

October 18th, 2023

Proposal # 24450 CARLTON HOUSE

2701 S Ocean Highland Beach, Florida 33487

Attn: Mark Evans

Re: 2701 S Ocean, Highland Beach, FL Subject: Elevator Upgrades

Classification:	2 Passenger
Capacity:	1,200 lbs
Speed:	100 fpm
ID Number:	6127, 6128
Travel:	Existing
Machine Type:	New Hydraulic Pump Unit
Entrances:	Existing
Cab Enclosure:	Existing
Controller:	New Microprocessor
Operation:	Simplex
Feed:	Existing 208-3-60 by Others
Features:	Firemen's Service, Door Lock Monitoring, Independent Service, Battery Lowering

We are pleased to furnish the necessary elevator equipment for the installation of new modern generic type solid state controllers along with all related appurtenances to form an automatic operation, as described herein:

NOUVEAU FLORIDA - 512 SE 32ND STREET, FT. LAUDERDALE, FL., 33316 - TEL: (954) 247-1849

Machine Room Equipment

Hydraulic Controller

The existing MCE controller system will be reused and interfaced with the new shaftway equipment. Upon completion of the below stated work the controller will be tuned up for proper operation.

Solid State Landing Control System

A new landing system will be provided. The device will provide accurate floor stepping, slow down, leveling, and stopping of the car at the desired landing. Each unit will be mounted on top of the elevator and will work in conjunction with a steel tape which will run the entire length of the shaft. A one sixteenth (1/16) inch thick magnetic adhesive will be secured to a steel tape to activate the sensor unit.

Hydraulic Power Unit

The Company will furnish and install a new self-contained power unit which will include a steel outer base and an oil tight drip pan. A reinforced oil reservoir will be housed above the base. Included in the reservoir will be a self-cleaning strainer, suction line, and oil level gauge. The tank will have a capacity equal to the volume of oil required to lift the elevator to the top terminal landing, plus a reserve of not less than 10 gallons. The Company will also install: a screw-type positive displacement pump designed to provide steady discharge (in order to ensure smooth, quiet operation) which will be driven by belts or an external pump; lowering and leveling valves used for lowering speed, leveling speed, and stopping speed to insure smooth down starts and stops; a manual lowering valve (for use in the event of power failure); a tank shut off located under the tank to isolate the oil in the tank for servicing the underside equipment; and isolation elements at all support points on the tank units (to reduce vibration).

Operating Valve Unit

A new automatically operating valve unit will be installed with the new pump unit. This unit consists of a light weight, heat-treated, high-strength aluminum body, with front adjustments for easy accessibility, complete with all necessary piping and related hardware.

Pump Motor

The Company will install a new alternating current polyphase induction motor of proper horsepower rating based on the rated speed and capacity designed for the severe requirements of elevator service of 80 starts per hour.

Piping

The existing oil line will be reused. Any piping and fittings necessary to connect to the power unit to the jack will be installed. Support hangers will be provided within 12" of every change of direction of the pipe liner, and space supports shall be installed not over 10' apart.

Muffler

The Company will install a shut-off valve (in the machine room) and a blowout-proof muffler.

Piston

The existing piston is leaking excessively. The Company will remove the existing packing/seal and, in place thereof, will furnish and install new packing of proper size and capacity, check same for proper operation, and return the elevator to service.

Shut Off Valve

NEI PROPOSAL #24450

In the pit area a shut off valve will be installed. This valve will cut off the flow of oil if any repairs are made. The valve will meet all testing and code requirements, will be of proper size and provide the maximum pressure requirements.

Pit Rupture Valve

This equipment is designed to provide protection against supply line failure or over speed in the down direction. The valve will be installed close to the jack unit complete with all necessary pipe, hardware and fittings.

Operation

Full Simplex Collective Operation

The operation will be of the "full collective" type. The operating equipment will consist of a series of car push buttons, within the elevator, corresponding to each floor served, and of single riser hall stations containing a single button at the terminal floors, and an "up" and a "down" button for the intermediate floors, which will work in conjunction with the new operation as described herein;

Calls registered from the car push button station will be answered in succession in the direction the car is traveling irrespective of the order in which the calls have been registered, "up" hall calls will be answered in succession as the car ascends only, and "down" hall calls as the car descends. The car will respond to the highest car or hall call registered before reversing direction. If no car button is pressed, the car will proceed in the "up" direction to the highest "down call" registered, and will then reverse direction and answer all "down" calls in succession. "Up" calls will be answered in a similar manner when the car proceeds down to answer such calls. The new controller will contain circuitry to afford firemen service (Local Laws 5 and 16) features as per code requirements.

