

WAYNE MUNICIPAL  
AIRPORT AUTHORITY  
AMENDED AGENDA  
July 10, 2017  
7:00 p.m.

1. Call to Order

Anyone desiring to view the Open Meetings Act may do so. The document is available for public inspection and is located on the east wall of the Airport Terminal Meeting Room.

The Airport Authority reserves the right to adjourn into executive session as per Section 84-1410 of the Nebraska Revised Statutes.

Public Comments - Anyone desiring to speak on an agenda item is invited to do so, and should limit themselves to three minutes after being recognized by the Chair.

2. Pledge of Allegiance

3. Approval of Minutes

4. Approval of Claims

5. New Business

- Preliminary budget discussion
- Resolution 2017-1 preliminary levy allocation request from City of Wayne
- Out dated soda – removal of the soda machine
- Discussion on RPZ for runway 5

6. Old Business

- Parallel Taxiway to Runway 17/35 Paving & lighting – Update
  - Approve Record of Negotiations with Olsson Associates for Amendment No. 1
  - Approve Amendment No. 1 to Agreement for consulting services
  - Approve bid award to Knife River for \$1,973,964.02 pending grant award.
- Airport Projects
- Chicken Show - review
- Other business

7. Airport Managers comments

8. Member comments

9. Adjourn

WAYNE MUNICIPAL AIRPORT AUTHORITY

June 12, 2017

7:00 P M

The regular meeting of the Airport Authority of the City of Wayne was called to order at the Nancy Braden Terminal Building on the above date and time by Chairman Jerome Conradt. The following members were present: Jerome Conradt , Tom Schmitz, Rod Tompkins and Carl Rump. Also attending the meeting were Nancy Braden, Airport Authority Treasurer, Tom Becker, Airport Manager and FBO, Karma Schulte, Jim Hoffman, and Dave Zach.

Schmitz moved and Rump 2<sup>nd</sup> to approve the minutes of the May 8, 2017 meeting. Roll was called with the following results: Yeas: Schmitz, Conradt, Tompkins and Rump. Nays: none. The Chairman declared the motion carried

Rump moved and Schmitz 2<sup>nd</sup> to accept all the claims presented as of June 12 2017. Roll was called with the following results: Yeas: Conradt, Schmitz, Tompkins and Rump. Nays: none. The Chairman declared the motion carried.

Tompkins moved and Rump 2<sup>nd</sup> to accept the donation of the 1996 Eddie Bauer Explorer by Dave Ley and to authorize title, license and insurance. Roll was called with the following results: Yeas: Conradt, Schmitz, Tompkins and Rump. Nays: none. The chairman declared the motion carried.

There was discussion relating to 30 hay bales currently on airport property. It was decided to advertise these bales on online sales . It was moved by Tompkins and 2<sup>nd</sup> by Schmitz to offer these bales for sale at 50 dollars per bale. Roll was called with the following results: Yeas: Conradt, Schmitz, Tompkins and Rump. Nays: none. The Chairman declared the motion carried.

Nancy Braden provided an update on the parallel taxiway to runway 17/35 paving and lighting project. A pre-bid meeting is scheduled for June 13 at 1:00 PM, with bid opening on Tuesday June 20 at 1:00 PM

Nancy Braden provided an update on the Chicken Show Fly-In. An article has been placed in the Pireps newsletter

Other matters requiring the attention of the Authority were discussed and it was determined that no further action on these matters were needed.

There being no further business, Chairman Conradt adjourned the meeting.

Carl Rump, Acting Secretary

WAYNE AIRPORT AUTHORITY  
BANK SUMMARY  
CHECKING ACCOUNT  
July 10, 2017

PREVIOUS BALANCE 215,927.35

DEPOSITS:

Interest on checking account	50.58
Soda machine	73.00
Avgas	8,388.44
County Treasurer	9,841.89

18,353.91

TOTAL AVAILABLE 234,281.26

CLAIMS:

Claims Paid June 12, 2017 33,893.13

BOOK BALANCE AS OF June 30, 2017 200,388.13

Plus Outstanding Checks .00

Less Outstanding Deposits 73.00

BANK BALANCE AS OF June 30, 2017 200,315.13

WAYNE MUNICIPAL  
AIRPORT AUTHORITY  
July 10, 2017

Ck #7188	American Broadband – telephone .....	91.49
Ck #7189	Appeara – Rugs & mops.....	24.50
Ck #7190	Becker Flying Service – Managers contract .....	2,000.00
	Less FBO lease .....	(100.00)
	Less storage bldg. ....	(61.00)
		1,839.00
Ck #7191	Beiermann Electric – replace lamps in beacon.....	88.50
EFT	Black Hills Energy – natural gas .....	116.40
Ck #7192	Bomgaars –Plants, pavers, paint, paint brushes & wood finish .....	179.28
Ck #7193	Century Link – DSL.....	88.99
Ck #7194	Chesterman Co – Water dispenser rental .....	35.00
Ck #7195	City of Wayne	
	AWOS.....	17.09
	Apron lighting.....	11.29
	House .....	119.15
	Terminal/hangar.....	543.52
	Shop.....	81.57
	Office & irrigation .....	936.25
	Notices.....	118.17
	Postage .....	46.31
	Treasurer's fee .....	500.00
		2,373.35
EFT	Department of Aeronautics –	
	Terminal/Hangar.....	1,182.00
	AWOS.....	383.33
		1,565.33
Ck #7196	Helena Chemical CO. – chemicals & fertilizer .....	492.00
Ck #7197	Jim Hoffman – Digital TV .....	48.19
Ck #7198	John Deere Financial – parts.....	46.75
EFT	Nebraska Weight & Measures – tank registration.....	31.26
Ck #7199	Northeast Nebraska Public Power District –Electricity PAPI's .....	121.55
Ck #7200	Olsson Associates – estimate #4.....	14,880.00
Ck #7201	Quality One Graphics – decals for Explorer.....	133.75
Ck #7202	Sapp Bros Petroleum – avgas .....	13,120.00
Ck #7203	Shopko Stores – supplies .....	48.78
EFT	Verizon – cell phone .....	88.82
Ck #7204	Wayne Auto Parts – extender bar for beacon.....	20.75
Ck #7205	Wisner West – gasoline & diesel fuel.....	128.45
Ck #7206	Artificial Rain LLC – repaired stuck on valve .....	50.00
	TOTAL .....	\$ 35,612.14

**WAYNE MUNICIPAL AIRPORT  
2017-18 CASH BALANCES**

BEGINNING CASH BALANCE 2016	203,086
PROPOSED REVENUES 2016-2017	625,862
PROPOSED EXPENDITURES 2016-2017	476,233
ESTIMATED CASH RESERVE 2017	<u>352,715</u>
PROPOSED REVENUES 2017-2018	2,447,388
PROPOSED EXPENDITURES 2017-2018	2,771,669
ESTIMATED CASH RESERVE 2018	<u>28,434</u>

**MUNICIPAL AIRPORT  
FOR FISCAL YEARS 2015-2018**

**REVENUE BUDGET**

	<b>ACTUAL 2015</b>	<b>ACTUAL 2016</b>	<b>BUDGET 2017</b>	<b>ACTUAL/estimate 2017</b>	<b>BUDGET 2018</b>
700-100-312000	93,470.89	75,797.74	85,565	80,000	84,539
700-100-312001	3,556.27	3,754.02		3,688	3,688
700-100-312003				247	247
700-100-312004				45	45
700-104-351000	3,443.04	2,641.26	0	2,640	0
700-105-355000	201.54	142.18	170	114	170
700-106-421000	320.04	617.22	500	650	500
700-591-342000	136,209.18	0.00	1,350,000	250,000	2,058,390
700-591-358000	5,027.82	0.00	0	0	91,000
700-591-358001			0	0	
700-591-358002		0.00	0	0	
700-591-390000	2,000.00	2,000.00	2,000	1,000	1,000
700-591-391000	50,464.28	48,902.13	42,932	49,780	42,909
700-591-392000	45,629.85	51,457.50	54,802	51,000	54,800
700-591-393000	106,466.45	80,836.52	110,000	86,000	110,000
700-591-394000	11,139.37	75.00	100	100,698	100
700-591-422000	0.00	0.00	0	0.00	0
700-591-429000	52,773.81	0.00	0	0	0
700-591-430000	70,000.00	0.00	0	0	0
<b>TOTAL AIRPORT FUND</b>	<b>580,702.54</b>	<b>266,223.57</b>	<b>1,646,069</b>	<b>625,862</b>	<b>2,447,388</b>

WAYNE MUNICIPAL AIRPORT

FOR FISCAL YEARS 2015-2018

EXPENDITURE BUDGET

	ACTUAL 2015	ACTUAL 2016	BUDGET 2017	ACTUAL/estimate 2017	BUDGET 2018
Air Utilities	14,496.16	13,117.83	18,890	18,000	18,890
Air Telephone/Telegraph	2,214.50	4,803.70	2,952	2,500	2,952
Air Other Contractual Services	30,000.00	30,000.00	30,000	30,000	30,000
Hangar Loan	0.00	0.00	0	0	0
Hangar/Terminal Loan	5,875.94	14,184.00	14,392	14,392	14,392
City Loan	17,500.00	35,000.00	17,500	17,500	0
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>70,086.60</b>	<b>97,105.53</b>	<b>83,734</b>	<b>82,392</b>	<b>66,234</b>
Air Office Supplies	260.52	79.96	125	25	125
Air Printing	105.53	126.93	100	0	100
Air Publications	743.37	896.24	750	705	750
Air - promotions& advertising	1,910.68	1,391.59	2,995	1,500	2,995
Air Postage	252.70	198.03	350	250	350.00
Air Professional Services	5,269.98	5,019.00	9,400	7,262	9,500
Air Insurance	15,112.25	18,193.21	18,191	19,178	19,429
Air Communication Maintenance	0.00	0.00	200	0	200
Air Rents & Leases	6,519.96	6,519.96	6,528	5,132	4,608
Air Miscellaneous	893.27	69.30	150	100	150
Air Memberships & Dues	350.00	350.00	350	350	350
Air Travel, Conferences,Meetings	799.45	604.05	2,000	938	2,000
Air Vehicle Maintenance	189.22	1,733.04	5,000	2,380	5,000
Air Vehicle Expenses	2,188.67	1,836.12	5,000	2,180	5,000
Air - AvGas	104,219.93	82,816.16	120,000	85,000	140,000
Air Equipment Maint./Op. Exp.	7,284.74	8,660.59	15,000	8,750	15,000
Air Maintenance Building & Grounds	49,516.43	22,545.21	15,000	9,785	15,000
Air Interest	1,990.63	1,020.83	306	306	0
<b>TOTAL COMMODITIES</b>	<b>197,607</b>	<b>152,060.22</b>	<b>201,445</b>	<b>143,841</b>	<b>220,557</b>
Air Improvements Buildings	27,450.97	34,381.70	0	0	0
FENCING/CONCRETE ETC	40,252.00	0.00	0	0	0
Air Machinery & Equipment	0.00	0.00	0	0	0
New hangar/add to existing/new site prep.	0.00	0.00	0	0	0
Air Improvements & Extensions	42,618.80	1,500,000	1,500,000	250,000	2,314,878
Hangar approaches					170,000
<b>TOTAL CAPITAL OUTLAY</b>	<b>67,702.97</b>	<b>77,000.50</b>	<b>1,500,000</b>	<b>250,000</b>	<b>2,484,878</b>
<b>TOTAL AIRPORT FUND</b>	<b>335,396.90</b>	<b>326,166.25</b>	<b>1,785,179</b>	<b>476,233</b>	<b>2,771,669</b>

EXPENDITURE BUDGET

WAYNE MUNICIPAL AIRPORT

FOR FISCAL YEARS 2015-2018

ACTUAL 2015	ACTUAL 2016	BUDGET 2017	ACTUAL/estimate 2017	BUDGET 2018
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Does the board want to consider installing the bathroom/stormshelter in the hangar for this budget?

**Wayne Municipal Airport Budget Projections for 2016-2017**

				asking with co treas fees
700-312000	Property Taxes			
	Assesed taxes \$.035	212,904,365.40	70,000.00	71,400.00
	132,367		14,539.00	14,680.00
700-100-312001	Property tax credit state		3,800.00	
700-100-312003	Personal Property tax Relief Collection		247.00	
700-100-312004	Public Service Personal Property Tax Collection		45.00	
700-104-351000	Homestead Exemption		0.00	
700-105-355000	Motor Vehicle Prorate Tax Alloc.		170.00	
700-106-421000	Interest on Investments		500.00	
700-591-342000	Federal Grants	0.00	1,500,000.00	
700-591-358000	State Grants			
700-591-358002	State Loan		91,000.00	
700-591-390000	Aerial Applicator permits		1,000.00	
700-591-391000	Rentals			
	1 @ 100 = FBO	1,200.00		
	1 @ \$61/month = chemical storage	732.00		
4 bay	3 @ \$96.80/month plus \$50 heat & insulation	441.00		
10 bay	2 @ \$149.60/month	3,576.00		
	6 @ \$110/month	7,920.00		
	2 @ \$125.40/month	3,000.00		
6 bay	4 @ \$110/month plus \$50/month heat & insulation	7,680.00		
	2 @ \$165/month plus \$50/month heat & insulation	5,160.00		
	East Hangar @ \$1,100/month	13,200.00		
			<u>42,909.00</u>	
700-591-392000	Farm Income	49,800.00		
	hay	5,000.00	54,800.00	
700-591-393000	Av gas sales		110,000.00	
700-591-394000	Miscellaneous		100.00	
	<b>TOTAL AIRPORT FUND Revenues</b>		<u><b>1,889,110.00</b></u>	
<b><u>Expenditures for Airport</u></b>				
700-591-20000	Air Utilities			
	NNPPD _ PAPI's	1,380.00	1,380.00	
	Natural Gas		2,350.00	
	Hangar #1	1,200.00		
	House	600.00		
	Hangar/Terminal	550.00		
	Digital TV	540.00	540.00	
	Electricity		14,620.00	
	PAPI's	1,400.00		
	NDB/AWOS	680.00		
	Apron lighting	1,600.00		
	House	960.00		
	Terminal/hangar	8,332.00		
	Shop	1,048.00		
	Office	600.00		
			<u>18,890.00</u>	
700-591-21000	Air Telephone/Telegraph			
	Telephone	1,200.00		
	Cell Phone	912.00		
	DSL - internet access	840	2,952.00	

