



	Approved	Denied
Date Action Taken:	1/14/08	
Other:		
Verified by:	<i>ASmiter</i>	

WASILLA CITY COUNCIL ACTION MEMORANDUM

AM No. 08-05

TITLE: CONTRACT AMENDMENT FOR HATTENBURG, DILLEY, AND LINNELL IN THE AMOUNT OF \$145,995 FOR 2008 WASILLA AIRPORT IMPROVEMENTS ENGINEERING SERVICES.

Agenda of: January 14, 2007
 Originator: Public Works Director

Date: January 3, 2008

Route to:	Department	Signature/Date
	Police Chief Youth Court, Dispatch, Code Compliance	
	Culture and Recreation Services Director Library, Museum, Sports Complex	
X	Public Works & Recreation Facility Maintenance Director	<i>[Signature]</i> 1/3/08
X	Finance, Risk Management & MIS Director Purchasing	<i>EGM</i> 1-4-08
X	Deputy Administrator Planning, Economic Development, Human Resources	<i>S. Hall</i> 01-04-08
X	City Clerk	<i>[Signature]</i>

REVIEWED BY MAYOR DIANNE M. KELLER: *Dianne M. Keller 1/7/08*

FISCAL IMPACT: yes \$145,995 or no Funds Available yes no

Account name/number: Apron Phase 1C-State/ 330-4379-437.45-10 \$3,650
 Apron Phase 1C-FAA/ 330-4379-437.45-11 \$138,695
 Apron Phase 1C-City/ 330-4379-437.45-12 \$3,650

Attachments: HDL Proposal, CIP Detail Sheets

SUMMARY STATEMENT: The original contract was awarded by Council Action Memorandum AM 06-24 in the amount of \$299,982 as part of the 2006-2007 Phase 1C construction improvements funded through a \$3.6 million FAA Grant. The project came in approximately \$200,000 under budget. FAA has authorized the balance of the grant funds as eligible for HDL engineering services to design additional apron space (Phase 1D), to design modifications to Apron B to improve access to the original 9 lease lots that includes security improvements, and to extend runway 3-21 to 4,000 feet.

The attached proposal shows these design services in the amount of \$175,995. In December 2007, the Mayor authorized this work to begin through a \$30,000 purchase order until the balance of the contact could be presented for City Council authorization.

ACTION: Authorize the Mayor to execute a contract amendment with Hattenburg, Dilley, and Linnell in the amount of \$145,995 for 2008 Wasilla Airport Improvements engineering services.

City Of Wasilla
 Capital Improvement Project Detail
 Fiscal Year 2009
 Through Fiscal Year 2013

Project Title:

Project Number:

(Assigned By Finance Department)

Project Description:

Department/Div.:

Ranking:

(Assigned By Administration)

Project Narrative:

Phase 1D expansion will provide 18 new tie-down spaces in a 120,000 square foot area. This also includes runway 3-21 extension to 4,000 feet.

Impact on Operating Budget:

Estimated maintenance is \$7,000 for snow removal and electricity, where revenues of \$5,400 are generated with 18 tie-down spaces.

Project Cost Summary

Expenditure Category:

	Prior Budget	Project Expenditures To Date	Project Balance	Additions					Total CIP Cost
				Fiscal YR 2009	Fiscal YR 2010	Fiscal YR 2011	Fiscal YR 2012	Fiscal YR 2013	
Administration/OH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land	-	-	-	-	-	-	-	-	-
Design Services	-	-	-	-	-	-	-	-	-
Engineering	-	-	-	500,000	-	-	-	-	500,000
Construction	-	-	-	2,500,000	-	-	-	-	2,500,000
Equipment	-	-	-	-	-	-	-	-	-
Other Services	-	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-	-
Totals	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000

Funding Source Summary

Funding Sources:

	Prior Budget	Project Revenue To Date	Project Balance	Additions					Total CIP Funding
				Fiscal YR 2009	Fiscal YR 2010	Fiscal YR 2011	Fiscal YR 2012	Fiscal YR 2013	
Federal:									
FAA Grant	\$ -	\$ -	\$ -	\$ 2,850,000	-	\$ -	-	\$ -	\$ 2,850,000
	-	-	-	-	-	-	-	-	-
State:									
DOT Match	-	-	-	75,000	-	-	-	-	75,000
	-	-	-	-	-	-	-	-	-
Local:									
Operating Transfers	-	-	-	75,000	-	-	-	-	75,000
	-	-	-	-	-	-	-	-	-
Totals	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000

Cost Beyond 5-Year

Program:

City Of Wasilla
 Capital Improvement Project Detail
 Fiscal Year 2009
 Through Fiscal Year 2013

Project Title:

Project Number:

(Assigned By Finance Department)

Project Description:

Department/Div.:

Ranking:

(Assigned By Administration)

Project Narrative:

Apron B is the original apron that includes 9 lease lots. The lease lots and fencing will be reconfigured to make access more user friendly.