Firemen Service Feature

At the designated level floor, a two-position ("on" and "off") key switch and audio-visual indicator will be installed for each bank of elevators served. The key switch will be located in the corridor "hall call" fixture, or in a separate fixture which will be located four feet or less from same, and shall be installed at a height of not more than seven feet above the floor level.

In each elevator, available for "firemen's service," there will be a three-position ("on," "hold," and "off") keyed switch. All key switches will be operable only by the fire department standard key.

Note: Neither smoke detectors nor fire-safety-related equipment will be installed by Nouveau Florida.

Operation Phase I

When the key switch in the lobby is placed in the "on" position, or the smoke detectors (except the detector at the designated level) have been activated, all elevators in automatic mode controlled by that switch will return (non-stop) to the street level floor. This will override any programming for car stops, but will not affect the elevator safety or inspection circuits.

Firemen Service Initiated

Once "fireman service" has been initiated:

All hall buttons will be rendered inoperative and previously registered calls from said hall buttons will be cancelled. Hall lights, lanterns and audio alerts will also be rendered inoperative. Any elevator traveling away from the street floor, or from the lowest landing floor, will reverse at the next landing without opening its doors.

Door reopening devices for operated doors which may be affected by smoke or heat, and which would, if damaged thereby, prevent door closure, will be rendered inoperative, i.e.: electric eyes. "Door open" buttons and safety edges, however, will (and must) remain operative.

When an elevator car reaches the street floor, the car and hoistway doors will open and remain open. The car light will stay on in any cars available for "firemen service." All other car lights will extinguish.

All shaftway interlocks will be wired with approved high temperature wire as per code requirements.

Firemen Service (Phase II Operation)

To operate an elevator in "firemen service" mode, the key switch inside any such elevator car must be turned to the "firemen service" position. This switch will operate only if the lobby switch is in the "on" position, or the smoke detectors have been activated. Activation of any car key switch will override the lobby key switch and will put the elevators into manual operation mode (thereby overriding any other key switch controls and elevator landing call buttons).

Elevators in "firemen service" mode will be operable only from within the elevator car. Means will be provided within the car to permit passengers, after having made a floor selection, to immediately change their original selection or direction of travel prior to reaching the originally selected floor. This will be accomplished by means of a "reset" button. When the elevator reaches the selected floor, the elevator car and hoistway doors will open only in response to the "door open" button within the car and will then remain open (but may still be closed by depressing the "door close" button). If the "door open" button is released while the door is in the process of opening, the doors will automatically close.

Should the fireman choose to leave the elevator at any given floor, the key switch must be turned to the "hold" position, and the key must then be removed to prevent the elevator from leaving the floor. The shaft doors will remain open until the key switch is turned to the "on" position, and at that time, the elevator will resume Phase II operation.

Identification of Switches and Buttons

All key switch positions, instructions and buttons required by this rule will be conspicuously and appropriately labeled, as prescribed by current law, in red lettering.

All cover plates for such switches and buttons will bear the statutorily prescribed label "For Fire Department Use Only."

Independent Feature

An on/off key switch will be provided in the car operating station to remove the car from the system for independent service. When independent service is initiated, the operator will press the landing desired. Upon initiating the call, he will press the "door close" button provided in the car station which will immediately close the door. If the operator releases the door close button before the door is fully closed, they will fully reopen and remain open until the door close button is pressed. This feature, when initiated, will bypass all hall calls registered.

Shaftway Equipment

Limit Switches

New normal, final, and slow down limit switches will be provided at the top and bottom of the terminal landings. These switches will be secured to the shaftway guide rails. The slow down limits will reduce the car speed, allowing the normal limits to stop the car automatically at the terminal landings. The final limit switch will automatically remove power completely should the car travel exceed the terminal landing.

Pit Light Switch

A permanent light switch fixture will be installed so that it is accessible at or near the pit entrance. The light bulb will be externally guarded by a metal cage to prevent breakage. In addition, a duplex receptacle (electrical outlet) will be installed with a rating of not less than 15 amps and 120 volts.