700-591-24000	Air Other Contractual Services		
	Treasurer	6,000.00	
	FBO	24,000.00	
			30,000.00
700-591-24002	Hangar/Terminal Loan		14,392.00
	<b>TOTAL CONTRACTUAL SERVICES</b>		<b>66,234.00</b>
700-591-30000	Air Office Supplies		125.00
700-391-31000	Air Printing		100.00
700-591-32000	Air Publications		
	meeting notices	500.00	
	budget notices, etc	250.00	
			750.00
700-591-33000	Air Promotions & Advertising		
	Ground School advertising	1,200.00	
	visitor guide	595.00	
	Scholarships	1,200.00	
			2,995.00
700-591-35000	Air Postage		350.00
700-591-37000	Air Professional Services		
	Audit	2,500.00	
	Local Attorney	7,000.00	
			9,500.00
	Air Insurance		
700-591-38000	business package	8,579.00	
	building insurance	6,400.00	
	liability insurance	4,450.00	
			19,429.00
	Air Communication Maintenance		200.00
700-591-43000	Air Rents & Leases		
700-591-44000	AWOS	384.00	4,608.00
700-591-45000	Air Miscellaneous		150.00
700-591-47000	Air Memberships & Dues		
	Chamber	100.00	
	Nebr Airport Officials	250.00	
			350.00
700-591-48000	Air Travel, Conferences, Meetings		2,000.00
700-591-55000	Air Vehicle Maintenance		5,000.00
700-591-56000	Air Vehicle Expenses		5,000.00
700-591-56001	Air - AvGas		140,000.00
700-591-57000	Air Equipment Maint./Op. Exp.		15,000.00
700-591-58000	Air Maintenance Building & Grounds		15,000.00
	<b>TOTAL COMMODITIES</b>		<b>220,557.00</b>
	Misc Equipment		0.00
	Parallel Taxiway		2,314,878.00
	Hangar approaches		170,000.00
	<b>TOTAL CAPITAL OUTLAY</b>		<b>2,484,878.00</b>
			<b>2,771,669.00</b>

# Wayne Municipal Airport

Year	Description	Total Cost	Federal	State	Local
<b>Phase I</b>					
2017	Taxiway between hangars	\$180,000	\$162,000	\$0	\$18,000
2017	Pave partial parallel taxiway to rwy 23	\$560,000	\$504,000		\$56,000
2017	Parallel taxiway from 36 to 23	\$890,000	\$801,000	\$0	\$89,000
2019	Prelim design & environmental serves for taxiway	\$125,000	\$112,500	\$0	\$12,500
2020	Pave 18/36 Parallel Taxiway North from 5/23	\$945,411	\$850,870	\$0	\$94,541
2021	Light (MITL) Taxy from rwy 36 to 4/22	\$119,500	\$107,550	\$0	\$11,950
2021	REIL runway 22	\$20,000	\$18,000	\$0	\$2,000
2021	Light Parallel Taxiway North from 5/23	\$143,100	\$128,790	\$0	\$14,310
	<b>Phase I Subtotal</b>	<b>\$2,983,011</b>	<b>\$2,684,710</b>	<b>\$0</b>	<b>\$298,301</b>
<b>Phase II</b>					
2023	Update ALP	\$150,000	\$135,000	\$0	\$15,000
2024	Construct/Expand hangars (8 stalls)	\$850,000	\$600,000	\$0	\$250,000
	<b>Phase II Subtotal</b>	<b>\$1,000,000</b>	<b>\$735,000</b>	<b>\$0</b>	<b>\$265,000</b>
<b>Phase III</b>					
2029	Crack & Joint sealing with marking	\$250,000	\$225,000	\$0	\$25,000
2030	Expand Apron	\$280,800	\$252,720	\$0	\$28,080
2034	Replace runway 5/23 lights	\$87,500	\$78,750	\$0	\$8,750
2034	Replace Runway 18/36 lights	\$210,000	\$189,000	\$0	\$21,000
2034	Land Acquisition			\$0	\$0
2034	Expansion & Lengthening runway 18/36			\$0	\$0
	<b>Phase III Subtotal</b>	<b>\$828,300</b>	<b>\$745,470</b>	<b>\$0</b>	<b>\$82,830</b>
<b>Total Development Costs</b>		<b>\$4,811,311</b>	<b>\$4,165,180</b>	<b>\$0</b>	<b>\$646,131</b>
<b>Not Funded</b>					
	Jet fuel				
2025	Fee Simple land for MALS (300-3/4)	\$36,000			
2025	Easement Land for RPZ (300-3/4)	\$13,800			
2025	Construct MALS (300-3/4)	\$200,000			
		<b>\$249,800</b>			

Federal Fiscal Year	Entitlement Funds
2015	\$12,956
2016	\$150,000
2017	\$150,000

**PRELIMINARY LEVY ALLOCATION FROM CITY OF WAYNE**

RESOLUTION NO. 2017-1

WHEREAS, Nebraska Statute 77-3443 (3) requires all political subdivisions subject to city levy authority to submit a preliminary request for levy allocation to the city council; and

WHEREAS, the Wayne City Council is the levy authority for the Wayne Municipal Airport.

NOW, THEREFORE BE IT RESOLVED that the following is said Board's tax request for budget year 2017-2018:

FUND TAX REQUEST

General Fund	\$ 71,400
TOTAL	\$ 71,400

BE IT FURTHER RESOLVED that said Public Airport has repayment of Interest-Free Loans from the Department of Aeronautics for \$14,680 and this amount is not included in the above tax request as allowed by law.

NOW, THEREFORE BE IT RESOLVED that the following is said Board's tax request for budget year 2017-2018:

TOTAL

Motion by \_\_\_\_\_ to adopt Resolution NO. 2017-1. Seconded by \_\_\_\_\_

Voting yes were: \_\_\_\_\_  
\_\_\_\_\_

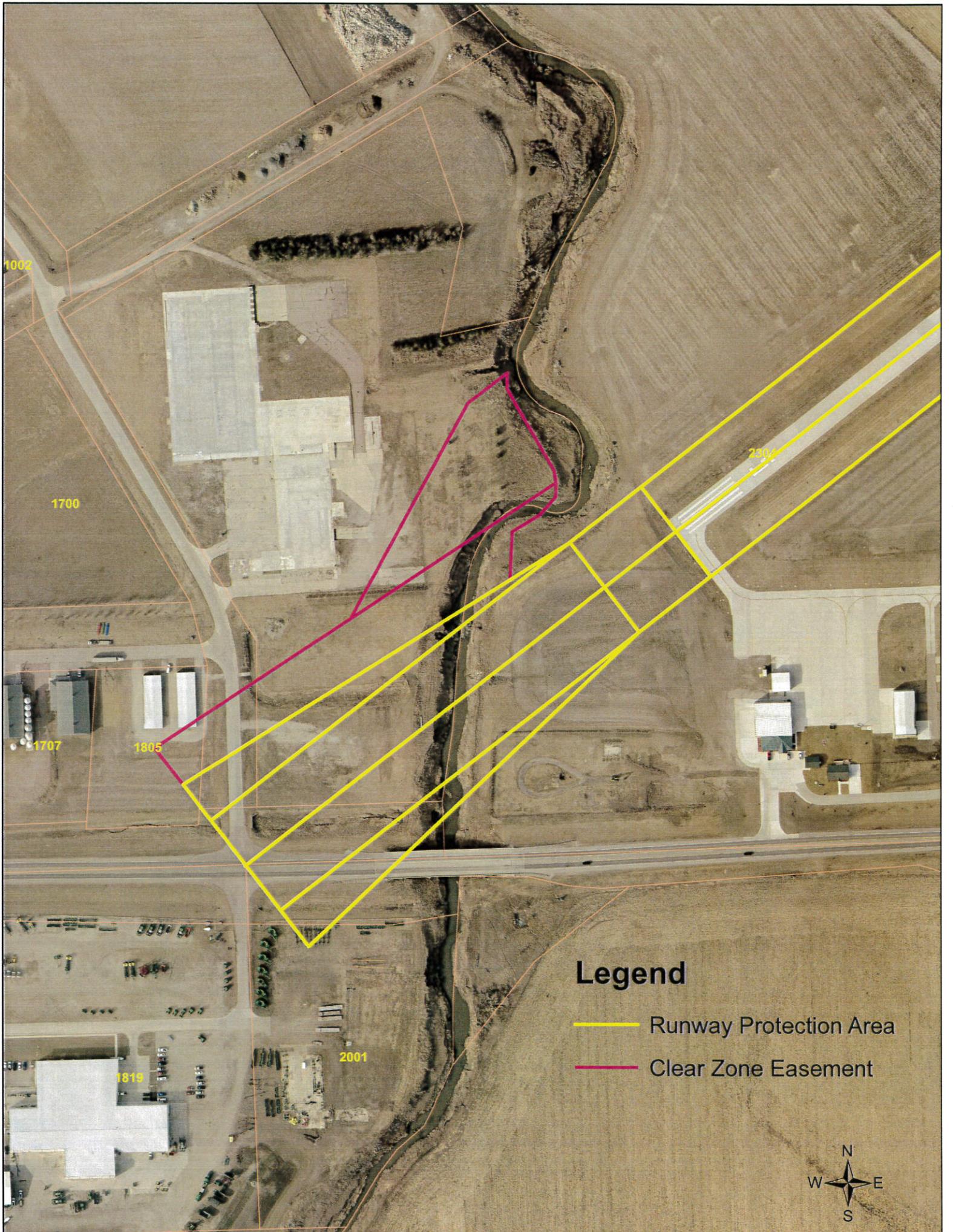
Voting no were: \_\_\_\_\_

Motion carried.

Date this 10<sup>th</sup> day of July, 2017.

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Secretary



### Legend

- Runway Protection Area
- Clear Zone Easement



**b. Recommendations.** Other objects that are desirable to clear, if practicable, are objects that do not have a substantial adverse effect on the airport but, if removed, will enhance operations. These include objects in the controlled activity area and obstructions to air navigation that are not covered in paragraph 211.a, especially those penetrating an approach surface. On a paved runway, the approach surface starts 200 feet (61 m) beyond the area usable for takeoff or landing, whichever is more demanding. On an unpaved runway, the approach surface starts at the end of the area usable for takeoff or landing.

**212. RUNWAY PROTECTION ZONE (RPZ).** The RPZ's function is to enhance the protection of people and property on the ground. This is achieved through airport owner control over RPZs. Such control includes clearing RPZ areas (and maintaining them clear) of incompatible objects and activities. Control is preferably exercised through the acquisition of sufficient property interest in the RPZ.

**a. Standards.**

**(1) RPZ Configuration/Location.** The RPZ is trapezoidal in shape and centered about the extended runway centerline. The central portion and controlled activity area are the two components of the RPZ (see Figure 2-3). The RPZ dimension for a particular runway end is a function of the type of aircraft and approach visibility minimum associated with that runway end. Table 2-4 provides standard dimensions for RPZs. Other than with a special application of declared distances, the RPZ begins 200 feet (60 m) beyond the end of the area usable for takeoff or landing. With a special application of declared distances, see Appendix 14, separate approach and departure RPZs are required for each runway end.

**(a) The Central Portion of the RPZ.** The central portion of the RPZ extends from the beginning to the end of the RPZ, centered on the runway centerline. Its width is equal to the width of the runway OFA (see Figure 2-3). Paragraph 307 contains the dimensional standards for the OFA.

**(b) The Controlled Activity Area.** The controlled activity area is the portion of the RPZ to the sides of the central portion of the RPZ.

**(2) Land Use.** In addition to the criteria specified in paragraph 211, the following land use criteria apply within the RPZ:

**(a)** While it is desirable to clear all objects from the RPZ, some uses are permitted, provided they do not attract wildlife (see paragraph 202.g., Wildlife Hazards, and Appendix 17 or dimensional standards), are outside of the Runway OFA, and do not interfere with navigational aids. Automobile parking facilities, although discouraged,

may be permitted, provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the central portion of the RPZ. Fuel storage facilities may not be located in the RPZ.

**(b)** Land uses prohibited from the RPZ are residences and places of public assembly. (Churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typify places of public assembly.) Fuel storage facilities may not be located in the RPZ.

**b. Recommendations.** Where it is determined to be impracticable for the airport owner to acquire and plan the land uses within the entire RPZ, the RPZ land use standards have recommendation status for that portion of the RPZ not controlled by the airport owner.

**c. FAA Studies of Objects and Activities in the Vicinity of Airports.** The FAA policy is to protect the public investment in the national airport system. To implement this policy, the FAA studies existing and proposed objects and activities, both off and on public-use airports, with respect to their effect upon the safe and efficient use of the airports and safety of persons and property on the ground. These objects need not be obstructions to air navigation, as defined in 14 CFR Part 77. As the result of a study, the FAA may issue an advisory recommendation in opposition to the presence of any off-airport object or activity in the vicinity of a public-use airport that conflicts with an airport planning or design standard or recommendation.

**213. RUNWAY HOLDING POSITION (HOLDLINE).** At airports with operating airport traffic control towers, runway holding positions (holdlines) identify the location on a taxiway where a pilot is to stop when he/she does not have clearance to proceed onto the runway. At airports without operating control towers, these holdlines identify the location where a pilot should assure there is adequate separation with other aircraft before proceeding onto the runway. The holdline standards, which assume a perpendicular distance from a runway centerline to an intersecting taxiway centerline (See paragraph 409) are in Tables 2-1 and 2-2. However, these distance standards may need to be longer and placed in such a way to take into account the largest aircraft (tail, body, or wing tip) expected to use the runway from penetrating the Obstacle Free Zone. These distances do not guarantee sufficient clearance behind a holding aircraft to permit the passing of another aircraft on a parallel taxiway. No part of an aircraft (wing-tip, fuselage, etc.) shall extend beyond the holdline.

**214. GUIDANCE FOR PARACHUTE LANDING AREA.** To accommodate safe sport parachuting

(skydiving) activities, the airport should carefully select and designate a suitable Parachute Landing Area (PLA). Consideration of hazards, size, and location of the PLA is critical when operating within close proximity to other aeronautical activities at an airport. Appendix 18 lists the standards for the siting and design of a PLA on an airport.