Impact on Operating Budget:

no impact

Project Cost Summary

Expenditure Category:

	Prior Budget	Project Expenditures To Date	Project Balance	Additions					Total CIP Cost
				Fiscal YR 2009	Fiscal YR 2010	Fiscal YR 2011	Fiscal YR 2012	Fiscal YR 2013	
Administration/OH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land	-	-	-	-	-	-	-	-	-
Design Services	-	-	-	-	-	-	-	-	-
Engineering	-	-	-	75,000	-	-	-	-	75,000
Construction	-	-	-	550,000	-	-	-	-	550,000
Equipment	-	-	-	-	-	-	-	-	-
Other Services	-	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-	-
Totals	\$ -	\$ -	\$ -	\$ 625,000	\$ -	\$ -	\$ -	\$ -	\$ 625,000

Funding Source Summary

Funding Sources:

	Prior Budget	Project Revenue To Date	Project Balance	Additions					Total CIP Funding
				Fiscal YR 2009	Fiscal YR 2010	Fiscal YR 2011	Fiscal YR 2012	Fiscal YR 2013	
Federal:									
FAA Grant	\$ -	\$ -	\$ -	\$ 593,750	-	\$ -	-	\$ -	\$ 593,750
	-	-	-	-	-	-	-	-	-
State:									
DOT Match	-	-	-	15,625	-	-	-	-	15,625
	-	-	-	-	-	-	-	-	-
Local:									
Operating Transfers	-	-	-	\$15,625	-	-	-	-	15,625
	-	-	-	-	-	-	-	-	-
Totals	\$ -	\$ -	\$ -	\$ 625,000	\$ -	\$ -	\$ -	\$ -	\$ 625,000

Cost Beyond 5-Year

Program:

Archie Giddings

From: brad.garland@faa.gov
Sent: Friday, November 16, 2007 7:31 AM
To: David Lundin
Cc: Archie Giddings
Subject: Re: Wasilla Airport 2008 project consultant proposal
Attachments: ltr DL-AG fee proposal 11-2-07.pdf

The costs are all eligible under the AIP. Note that project preparatory costs (design) are reimbursable if occurred prior to the future grant.

Runway extension: good preliminary planning analysis combined with an environmental process under NEPA will determine the eligibility of the extension. No more than 25% design should occur prior to an FAA environmental determination.

Regards,

Brad A. Garland, AAL-622
FAA Airports Division
Alaska Region
(907) 271-5460

"David Lundin" <dlundin@hdlalaska.com>

11/09/2007 11:22 AM

To Brad Garland/AAL/FAA@FAA

cc "Archie Giddings" <agiddings@ci.wasilla.ak.us>

Subject Wasilla Airport 2008 project consultant proposal

Brad -

Attached is our proposal to Archie for design of the 2008 airport improvement projects. Can you take a look and verify for Archie that these costs are eligible for reimbursement by a future AIP grant for 2008 projects?

This contract with HDL would be a continuation of the services requested through a qualifications-based RFP process in 2005.

Dave Lundin
HATTENBURG DILLEY & LINNELL
907-746-5230 office
907-244-7745 cell
907-564-2120 HDL-Anch

1/2/2008

November 2, 2007

Archie Giddings, Public Works Director
City of Wasilla
290 East Herning Avenue
Wasilla AK 99654-7091

Re: Fee Proposal for Professional Services
Apron Phase 1D and Security Improvements
Wasilla Municipal Airport

Dear Mr. Giddings:

Hattenburg Dilley & Linnell (HDL) submits this fee proposal to the City of Wasilla (City) for pre-design, design and bidding-phase services for continued improvements at the Wasilla Municipal Airport, including Apron Phase 1D, Modify Apron B Layout, Security Improvements Phase 2, and Runway 3-21 Extension.

Background. In 2007, the Apron Phase 1C project added 32 tiedown spaces. However, the need for additional tiedowns still exists. This project will provide additional spaces through an apron expansion and reconfiguration of an existing apron. The Security Improvements Phase 1 project installed automatic gates at Crosswind Court and Terminal Court (including the control system) and installed two remote-control security cameras on the general aviation apron. The gates are open during daytime hours only, which provides limited public access to businesses. This arrangement compromises airport security by leaving the airside open to possible incursions. This project will revise the fence and gate layout to provide unimpeded access to lease lots while improving security to the taxiways and runway. The Airport Master Plan identified the need for a 1,300-foot extension to the runway in the intermediate-term. The Airport Advisory Board has requested that the feasibility of an intermediate 500-foot extension be evaluated to improve safety and to accommodate higher-speed aircraft.

