

Our Project Manager (PM) will work in partnership with the State of Arizona and other key stakeholders to understand specific needs/scope to define the most efficient technical approach to achieve the correct solution. We use facility-specific standard forms and checklists to interview end-users and collect data during the site visit to determine needs and address facility requirements during project proposal preparation/negotiation. See **Figure 1** for Pond's approach to proposal preparation and project execution.

We evaluate work to analyze potential risks, end-user requirements, and identify approaches to streamline work. Based on this information we work with the State to define RFP requirements so that we can prepare a detailed Statement of work (SOW) and accurate cost proposal. Under the direction of the PM, the project team prepares a work breakdown structure (WBS) that provides the framework for controlling the project and serves as the basis for developing the schedule/estimate.

Our management team evaluates project requirements and specialty needs, i.e., security, AT/FP, sustainable design, historical design requirements, etc, and identifies resources and technical disciplines with appropriate registrations, i.e. PE, RA/AIA, LEEDs, etc. These resources enhance our ability to prepare innovative, constructible designs with low operational costs.

Our PM evaluates the scope of each project to achieve best value at the lowest risk for the State of Arizona. We conduct a make-buy analysis to determine the approach to provide the technical skills, experience, and capacity to perform the work. For specialty services, i.e., geotechnical surveys, we competitively procure local firms that provide the best combination of technical capabilities and experience while maximizing cost effectiveness.