**215. to 299. RESERVED**



# Federal Aviation Administration

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## Memorandum

Date: SEP 27 2012

To: Regional Airports Division Managers  
610 Branch Managers  
620 Branch Managers  
ADO Managers

From: *Benito De Leon*  
Benito De Leon, Director  
Office of Airport Planning and Programming (APP-1)

*Michael J. O'Donnell*  
Michael J. O'Donnell, Director  
Office of Airport Safety and Standards (AAS-1)

Subject: Interim Guidance on Land Uses Within a Runway Protection Zone

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### Background

The FAA Office of Airports (ARP) has identified the need to clarify our policy on land uses within the Runway Protection Zone (RPZ). This memorandum presents interim policy guidance on compatible land uses within Runway Protection Zones (RPZ) to address recurrent questions about what constitutes a compatible land use and how to evaluate proposed land uses that would reside in an RPZ. While Advisory Circular 150/5300-Change 17 (Airport Design) notes that "it is desirable to clear all objects from the RPZ," it also acknowledges that "some uses are permitted" with conditions and other "land uses are prohibited."

RPZ land use compatibility also is often complicated by ownership considerations. Airport owner control over the RPZ land is emphasized to achieve the desired protection of people and property on the ground. Although the FAA recognizes that in certain situations the airport sponsor may not fully control land within the RPZ, the FAA expects airport sponsors to take all possible measures to protect against and remove or mitigate incompatible land uses.

ARP is developing a new guidance document for the Regional Office (RO) and Airport District Office (ADO) staff that clarifies our policy regarding land uses in the RPZ. This new guidance document will outline a comprehensive review process for existing and proposed land uses within an RPZ and is slated for publication in 2013. We also intend to incorporate RPZ land use considerations into the ongoing update to the Land Use Compatibility Advisory Circular (AC) which is slated for publication in 2014.

This memorandum outlines interim guidance for ARP RO and ADO staff to follow until the comprehensive RPZ land use guidance is published.

## Interim Guidance

### **New or Modified Land Uses in the RPZ**

Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400 (who will coordinate with the Airport Engineering Division, AAS-100), when any of the land uses described in **Table 1** would enter the limits of the RPZ as the result of:

1. An airfield project (e.g., runway extension, runway shift)
2. A change in the critical design aircraft that increases the RPZ dimensions
3. A new or revised instrument approach procedure that increases the RPZ dimensions
4. A local development proposal in the RPZ (either new or reconfigured)

**Table 1: Land Uses Requiring Coordination with APP-400**

- |  |
|--|
| <ul style="list-style-type: none"> <li>• Buildings and structures (Examples include, but are not limited to: residences, schools, churches, hospitals or other medical care facilities, commercial/industrial buildings, etc.)</li> <li>• Recreational land use (Examples include, but are not limited to: golf courses, sports fields, amusement parks, other places of public assembly, etc.)</li> <li>• Transportation facilities. Examples include, but are not limited to:             <ul style="list-style-type: none"> <li>○ Rail facilities – light or heavy, passenger or freight</li> <li>○ Public roads/highways</li> <li>○ Vehicular parking facilities</li> </ul> </li> <li>• Fuel storage facilities (above and below ground)</li> <li>• Hazardous material storage (above and below ground)</li> <li>• Wastewater treatment facilities</li> <li>• Above-ground utility infrastructure (i.e. electrical substations), including any type of solar panel installations.</li> </ul> |
|--|

Land uses that may create a safety hazard to air transportation resulting from wildlife hazard attractants such as retention ponds or municipal landfills are not subject to RPZ standards since these types of land uses do not create a hazard to people and property on the ground. Rather, these land uses are controlled by other FAA policies and standards. In accordance with the relevant Advisory Circulars, the Region/ADO must coordinate land use proposals that create wildlife hazards with AAS-300, regardless of whether the proposed land use occurs within the limits of an RPZ.

### **Alternatives Analysis**

Prior to contacting APP-400, the RO and ADO staff must work with the airport sponsor to identify and document the full range of alternatives that could:

1. Avoid introducing the land use issue within the RPZ
2. Minimize the impact of the land use in the RPZ (i.e., routing a new roadway through the controlled activity area, move farther away from the runway end, etc.)

3. Mitigate risk to people and property on the ground (i.e., tunneling, depressing and/or protecting a roadway through the RPZ, implement operational measures to mitigate any risks, etc.)

Documentation of the alternatives should include:

- A description of each alternative including a narrative discussion and exhibits or figures depicting the alternative
- Full cost estimates associated with each alternative regardless of potential funding sources.
- A practicability assessment based on the feasibility of the alternative in terms of cost, constructability and other factors.
- Identification of the preferred alternative that would meet the project purpose and need while minimizing risk associated with the location within the RPZ.
- Identification of all Federal, State and local transportation agencies involved or interested in the issue.
- Analysis of the specific portion(s) and percentages of the RPZ affected, drawing a clear distinction between the Central Portion of the RPZ versus the Controlled Activity Area, and clearly delineating the distance from the runway end and runway landing threshold.
- Analysis of (and issues affecting) sponsor control of the land within the RPZ.
- Any other relevant factors for HQ consideration.

APP-400 will consult with AAS-100 when reviewing the project documents provided by the RO/ADO. APP-400 and AAS-100 will work with the Region/ADO to make a joint determination regarding Airport Layout Plan (ALP) approval after considering the proposed land use, location within the RPZ and documentation of the alternatives analysis.

In addition, APP-400 and AAS-100 will work with the Region/ADO to craft language for inclusion in the airspace determination letter regarding any violations to ensure that all stakeholders (including tenants, operators, and insurers) are fully apprised of the issues and potential risks and liabilities associated with permitting such facilities within the RPZ.

### **Existing Land Uses in the RPZ**

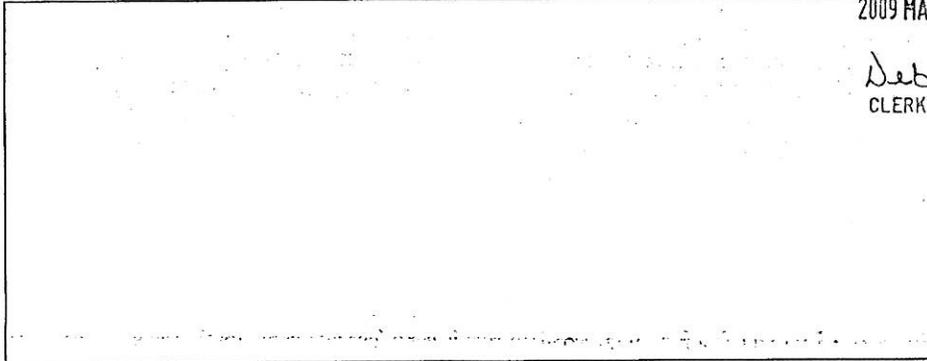
This interim policy only addresses the introduction of new or modified land uses to an RPZ and proposed changes to the RPZ size or location. Therefore, at this time, the RO and ADO staff shall continue to work with sponsors to remove or mitigate the risk of any existing incompatible land uses in the RPZ as practical.

For additional information or questions regarding this interim guidance, please contact either Ralph Thompson, APP-400, at [ralph.thompson@faa.gov](mailto:ralph.thompson@faa.gov) or (202) 267-8772 or Danielle Rinsler, APP-401, at [danielle.rinsler@faa.gov](mailto:danielle.rinsler@faa.gov) or (202) 267-8784.

For Official Use Only

2009 MAR -3 PM 3:16

*Debra Finn*  
CLERK / ROD / ELECTION



**AVIGATION AND HAZARD EASEMENT  
TRACT 33**

WHEREAS, Restful Knights, Inc., a Nebraska Corporation, hereinafter called the Grantor, is the owner in fee of that certain parcel of land situated in the County of Wayne, State of Nebraska, more particularly described as follows:

A tract of land located in the Southwest Quarter of Section 8, Township 26 North, Range 4 East of the 6<sup>th</sup> P.M., Wayne County, Nebraska, being more particularly described as follows: Commencing at the Southeast Corner of said Southwest Quarter; thence on the East line of said Southwest Quarter, North 02 degrees 28 minutes 06 seconds West (assumed bearing), 808.24 feet; thence South 87 degrees 31 minutes 54 seconds West 75.87 feet to the point of beginning; thence South 56 degrees 20 minutes 21 seconds West, 537.06 feet; thence North 28 degrees 51 minutes 05 seconds East, 529.32 feet; thence North 52 degrees 03 minutes 00 seconds East, 110.37 feet; thence South 05 degrees 23 minutes 49 seconds East, 34.21 feet; thence South 26 degrees 50 minutes 06 seconds East, 102.08 feet; thence South 32 degrees 28 minutes 10 seconds East, 52.09 feet; thence South 32 degrees 03 minutes 08 seconds East, 52.34 feet; thence South 01 degrees 20 minutes 11 seconds West, 20.38 feet to the point of beginning, containing 1.80 acres more or less,

hereinafter called "Grantor's property", and outlined on the attached map (Exhibit 1);

NOW, THEREFORE, in consideration of the sum of two thousand five hundred dollars (\$2,500.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Grantor, for itself, successors and assigns, do hereby grant, bargain, sell, and convey unto City of Wayne, Wayne Municipal Airport, hereinafter called the Grantee, its successors and assigns, for the use and benefit of the public, an easement and right of way, appurtenant to Wayne Municipal Airport for the unobstructed use and passage of all types of aircraft (as hereinafter defined), in and through the airspace above Grantor's property at any altitude or height above the surface of the land.

Said easement shall be appurtenant to and for the benefit of the real property now known as Wayne Municipal Airport including any additions thereto wherever located, hereafter made by Grantee or its successors and assigns, guests, and invitees, including any and all persons, firms, or corporations operating aircraft to or from the airport.

Said easement and burden, together with all things which may be alleged to be incident to or resulting from the use and enjoyment of said easement, including, but not limited to the right to cause in all airspace above or in the vicinity of the surface of Grantor's property such noise, vibrations, fumes, deposits of dust or other particulate matter, fuel particles (which are incidental to the normal operation of said aircraft), fear, interference with sleep and communication and any and all other effects that may be alleged to be incident to or caused by the operation of aircraft over or in the vicinity of Grantor's property or in landing at or taking off from, or operating at or on said Wayne Municipal Airport is hereby granted; and Grantor does hereby fully waive, remise, and release any right or cause of action which she may now have or which she may have in the future against Grantee, its successor and assigns, due to such noise, vibrations, fumes, dust, fuel particles and all other effects that may be caused or may have been caused by the

operation of aircraft landing at, or taking off from, or operating at or on said Wayne Municipal Airport.

As used herein, the term "aircraft" shall mean any and all types of aircraft, whether now in existence or hereafter manufactured and developed, to include, but not limited to, jet aircraft, propeller driven aircraft, civil aircraft, military aircraft, commercial aircraft, helicopters and all types of aircraft or vehicles now in existence or hereafter developed, regardless of existing or future noise levels, for the purpose of transporting persons or property through the air, by whoever owned or operated.

The easement and right-of-way hereby grants to the Grantee the continuing right to prevent the erection or growth upon Grantor's property of any building, structure, tree, or other object, and to remove these from said easement, or at the sole option of the Grantee, as an alternative, to mark and light as obstructions to air navigation, any such building, structure, tree or other objects now upon, or which in the future may be upon Grantor's property, together with the right of ingress to, egress from, and passage over Grantors' property for the above purpose.

The Grantor, for herself, her heirs, administrators, executors, successors, and assigns, does hereby agree that for and during the life of said avigation easement, she will not hereafter erect, permit the erection or growth of, or permit or suffer to remain upon Grantor's property any structure in the property described above; Provided, that the Grantor reserves unto herself, her heirs, successor and assigns the right to use said land for agricultural purposes and to bring farm machinery, equipment and personnel on the land temporarily as necessary to carry on agricultural pursuits. The Grantor, for herself, her heirs, administrators, executors, successors, and assigns, further agree she will not permit said land to be used as a place of public assembly, or in such a manner as might attract or bring together an assembly of persons thereon.

AND for the consideration hereinabove set forth, the Grantor, for herself, her heirs, administrators, executors, successors, and assigns, does hereby agree that for and during the life of said easement and right of way, she will not hereafter erect, permit the erection or growth of, or permit or suffer to remain upon Grantor's property any building, structure, tree or other object, and that she shall not hereafter use or permit or suffer the use of Grantor's property in such a manner as to create electrical interference with radio communication between any installation upon-said-airport and aircraft, or as to make it difficult for flyers to distinguish between airport lights and others, or to permit any use of the Grantor's land that causes a discharge of fumes, dust or smoke so as to impair visibility in the vicinity of the airport or as otherwise to endanger the landing, taking off or maneuvering of aircraft. Grantor furthermore waives all damages and claims for damages caused by the removal or elimination of such objects or activities.

TO HAVE AND TO HOLD said easement and right of way, and all rights appertaining thereto unto the Grantee, its successors, and assigns, until said Wayne Municipal Airport shall be abandoned and shall cease to be used for public airport purposes.

It being understood and agreed that the aforesaid covenants and agreements shall run with the land and shall be binding upon the heirs, administrators, executors, successors and assigns of the Grantor until said Wayne Municipal Airport shall be abandoned and cease to be used for public airport purposes.

IN WITNESS WHEREOF, the Grantor has hereunto set their hands and seals this 16th day of February, 2009.

Restful Knights, Inc., a Nebraska Corporation,  
Grantor



Eric Moen, President of Restful Knights, Inc.





Exhibit "A"

RE: Clear Zone Easement Legal Description  
Restful Knights, Inc., A Nebraska Corporation, Grantor  
Wayne Airport Authority, Grantee

A tract of land located in the Southwest Quarter (SW ¼) of Section 8, Township 26 North, Range 4, East of the 6th P.M., Wayne County, Nebraska, more particularly described as follows, to-wit: Beginning at the center of the westerly end line of Runway #4 of the Wayne Municipal Airport; thence South 54 degrees, more or less, West, a distance of 200 feet, more or less, beyond the end line of said runway to a point; thence North 35 degrees, more or less, West, on a line parallel to the end line of Runway #4 a distance of 220 feet, more or less, to the center line of Logan Creek, which is the point of beginning; thence continuing on the last described course, a distance of 30 feet, more or less, to a point; thence South 59 degrees, more or less, West, a distance of 1015 feet, more or less, to a point; thence South 35 degrees, more or less, East, a distance of 100 feet, more or less, to a point; thence North 59 degrees, more or less, East, a distance of 825 feet, more or less, to the center line of Logan Creek; thence North and Northeasterly along the center line of Logan Creek to the point of beginning.