Project Scope. The work anticipated under this contract includes:

- *Design Apron Phase 1D.* The proposed apron expansion will provide an additional 18 tiedown spaces in a 120,000-square foot area immediately east of the Apron 1C expansion. The proposed expansion is a continuation of the apron, with the same structural section and layout. This work is in compliance with the Airport Layout Plan (ALP) and is programmed in the Capital Improvement Plan for construction in 2008 with FAA Airport Improvement Program funding. Excess excavated material will be used to construct a haul road to a proposed disposal area south of the northeast end of the runway. This haul road will be along the proposed primary airport access road route. Remaining excess excavated material will be placed in the disposal area to level the existing ground for future apron or lease lot development.

Scott Hattenburg, PE

Lorie Dilley, PE/CPG

Dennis Linnell, PE

David Lundin, PE

- *Modify Apron B Layout.* The layout of the original airport apron (Apron B) anticipated taxiways for future expansion to the northwest and included down-wind-facing tiedowns. The property to the northwest was not acquired by the City due to its cost and expansion to that area is no longer anticipated. Further, the down-wind tiedowns are not utilized due to potential damage to aircraft. Reconfiguring the apron with taxilanes rather than taxiways and utilizing the space currently configured for down-wind tiedowns may result in 15 or more additional tiedowns. The construction cost would include only new tiedown anchors and striping.
- *Design Security Improvements Phase 2.* The proposed security improvements will add fencing along each side of Crosswind Court and Terminal Court and will relocate the automatic gates the airside end of these roads. At each business along the roads, the fence will be connected to the building so that the public entry is accessible without going through the fence. The fence will skirt the perimeter of the public parking area near the pilot briefing trailer so that the parking remains accessible. Accommodations will be made to provide access to the aviation fueling area so that the public can fill portable tanks without driving on to the airside of the airport. Additionally, four of the existing area security lights on the west end of the airport are too high to be reached by the City's maintenance equipment. This project will provide design for replacing or modifying the lights to maintenance and repair easier.
- *Preliminary Design of Runway 3-21 Extension.* The current Wasilla Airport Capital Improvement Plan (CIP) calls for a Phase II (mid-term) runway and taxiway extension to 5,000 feet and a Phase III (long-term) extension to 6,000 feet. The City has expressed an interest in an intermediate extension to 4,200 feet to prepare Wasilla for an instrument approach and accommodate aircraft with a faster approach speed. The justification and need will be determined by an update of the operations forecast in the Airport Master Plan. The project will include preliminary design (35 percent) and a revised cost estimate that considers the proposed length and the significant fill that has occurred in the extension area through the Apron Expansion Phase 1A and Phase 1C projects.

Services included: Our services will include civil engineering, surveying and electrical engineering to provide you with FAA-approved documents. We will provide you with a design study report, plans, specifications and a construction cost estimate. Surveying will include an as-built survey of the Apron 1C project limits to update the existing topographic survey with the new apron, road and taxiway; an as-built survey of the proposed fence areas, including buildings, pavement edges and existing driveways and traffic patterns; an as-built survey of the Apron B tiedowns, markings and obstructions; and a topographic survey of the proposed runway extension area. We anticipate using the existing geotechnical report for the apron expansion. The runway extension preliminary design will be based on assumed soil information, which will need to be verified prior to future final design. Electrical engineering will include design of headbolt heater outlets, area lighting and relocation of the automatic gates.

General: HDL work shall follow the customary phases for design. Methods shall follow FAA Advisory Circular 150/5300-13, Change 11 (for airport design).

Communications: HDL will work closely with the City Public Works staff and act as an extension of City staff. HDL will communicate by visiting the City offices routinely to exchange ideas and information, by using e-mail and by formal written correspondence.

Cooperation: HDL shall provide close involvement with the community, City Council and with the City's staff in a cooperative relationship. All key team members will identify conflicts and issues, establish a positive dialogue and work with interested parties to determine a plan of action.

Procedures and records: HDL shall provide accurate and timely recordings of meetings, contacts and conversations to ensure excellent communications between the project team and the City. HDL will provide a monthly written report of progress and items requiring special attention or requiring input from the City or FAA. HDL shall provide on-demand electronic copies of the work product and said work product shall become the property of the City.

TASK 1: PRELIMINARY ASSISTANCE

The purpose of this task is to secure FAA funding on behalf of the City. We will prepare a FAA Airport Improvement Project design grant application package and update the City's DBE Plan to secure funding for the design. While the project is being bid, we will prepare a construction grant application package, which will be finalized based on the actual construction contract price.