Stop Switch

The elevator will receive a manual stop switch located adjacent to the nearest point of access to the elevator pit area at a height of 18" above the lowest landing sill. The switch will have a red operating handle and be permanently marked "stop", and indicate both stop and run positions. When this switch is opened, it will cause the electric power to be removed from the elevator.

<u>Pit Ladder</u>

A steel pit ladder will be installed in the elevator pit to provide easy access for pit and under car equipment maintenance. The new ladder will extend from the pit floor to 48" above the lowest floor landing and comply with code requirements for width and construction.

Guide Rails

The existing car guide rails will be retained and reused. All rails will be cleaned of accumulated dirt and grease, properly aligned plumb and filed smooth where necessary.

Cab Equipment

Elevator Cab

A new elevator cab enclosure will be installed utilizing an allowance of \$20,000. The new cab will consist of CRS shell of proper gauge and capacity and selected interior materials and finishes. The new cab will comply with all ANSI/ASME codes, and any further modifications will be described herein.

Cab Door Panels

A new set of hollow metal car door panels is included in the above allowance and will be constructed of 16-gauge steel, flush mounted on both sides, reinforced with continuous vertical members and contain sound deadening material.

Car Door Saddle

A new extruded aluminum car door saddle is included in the above allowance secured to the existing car platform with countersink threaded screws, and new car door nylon gib guides securely fastened to the car door.

Cab Flooring

A new nonskid vinyl tile floor will be installed in the elevator cab and is included in the above allowance. Color and design will be discussed with the owner/engineer, and samples for same, if desired/requested, shall be provided.

Platform Toe Guard

Where required, the entrance side of the platform will be provided with a smooth metal guard plate extending the full width of the hoistway door opening. The lower portion of the guard will be bent back between 60 to 75 degrees from the horizontal

Car Guide Shoes

New car guide shoes will be provided on the top and bottom of the car frame. The shoes will be swivel type with nylon gib inserts. The new guide shoes will be of proper capacity for the operation as described, and will be provided with adapter plates mounted, adjusted, and properly secured.

Car Top Inspection Station

Nouveau will provide each elevator with a car top inspection station fastened to the car crosshead, which will permit the car to travel at slow speed for maintaining, adjusting, or repairing shaftway equipment. The inspection station will consist of three (3) buttons "up", "down", "start" and two (2) switches "stop" and "inspection". An audio-visual signal will be provided to alert the mechanic that Firemen's Service Phase One has been activated.

Work Lights

New work lights consisting of a guarded incandescent bulb and fixture will be installed on the top and bottom of the elevator to provide proper illumination for maintenance personnel.

Door Operating Equipment

Electric Door Operator

Nouveau will furnish and install a new MOVFR solid-state type power door operator to provide the automatic door operation as described herein. This unit is ruggedly constructed and driven by a reversing motor which allows power to be applied to the closed door. Operating limit switches are enclosed within the power box to conceal and protect control wiring. The operator works on a crank principle, that is, one half revolution of the crank will either open or close the door. In this manner, the motion of the door is clearly defined. In case of power failure, the operator release will force the crank from center position to permit the opening of the door by hand. Included are complete accessory equipment of relays for starting, controlling, and stopping the travel of the door with necessary car and motor room wiring and traveling cable.

Car Door Hanger

A new car door hanger track assembly will be provided and will be of the heavy duty type. Sheaves will be not less than three and one quarter $(3 \ 1/4)$ inch in diameter and enclosed in steel housing. These hangers are of two point suspension, sheave type equipped with heavy duty sealed ball bearings, and furnished with felt oilers to keep track lubricated and clean.

Car Door Clutch

A new car door clutch will be installed and secured to the cab door. This unit will work with in conjunction with the new door operating unit, and the interlock locking and unlocking devices. All necessary adjustments will be made to provide smooth door operation. In addition, a zone locking device will be incorporated and prevent the doors from opening outside the door zone.