STATE OF NEBRASKA }  
WAYNE COUNTY } ss.  
Filed for Record March 8 19 96  
at 1:42 o'clock P M. Recorded  
on Microfilm No. 960346

Debra Finn by Sharon Biermann  
County Clerk and Ex-Officio Recorder Deputy

CLEAR ZONE EASEMENT

This easement granted this 13th day of June, 1989, by Restful Knights, Inc., a Nebraska corporation, hereinafter called the "Grantor", to Wayne Airport Authority, a duly constituted airport authority, in Wayne County, Nebraska, hereinafter called the "Grantee".

In consideration of the sum of \$20,000.00, the receipt of which is hereby acknowledged by the Grantor, the Grantor grants to the Grantee, for the use and benefit of the public, a perpetual clear zone easement and right-of-way for the unobstructed and unrestricted flight of aircraft in, through, and across the air space over and above Grantor's real estate, hereinafter described, at any altitude or height above the surface of the land, together the right to cause in said air space, such noise as may be inherent in the operation of aircraft, now known or hereafter used for navigation of or flight in the air, using said air space for landing at, taking off from, or operating on or about the airport of the Grantee, with the permanent right of entry upon said land for the purpose of removing and preventing the construction or erection of any buildings, structures, or facilities, and the growth of any trees or other objects upon said real estate, except as shall be reserved to the Grantor, as long as the same does not endanger public safety, said real estate described as follows:

A tract of land located in the Southwest Quarter (SW $\frac{1}{4}$  of Section Eight (8), Township Twenty-six (26) North, Range Four (4), East of the 6th P.M., Wayne County, Nebraska, more particularly described on Exhibit "A" attached hereto and incorporated herein by reference.

IT IS FURTHER AGREED:

1. Grantor shall have the privilege in ingress and egress for its employees, duly authorized agents, for all necessary mowing and maintenance operations of said real estate.
2. Grantee shall have the right and privilege to trim or remove such trees, brush, and vegetation as may in any way interfere with the normal operations of the airport.
3. The covenants and agreements contained herein shall be binding upon all parties, their heirs, successors, personal representatives and assigns.

Executed this 13th day of June, 1989.

RESTFUL KNIGHTS, INC.,  
a Nebraska corporation,

By Janet L. Kardell  
President

STATE OF NEBRASKA    )  
                                  ) ss.  
COUNTY OF WAYNE    )

The foregoing instrument was acknowledged before me on June 13, 1989, by Janet L. Kardell, President of Restful Knights, Inc., a Nebraska corporation, on behalf of said corporation.

 GENERAL NOTARY-State of Nebraska  
PATRICIA A. LUNZ  
My Comm. Exp. Oct. 28, 1989

Patricia A. Lunz  
Notary Public

## RECORD OF NEGOTIATIONS

Wayne Municipal Airport / Stan Morris Field  
Wayne, Nebraska  
Anticipated AIP Project No. 3-31-0086-014  
Amendment No. 1

### Revised Project Description:

- Partial Parallel Taxiway to Runway 18/36 (section south of Runway 5/23) – Grading, Paving, Lighting and Signage
  - Partial Parallel Taxiway to Runway 5/23 (section east of Runway 18/36) – Grading, Paving, Lighting and Signage
  - Reconstruct three T-hangar taxilanes, not including the individual ramps to each hangar door
1. A meeting was held in March 2017 with the Sponsor and Consultant to discuss the scope of services and ensure that everyone had a thorough understanding of the project.
  2. The Consultant submitted their draft engineering agreement on May 30, 2017 broken down as follows:
    - a. Amended Design Phase Services - \$ 113,700
      - i. Original Agreement - \$ 99,200
      - ii. Amended Agreement Difference - \$ 14,500
    - b. Construction Phase Services - \$ 322,600
      - i. Construction Testing Services - \$ 41,998 (Included in Construction Phase Services)
    - c. Closeout Phase Services - \$ 16,100
  3. The Nebraska Department of Aeronautics (NDA) prepared an Independent Cost Analysis (ICA), dated January 24, 2017 broken down as follows:
    - a. Amended Design Phase Services - \$ 36,814
    - b. Construction Phase Services - \$ 234,078
      - i. Construction Testing Services - \$ 8,000 (Included in Construction Phase Services)
    - c. Closeout Phase Services - \$ 18,457
  4. The Sponsor and Consultant held a meeting on June 21, 2017 to discuss Amendment No. 1 to the existing engineering agreement for the anticipated project. The Sponsor and Consultant discussed that Olsson's proposed fees for the both the amended design phase services and the closeout phase services were below NDA's Independent Cost Analysis (ICA). The Sponsor found Olsson's proposed fees for the previously mentioned services reasonable.
  5. The Sponsor and Consultant also discussed the Construction Phase Services. The Consultant discussed the following items and costs associated with the items from both Olsson's proposed amendment and NDA's ICA of the proposed amendment for Construction Phase Services, as shown on the following page:

Olsson's proposed costs:

- a. Total Direct Salary - \$ 76,412.20
- b. Labor and General & Administrative Overhead Expense - \$ 134,989.79
- c. Fixed Fee (15%) - \$ 31,710.30
- d. Direct Nonsalary Expenses - \$ 37,450.00
- e. Subcontract Costs - \$41,998.00
- f. Not-to-Exceed Total - \$322,560.29

NDA's ICA proposed costs:

- a. Total Direct Salary - \$ 66,315
- b. Labor and General & Administrative Overhead Expense - \$ 117,152
- c. Fixed Fee (12.1%) - \$ 22,200
- d. Direct Nonsalary Expenses - \$ 20,411
- e. Subcontract Costs - \$8,000
- f. Not-to-Exceed Total - \$234,078

The Consultant explained that if NDA's ICA proposed hours were associated with Olsson's proposed median hourly rates the proposed costs for Total Direct Salary and Labor and General & Administrative Overhead Expense would be as follows:

- a. Total Direct Salary - \$ 78,407.35
- b. Labor and General & Administrative Overhead Expense - \$ 138,514.42

This equates to a dollar amount, for the two items noted above, being \$5,519.78 above Olsson's proposed fees. The Consultant explained that Olsson uses the 50<sup>th</sup> percentile (midpoint) for each office location to develop our proposed salary ranges. The airport agreed that the salaries were acceptable for the level of service Olsson has provided.

The Sponsor asked if there was a need for a Team Leader for the completion of the Construction Phase Services. Olsson's reviewed the hours for the tasks associated with the Team Leader and determined the hours for this phase of work could be eliminated.

The Sponsor asked if there was a need for a Senior Project Engineer for the Construction Phases Services. Again, Olsson's reviewed the tasks for this phase of work and it was established that the need for a Senior Project Engineer could be reduced. The Sponsor and Consultant agreed to reduce the total hours for a Senior Project Engineer by 4 hours.

The Sponsor felt that based on the scope of the project, the fixed fee should be reduced from 15% to NDA's ICA proposed 12.1%. The Consultant agreed to reduce the fixed fee to 12.1%.

The Sponsor also felt that the expenses for the project could be reduced. The Consultant reviewed the expenses and agreed to reduce the expenses by \$8,519.

The Sponsor asked the Consultant to explain the difference between NDA's ICA Subcontract costs (Testing) and Olsson's proposed costs for this item. The Consultant explained that to meet all the specifications and testing requirements within the specifications, the proposed amount will be required. The Sponsor was informed that NDA's ICA concrete testing did not meet the frequency requirements for the proposed phasing of the project and the actual constructability based on the proposed phasing. The Consultant explained testing procedures and requirements. The Consultant also explained the proposed items for testing and described the items missing from the NDA's ICA proposed testing costs. The Sponsor agreed to the fees proposed by Olsson's.

6. The proposed negotiated draft amendment fees are as follows:
  - a. Amended Design Phase Services - \$ 113,700
    - i. Original Agreement - \$ 99,200
    - ii. Amended Agreement Difference - \$ 14,500
  - b. Construction Phase Services - \$ 305,500
    - iii. Construction Testing Services - \$ 41,998 (Included in Construction Phase Services)
  - c. Closeout Phase Services - \$ 16,100
  
7. The draft amendment, which includes the scope of services and Consultant's fee proposal, is submitted with this Record of Negotiations. The revised fee proposal is considered reasonable by the Sponsor. The negotiations were conducted in good faith to ensure the fees are fair and reasonable. The procedures outlined in AC 150/5100-14 have been followed.

Signature: 

Date: June 28, 2017

Design phase

	Olisson's				NDA				Olsson's Negotiated			
Team leader	13	\$ 68.00	\$ 884.00	8	\$ 65.00	\$ 520.00	13	\$ 68.00	\$ 884.00			
Sr project engineer	54	\$ 56.20	\$ 3,034.80	59	\$ 46.00	\$ 2,714.00	54	\$ 56.20	\$ 3,034.80			
Project engineer	179	\$ 45.90	\$ 8,216.10	49	\$ 40.00	\$ 1,960.00	179	\$ 45.90	\$ 8,216.10			
Exec. Or mech engineer	0	\$ 64.00	\$ -	72	\$ 30.00	\$ 2,160.00	0	\$ 64.00	\$ -			
Assistant engineer	168	\$ 33.65	\$ 5,653.20	50	\$ 28.00	\$ 1,400.00	168	\$ 33.65	\$ 5,653.20			
Registered surveyor	12	\$ 38.00	\$ 456.00	0	\$ -	\$ -	12	\$ 38.00	\$ 456.00			
Sr technician	145	\$ 27.50	\$ 3,987.50	55	\$ 25.00	\$ 1,375.00	145	\$ 27.50	\$ 3,987.50			
Assoc technician	273	\$ 25.25	\$ 6,893.25	31	\$ 20.00	\$ 620.00	273	\$ 25.25	\$ 6,893.25			
Asst technician	207	\$ 24.00	\$ 4,968.00	27	\$ 18.00	\$ 486.00	207	\$ 24.00	\$ 4,968.00			
Clerical	36	\$ 22.40	\$ 806.40	16	\$ 18.00	\$ 288.00	36	\$ 22.40	\$ 806.40			
			\$ 34,899.25			\$ 11,523.00			\$ 34,899.25			
Percentage of direct salary	176.66%		\$ 61,653.02			\$ 20,356.53	176.66%		\$ 61,653.02			
Fixed fee 15% of items 1 & 2			\$ 14,482.84		Fixed fee 12.1% of items 1 & 2	\$ 3,857.42			\$ 14,482.84			
Direct non salary expenses		\$ 800.00						\$ 800.00				
Meals & motel		\$ 300.00						\$ 300.00				
Copies & I prints		\$ 1,140.00						\$ 1,140.00				
Supplies, phone & misc		\$ 408.00						\$ 408.00				
		\$ 2,648.00	\$ 2,648.00	\$ 1,077.00	\$ 1,077.00	\$ 1,077.00		\$ 2,648.00	\$ 2,648.00			
			\$ 113,683.10			\$ 36,813.96			\$ 113,683.10			
			\$ 113,700.00			\$ 36,814.00			\$ 113,700.00			

Approved  
P. Swanson

**Construction phase**

	Olsson's			NDA			Olsson's Negotiated		
Team leader	8	\$ 68.00	\$ 544.00	0	\$ 65.00	\$ -	0	\$ 68.00	\$ -
Sr project engineer	34	\$ 56.20	\$ 1,910.80	22	\$ 46.00	\$ 1,012.00	30	\$ 56.20	\$ 1,686.00
Project engineer	290	\$ 45.90	\$ 13,311.00	105	\$ 40.00	\$ 4,180.00	290	\$ 45.90	\$ 13,311.00
Exec. Or mech engineer	0	\$ 64.00	\$ -	28	\$ 30.00	\$ 840.00	0	\$ 64.00	\$ -
Assistant engineer	46	\$ 33.65	\$ 1,547.90	1578	\$ 28.00	\$ 44,184.00	46	\$ 33.65	\$ 1,547.90
Registered surveyor	24	\$ 38.00	\$ 912.00	5	\$ 45.00	\$ 225.00	24	\$ 38.00	\$ 912.00
Survey party chief		\$ -	\$ -	56	\$ 35.00	\$ 1,960.00		\$ -	\$ -
Sr technician	1617	\$ 27.50	\$ 44,467.50	549	\$ 25.00	\$ 13,725.00	1617	\$ 27.50	\$ 44,467.50
Assoc technician	396	\$ 25.25	\$ 9,999.00	0	\$ 20.00	\$ -	396	\$ 25.25	\$ 9,999.00
Asst technician	141	\$ 24.00	\$ 3,384.00	0	\$ 18.00	\$ -	141	\$ 24.00	\$ 3,384.00
Clerical	15	\$ 22.40	\$ 336.00	10.5	\$ 18.00	\$ 189.00	15	\$ 22.40	\$ 336.00
		\$ 76,412.20			\$ 66,315.00			\$ 75,643.40	
Percentage of direct salary	176.66%		\$ 134,989.79			\$ 117,152.08	176.66%		\$ 133,631.63
Fixed fee 15% of items 1 & 2			\$ 31,710.30	Fixed fee 12.1% of items 1 & 2		\$ 22,199.52		Fixed fee 12.1% of items 1 & 2	\$ 25,322.28
Direct non salary expenses		\$ 13,400.00						\$ 13,400.00	
Meals & motel		\$ 22,850.00						\$ 14,331.00	
Copies & I prints		\$ 200.00						\$ 200.00	
Supplies, phone & misc		\$ 1,000.00						\$ 1,000.00	
		\$ 37,450.00	\$ 37,450.00	\$ 20,411.00	\$ 20,411.00	\$ 20,411.00	\$ 28,931.00	\$ 28,931.00	\$ 28,931.00
		\$ 280,562.29	\$ 280,562.29		\$ 226,077.60	\$ 226,077.60		\$ 263,528.31	\$ 263,528.31
		\$ 41,998.00	\$ 41,998.00		\$ 8,000.00	\$ 8,000.00		\$ 41,998.00	\$ 41,998.00
		\$ 322,560.29	\$ 322,560.29		\$ 234,077.60	\$ 234,077.60		\$ 305,526.31	\$ 305,526.31
		\$ 322,600.00	\$ 322,600.00		\$ 234,078.00	\$ 234,078.00		\$ 305,500.00	\$ 305,500.00
Subcontract costs									