Grant assistance: The design grant application will include all attachments, including the application for federal assistance (SF 424); CIP Data Sheet; budget estimates; project narrative; FAA Form 5100-100; assurances and sponsor certifications; and DOT Title VI assurances. After the City has reviewed the draft grant application, we will conduct a meeting with FAA Airports Division staff to brief them on the scope and financial aspects of the package. Final corrections will be made and the final grant package submitted to the City for Council approval and signature. During the processing of the grant application, we will maintain contact with the FAA Airports Division, respond to any questions and otherwise help with the processing. Once the project is bid and the FAA provides clearance from the Office of the Secretary of Transportation (OST), we will assist the City in processing the grant agreement.

Review EA: The re-evaluation of the EA will focus on the document's continued adequacy, accuracy, and validity. It is anticipated that changes to the document will be minimal. An updated wetlands inventory will be included. A re-evaluation will be provided to the FAA on the City's behalf. This re-evaluation does not require public involvement in accordance with FAA Order 5050.4b Section 1401.

Corps of Engineers 404 Permit: The City has a Corps of Engineers 404 permit that allows for 44,000 cubic yards of gravel fill into approximately 4.5 acres of wetlands to construct a 1.4 mile long by 23-foot wide road from the Wasilla Airport to the Parks Highway/Church Road intersection and to discharge approximately 11,900 cubic yards of fill material into 2.5 acres of wetlands to construct a full-length taxiway, short take-off and landing runway, new

apron, and extend Aviation Drive. The current permit and modifications expires January 31, 2009. HDL will request an extension of the permit and a modification to the area of disturbance and quantity of fill in accordance with the proposed projects not already included.

Deliverables: The deliverables for this task are an FAA-approved grant application, EA re-evaluation letter, and a Corps of Engineers 404 permit modification.

TASK 2: SURVEY

In Task 2 we will gather survey data needed for the design. Survey limits are shown on the attached sketch and will include the edges of Apron 1C, Taxiway B and Aviation Avenue where they abut the proposed Apron 1D and Aviation Avenue extension, Terminal Court and Crosswind Court and the adjacent building faces and parking areas, Apron B, and the possible runway extension area. Surveying will be performed either in-house or by McClintock Land Associates (MLA) depending on availability and the most cost effective method. All surveying will be performed under the direction of a Registered Professional Land Surveyor and in accordance with the current ASPLS Standards of Practice, the California Geodetic Control Committee Standards for Band IV Surveys, USCOE Manual EM-1110-1-10000 for Photogrammetric Mapping, or ADOT&PF Surveying and Mapping requirements.

Survey Control. The Survey Control Drawing (SCD) prepared Apron Expansion Phase 1A and Phase 1C projects will be re-utilized for this project. Existing control points which may have been disturbed will be verified. Any additional control will be established using a combination of static GPS and conventional methods.

Design Survey. An on-the-ground survey of portions of the recently constructed areas, including a portion of the soil disposal area, will be performed to update the digital terrain model (DTM) for accuracy of the excavation and fill quantities. Terminal Court and Crosswind Court will be surveyed to map the existing improvements and buried utilities for use in laying out the new security fencing. The layout of existing tiedowns and pavement markings will be surveyed on Apron B. The ground survey will be accomplished using RTK GPS methods, based upon the control generated earlier.

Deliverables. The deliverables for this task include an updated SCD, updated DTM, and updated base mapping. Field books and notes will be maintained and copies will be available upon request. No new corner monuments are anticipated.

TASK 3: PRELIMINARY DESIGN

Preliminary plans and specifications: HDL will prepare preliminary drawings and develop a report that defines the project. Airport geometry will comply with AC 150/5300-13, Change 11, Airport Design. Plans will be prepared in English units in AutoCAD® 2005. Specifications will comply with AC 150/5370-10B, Standards for Specifying Construction of Airports, as amended by the DOT&PF for Alaskan airports. The plan and profile sheets and typical section sheet from the access road project will be incorporated into this plan set for

construction of the haul road. HDL will subcontract to EDC Inc. to prepare plans and specifications for apron lighting and headbolt heaters. We anticipate the following civil drawings with additional electrical drawings:

General

- 1 Cover
- 1 Project Notes / Legend / Abbreviations
- 1 Project Layout Plan
- 1 Soil Disposal Plan
- 1 Erosion & Sediment Control Plan
- 1 Erosion & Sediment Control Plan Details
- 1 Airport Safety Plan

Apron 1D

- 1 Site Plan
- 1 Site Cross-Sections
- 1 Typical Section and Details
- 1 Storm Water System Plan and Profile
- 1 Marking/Anchor Layout Plan and Details
- 1 Apron B Marking/Anchor Layout Plan

Aviation Drive/Haul Road

- 7 Plan & Profile
- 1 Typical Section and Details
- 1 Markings and Signs

Security Improvements

- 4 Fencing Plan
- 1 Vehicle Gate Plan and Elevation
- 1 Vehicle Gate Details
- 1 Personnel Gate Details

TOTAL 29 sheets

Several of these sheets will be very similar to sheets prepared for previous projects with only minor modifications.