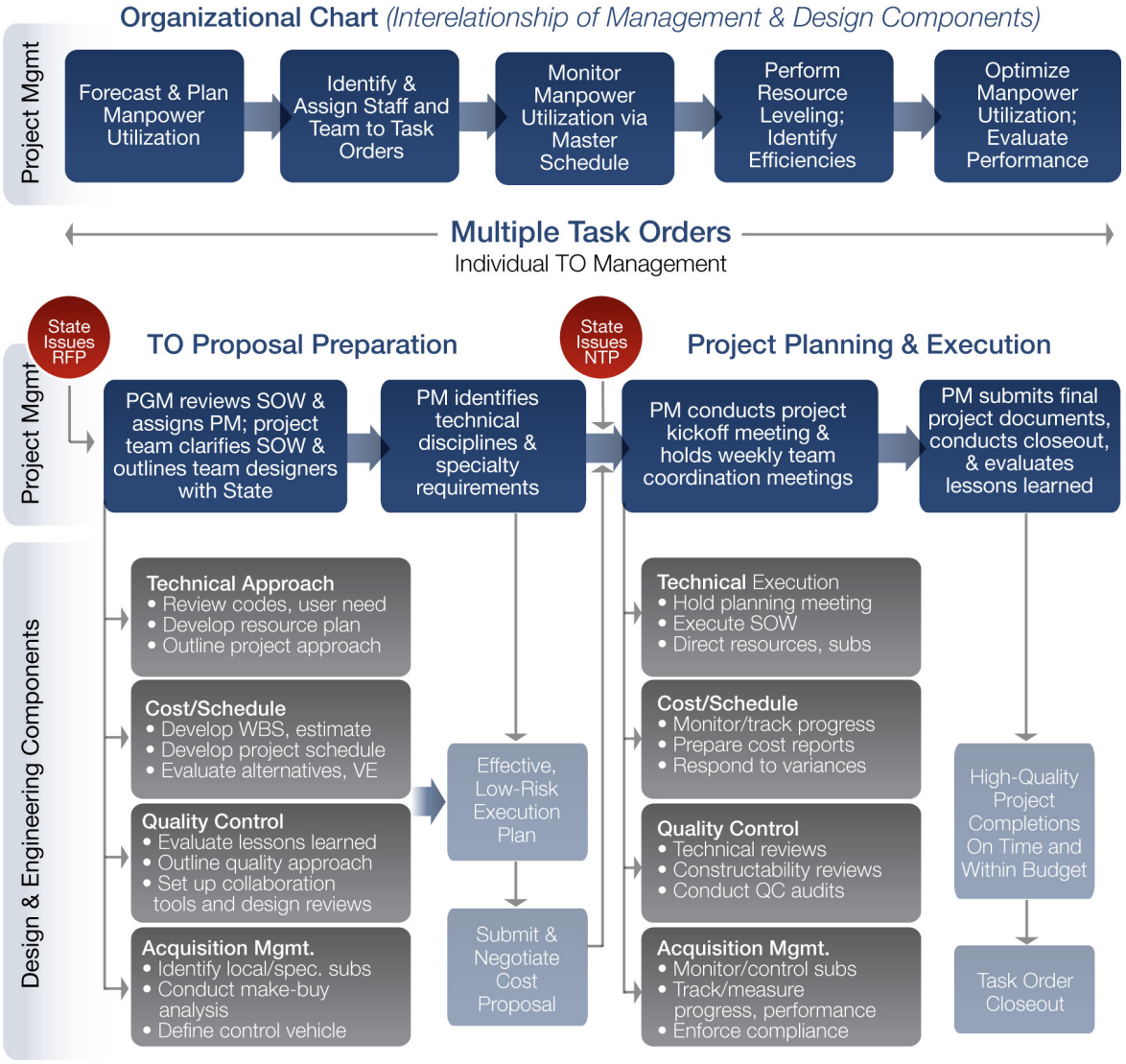


Figure 1 - Our standardized project delivery framework allows us to maximize consistency and efficiencies.

In developing the technical approach, the project team evaluates design alternatives to reduce cost and expedite the schedule for preparing the design. We prepare a resource loaded schedule using Primavera or MS Project to delineate the design phases and technical disciplines performing the design. The WBS ties the schedule to the estimate and, during project execution, to cost reports.

Once the cost estimate and schedule are finalized, the project team prepares a cost proposal, which is submitted to the State. After submittal, our Contracts Manager and Project Manager negotiate task order award with the State to implement the best delivery approach.

Project Planning

Upon Notice to Proceed, the PM sets up project controls and accounting in our cost accounting system, Deltek Vision, including converting the estimate and schedule into a detailed budget/schedule. The project team prepares the Project Plan and Quality Control Plan. Submittals are prepared under the direction of the PM in accordance with RFP requirements. **Figure 2** outlines mechanisms/tactics to control work on projects.

To communicate the schedule to project team members and identify scheduling efficiencies, our PM leads a wall scheduling work session. During this session, the schedule is outlined on a wall chart and key schedule milestones are highlighted to clarify interaction to achieve these tasks.

We hold a Kickoff Meeting with key stakeholders, end-users, and our team including the PM and discipline leads. At this meeting the project goals, SOW, budget, and schedule are discussed as well as the concept of the design to ensure all stakeholders are in agreement prior to initiating the detailed design.

Project Execution

Our team works as an integrated entity working toward the same objective – high quality, cost effective results. The project plan is the mechanism that provides the team with the "game plan" for completing the project. The activities we use to control work include:

- Establish clear lines of responsibilities and authorities to maximize performance
- Hold regularly scheduled status meetings with project team to outline each weeks activities, resolve issues, & discuss budget/schedule status to avoid "design creep"

Function	Responsible Individuals	Control Mechanisms	Tactics to Ensure Control
Project/Resource Mgmt	PM/ Functional Lead	Primavera Resource Loaded Schedule, Project & Staffing Plans, Resource Reports	▪ Implement project plan; forecast resource needs via partnering with State ▪ Use 30/60/90 day look-ahead to allocate resources ▪ Perform resource leveling to optimize utilization
Planning & Schedule Control	PM/Scheduler	Project Plan, Primavera Resource Loaded Schedule	▪ Review schedule with project team and stakeholders ▪ Measure progress against performance baseline ▪ Monitor activities using Primavera and MS Project ▪ Integrate and monitor subcontractor schedules
Cost Control	Project Manager	WBS, Project Plan, Primavera Resource Loaded Schedule	▪ Use historical data, prepare independent cost estimates ▪ Analyze variances and implement work-arounds ▪ Review weekly cost expense reports with project team ▪ Synchronize actual costs against budget weekly
QA/QC	Project Manager / QC Manager	Program QC Plan, Project QC Plan, QC Plan	▪ Enforce QC Plan, define QC requirements ▪ Perform QC inspections/audits to conduct corrective actions ▪ Use established checklists to conduct reviews
Document Control	Project Manager	Sharepoint Submittal Register	▪ Ensure project team follows SOPs for naming, submitting & filing project documents ▪ Maintain/update electronic database tracking for project documents ▪ Maintain/update submittal register for accurate tracking
Acquisition Mgmt	Contracting Manager / PM	Acquisition Procedures, Purcahsing Plan, Subcontractor Database	▪ Conduct make-buy evaluations for best value ▪ Ensure subcontracts include flow-down provisions ▪ Ensure compliance to contract, maximize FFP subcontracts ▪ Input subcontractor performance evaluations to database

Figure 2 - Our established control mechanisms/tactics enhances seamless, low-risk delivery to the State.