Solid State 3D Door Protection System

Furnish and install, for each elevator served, a new solid state 3D edge door protection system. This unit contains 40 horizontal infrared light beams strategically placed at intervals along the leading edge of the car doors, which creates a detection screen in the elevator entrance. In addition, with the 3D detection system is capable of sensing approaching passengers in advance of their crossing the car door threshold, thereby providing additional measure of safety for passengers entering the elevator car. This unit is insensitive to dust, moisture and vibration, is encased in aluminum, and requires virtually no maintenance. The infrared beams illuminate green when the doors are opening and flash red when the doors are begin to close. This unit is also equipped a voice annunciator which alerts the passengers as to both door openings and closings. This unit is fully guaranteed against malfunction during normal usage for a period of one year from the date of installation.

Shaftway Door Panels

New shaftway door panels will be installed consisting of 1 1/2 inch hollow metal construction and no lighter than 16-gauge furniture steel, reinforced with vertical members, and shall contain sound deadening material. Each panel will be equipped with all necessary reinforcements and equipment for the operation as specified and finished in powder coated paint.

<u>Hangers</u>

A new heavy duty steel hanger track will be installed over each hoistway door. Sheaves will be 3 1/4" in diameter and enclosed in a steel housing. These hangers will be of two point suspension sheave type, equipped with heavy duty steel roller bearings, and felt oilers to lubricate the track and keep it clean.

<u>Closers</u>

A new closer will be installed on each hoistway door. Each shall be of self-closing spring or reel type and mounted on the rear edge of the hoistway door to close the door automatically if the car is not at the floor.

Gib Guides

Nouveau will install two (2) removable guides at the bottom of each door panel. These guides will be made of solid nylon or solid teflon, mounted in galvanized steel brackets, and secured with stainless steel screws.

Door Safety Z Bar Guides

Nouveau will install one new safety Z guide bar at the bottom of each door panel, securely fastened to the door, with stainless steel countersink threaded screws.

Interlocks

A new approved electro-mechanical interlock will be installed at each entrance. All interlocks will be wired up so as to prevent the normal operation of the elevator unless all doors are locked in the closed position, and so as to prevent the opening of any hoistway doors, unless the car is at the desired landing. Each interlock will be wired with new, approved, high temperature wire as per code requirements.

Door Jamb Markings

At each landing served, a door jamb marking will be installed on each side of the entrance at a height of 60 inches above the landing. Characters will be two (2) inches high, will be visible from within the cab and elevator lobby, and will be repeated on the door jamb marking in grade 2 Braille. The plates will permanently be attached as per code requirements.

Car & Hall Signal Fixtures

Hall Stations with Digital Indicators

At each terminal landing served, a flush mounted vandal resistant hall push button station containing an "up" and/or "down" call button and LED position indicator will be installed. Each indicator display utilizes a seven bar LED digit, reading numbers of one inch characters corresponding to each floor served and be of Arabic numeral design.

Each button will be of stainless steel type, with a jewel insert which will illuminate upon depression, and remain illuminated until the call has been answered. Code required Phase One, "In Case of Fire" signage and phone line monitoring will be provided. The centerline of the hall call buttons will be 42 inches above the floor.

Note: All patching and painting of the disturbed wall surfaces is by others.

Access Key Switch

An access key switch will be installed at each terminal landing. This key switch will consist of a five (5) pin spring return key cylinder, removable only in the "off" position. Upon turning this key switch, the elevator will travel not more than 4' below the top landing and 5' above the pit floor, and will not operate at a speed greater than 150 F.P.M. This operation allows the top of the car and bottom pit equipment to be maintained and/or repaired.

Car Operating Station

Nouveau will install a flush mounted car operating station, with a stainless steel cover plate, in the elevator cab. The car operating station will be equipped with 1" diameter stainless steel buttons with jewel insert or halo corresponding to each floor served. When depressed, these buttons will illuminate until the desired floor is reached and automatically extinguish. This station will include buttons for alarm and emergency stop, switches for light, fan, emergency light test button, and other operations concealed in a locked service cabinet.

Car Controls (Handicap Features)

The centerline of the alarm button and emergency stop switch will be positioned vertically at a height of 35" inches. The alarm button will illuminate and sound when activated. The highest floor buttons will be no higher than 54" inches from the floor. A visual indicator will illuminate for each car call registered and extinguish when a call is answered. A "passing chime" will sound as each floor is passed. Markings will be adjacent to the controls on a contrasting color background to the left side of the controls. Grade 2 Braille text will be located immediately below the raised or recessed letters, numbers, or symbols.