Close out

	Olsson's			NDA			Olsson's Negotiated		
Team leader	0	\$ 70.72	\$ -	0	\$ 65.00	\$ -	0	\$ 70.72	\$ -
Sr project engineer	0	\$ 58.45	\$ -	17	\$ 46.00	\$ 782.00	0	\$ 58.45	\$ -
Project engineer	24	\$ 47.74	\$ 1,145.76	22	\$ 40.00	\$ 880.00	24	\$ 47.74	\$ 1,145.76
Exec. Or mech engineer	0	\$ 66.56	\$ -	22	\$ 30.00	\$ 660.00	0	\$ 66.56	\$ -
Assistant engineer	20	\$ 35.00	\$ 700.00	12	\$ 28.00	\$ 336.00	20	\$ 35.00	\$ 700.00
Registered surveyor	0	\$ 39.52	\$ -	10	\$ 45.00	\$ 450.00	0	\$ 39.52	\$ -
Survey party chief				20	\$ 35.00	\$ 700.00			
Sr technician	50	\$ 28.60	\$ 1,430.00	30	\$ 25.00	\$ 750.00	50	\$ 28.60	\$ 1,430.00
Assoc technician	50	\$ 26.26	\$ 1,313.00	24	\$ 20.00	\$ 480.00	50	\$ 26.26	\$ 1,313.00
Asst technician	0	\$ 24.96	\$ -	20	\$ 18.00	\$ 360.00	0	\$ 24.96	\$ -
Clerical	10	\$ 23.30	\$ 233.00	10	\$ 18.00	\$ 180.00	10	\$ 23.30	\$ 233.00
		\$ 4,821.76				\$ 5,578.00			\$ 4,821.76
Percentage of direct salary	176.66%	\$ 8,518.12				\$ 9,854.09	176.66%		\$ 8,518.12
Fixed fee 15% of items 1 & 2		\$ 2,000.98			Fixed fee 12.1% of items 1 & 2	\$ 1,867.28			\$ 2,000.98
Direct non salary expenses		\$ -						\$ -	
Meals & motel		\$ -						\$ -	
Copies & I prints		\$ 750.00						\$ 750.00	
Supplies, phone & misc		\$ -						\$ -	
		\$ 750.00	\$ 750.00		\$ 1,157.00	\$ 1,157.00		\$ 750.00	\$ 750.00
		\$ 16,090.86	\$ 16,090.86			\$ 18,456.38		\$ 16,090.86	\$ 16,090.86
		\$ -	\$ -			\$ -		\$ -	\$ -
Subcontract costs		\$ 16,090.86	\$ 16,090.86			\$ 18,456.38		\$ 16,090.86	\$ 16,090.86
		\$ 16,100.00	\$ 16,100.00			\$ 18,457.00		\$ 16,100.00	\$ 16,100.00

**Nancy Braden - FW: LCG 014 - Engineering Agreement Acceptance**

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**From:** "Lannin, Anna" <[anna.lannin@nebraska.gov](mailto:anna.lannin@nebraska.gov)>  
**To:** "cchristianson@olssonassociates.com" <[cchristianson@olssonassociates.com](mailto:cchristianson@olssonassociates.com)>  
**Date:** 07/05/2017 2:17 PM  
**Subject:** FW: LCG 014 - Engineering Agreement Acceptance  
**Cc:** Wayne Airport <[nancy@cityofwayne.org](mailto:nancy@cityofwayne.org)>

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Curt,

The FAA has given their approval to execute amendment #3 after the federal provisions have been added. Please move forward.

Also, attached is our current cost summary. The funds for the grant have not yet been released. I expect the grant to be issued as soon as the OST release is published.

Please let me know if you have any questions.

**Anna Lannin, P.E.**

*Planning and Programming  
Aeronautics Division*

Nebraska Department of Transportation

OFFICE 402-471-2371

[anna.lannin@nebraska.gov](mailto:anna.lannin@nebraska.gov)

[dot.nebraska.gov](http://dot.nebraska.gov) | [Twitter](#)

---

**From:** Justin.Collier@faa.gov [[Justin.Collier@faa.gov](mailto:Justin.Collier@faa.gov)]  
**Sent:** Wednesday, July 05, 2017 10:55 AM  
**To:** Lannin, Anna  
**Subject:** LCG 014 - Engineering Agreement Acceptance

Anna,

Please consider this email our acceptance of Wayne's design amendment and proposed construction observation contract after including the requiring federal provisions. Please email me the executed copy. Let me know if you have any questions. Thank you,

Justin Collier, PE

State Airport Engineer – Missouri and Nebraska (NE M-Z cities, except OMA)

FAA Central Region, Airports Division

901 Locust St., Room 364, Kansas City, MO 64106-2328

Direct [816.329.2629](tel:816.329.2629) | Office [816.329.2600](tel:816.329.2600)

[https://www.faa.gov/airports/aip/aip\\_handbook/](https://www.faa.gov/airports/aip/aip_handbook/)

<https://www.faa.gov/airports/resources/forms/>

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**From:** Lannin, Anna [<mailto:anna.lannin@nebraska.gov>]  
**Sent:** Wednesday, June 28, 2017 1:18 PM  
**To:** Collier, Justin (FAA) <[Justin.Collier@faa.gov](mailto:Justin.Collier@faa.gov)>  
**Subject:** FW: Record of Negotiations and Revised Agreement - AIP 3-31-0086-014 - Wayne Municipal Airport

Justin,

Attached is the draft amendment for your review for the Wayne taxiway project.

Please review.

**Anna Lannin, P.E.**

*Division Manager* | PLANNING & PROGRAMMING DIVISION

**Nebraska Department of Aeronautics**

OFFICE [402-471-7931](tel:402-471-7931)

[anna.lannin@nebraska.gov](mailto:anna.lannin@nebraska.gov)

[Web Page](#) | [Facebook](#)

**AMENDMENT NO. 1**

to

**AGREEMENT FOR CONSULTING SERVICES**

June 27, 2017

WAYNE AIRPORT AUTHORITY  
P.O. Box 8  
Wayne, NE 68787

Re: AMENDMENT TO CONSULTANT AGREEMENT  
WAYNE MUNICIPAL AIRPORT  
Airport Improvement Program (AIP) Project No. 3-31-0086-014  
*OA Project No. 016-2139*

This amendment will revise the Agreement executed on February 13, 2017 by revising the Project Description (the "Project"), Amending *Section 2: Design Phase*, and adding *Section 4: Construction Phase Services* and *Sections 5: Close- Out Phase. Section 7: Fees and Charges* will be updated accordingly as described below:

**REVISED PROJECT DESCRIPTION (the "Project")**

The primary change in project description is to add Lighting and Signage to both partial parallel taxiways listed below.

- Partial Parallel Taxiway to Runway 18/36 (section south of Runway 5/23) – Grading, Paving, Lighting and Signage
- Partial Parallel Taxiway to Runway 5/23 (section east of Runway 18/36) – Grading, Paving, Lighting and Signage
- Reconstruct three T-hangar taxilanes, not including the individual ramps to each hangar door

## SECTION 2: DESIGN PHASE

Amend Section 2 to include the following items:

- t. Conduct field assessment to evaluate the existing lighting condition and configuration. One project engineer shall conduct the on-site investigation. Take photographs of the project area and configuration of lighting system and configuration of connections of the lighting system within the electrical vault building. Field assessment is limited to visual observation of the site as it exists at the time of observation. Field assessment does not constitute exhaustive investigation and does not constitute any warranty or guarantee of any type that the site is suitable for the Project. Olsson is not responsible for identifying any concealed or latent defects that may be present at the site. Sponsor shall furnish the best obtainable information of which it is aware or could reasonably be aware of, as to surface and subsurface conditions through the exercise of reasonable diligence.
- u. Present the preliminary scope, layout and recommendations for the taxiway lighting and signage configuration to the Sponsor at a meeting at the Sponsor's location.
- v. Submit a preliminary layout of the taxiway lighting and signage to FAA and NDA.
- w. Coordinate with the FAA and NDA to finalize design criteria for taxiway lighting and signage in accordance with FAA Advisory Circulars.
- x. Incorporate applicable comments and prepare detailed plans, specifications, contract documents and engineer's design report. Olsson shall use FAA Advisory Circular (AC) 150/5370-10, *Standards for Specifying Construction of Airports* and shall follow the AIP Sponsor Guides listed below (current as of the date that Olsson executed the Agreement).
  - (1) Guide No. 920 – Engineering Report
  - (2) Guide No. 930 – Plans and Specifications
  - (3) Guide No. 940 – Regional Approved Modifications to AC 150/5370-10
  - (4) Guide No. 950 – Sponsor Modifications of FAA Standards
  - (5) Guide No. 960 – Operation Safety on Airports
- y. Perform Quality Control review of the above documents by a senior airport engineer, prior to submittal to Sponsor, NDA and FAA.
- z. Revise and submit plans, specifications, contract documents and engineer's design report within 14 days of receipt of comments from the Sponsor, NDA and FAA. Provide a written response to each comment. Provide one copy to each.

Add Section 4 in its entirety with the following items:

**SECTION 4: CONSTRUCTION PHASE SERVICES**

(INCLUDES OBSERVATION)

based on 156 working days (construction contract time)

- a. Provide consultation and advice to the Sponsor during all construction phases.
- b. Assign a Project Engineer to the project who will periodically observe work in progress, review test reports and provide weekly working day, construction progress and testing reports to the Sponsor, FAA and NDA. It is estimated that the Project Engineer will make 16 site visits (approximately every other week); plus 1 site visit during cement treatment of subgrade for each of the following phases, Phase 1, Phase 4, Phase 5 and Phase 6; plus 1 site visit during base and concrete placement during the following phases, Phase 1, Phase 4, Phase 5 and Phase 6; and plus 1 site visit for the final inspection. Total of 20 trips, assuming some of the bi-weekly trips will be completed at the time of the completion of the cement treated subgrade, base and paving, and assuming an average of 10 hours per trip.
- c. Submit a Construction Observation Program at least 10 days prior to the preconstruction meeting. The Consultant will comply with FAA/ACE AIP Guide No. 1030 - Construction Management Program.
- d. Participate in preconstruction conferences, per the latest (as of contract date) FAA/ACE AIP Guide No. 1040 - Preconstruction Conference. Submit a formal report of the conference discussions.
- e. Provide control staking and final cross sections for establishing pay quantities and as-built plans.
- f. Upon receipt of NDA/FAA authorization to issue a Notice to Proceed, the Consultant will issue, for the Sponsor, the Notice to Proceed to the Contractor. NDA/FAA authorization will not be issued until all conditions are met in accordance with FAA/ACE AIP Guide No. 1050 – Notice to Proceed.
- g. Provide Full time on-site construction observation in accordance with FAA/ACE AIP Guide No. 1030 – Construction Observation. Assuming 88 working days at an average of 12 hours per day and 68 working days at an average of 9 hours per day.
- h. Testing of materials and soils during construction, as required by the project specifications and the Construction Observation Program. The main testing laboratory will be Mid-State Engineering & Testing, Columbus, NE. See Exhibit C1 for a list of the anticipated tests and other services.

- i. Review and approve shop and erection drawings and all materials data submitted by construction contractors for compliance with design concepts.
- j. Prepare and negotiate contract modifications, change orders and supplemental agreements, according to the latest (as of contract date) FAA/ACE AIP Guide No. 1080 – Contract Modifications, 1081 – Change Orders and 1082 – Supplemental Agreements.
- k. Determine amounts owed to construction contractors and process financial documents.
- l. Ensure compliance with Labor Standards in accordance with FAA/ACE AIP Guide No. 1060 – Labor Provisions, 1061 – Contractor Responsibilities, and 1062 – Applicable Standards. Provide compliance documentation to Sponsor.
- m. Ensure compliance with Labor and Civil Rights provisions in accordance with FAA/ACE AIP Guide No. 1070 – Inspections. All compliance records shall be provided to the Sponsor.
- n. Arrange and conduct final walk-through with Sponsor and Construction Contractor. Prepare punch list and monitor completion of punch list items.
- o. Arrange and attend final inspection.
- p. Provide as-built survey to establish final pay quantities and for preparation of as-built plans.
- q. Submit Sponsor Quarterly Reports.

Add Section 5 in its entirety with the following items:

#### **SECTION 5 – CLOSE-OUT PHASE**

Upon completion of construction, the Consultant agrees to provide the following items, in accordance with FAA/ACE AIP Guide No. 1610 - Development Project Closeout. The Consultant agrees to complete this phase within 90 days of final acceptance. If the Contractor does not provide their documentation (wage rate reports, DBE final utilization, etc.) within this time limit, this will be so noted in the close-out documents.

- (1) Sponsor Certification for Final Acceptance – not included; prepared by NDA;
- (2) Final Outlay Report (SF-271)– not included; prepared by NDA
- (3) Final Federal Financial Report (SF-425)– not included; prepared by NDA
- (4) Final Project Cost Summary – not included; prepared by NDA
- (5) Summary of DBE Utilization – to be included in the Final Construction Report
- (6) Final Construction Report, including summary of test results – one copy each to Sponsor, NDA and FAA
- (7) As-built Drawings – provide one full-sized set to NDA; include half-sized set in Final Report and provide in pdf format.
- (8) As-built Airport Layout Plan – one full-size preliminary set for FAA review; four full-size sets for Sponsor signature upon receipt of FAA comments
- (9) Airport Chart / Diagram Modifications

## SECTION 7 - FEES AND CHARGES

The Sponsor shall pay the Consultant for the services described in this amendment as follows:

Section 2: Design Phase. Payment for the items included in Section 2, Design Phase, shall be increased from the lump sum of \$99,200 to the lump sum of \$113,700, shown on **Exhibit A-Revised**, attached and made a part hereto. Payment shall be due monthly based on the percentage of work completed, except that 15% of the payment will be withheld until the plans and specifications are approved.

Section 4: Construction Phase. Payment for the items included in Section 4, Construction Phase shall be made based on direct salary, overhead costs and reimbursable expenses incurred plus a fixed payment of \$25,322.28 and subcontract costs, which are estimated on **Exhibit C** and **Exhibit C1** attached and made a part hereto. Labor and general administration overhead percentage shall be supported by a statement of overhead expenses certified by the consultant's auditor or a governmental auditor.

The total charges for Section 4 will not be greater than the "Not-to-Exceed" (NTE) amount of \$305,500, if 1) the construction work is completed within the construction contract aggregate time allowance; and 2) the scope of work as set forth in Section 1 is not exceeded. If either of these two events occur, the "Not-to-Exceed" amount may be increased by a supplemental agreement to this contract. No payment above the Not-to-Exceed limit shall be made without prior approval of an amendment supported by proper justification.