- Resolve variances to the baseline through review/ analysis of monthly Design Progress Reports available through our MIS and initiate prompt corrective action

- Conduct periodic QC reviews/audits and discipline checks to ensure work is being performed to standards

We use Web-based collaboration tools to store project documents on a project website or FTP site for use between multiple offices that may be working on the project. Use of these Web-based tools allows us to incorporate expertise from technical disciplines from multiple offices and minimize oreliminate travel costs.

As requested, the project team holds a Charrette meeting during preparation of the concept design. Our PM, technical disciplines, and appropriate staff from the State and end-users attend the Charrette to present/ discuss various designs to meet end-user requirements. During the meeting, we often use CADD or BIM software to present 3-D and 4-D models and prepare/modify renderings of options. We evaluate LEED implementation cost and ROI to evaluate operational savings for capital investments. We have an estimator at the meeting to estimate construction and life cycle costs of the concepts.

During project execution, the PM holds weekly or bi-weekly status meetings with the technical disciplines to discuss schedule progress, technical issues, and budget status. **Figure 3** describes our approach to ensuring effective team coordination. Pond holds a project review meeting on a monthly basis and at completion of major milestones during design. During this meeting we review project risks, finances, schedule, technical quality, and have discussions by discipline on the status of their aspect of the project.

The design is completed in stages and design reviews are conducted with the State and end-users at the Type A-1, A-2, B-1 & B-2 design milestones as applicable. We provide electronic submission of design submittals, (i.e. engineer calculations, designs, specifications) to expedite review. Design comments from stakeholders are incorporated into subsequent design stages. At appropriate design stages, our senior technical staff will conduct constructability reviews and value engineering to ensure designs meet the requirements of State/end-users. We review the designs for compliance with technical requirements, codes and construction standards, energy efficiency, construction cost as-designed versus the construction budget, and the construction schedule to ensure State/end-user needs are met in compliance with requirements.

When required by the RFP, we provide Construction Administration services including construction bid support, submittal and RFI review, and construction monitoring. We assist the State with responding to contractor questions during the bidding process prior to award of the construction contract. As the contractor prepares submittals, we track/ review submittals, submitting comments and approving submittals. The submittal review process will be coordinated with the State.

Meeting Name	Frequency	Attendees	Purpose
Project Kick-Off Meeting	Once at start of each project	PM, Estimator, Project Staff, Subcontractors	Discuss project plan, including SOQ, WBS, budget, schedule, QC approach, etc. to determine path forward for preparing task order proposal and complteing task order.
Site Visit	Once at start of each project	PM, Estimator, State, Installation Staff	Determine site and facility requirements/issues; identify client-specific needs and considerations.
Charrette Meeting	Once at start of each project	PGM, PM, Design Leads, Estimator, Subcontractors, State, Installation Staff	Discuss design requirements and brainstorm more cost-effective approaches to design and construction; discuss user/ specialty design requirements (i.e., LEED, AT/FP); use 3-D modeling and BIM to facilitate work.
Weekly Discipline Cooridnation Meeting	Weekly or Bi-Weekly	PM, Design Leads	Coordinate design/discipline activities and exchange information to facilitate design devleopment, address constructability, and any value engineering initiatives.
Project Review Meetings	Monthly and Project Completion	PM, Design Leads, Subcontractors	Discuss lessons learned, conduct look-ahead forecast, financial analysis, and risk evaluation, address resource issues and scheduling, conduct discipline coordination checks.
Task Manager Meeting	Weekly	PM, Program Support Staff	Review performance on specific projects, resources, cost/ schedule performance, variance, and progress.
Customer Milestone Review	Major Milestones	PM, Discipline Leads, State, Installation Staff	Discuss performance and resolve issues, discuss design progress and new developments/changes/issues.

Figure 3. Pond uses extablished communication mechanisms to enhance project execution.