Emergency Signal Devices

The emergency signaling system is used to signal a problem, and the communication system is then used to notify the occupants via audio/visual indicators that "help is on the way" and/or to relay other information or instructions. Signage will be applied when two way communication is necessary.

Hands Free Phone System

The phone will consist of a speaker, microphone, and amplifier integrated into a compact unit, mounted integral with the car station. Activation of this unit will be initiated by momentary depression of the Lexan button which automatically dials a pre-programmed outside number. This unit complies with all handicap requirements with all Braille markings.

Digital Position Indicator

The elevator will be provided with an LCD screen which can display current elevator position, direction, arrival arrows and controller priority messages customized with color schemes and architectural elements to reflect the building's identity. This 5.7" display will be installed integral with the car operating station and be driven by an encoder device installed in the machine room and interwired with the control equipment.

Emergency Light

An emergency light fixture will be installed integral with the car station. This fixture will consist of a rechargeable nickel cadmium battery, battery charger, and light fixture and will provide a constant level of emergency light for a period of not less than four (4) hours and will operate as per code requirements.

Car Direction Indicator

A visual and audible signal fixture with a flush mounted stainless steel coverplate will be installed in the door jamb of the elevator. The fixture will consist of an 4.3" LCD screen which will depict the direction the car is traveling. An audible signal will sound once for the up direction and twice for the down direction. The centerline of the fixture will be located at a minimum of six (6) feet from the floor.

Wiring & Traveling Cable

Wiring and Conduit

Nouveau will provide all necessary wiring for the operation as described herein. All wiring will be composed of not less than 18 gauge will be properly insulated, and will have a flame retardant moisture proof outer covering. All wiring, conduit, and riser pipe will be provided and installed and will conform to all electrical code requirements.

Traveling Cables

Polyvinyl chloride type (ETT) traveling cables with steel core will be provided and anchored to relieve the strain on copper conductors. Travelers will be hung so that a proper size loop is obtained. All new traveling cables installed will comply with NFPA standards. Traveling cables and associated wiring going to control equipment, car operating panels, groups of conductors etc. will contain at least ten (10) percent spare conductors.

Each traveling cable conductor will have a color coated outer covering for identification.

Special Provisions

Acceptance Testing

Upon substantial completion of said elevator modernization, the contractor will perform an acceptance and load test in the presence of an authority having jurisdiction in compliance with applicable code requirements.

Finishes

All signal fixtures covers are to be finished in stainless steel #4 brushed finish unless otherwise specified.

Painting

Upon completion of the project, the pit steel will be coated with a rust prohibitive paint.

<u>Filing</u>

All necessary paperwork, permits, and certificates pertaining to the work described herein will be filed with the authority having jurisdiction as per code requirements.

Equipment Removal

At the completion of the work, the Company will remove all waste material, rubbish, and/or replaced/discarded equipment, directly related to the above work. All equipment removed by the Company will become the property of the Company.

Related Work by Others

AC feeders terminating in a fused disconnect switch or circuit breaker shall be provided for each elevator in the machine room or machinery space. When sprinklers are provided in the machine room and/or hoistway, the disconnects must be of the shunt trip type and designed such that power is automatically disconnected to the elevator equipment prior to the activation of the sprinkler.

The mainline disconnect switch shall be located approximately 18 inches from the strike side of the machine room door and 52 inches above the floor. In situations in which the equipment (motors and machines) are not within sight of the mainline disconnect switch, an auxiliary non-fused disconnect shall be installed adjacent to the equipment.

A means of disconnecting the car light shall be provided for each elevator in the machine room and shall be located adjacent to the main line disconnect switch. Two (2) 20 amp circuits per elevator are recommended.

Machine room lighting (minimum 10 foot-candles) with the light switch located directly adjacent to the strike jamb and two (2) 20 amp G.F.I. outlets. **Note:** Adequate lighting is required for access routes to the machine room.

A phone line circuit in the machine room for emergency communications (24 hour emergency communications capability must be provided for the machine room and must be in an accessible location). The phone line should run in conduit and should terminate in a junction box adjacent to the elevator controller.

Adequate ventilation of machine room and/or machinery space to maintain temperature between 55° degrees and 90° Fahrenheit must be provided, and the machine room environment should be maintained at a level of 85% relative humidity or lower.