Payment shall be due monthly for incurred charges and expenses based on detailed invoices. Invoices shall include a pro rata portion of the fixed fee with the final invoice adjusted to include the remaining unpaid balance of the fixed fee.

**Exhibit C and C1** contains estimated quantities and unit prices. Actual hours, rates, charges and reimbursable expenses may vary. The labor and general administration overhead percentage is fixed and will not vary, unless revised by an amendment. The overhead percentage is supported by a statement of overhead expenses certified by Olsson's auditor or a governmental auditor. The fixed payment will not change, unless revised by an amendment to this Agreement.

Section 5: Close-Out Phase. Payment for the items included in Section 5, Close-Out Phase, shall be the lump sum of \$16,100, shown on **Exhibit D**, attached and made a part hereto. Payment shall be due monthly based on the percentage of work completed. Olsson will not submit an invoice for the final 10% of the Close-Out Phase until the closeout documents are approved by NDA and FAA.

**Adjustments to Fees and Charges.** If additional services are requested by the Sponsor during the course of this Agreement, an amendment will be negotiated to cover the added scope, fees and charges. If circumstances beyond the control of Olsson require more than 18 months from the date that Olsson executed the Agreement to complete the work specified herein, an amendment to this Agreement will be negotiated to cover the increase in Olsson's standard rates for services yet to be provided. All amendments are subject to the same approvals as this Agreement.

Olsson agrees to advise the Sponsor prior to the expiration of the 18-month limit and to provide the Sponsor with estimated engineering fees to complete the work. Olsson also agrees to advise the Sponsor when the Contractor is likely to exceed the working days allowed within their contract.

If this amendment is satisfactory, please sign in the space provided. Keep one copy and return two copies to Olsson Associates. This proposed amendment is open for acceptance for thirty days from the date set forth above, unless changed by us in writing.

**OLSSON ASSOCIATES**

By \_\_\_\_\_  
Attest

By \_\_\_\_\_  
Airport Team Leader

**WAYNE AIRPORT AUTHORITY**

By \_\_\_\_\_  
Attest

By \_\_\_\_\_  
Chair

Date \_\_\_\_\_

**EXHIBIT A - REVISED**

**DESIGN PHASE**

**Wayne Municipal 3-31-0086-014**

1. Direct Salary Costs

<u>Title</u>	<u>Total Hours</u>	<u>Direct Salary Rate/Hour</u>	<u>Total Costs (\$)</u>
Team Leader	13.0	\$68.00	\$884.00
Sr. Project Engineer	54.0	\$56.20	\$3,034.80
Project Engineer	179.0	\$45.90	\$8,216.10
Elec. or Mech. Engineer	0.0	\$64.00	\$0.00
Assistant Engineer	168.0	\$33.65	\$5,653.20
Registered Surveyor	12.0	\$38.00	\$456.00
Sr. Technician	145.0	\$27.50	\$3,987.50
Assoc. Technician	273.0	\$25.25	\$6,893.25
Asst. Technician	207.0	\$24.00	\$4,968.00
Clerical	36.0	\$22.40	<u>\$806.40</u>

Total Direct Salary Costs: \$34,899.25

2. Labor and General & Administrative Overhead

Percentage of Direct Salary Costs\*\* 176.66% \$61,653.02

3. Fixed Fee: 15% of Items 1 & 2

\$14,482.84

4. Direct Nonsalary Expenses

Travel	\$800.00
Meals & Motel	\$300.00
Copies & Prints	\$1,140.00
Supplies, Phone, Misc.	<u>\$408.00</u>

Total Expenses: \$2,648.00

5. Subtotal of Items 1 - 4

\$113,683.10

6. Subcontract costs

\$0.00

7. Lump Sum Amount - Total Items 5 & 6

\$113,683.10

Rounded: \$113,700.00

\*\* For Item 2, the consultant should submit a statement of auditable overhead expenses, certified by the consultant's auditor, the sponsor's auditor, the state's auditor, or a Federal government auditor.

**EXHIBIT C**

**CONSTRUCTION PHASE SERVICES**

**Wayne Municipal 3-31-0086-014**

Based on estimated 156 working days

1.	<u>Direct Salary Costs</u>		Direct Salary	Total
		<u>Hours</u>	<u>Rate/Hour</u>	<u>Costs (\$)</u>
	<u>Title</u>			
	Team Leader	0.0	\$68.00	\$0.00
	Sr. Project Engineer	30.0	\$56.20	\$1,686.00
	Project Engineer	290.0	\$45.90	\$13,311.00
	Elec. or Mech. Engineer	0.0	\$64.00	\$0.00
	Assistant Engineer	46.0	\$33.65	\$1,547.90
	Registered Surveyor	24.0	\$38.00	\$912.00
	Sr. Technician	1617.0	\$27.50	\$44,467.50
	Assoc. Technician	396.0	\$25.25	\$9,999.00
	Asst. Technician	141.0	\$24.00	\$3,384.00
	Clerical	15.0	\$22.40	<u>\$336.00</u>
			Total Direct Salary Costs:	\$75,643.40
2.	<u>Labor and General &amp; Administrative Overhead</u>			
	Percentage of Direct Salary Costs*	176.66%		\$133,631.63
3.	<u>Fixed Fee: 12.1% of Item 1 &amp; 2</u>			\$25,322.28
4.	<u>Direct Nonsalary Expenses</u>			
	Travel		\$13,400.00	
	Meals & Motel		\$14,331.00	
	Copies & Prints		\$200.00	
	Supplies, Phone, Misc.		<u>\$1,000.00</u>	
			Total Expenses:	\$28,931.00
				<hr/> <hr/>
5.	Subtotal of Items 1 - 4			\$263,528.31
6.	Subcontract costs (Testing) - see Exhibit C1			\$41,998.00
7.	Not-to-Exceed Total (Items 5 & 6)			\$305,526.31
			Rounded:	\$305,500.00

\* For Item 2, the consultant should submit a statement of auditable overhead expenses, certified by the consultant's auditor, the sponsor's auditor, the state's auditor, or a Federal government auditor.

EXHIBIT C1

ESTIMATE OF  
CONSTRUCTION TESTING COSTS  
Wayne Municipal 3-31-0086-014

LABORATORY:

Mid-State Engineering & Testing  
279 Road D  
Columbus, NE 68601

LIST ALL ANTICIPATED COSTS

<u>SERVICE OR TEST</u>	<u>Estimated Quantity</u>	<u>Unit Price</u>	<u>Estimated Total Cost</u>
<b>Item P-152 Excavation/Embankment</b>			
Moisture/Density Relationship 4" Mold (ASTM D-698)	4	\$140.00	\$560.00
Atterberg Limits (ASTM D-2487)	4	\$55.00	\$220.00
Percent Passing #200 Sieve (ASTM C-117)	4	\$25.00	\$100.00
Project Manager Review	2	\$70.00	\$140.00
<b>Item P-209 Aggregate Base Course</b>			
Atterberg Limits (ASTM D-2487)	1	\$55.00	\$55.00
Sodium Sulfate Soundness (ASTM C-88)	1	\$175.00	\$175.00
L.A. Abrasion (ASTM C-131)	1	\$200.00	\$200.00
Moisture/Density Relationship 6" Mold (ASTM D-698)	3	\$175.00	\$525.00
Washed Sieve Analysis (ASTM C-117 & C-136)	4	\$90.00	\$360.00
Flat and Elongated Particles (ASTM D-4791)	1	\$80.00	\$80.00
Fractured Faces (ASTM D-5821)	1	\$100.00	\$100.00
Hydrometer (ASTM D-5821)	1	\$90.00	\$90.00
Project Manager Review	3	\$70.00	\$210.00
<b>Item P-301 Soil Cement Base</b>			
Soil Cement Moisture/Density Relationship 6" Mold (ASTM D-698)	3	\$190.00	\$570.00
Washed Sieve Analysis (ASTM C-117 & C-136)	3	\$90.00	\$270.00
Remold Soil Cement Specimens (ASTM D-558)	12	\$60.00	\$720.00
Soil Cement Freeze/Thaw Test (ASTM D-560)	3	\$200.00	\$600.00
Soil Cement Wetting/Drying Test (ASTM D-559)	3	\$200.00	\$600.00
Soil Cement Compressive Strength Test	12	\$40.00	\$480.00
Project Manager Review	8	\$70.00	\$560.00
<b>P-501 Portland Cement Concrete Pavement</b>			
Per Diem	39	\$100.00	\$3,900.00
Trip Charge	15	\$300.00	\$4,500.00
Engineering Technician	200	\$55.00	\$11,000.00
Concrete Test Sets (Beams)	48	\$120.00	\$5,760.00
Flexural Strength Test (ASTM C-78)	144	\$30.00	\$4,320.00
Concrete Length Determination (ASTM C-174)	48	\$15.00	\$720.00
Beam Molds Rental (Cleaning and Re-Use)	1	\$1,000.00	\$1,000.00
Project Manager Review	8	\$70.00	\$560.00

**P-610 Structural Concrete**

Compressive Strength Tests (ASTM C-78)	27	\$14.00	\$378.00
Concrete Test Sets - Cylinders	9	\$90.00	\$810.00
Trips	6	\$300.00	\$1,800.00
Engineering Technician	9	\$55.00	\$495.00
Project Manager Review	2	\$70.00	\$140.00
			<u>\$41,998.00</u>

Testing is not a guarantee that all work and materials meet the contract requirements and does not does not relieve the Contractor of any of its responsibilities. The Contractor shall remain solely responsible and liable for the quality and completion of the Project in compliance with contract documents.

**EXHIBIT D**

**CLOSE OUT PHASE SERVICES  
Wayne Municipal 3-31-0086-014**

1.	<u>Direct Salary Costs</u>		Direct Salary	Total
		<u>Hours</u>	<u>Rate/Hour</u>	<u>Costs (\$)</u>
	<u>Title</u>			
	Team Leader	0.0	\$70.72	\$0.00
	Sr. Project Engineer	0.0	\$58.45	\$0.00
	Project Engineer	24.0	\$47.74	\$1,145.66
	Elec. or Mech. Engineer	0.0	\$66.56	\$0.00
	Assistant Engineer	20.0	\$35.00	\$699.92
	Registered Surveyor	0.0	\$39.52	\$0.00
	Sr. Technician	50.0	\$28.60	\$1,430.00
	Assoc. Technician	50.0	\$26.26	\$1,313.00
	Asst. Technician	0.0	\$24.96	\$0.00
	Clerical	10.0	\$23.30	<u>\$232.96</u>
			Total Direct Salary Costs:	\$4,821.54
2.	<u>Labor and General &amp; Administrative Overhead</u>			
	Percentage of Direct Salary Costs*	176.66%		\$8,517.74
3.	<u>Fixed Fee: 15.1% of Item 1 &amp; 2</u>			\$2,014.23
4.	<u>Direct Nonsalary Expenses</u>			
	Travel		\$0.00	
	Meals & Motel		\$0.00	
	Copies & Prints		\$750.00	
	Supplies, Phone, Misc.		<u>\$0.00</u>	
			Total Expenses:	\$750.00
				<u><u>                    </u></u>
5.	Subtotal of Items 1 - 4			\$16,103.52
6.	Subcontract costs			\$0.00
7.	Lump Sum Amount (Items 5 & 6)			\$16,103.52
			Rounded:	\$16,100.00

\* For Item 2, the consultant should submit a statement of auditable overhead expenses, certified by the consultant's auditor, the sponsor's auditor, the state's auditor, or a Federal government auditor.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Central Region  
Iowa, Kansas,  
Missouri, Nebraska

901 Locust  
Kansas City, Missouri 64106  
(816) 329-2600

June 30, 2017

Mr. Russell Gasper, P.E.  
Project Management, Division Manager  
Nebraska Department of Aeronautics  
P.O. Box 82088  
Lincoln, NE 68501

Re: Wayne Municipal/ Stan Morris Field Airport (LCG); Wayne, NE  
AIP No. 3-31-0086-014  
Construct Partial Parallel Taxiway and Reconstruct Taxilane

**Subject: Concurrence in Award**

Dear Mr. Gasper:

**Concurrence in Award of Construction Contract**

We concur in the award of the contract to Knife River of Sioux City, Iowa for \$1,973,964.02 for the development proposed by this project. Be advised that our concurrence represents a determination for eligibility of costs and should not be construed as a commitment of Federal funds.

The official and public notification that the FAA has allocated funds for a project at your location will be the Congressional release. It is very important that all work performed prior to Congressional release is portrayed to the public as a sponsor, local, initiative.

**What you need to do now**

**After award of the contract and the Congressional release please schedule the Preconstruction Conference.** Be sure to invite, as appropriate, your local FAA System Support Center (SSC) technician(s), FAA Air Traffic Organization (ATO) representative(s) and the Federal Security Director. Provide at least 10 days advance notice of the meeting's date and an advance copy of the agenda to all attendees and my attention.

Submit to my attention the Construction Observation Plan (COP) for our review at least 10 days prior to the Preconstruction Conference.

**What we will do next**

We will authorize you to issue the Notice to Proceed (NTP) after the following documents have been submitted to my attention:

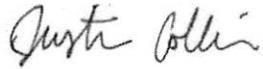
- **Executed Grant Agreement,**
- **Executed Construction Contract and Performance and Payment Bonds,**
- **Issued for Construction Plans and Specifications, and**
- **Preconstruction Conference Minutes.**

Page 2 of 2  
Concurrence In Award  
LCG 014

**Questions**

If you have any questions, please contact me at (816) 329-2629 or [justin.collier@faa.gov](mailto:justin.collier@faa.gov).

Sincerely,

A handwritten signature in cursive script that reads "Justin Collier".

Justin Collier, P.E.  
State Airport Engineer - Missouri and Nebraska

cc: FAA File H

# NEBRASKA DEPARTMENT OF AERONAUTICS

Pete Ricketts  
Governor

Ronnie D. Mitchell  
Director



June 28, 2017

Mr. Steven L. Whitton, P.E., (NE), ACE-621E  
Federal Aviation Administration  
Airports Division, ACE-621E  
901 Locust Street, Room 364  
Kansas City, Missouri 64106-2328

Subject: Wayne Municipal Airport  
Wayne, Nebraska  
AIP Project No. 3-31-0086-014-2017 (X04-Parial Parallel Taxiways)  
Concurrence in Award

Dear Mr. Whitton:

The Nebraska Department of Aeronautics (NDA) has reviewed the Olsson Associates letter (dated June 27, 2017) indicating the lowest responsible bidder is Knife River Midwest LLC of Sioux City, Iowa. The NDA has reviewed the bid tabulation and the DBE submittals (utilization statement, letter of intent, and DBE Certification). The NDA concurs in the award of the bid to Knife River and in the DBE utilization as proposed.