Quality Management Plan

As shown in **Figure 4**, Pond has QA/QC procedures in place to control project activities, including State-approved plans and templates. We use an established corporate QA/QC process with a structured approach to achieve quality on each project, including the following techniques:

- Assign highly trained, well-qualified staff with appropriate technical qualifications to each project
- Conduct interdisciplinary reviews of work products and independent senior peer-level reviews of deliverables prior to submittal to the State
- Perform periodic design, records, and field audits to ensure conformance with requirements
- Perform surveillance and inspections to support CM
- Implement corrective actions to re-establish conformance and mitigate any impacts
- Identify continuous improvement in our approach

Upon contract award, Pond will develop contract management procedures (CMP) for the Professional Services contract to provide program-level QA/QC controls for achieving quality work execution. We will document these CMPs and other information in our Program Manual, which will outline requirements for project execution. These procedures will be available via our intranet and Web site to facilitate access. Our Web site will also provide access to our corporate QMP, design QC procedures, and contract- and project-specific QC requirements. Our QC function is structured to provide independent reporting. Our QA/QC Manager, Roseana Richards, PE, works within the program to support project teams, but reports directly to our President, Tony Parker, PE. This assures management receives "unfiltered" feedback on performance. Our QC function incorporates broad expertise to oversee design services, engineering calculations, site investigations and studies, and construction activities.

To enhance our project management teams' abilities to control all aspects of projects, Pond provides on-going project management training through our PM Center of Excellence. This training covers project management processes and systems, resource management, cost accounting/ control, legal/contractual, client management, and quality management for projects. Pond also conducts vendor "lunch and learns" to provide information on the latest A&E tools and developments, which provides continuing units to maintain registrations. We also use video conferencing to provide national technical training and promote continual training efforts and our video conferencing modal that connects each branch office with our corporate office.