Design study report: HDL will prepare a design study report (DSR) following the FAA's Airport Sponsor's Guide format for FAA approval. The DSR will describe the project's purposes and need and discuss all technically feasible and environmentally acceptable alternatives. The DSR will also address issues relating to design criteria, environmental impacts, and construction costs, and will include public input. A draft DSR will be submitted for review with preliminary plans (50 percent complete) and outline specifications. Comments will be incorporated into a final DSR.

Construction estimate: HDL will generate earthwork quantities and produce a detailed unit-price engineer's estimate based on the 50 percent complete design.

Deliverables: The deliverable for this task is a design study report with preliminary plans and a cost estimate.

TASK 4: FINAL DESIGN

Upon acceptance of the preliminary design by the City and selection of the preferred alternatives, we will proceed with final design.

95 percent plans, specifications & estimate (PS&E): HDL will prepare plans, specifications and an estimate to approximately 95 percent completion, and then submit them to the City and FAA for review. The package will include half-size plans on paper; a bid schedule; a complete project manual with bidding and general requirements and technical specifications

in CSI format; an updated engineer's construction cost estimate; and the Erosion and Sediment Control Plan. We will also include a detailed safety plan setting forth operational and safety requirements at the airport during construction in accordance with AC 150/5370-2E. A meeting will be held with the FAA and City to address any substantive comments. HDL will conduct this meeting and provide written responses to address all comments.

Final PS&E: HDL will revise and update the plans, specifications and the cost estimate to reflect final changes and comments and will produce a bid-ready package.

Project packaging: HDL will package the projects into a base bid with additive alternatives to maximize the use of federal funding.

Quality Assurance (QA) program: HDL will perform a rigorous internal review of documents. An independent senior partner with a minimum of 20 years experience will perform our internal QA review. Comments will be addressed and documents updated prior to bid-ready submission to the City. The design documents will then be submitted to the City at the preliminary and final design stages and to the FAA at the final stage. The FAA will review final plans and specifications and accept the design prior to the bidding of the project. HDL will consolidate comments received and will resolve and respond in writing after a review conference. Once the FAA and City Council have granted the authority to advertise, we will then proceed with the bidding phase.

TASK 5: PRELIMINARY DESIGN OF RUNWAY EXTENSION

HDL will provide pre-design services to evaluate the justification and need for a 500-foot runway extension to a new length of 4,200 feet. In Task 2 we will perform a topographic survey of the area and update the surface model with the changes that have occurred during the Apron 1A and Apron 1C projects. We will review and update the operations forecast to include this intermediate extension. We will coordinate with the FAA to determine if the extension would be supported by FAA funding. We will then prepare plans to 35% complete, prepare a construction cost estimate and update the ALP and CIP to include the extension.

TASK 6: BIDDING ASSISTANCE

HDL will assist City bidding the project and getting the successful bidder under contract for the work. On behalf of the City, we will prepare the invitation to bid, public notices, respond to bidders' questions, conduct a pre-bid conference, issue written addendums, tabulate bids and check proposals for completeness, review bonding and insurance submittals, and provide a written recommendation for award to the City based on the lowest responsive bid.

Basic Assumptions. The following are a list of our basic assumptions and understandings that were used in estimating our fee. Anything contrary to our understanding may be an unanticipated additional cost later, depending on the extent.

- The City has a Finding of No Significant Impact (FONSI) based on the approved Environmental Assessment completed with the Airport Master Plan and only the environmental work described in Task 1 will be required.
- Layout of improvements shall be per the approved ALP and the project scope discussed above.
- We assume that standby power generation is not included in the project.
- We assume that the existing security gate control systems will be relocated and no new systems are required.
- We assume the project will be bid in one package and one time.
- We assume that bid document reproduction and distribution will be by the City.
- Construction-phase services are not included at this time, but will be added at a later time by amendment or as a separate contract, once the construction requirements and schedule are determined.

Fee Estimate. We propose to provide the design services for a total of \$175,995 as set forth in the attached HDL Fee Estimate. The current construction cost estimate is \$2.9 million; thus the design fee is approximately 6% of the anticipated construction cost.

We look forward to continuing working with you and assisting the City with these exciting new improvements to the Wasilla Municipal Airport.