Smoke detectors must be in place in the elevator lobbies, machine room(s), and hoistway(s), with all wiring and activation signals brought to the elevator machine room, terminating in a junction box located adjacent to the elevator controller. Confirmation of fire return floor and alternate floor functions should be established.

Hoistway smoke exhaust provisions, in accordance with local codes, must be in place. There must also be a minimum of three (3) square feet of open area ventilation (a minimum of one-third of which shall be permanently open with the other two-thirds to be mechanically opened upon activation of a smoke detector located on the top of the shaft).

The machine room and/or machinery space must be enclosed and protected. The minimum machine room height shall be 7'- 6".

Access to the machine room and/or machinery space is to be a minimum of 3' - 6' wide by 6' - 8' high and should be self-closing and locking. The lock should be non-cancelling and operate from within the room without the use of a key. Stairs to access doors shall be at a maximum of a 60° degree incline with a top platform and railings in accordance with ASME A17.1

Beveled guards are required for projections, recesses and setbacks in the hoistway that project more than two (2") inches inside the general line of the hoistway on sides not used for loading or unloading.

Owner will provide for the cutting of marble, stone, glass, or ornamental wall surfaces to facilitate the installation of new fixtures.

A dry pit must be provided, by any accepted method, including pit sump, sump pump and/or drains. Drains connected directly to sewers shall not be installed. Sump pits or drains should be provided with adequate covers.

Engineering

Due to the extensive damage to the elevators, all costs are subject to an engineering survey to determine if additional unforeseen conditions may need to be addressed. The Company is not responsible for any present conditions that may result in additional work necessitated by said engineering survey.

Storage

It is the Contractor's understanding that the Owner will provide suitable storage areas for Contractor's material and equipment during the course of the work. Added costs to Contractor resulting from off- site storage or relocation of the storage facilities at the direction of the Owner shall be paid to Contractor by the Owner.

Terms of Agreement

Nouveau will file with the building department and obtain all necessary permits. Upon completion, Nouveau will obtain final approval from the authority having jurisdiction.

We will furnish all necessary certificates of public liability and workmen's compensation.

The contract price is subject to Florida State sales tax, unless we receive a properly executed certificate of capital improvement.

This proposal is subject to change or withdrawal without notice and is not binding upon the Company unless it is signed and approved by its authorized representative.

Unless otherwise agreed to in writing, it is understood that all work is to be performed during our regular working hours (8:00 a.m. to 4:30 p.m.), on our regular working days (Monday through Friday, excluding union holidays).

The purchaser agrees to pay, in addition to the price herein quoted, the amount of any tax based upon the transfer, use, ownership, or possession of the equipment, whether imposed by any law enacted after the date of this proposal or by existing law.

This contract cannot be canceled after acceptance unless consented to in writing. This Contract, including any and all Contract Documents listed herein, represents the entire integrated agreement between the parties and supersedes all prior negotiations, representations, or agreements, whether written or oral.

Neither the purchaser nor the Company shall be liable to the other party hereto for any loss, damage or delay due to any cause beyond his or our reasonable control, including strikes, lockouts, fires, explosion, theft, floods, riot, civil commotion, war, malicious mischief, or acts of god., provided, however, that should loss of or damage to our material or work occur at the erection site, the purchaser shall compensate the Company therefore, unless such loss or damage results from the Company's own acts or omissions. Under no circumstances shall either party be liable to the other for consequential damages.

<u>Guarantee</u>

We guarantee that the materials and workmanship of the equipment installed under these specifications are first class in every respect, and that we will make good any defects not due to ordinary wear and tear or improper use or misuse, which may develop within one (1) year from the date of completion.

Preliminary Schedule

•	Engineering	3 Weeks
•	Drawings	4 Weeks
•	Fabrication and Delivery of Equipment After Approval of Drawings	10 Weeks
•	Elevator Modernization	4 Weeks per Elevator

Payment schedule

30% due upon signing of agreement. 30% due upon delivery of equipment. 40% progress payments

The Total Cost Shall Be:

- Three Hundred Eighty Six Thousand Seven Hundred Eighty Seven Dollars and 00/100, (\$386,787.00) • plus any applicable tax.
- Three months of free maintenance included.

Respectfully submitted, Nouveau Florida,

By: _____

Jeffry Ellis

Accepted: ______(Purchaser) By: _____

Cc: Robert Speranza Jr.

Title: _____

Date: _____