Upon receipt of your concurrence and a federal grant, the NDA will request that the Wayne Airport Authority submit executed copies of the contract and associated documents. These documents will be included in a contract documents booklet (specification book) and forwarded to you. In addition, we will request that a preconstruction conference be scheduled.

If you have any questions, please contact me at this office.

Sincerely,

DEPARTMENT OF AERONAUTICS

A handwritten signature in cursive script, reading "Anna Lannin".

Anna Lannin, P.E.  
Project Engineer

✓cc: Jerome Conratt, Wayne Airport Authority  
cc: Curt Christianson, Olsson Associates

## Main Office

**Mailing Address**  
P.O. Box 82088  
Lincoln, Nebraska 68501  
402.471.2371  
402.471.2906 fax

**Office Location**  
3431 Aviation Road Suite 150  
Lincoln, Nebraska 68524  
[www.aero.nebraska.gov](http://www.aero.nebraska.gov)

An Equal Opportunity Employer

## Navigational Aids Office

Kearney Municipal Airport  
5065 Airport Road  
Kearney, Nebraska 68847  
308.865.5696  
fax 308.865.5697

Wayne Municipal Airport (LCG)  
 Wayne, Nebraska  
 Project No. 3-31-0086-014-2017  
 Pave and Light Partial Parallel Taxiway

**COST SUMMARY:** Estimated  
(June, 2017)

<b>Construction</b>	
Knife River	\$1,973,964.02
Additional Insured (ineligible)	\$0.00
Subtotal	\$1,973,964.02
<b>FAA Reimbursable Agreement</b>	
Flight Check	\$0.00
<b>Engineering (Olsson)</b>	
Preliminary Design (includes E/	\$105,600.00
Design	\$113,700.00
Geotech Services (for Design)	\$30,719.00
Bidding	\$9,300.00
Construction	\$305,500.00
Closeout	<u>\$16,100.00</u>
Subtotal	\$580,919.00
<b>Admin/Audit/Pub/Etc.</b>	
NDA	\$3,795.00
Legal/Publication	\$200.00
Audit	<u>\$6,000.00</u>
Subtotal	\$9,995.00
<b>TOTALS</b>	<u>\$2,564,878.02</u>

**SUMMARY OF FUNDS:** (June, 2017)

Local	\$	256,488.02
State	\$	-
Federal	\$	2,308,390.00
Total	\$	<u>2,564,878.02</u>



June 27, 2017

Mr. Jerome Conradt  
Wayne Airport Authority  
P.O. Box 8  
Wayne, NE 68787

RE: WAYNE MUNICIPAL AIRPORT  
Construct Partial Parallel Taxiway 'B' and Taxiway 'C'  
and Reconstruct Hangar Taxilanes  
Airport Improvement Program (AIP) Project No. 3-31-0086-014  
OA Project No. 016-2139  
Recommendation of Contract Award

Dear Mr. Conradt:

On June 20, 2017, five bids were opened for this project. The bidders and their bid amounts are listed below and on the attached bid tabulation.

Knife River Midwest, LLC	TCW Construction Inc.	TR Harris Construction	M.E. Collins Contracting	Steve Harris Construction	Engineer's Estimate
\$1,973,964.02	\$1,975,198.14	\$2,286,158.50	\$2,509,680.11	\$2,600,000.00	\$1,951,633.00

No errors in calculations were found in the low bidder's proposal. Errors were found in other proposals and are noted on the bid tabulation. Olsson Associates calculated the total bid amounts shown by multiplying the unit prices and estimated quantities, then totaling the results.

Knife River Midwest, LLC of Sioux City, IA was the low bidder. Their bid amount was 1.01% over the engineer's estimate.

Upon evaluation of Knife River Midwest, LLC unit prices in comparison with the Engineer's Estimate and other bidder's unit prices, some specific bid items were identified. For defined project construction items, comparing the unit prices between the actual bidders is one of the most efficient ways to identify the actual cost for construction of a specific item based on location of project and quantity of work to be completed.

Refer to attached bid tabulation for unit prices.

The primary item that is over the engineer's estimate is Item No. 1. This item is difficult to calculate, because this item is based on the many different factors, such as the number of

subcontractor's; the type, quantity and location of the equipment that is being mobilized to the Wayne Municipal Airport; number of times the contractor and subcontractor will have to mobilize in and out of the site; where the materials and supplies are being hauled from; and the cost of the project site work, such as project site cleanup, rehabilitation of staging areas, haul routes and other miscellaneous items. The engineer's estimate tries to best establish this cost, but it is difficult to fully account for all costs that the contractor associates for this work. This item is over the engineer's estimate and the average bidder's cost, but the overall project cost is 1.01% over the engineer's estimate. However, Knife River Midwest, LLC's overall project cost is 13% below the average total cost of all bidders and over 24% below the highest bidder's proposed total project cost.

Item No.'s 11, 12, 15, 26, 28, 31 and 32 were also over the engineer's estimate; however, these items were all under the bidder's average unit price.

Item No.'s 16, 17, 27, 29, 30, and 33 were over the engineer's estimate and over the bidder's average unit prices. Even though Knife River Midwest, LLC's unit costs for these items are higher, these items only accounts for \$16,772.50 or approximately 0.85% of the overall proposed cost.

Knife River Midwest, LLC provided a 5% bid bond as a bid guaranty in accordance with the contract documents.

Knife River Midwest, LLC met the Bidder Qualification requirements listed in the Instructions to Bidders, page IB-5, since they are prequalified with the Nebraska Department of Roads as "General" and are on NDOR's current bidder's list as of the bid date.

All bidders acknowledged Addendum No. 1.

Knife River Midwest, LLC proposes a minimum of 4.77% DBE utilization, which meets the contract goal of 4.77%. Their proposed DBE subcontractors are I & A Construction, All Roads Barricades Inc. and Simplex Construction Supplies who are certified by Nebraska Department of Roads (NDOR). See attached forms.

Knife River Midwest, LLC Buy American Certification indicated their full compliance and no waiver was requested. See attached forms.

The low bidder was not found on the Debarred Prime, found at: [www.sam.gov](http://www.sam.gov)

A list of subcontractors was not requested in the bid proposal and has not been provided by Knife River Midwest, LLC. This does not affect our evaluation of the bids.

This company has constructed concrete pavement on several airports within the region and are qualified to do the work.

Olsson Associates has thoroughly evaluated the bid and has determined Knife River Midwest, LLC to be responsive and responsible and find that the proposed contract price is considered fair and reasonable. We recommend that the Airport Authority award the contract to Knife River Midwest, LLC, of Sioux City, IA upon FAA and NDA concurrence.

The following items are enclosed:

1. Bid tabulation with engineer's estimate
2. Low bidder's complete proposal form, which includes:
  - a. Buy American Certification Form
  - b. Buy American Waiver Request Form
  - c. DBE Utilization Statement
  - d. DBE Letter of Intent
  - e. DBE Certificate from NDOR
3. Plan Holder's List

Please advise when the contract documents can be issued.

Sincerely,

A handwritten signature in cursive script, appearing to read "Curtis Christianson".

Curtis Christianson, P.E.  
Project Engineer

cc: Anna Lannin (NDA), Justin Collier (FAA)

**BID TABULATION**

Bid Date: June 20, 2017 - 1:00 PM

Wayne Municipal Airport/Stam Morris Field, Wayne, NE

Construct Partial Parallel Taxiway 'B' Taxiway 'C' Reconstruct Hangar Taxilanes

AIP# 3-31-0086-014

Item No.	Spec	ITEM	UNIT	QTY.	Knife River Midwest, LLC Sioux City, IA			TCW Construction Inc. Lincoln, NE			TR Harris Construction Homer, NE		
					Unit Price	Extension		Unit Price	Extension		Unit Price	Extension	
1	GP-105	Mobilization	LS	1	\$460,239.97	\$460,239.97		\$338,337.29	\$338,337.29		\$272,500.00	\$272,500.00	
2	P-101	Asphalt Pavement Removal	SY	1,235	\$5.29	\$6,533.15		\$3.53	\$4,359.55		\$4.00	\$4,940.00	
3	P-101	Concrete Pavement Removal	SY	943	\$8.95	\$8,439.85		\$5.88	\$5,544.84		\$6.00	\$5,658.00	
4	P-152	Unclassified Excavation	CY	32,379	\$2.77	\$89,689.83		\$6.74	\$218,234.46		\$6.00	\$194,274.00	
5	P-152	Muck Excavation	CY	1,437	\$4.24	\$6,092.88		\$11.77	\$16,913.49		\$10.00	\$14,370.00	
6	P-156	Erosion Control Blanket Class 1C	SY	4,628	\$1.38	\$6,386.64		\$1.59	\$7,358.52		\$1.50	\$6,942.00	
7	P-156	Erosion Control Blanket Class 1D	SY	9,889	\$1.48	\$14,635.72		\$1.59	\$15,723.51		\$1.50	\$14,833.50	
8	P-156	Silt Fence Installation and Removal	LF	1,756	\$2.75	\$4,829.00		\$3.24	\$5,689.44		\$4.00	\$7,024.00	
9	P-156	Wattle Barrier Installation and Removal	LF	255	\$3.81	\$971.55		\$4.30	\$1,096.50		\$5.00	\$1,275.00	
10	P-156	Temporary Seeding	AC	13.53	\$264.69	\$3,581.26		\$470.73	\$6,368.98		\$500.00	\$6,765.00	
11	P-208	5" Aggregate Base Course	SY	13,323	\$17.54	\$233,685.42		\$11.76	\$156,678.48		\$18.00	\$239,814.00	
12	P-301	9" Cement Treated Subgrade	SY	14,026	\$6.59	\$92,431.34		\$7.25	\$101,688.50		\$11.00	\$154,286.00	
13	P-301	Cement Material Delivered	Ton	153	\$183.18	\$28,026.54		\$182.41	\$27,908.73		\$200.00	\$30,600.00	
14	P-501	6" Portland Cement Concrete Pavement	SY	12,700	\$43.84	\$556,768.00		\$49.18	\$624,586.00		\$58.00	\$736,600.00	
15	P-620	Permanent Pavement Marking w/o Reflective Media	SF	5,695	\$2.12	\$12,073.40		\$2.94	\$16,743.30		\$3.00	\$17,085.00	
16	P-620	Permanent Pavement Marking with Reflective Media	SF	2,980	\$3.18	\$9,476.40		\$2.65	\$7,897.00		\$2.75	\$8,195.00	
17	P-620	Temporary Pavement Marking	SF	2,980	\$4.24	\$12,635.20		\$1.77	\$5,274.60		\$2.00	\$5,960.00	
18	D-701	24" Round Equivalent (Elliptical) Class IV Reinforced Concrete Pipe (RCP)	LF	304	\$93.17	\$28,323.68		\$117.46	\$35,707.84		\$90.00	\$27,360.00	
19	D-701	24" Round Equivalent (Elliptical) Class IV RCP Flared End Section	EA	4	\$1,323.45	\$5,293.80		\$568.15	\$2,272.60		\$1,300.00	\$5,200.00	
20	D-701	24" Class IV Reinforced Concrete Pipe (RCP)	LF	72	\$63.53	\$4,574.16		\$76.51	\$5,508.72		\$65.00	\$4,680.00	
21	D-701	24" Class IV RCP Flared End Section	EA	2	\$1,164.64	\$2,329.28		\$668.19	\$1,336.38		\$1,200.00	\$2,400.00	
22	D-701	18" Class IV Reinforced Concrete Pipe (RCP)	LF	96	\$47.64	\$4,573.44		\$59.33	\$5,695.68		\$50.00	\$4,800.00	
23	D-701	18" Class IV RCP Flared End Section	EA	2	\$1,058.76	\$2,117.52		\$544.62	\$1,089.24		\$1,100.00	\$2,200.00	
24	D-701	24" Corrugated Metal Pipe (CMP)	LF	47	\$52.94	\$2,488.18		\$53.91	\$2,533.77		\$55.00	\$2,585.00	
25	D-701	24" CMP Flared End Section	EA	1	\$423.50	\$423.50		\$229.22	\$229.22		\$500.00	\$500.00	
26	D-705	Edge Drain Riser Removal	EA	8	\$264.69	\$2,117.52		\$491.02	\$3,928.16		\$300.00	\$2,400.00	
27	D-705	Edge Drain Riser	EA	17	\$1,588.14	\$26,998.38		\$851.71	\$14,479.07		\$2,000.00	\$34,000.00	
28	D-705	Edge Drain Pipe Removal	LF	335	\$10.59	\$3,547.65		\$13.39	\$4,485.65		\$20.00	\$6,700.00	
29	D-705	4" Perforated Edge Drain Pipe	LF	2,461	\$34.94	\$85,987.34		\$32.64	\$80,327.04		\$34.00	\$83,674.00	
30	D-705	4" Non-Perforated SCH 40 Edge Drain Pipe	LF	327	\$31.76	\$10,385.52		\$16.88	\$5,519.76		\$31.00	\$10,137.00	
31	D-705	Edge Drain Outlet Structure Removal	EA	3	\$264.69	\$794.07		\$638.41	\$1,915.23		\$300.00	\$900.00	
32	D-754	Concrete Low Flow Liner	LF	266	\$37.06	\$9,857.96		\$45.19	\$12,020.54		\$40.00	\$10,640.00	
33	D-754	Trench Drain	EA	3	\$22,432.42	\$67,297.26		\$14,174.49	\$42,523.47		\$21,500.00	\$64,500.00	
34	L-108	Solid Counterpoise Wire	LF	6,529	\$1.29	\$8,422.41		\$1.44	\$9,401.76		\$3.00	\$19,587.00	
35	L-108	1/c #8 5kV Type C Cable	LF	8,483	\$1.54	\$13,063.82		\$1.71	\$14,505.93		\$3.00	\$25,449.00	
36	L-110	2" SCH 40 PVC Duct	LF	6,067	\$3.12	\$18,929.04		\$3.47	\$21,052.49		\$7.00	\$42,469.00	
37	L-110	2" SCH 80 PVC Duct	LF	462	\$4.11	\$1,898.82		\$4.57	\$2,111.34		\$8.00	\$3,696.00	