Sincerely,

HATTENBURG DILLEY & LINNELL, LLC



David Lundin, P.E.
Project Manager

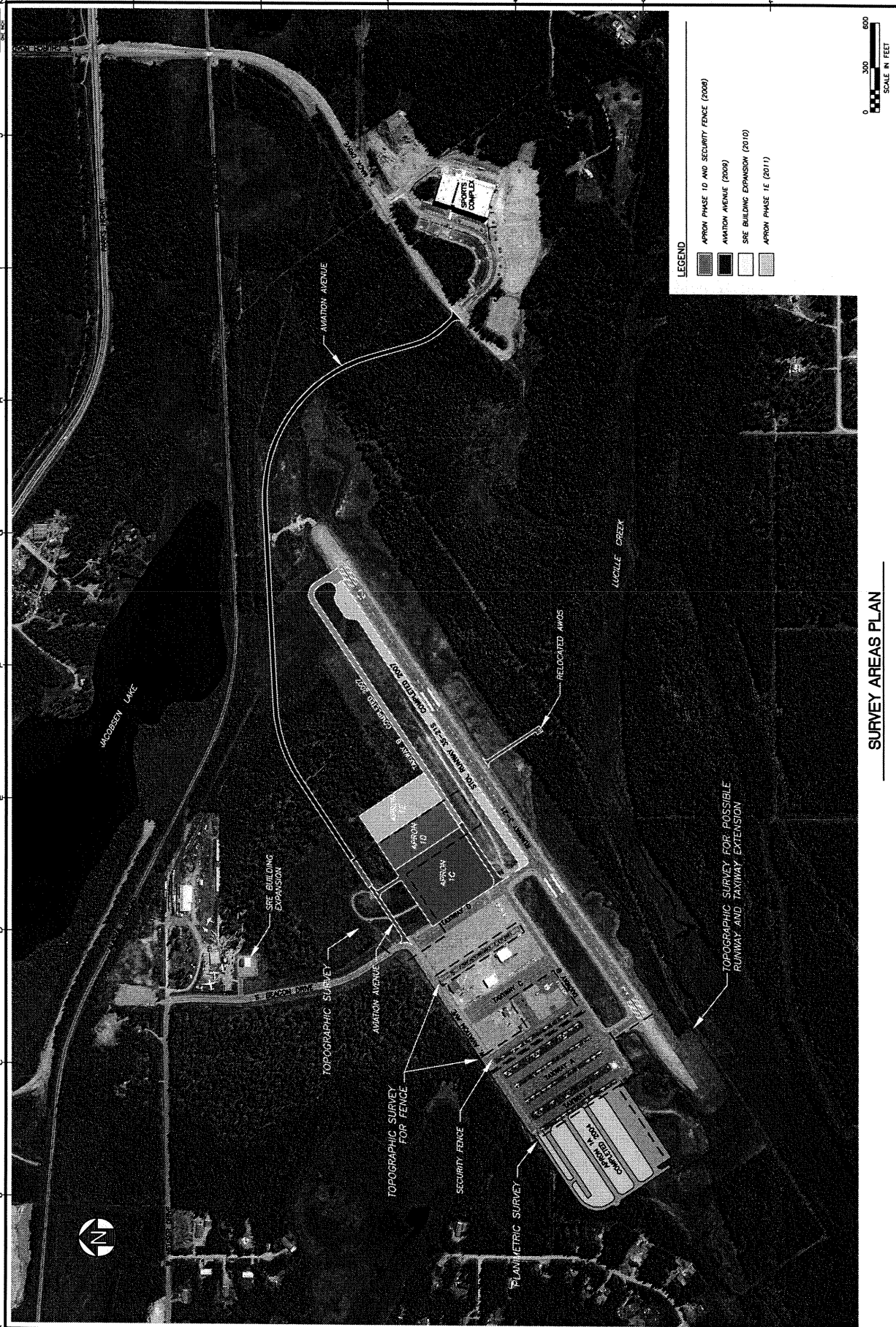
Attach: Survey Limits Sketch
Fee Proposal Worksheet (7 pages)
EDC Proposal (2 pages)

Cc: Scott Hattenburg, HDL

REVISIONS	DATE	DESCRIPTION
5		
4		
3		
2		
1		

HDT
 HATTENBURG DILLEY & LINNELL
 Engineering Consultants
 ENGINEERING
 EARTH SCIENCE
 PROJECT MANAGEMENT
 PLANNING
 (907) 664-1120
 www.hdtllc.com

WASILLA MUNICIPAL AIRPORT
 CAPITAL IMPROVEMENT PLAN
 WASILLA, ALASKA
 SHEET NO. 05-097
 DATE: 05-09-07
 DRAWN BY: DML
 CHECKED BY: JMS
 PROJECT NO. 102/200/00/AS_A0102



SURVEY AREAS PLAN

8/10/2007 11:13 AM
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 8/10/2007 11:13 AM
 10/27/03 SURVEY, 1=300, 11/02/07 at 14:11 By mmh