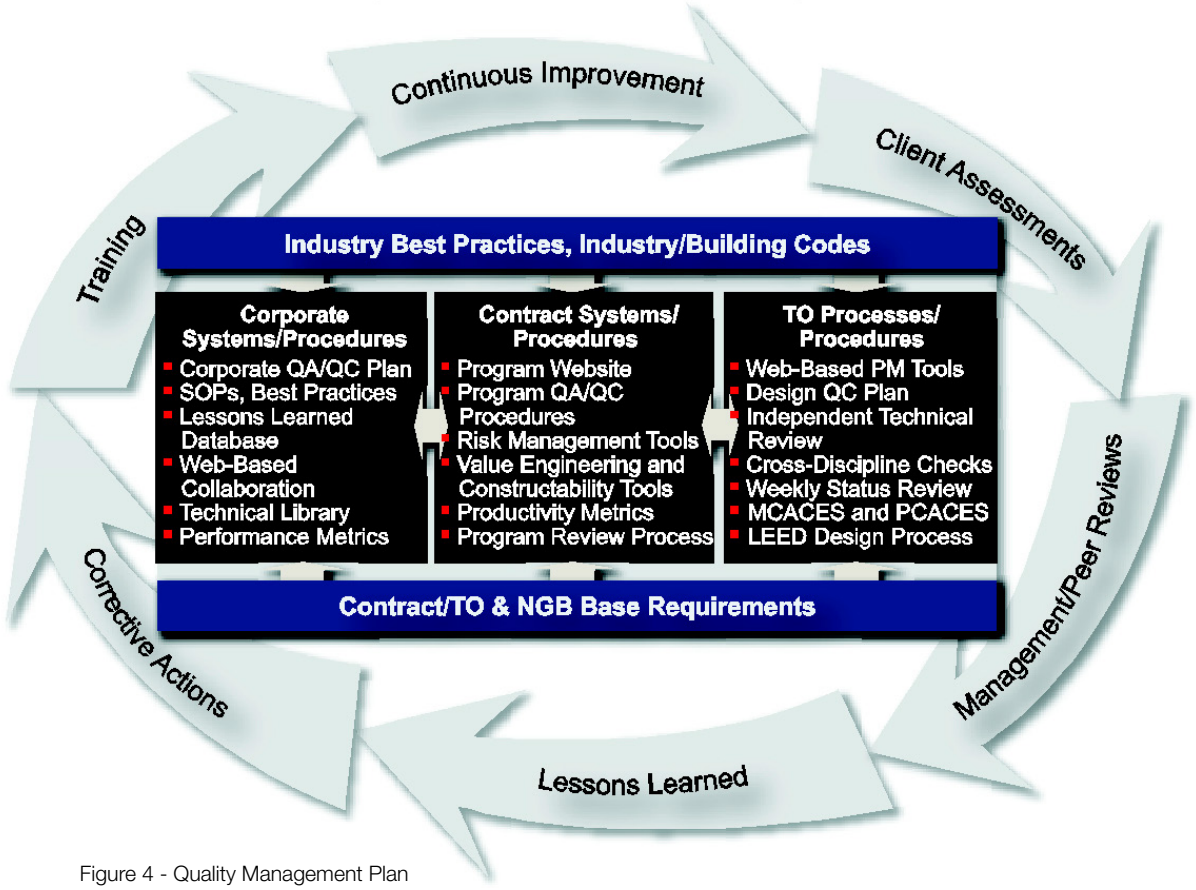


Figure 4 - Quality Management Plan

To ensure we achieve client objectives, we actively pursue client feedback on a periodic basis through a formal client survey process. We elicit objective feedback on our performance and track trends. We report these trends to our management and project managers and ensure corrective actions are taken as necessary.

Design Quality Management

Pond has an established Design QC Plan to ensure final designs are constructable, operable, maintainable, reliable, and biddable. Our Design QC Plan is based on our Corporate QMP, the RFP and all applicable Federal, State, and Local codes and requirements. The Design QC Plan includes policies, procedures, roles, and responsibilities to ensure deliverables satisfy the State requirements, and cover all facets of the project from inception (staffing and scheduling) through execution (development and review of the design plans/specifications, perform CA services) to completion (submittal, response to comments, and final deliverable). The plan also incorporates SOPs to guide work execution, including:

- CADD standards
- Engineering calculations
- Engineering drawings
- Design review procedures
- Engineering reports and specifications
- Change control for engineering documents

To facilitate design QC, Pond uses Web applications and dedicated servers with collaboration software tools to perform collaboration (review/approval) of design across offices. We use charrette meetings to enhance buy-in of design concepts with the State and end-users, and routinely use automated design tools (CADD) to develop plans during the charrette. In developing initial design concepts, Pond ensures that design guidance is appropriate to the project so that we avoid “over designing” the solution.

Upon satisfactory completion of each milestone the discipline leads approve their phase of the design. QC staff also conduct Coordination Checks at each design milestone, which are focused interdisciplinary peer reviews to coordinate design disciplines and enhance technical adequacy of documents. Client reviews are performed at each of the major milestones. The design documents are transferred electronically and/or in hard copy to the client for review by their respective technical disciplines. A design review meeting is held, comments are reviewed and agreed upon and incorporated into subsequent stages of the design. We use an internally developed program as our design review and checking system to track review comments and ensure their incorporation in the design.

Pond controls document revisions using Primavera Expedition and our Project Document Management Module (PDMM) filing system. PDMM is a project folder system used to manage standard folders for projects, enhancing storage and management of documents. We implement configuration and revision control using an in-place process that tracks documents by revision date.

We use our project Web site as an electronic repository for drawings, specifications, memoranda, basis of design, correspondence, review comments, meeting minutes, project schedule, and WBS. Relevant hotlinks to applicable industry/state building codes and other standards are also available. This establishes a paper trail of how the project was engineered and minimizes undetected errors.

To ensure we achieve client objectives, we actively pursue client feedback on a periodic basis through a formal client survey process. We elicit objective feedback on our performance and track trends. We report these trends to our management and project managers and ensure corrective actions are taken as necessary.

Pond ensures designs are complete for all construction activities, and that our standard procedures are followed, including engineering calculations, calculation checking, drawing review, comment incorporation (RFI tracking), and specification checking. Technical Discipline Leads perform QC reviews for their respective disciplines at design milestones using discipline checklists to ensure consistency. During the design review a strong emphasis is placed on ensuring incorporation of appropriate LEED components for the construction and operability of the facility.

Pond’s discipline leads include a construction manager who performs constructability and operability reviews and coordination in parallel with other design reviews. This ensures construction budget and commissioning issues are reviewed as part of our ongoing review process to minimize construction and start-up risks.

6. ADDITIONAL INFORMATION

a. PROVIDE ANY ADDITIONAL INFORMATION YOU FEEL MAY BE NECESSARY TO DESCRIBE YOUR FIRMS QUALIFICATIONS. *(ATTACH ADDITIONAL SHEETS AS NEEDED.)*

Please See End of document

7. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

a.	Percentage of Total Work Attributable to State, Federal and Municipal Government Work:	9
b.	Percentage of Total Work Attributable to Non-Government Work:	7

8. AUTHORIZED REPRESENTATIVE. The foregoing is a statement of facts.

Signature: 

Date: 12/12/2013

Name: Chris Farnie, PE

Title: Vice-President