**BID TABULATION**

Bid Date: June 20, 2017 - 1:00 PM

Wayne Municipal Airport/Stam Morris Field, Wayne, NE

Construct Partial Parallel Taxiway 'B' Taxiway 'C' Reconstruct Hangar Taxilanes  
AIP# 3-31-0086-014

CONTRACTOR										
Item No.	Spec	ITEM	UNIT	QTY.	Knife River Midwest, LLC Sioux City, IA		TCW Construction Inc. Lincoln, NE		TR Harris Construction Homer, NE	
					Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
38	L-115	Junction Can (L-867)	EA	2	\$729.49	\$1,458.98	\$810.83	\$1,621.66	\$3,000.00	\$6,000.00
39	L-125	Base-mounted Light Removal	EA	10	\$110.11	\$1,101.10	\$122.39	\$1,223.90	\$200.00	\$2,000.00
40	L-125	Retroreflective Marker Removal	EA	17	\$57.17	\$971.89	\$63.55	\$1,080.35	\$20.00	\$340.00
41	L-125	L-861T(L) Base-Mounted Taxiway Light	EA	84	\$985.70	\$82,798.80	\$1,095.63	\$92,032.92	\$1,125.00	\$94,500.00
42	L-125	L-861T Base-Mounted Taxiway Light	EA	6	\$889.36	\$5,336.16	\$988.53	\$5,931.18	\$1,100.00	\$6,600.00
43	L-125	Lighted Guidance Sign - 1 module	EA	4	\$1,875.06	\$7,500.24	\$2,084.16	\$8,336.64	\$4,500.00	\$18,000.00
44	L-125	Lighted Guidance Sign - 2 module	EA	4	\$2,138.69	\$8,554.76	\$2,377.19	\$9,508.76	\$7,100.00	\$28,400.00
45	L-125	Lighted Guidance Sign - 3 module	EA	3	\$2,434.08	\$7,302.24	\$2,705.52	\$8,116.56	\$5,200.00	\$15,600.00
46	T-901	Seeding	AC	13.53	\$714.66	\$9,669.35	\$1,041.49	\$14,091.36	\$2,000.00	\$27,060.00
47	T-908	Mulching	AC	10.55	\$317.63	\$3,351.00	\$588.41	\$6,207.73	\$1,200.00	\$12,660.00
<b>TOTAL:</b>					\$1,973,964.02		\$1,975,198.14		\$2,286,158.50	
DBE Participation (4.77% goal)					4.77%		4.77%		10.8%	
Bid Guarantee:					5% Bid Bond		5% Bid Bond		5% Bid Bond	
Addendum No. 1:					Yes		Yes		Yes	
Remarks:					Discrepancy in calculating					

**BID TABULATION**

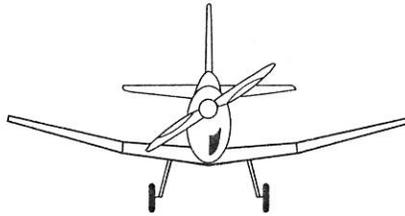
Bid Date: June 20, 2017 - 1:00 PM

Wayne Municipal Airport/Stan Morris Field, Wayne, NE

Construct Partial Parallel Taxiway 'B' Taxiway 'C' Reconstruct Hangar Taxilanes  
AIP# 3-31-0086-014

Item No.	Spec	ITEM	CONTRACTOR			M.E. Collins Contracting Wahoo, NE			Steve Harris Construction Homer, NE			Engineer's Estimate	
			UNIT	QTY.	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	
1	GP-105	Mobilization	LS	1	\$250,900.00	\$250,900.00	\$404,923.06	\$404,923.06	\$235,000.00	\$235,000.00	\$7.00	\$8,645.00	
2	P-101	Asphalt Pavement Removal	SY	1,235	\$13.30	\$16,425.50	\$4.00	\$4,940.00	\$10.00	\$9,430.00	\$10.00	\$9,430.00	
3	P-101	Concrete Pavement Removal	SY	943	\$17.70	\$16,691.10	\$6.00	\$5,658.00	\$8.00	\$7,542.00	\$8.00	\$7,542.00	
4	P-152	Unclassified Excavation	CY	32,379	\$9.60	\$310,838.40	\$5.98	\$193,626.42	\$10.00	\$323,790.00	\$10.00	\$323,790.00	
5	P-152	Muck Excavation	CY	1,437	\$11.20	\$16,094.40	\$11.00	\$15,807.00	\$2.00	\$2,910.00	\$2.00	\$2,910.00	
6	P-156	Erosion Control Blanket Class 1C	SY	4,628	\$1.50	\$6,942.00	\$1.45	\$6,710.60	\$2.00	\$9,256.00	\$2.00	\$9,256.00	
7	P-156	Erosion Control Blanket Class 1D	SY	9,889	\$1.50	\$14,833.50	\$1.45	\$14,339.05	\$2.00	\$19,778.00	\$2.00	\$19,778.00	
8	P-156	Silt Fence Installation and Removal	LF	1,756	\$4.00	\$7,024.00	\$2.95	\$5,180.20	\$5.00	\$8,780.00	\$5.00	\$8,780.00	
9	P-156	Wattle Barrier Installation and Removal	LF	255	\$4.10	\$1,045.50	\$4.65	\$1,185.75	\$10.00	\$2,550.00	\$10.00	\$2,550.00	
10	P-156	Temporary Seeding	AC	13,533	\$449.00	\$6,074.97	\$425.00	\$5,750.25	\$500.00	\$6,765.00	\$500.00	\$6,765.00	
11	P-208	5" Aggregate Base Course	SY	13,323	\$25.30	\$337,071.90	\$17.40	\$231,820.20	\$10.00	\$133,230.00	\$10.00	\$133,230.00	
12	P-301	9" Cement Treated Subgrade	SY	14,026	\$5.60	\$78,545.60	\$23.23	\$325,823.98	\$3.00	\$42,078.00	\$3.00	\$42,078.00	
13	P-301	Cement Material Delivered	Ton	153	\$509.00	\$77,877.00	\$180.00	\$27,540.00	\$200.00	\$30,600.00	\$200.00	\$30,600.00	
14	P-501	6" Portland Cement Concrete Pavement	SY	12,700	\$69.00	\$876,300.00	\$71.75	\$911,225.00	\$50.00	\$635,000.00	\$50.00	\$635,000.00	
15	P-620	Permanent Pavement Marking w/o Reflective Media	SF	5,695	\$4.80	\$27,336.00	\$0.75	\$4,271.25	\$1.00	\$5,695.00	\$1.00	\$5,695.00	
16	P-620	Permanent Pavement Marking with Reflective Media	SF	2,980	\$6.20	\$18,476.00	\$0.85	\$2,533.00	\$1.25	\$3,725.00	\$1.25	\$3,725.00	
17	P-620	Temporary Pavement Marking	SF	2,980	\$3.40	\$10,132.00	\$0.50	\$1,490.00	\$1.00	\$2,980.00	\$1.00	\$2,980.00	
18	D-701	24" Round Equivalent (Elliptical) Class IV Reinforced Concrete Pipe (RCP)	LF	304	\$166.00	\$50,464.00	\$90.00	\$27,360.00	\$150.00	\$45,600.00	\$150.00	\$45,600.00	
19	D-701	End Section	EA	4	\$959.00	\$3,836.00	\$1,275.00	\$5,100.00	\$2,000.00	\$8,000.00	\$2,000.00	\$8,000.00	
20	D-701	24" Class IV Reinforced Concrete Pipe (RCP)	LF	72	\$98.00	\$7,056.00	\$65.00	\$4,680.00	\$85.00	\$6,120.00	\$85.00	\$6,120.00	
21	D-701	24" Class IV RCP Flared End Section	EA	2	\$1,114.00	\$2,228.00	\$1,125.00	\$2,250.00	\$1,700.00	\$3,400.00	\$1,700.00	\$3,400.00	
22	D-701	18" Class IV Reinforced Concrete Pipe (RCP)	LF	96	\$70.00	\$6,720.00	\$46.00	\$4,416.00	\$75.00	\$7,200.00	\$75.00	\$7,200.00	
23	D-701	18" Class IV RCP Flared End Section	EA	2	\$923.00	\$1,846.00	\$1,020.00	\$2,040.00	\$1,200.00	\$2,400.00	\$1,200.00	\$2,400.00	
24	D-701	24" Corrugated Metal Pipe (CMP)	LF	47	\$64.00	\$3,008.00	\$53.00	\$2,491.00	\$70.00	\$3,290.00	\$70.00	\$3,290.00	
25	D-701	24" CMP Flared End Section	EA	1	\$395.00	\$395.00	\$430.00	\$430.00	\$750.00	\$750.00	\$750.00	\$750.00	
26	D-705	Edge Drain Riser Removal	EA	8	\$420.00	\$3,360.00	\$255.00	\$2,040.00	\$200.00	\$1,600.00	\$200.00	\$1,600.00	
27	D-705	Edge Drain Riser	EA	17	\$945.00	\$16,065.00	\$1,510.00	\$25,670.00	\$1,000.00	\$17,000.00	\$1,000.00	\$17,000.00	
28	D-705	Edge Drain Pipe Removal	LF	335	\$11.00	\$3,685.00	\$10.50	\$3,517.50	\$5.00	\$1,675.00	\$5.00	\$1,675.00	
29	D-705	4" Perforated Edge Drain Pipe	LF	2,461	\$24.00	\$59,064.00	\$34.00	\$83,674.00	\$32.00	\$78,752.00	\$32.00	\$78,752.00	
30	D-705	4" Non-Perforated SCH 40 Edge Drain Pipe	LF	327	\$21.00	\$6,867.00	\$31.00	\$10,137.00	\$25.00	\$8,175.00	\$25.00	\$8,175.00	
31	D-705	Edge Drain Outlet Structure Removal	EA	3	\$525.00	\$1,575.00	\$300.00	\$900.00	\$500.00	\$1,500.00	\$500.00	\$1,500.00	
32	D-754	Concrete Low Flow Liner	LF	266	\$67.00	\$17,822.00	\$45.00	\$11,970.00	\$150.00	\$39,900.00	\$150.00	\$39,900.00	
33	D-754	Trench Drain	EA	3	\$21,054.00	\$63,162.00	\$21,212.50	\$63,637.50	\$12,000.00	\$36,000.00	\$12,000.00	\$36,000.00	
34	L-108	Solid Counterpoise Wire	LF	6,529	\$1.40	\$9,140.60	\$1.47	\$9,597.63	\$3.00	\$19,587.00	\$3.00	\$19,587.00	
35	L-108	1/c #8 5kV Type C Cable	LF	8,483	\$1.60	\$13,572.80	\$1.95	\$16,541.85	\$5.00	\$42,415.00	\$5.00	\$42,415.00	
36	L-110	2" SCH 40 PVC Duct	LF	6,067	\$3.30	\$20,021.10	\$3.45	\$20,931.15	\$4.00	\$24,268.00	\$4.00	\$24,268.00	
37	L-110	2" SCH 80 PVC Duct	LF	462	\$4.40	\$2,032.80	\$4.38	\$2,023.56	\$6.00	\$2,772.00	\$6.00	\$2,772.00	

CONTRACTOR			M.E. Collins Contracting Wahoo, NE		Steve Harris Construction Homer, NE		Engineer's Estimate	
Item No.	Spec	ITEM	UNIT	QTY.	Unit Price	Extension	Unit Price	Extension
38	L-115	Junction Can (L-867)	EA	2	\$773.00	\$1,546.00	\$789.00	\$1,578.00
39	L-125	Base-mounted Light Removal	EA	10	\$117.00	\$1,170.00	\$129.00	\$1,290.00
40	L-125	Retroreflective Marker Removal	EA	17	\$61.00	\$1,037.00	\$79.00	\$1,343.00
41	L-125	L-861T(L) Base-Mounted Taxiway Light	EA	84	\$1,091.00	\$91,644.00	\$1,031.00	\$86,604.00
42	L-125	L-861T Base-Mounted Taxiway Light	EA	6	\$942.00	\$5,652.00	\$890.00	\$5,340.00
43	L-125	Lighted Guidance Sign - 1 module	EA	4	\$1,987.00	\$7,948.00	\$1,871.00	\$7,484.00
44	L-125	Lighted Guidance Sign - 2 module	EA	4	\$2,266.00	\$9,064.00	\$2,120.00	\$8,480.00
45	L-125	Lighted Guidance Sign - 3 module	EA	3	\$2,579.00	\$7,737.00	\$2,399.00	\$7,197.00
46	T-901	Seeding	AC	13.53	\$993.00	\$13,435.29	\$935.00	\$12,650.55
47	T-908	Mulching	AC	10.55	\$561.00	\$5,918.55	\$550.00	\$5,802.50
<b>TOTAL:</b>						\$2,509,680.01		\$2,600,000.00
DBE Participation (4.77% goal)						4.77%		4.77%
Bid Guarantee:						5% Bid Bond		5% Bid Bond
Addendum No. 1:						Yes		Yes
Remarks:								



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Wayne Municipal Airport

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June 26, 2017

Mrs. Anna Lannin  
NE Dept. of Aeronautics  
P. O. Box 82088  
Lincoln, NE 68501-2088

Re: Wayne Municipal Airport  
Wayne, Nebraska  
AIP Project No. 3-31-0086-014  
OA No. 016-2139  
Contract Award

Dear Mrs. Lannin:

On June 20, 2017, five bids were opened for this project. The bidders and their bid amounts are listed below.

Knife River Midwest, LLC – Sioux City, IA	\$1,973,964.02
TCW Construction Inc. – Lincoln, NE	\$1,975,198.14
TR Harris Construction – Homer, NE	\$2,286,158.50
M.E. Collins Contracting – Wahoo, NE	\$2,509,680.11
Steve Harris Construction – Homer, NE	\$2,600,000.00

The Wayne Airport Authority has found the proposal submitted by Knife River Midwest, LLC of Sioux City, IA, to be responsive and responsible and that the contract price is considered fair and reasonable.

The Wayne Airport Authority has reviewed the Award Recommendation Letter from Olsson Associates and intends to award the contract to Knife River Midwest, LLC of Sioux City, IA, upon NDA and FAA concurrence.

If you have any questions or concerns, please contact me at 402-369-1259. Please advise when the contract documents can be issued.

Sincerely,

Jerome Conrad  
Wayne Airport Authority

Cc: Curtis Christianson, Olsson Associates