NOT FOR CONSTRUCTION

Project: Wasilla Airport Apron 1D and Security Fencing Phase 2

Engineer: HATTENBURG DILLEY & LINNELL

Fee Summary by Task

Date Prepared: 11/02/07

<u>Task</u>	<u>ACTIVITY</u>	<u>LABOR</u>	<u>REIMB</u>	<u>SUB CONTRACT</u>	<u>TOTAL</u>
1	Preliminary Assistance	15,600	0	0	15,600
2	Design Survey	18,560	0	0	18,560
3	Preliminary Design	60,560	840	7,350	68,750
4	Final Design	43,880	420	7,350	51,650
5	Runway Extension Pre-design	13,670	105	0	13,775
6	Bidding Assistance	6,400	210	1,050	7,660
		<u>158,670</u>	<u>1,575</u>	<u>15,750</u>	<u>175,995</u>

Project: **Wasilla Airport Apron 1D and Security Fencing Phase 2**
 Engineer: HATTENBURG DILLEY & LINNELL
 Preliminary Assistance
 Date Prepared: 11/02/07

TASK	ACTIVITY	QTY	RATE	LABOR	REIMB	SUB CONTR	SUB TOTAL	TOTAL
1.0	Preliminary Assistance.....							\$15,600
	<u>FAA Coordination and Grant Preparation</u>						8,560	
	Principal-in-Charge	16 hrs	@ 130	2,080				
	Associate Engineer	40 hrs	@ 115	4,600				
	Drafting Technician	16 hrs	@ 85	1,360				
	Clerical	8 hrs	@ 65	520				
	<u>Environmental Assessment Re-Evaluation</u>						3,860	
	Associate Engineer	4 hrs	@ 115	460				
	Senior Environmental Specialist	32 hrs	@ 85	2,720				
	Drafting Technician	8 hrs	@ 85	680				
	<u>Corps of Engineers 404 Permit</u>						3,180	
	Associate Engineer	4 hrs	@ 115	460				
	Senior Environmental Specialist	24 hrs	@ 85	2,040				
	Drafting Technician	8 hrs	@ 85	680				
	Subtotal			15,600	0	0		15,600
	5% Markup				0	0		\$0
	TOTAL TASK 1			15,600	0	0		\$15,600

Project: Wasilla Airport Apron 1D and Security Fencing Phase 2
 Engineer: HATTENBURG DILLEY & LINNELL
 Survey
 Date Prepared: 11/02/07

TASK	ACTIVITY	QTY	RATE	LABOR	REIMB	SUB CONTR	SUB TOTAL	TOTAL
2.0	Survey.....							\$18,560
	<u>Project Management and Coordination</u>						920	
	Associate Engineer	8 hrs	@ 115	920				
	<u>Research and Survey Preparation</u>						1,520	
	Survey Manager	8 hrs	@ 125	1,000				
	Survey Technician	8 hrs	@ 65	520				
	<u>Survey Control</u>						2,720	
	2-Person Survey Crew	16 hrs	@ 170	2,720				
	<u>Planimetric and Topographic Survey</u>						6,800	
	2-Person Survey Crew	40 hrs	@ 170	6,800				
	<u>Data Reduction and Drawing Preparation</u>						6,600	
	Project Surveyor	16 hrs	@ 125	2,000				
	Survey Technician	24 hrs	@ 65	1,560				
	Drafting Technician	24 hrs	@ 85	2,040				
	PLS Review	8 hrs	@ 125	1,000				
	Subtotal			18,560	0	0		18,560
	5% Markup				0	0		\$0
	TOTAL TASK 2			18,560	0	0		\$18,560

Project: Wasilla Airport Apron 1D and Security Fencing Phase 2
 Engineer: HATTENBURG DILLEY & LINNELL
 Preliminary Design
 Date Prepared: 11/02/07

TASK	ACTIVITY	QTY	RATE	LABOR	REIMB	SUB CONTR	SUB TOTAL	TOTAL
3.0	Preliminary Design.....							\$68,750
	<u>Project Management & Coordination</u>						\$3,800	
	Principal-in-Charge	8 hrs	@ 130	1,040				
	Associate Engineer	24 hrs	@ 115	2,760				
	<u>Preliminary Plans (29 civil sheets)</u>						\$36,800	
	Associate Engineer	80 hrs	@ 115	9,200				
	Staff Engineer/Designer	160 hrs	@ 85	13,600				
	Drafting Technician	160 hrs	@ 85	13,600				
	Reimbursables	1 Sum	@ 400		400			
	<u>Preliminary Specifications</u>						\$3,800	
	Associate Engineer	24 hrs	@ 115	2,760				
	Clerical	16 hrs	@ 65	1,040				
	<u>Preliminary Estimate</u>						\$6,160	
	Associate Engineer	24 hrs	@ 115	2,760				
	Staff Engineer/Designer	40 hrs	@ 85	3,400				
	<u>Electrical Engineering</u>						\$7,000	
	EDC	1 fee	@ 7,000	(See Attached)		7,000		
	<u>Design Study Report</u>						\$10,800	
	Associate Engineer	40 hrs	@ 115	4,600				
	Staff Engineer/Designer	40 hrs	@ 85	3,400				
	Drafting Technician	16 hrs	@ 85	1,360				
	Clerical	16 hrs	@ 65	1,040				
	Reimbursables	1 Sum	@ 400		400			
	Subtotal			60,560	800	7,000		68,360
	5% Markup				40	350		\$390
	TOTAL TASK 3			60,560	840	7,350		\$68,750

Project: **Wasilla Airport Apron 1D and Security Fencing Phase 2**
 Engineer: HATTENBURG DILLEY & LINNELL
 Final Design
 Date Prepared: 11/02/07

TASK	ACTIVITY	QTY	RATE	LABOR	REIMB	SUB CONTR	SUB TOTAL	TOTAL
4.0	Final Design.....							\$51,650
	<u>Project Management & Coordination</u>						\$3,800	
	Principal-in-Charge	8 hrs	@ 130	1,040				
	Associate Engineer	24 hrs	@ 115	2,760				
	<u>Final Plans (29 civil sheets)</u>						\$29,400	
	Associate Engineer	60 hrs	@ 115	6,900				
	Staff Engineer/Designer	130 hrs	@ 85	11,050				
	Drafting Technician	130 hrs	@ 85	11,050				
	Reimbursables	1 Sum	@ 400		400			
	<u>Final Specifications</u>						\$3,800	
	Associate Engineer	24 hrs	@ 115	2,760				
	Clerical	16 hrs	@ 65	1,040				
	<u>Final Estimate</u>						\$4,320	
	Associate Engineer	8 hrs	@ 115	920				
	Staff Engineer/Designer	40 hrs	@ 85	3,400				
	<u>Electrical Engineering</u>						\$7,000	
	EDC	1 fee	@ 7,000	(See Attached)		7,000		
	<u>Safety Plan</u>						\$2,960	
	Associate Engineer	8 hrs	@ 115	920				
	Staff Engineer/Designer	12 hrs	@ 85	1,020				
	Drafting Technician	12 hrs	@ 85	1,020				
	Subtotal			43,880	400	7,000		51,280
	5% Markup				20	350		\$370
	TOTAL TASK 4			43,880	420	7,350		\$51,650

Project: **Wasilla Airport Apron 1D and Security Fencing Phase 2**
 Engineer: HATTENBURG DILLEY & LINNELL
 Runway Extension Pre-design
 Date Prepared: 11/02/07

TASK	ACTIVITY	QTY	RATE	LABOR	REIMB	SUB CONTR	SUB TOTAL	TOTAL
5.0	Preliminary Design of Runway Extension.....							\$13,775
	<u>Update Forecast</u>						\$4,680	
	Principal-in-Charge	32 hrs	@ 130	4,160				
	Clerical	8 hrs	@ 65	520				
	<u>35% Plans (2 Sheets)</u>						\$4,870	
	Associate Engineer	6 hrs	@ 115	690				
	Staff Engineer/Designer	24 hrs	@ 85	2,040				
	Drafting Technician	24 hrs	@ 85	2,040				
	Reimbursables	1 Sum	@ 100		100			
	<u>Preliminary Cost Estimate</u>						\$1,480	
	Associate Engineer	4 hrs	@ 115	460				
	Staff Engineer/Designer	12 hrs	@ 85	1,020				
	<u>ALP Update</u>						\$2,740	
	Associate Engineer	4 hrs	@ 115	460				
	Staff Engineer/Designer	4 hrs	@ 85	340				
	Drafting Technician	12 hrs	@ 85	1,020				
	<u>Update CIP</u>						\$920	
	Associate Engineer	8 hrs	@ 115	920				
	Subtotal			13,670	100	0		13,770
	5% Markup				5	0		\$5
	TOTAL TASK 5			13,670	105	0		\$13,775

Project: **Wasilla Airport Apron 1D and Security Fencing Phase 2**
 Engineer: HATTENBURG DILLEY & LINNELL
 Bidding Assistance
 Date Prepared: 11/02/07

TASK	ACTIVITY	QTY	RATE	LABOR	REIMB	SUB CONTR	SUB TOTAL	TOTAL	
6.0	Bidding Assistance								\$7,660
	<u>Project Management & Coordination</u>							\$460	
	Associate Engineer	4 hrs	@ 115	460					
	<u>Pre-bid Conference (1 each)</u>							1,230	
	Associate Engineer	4 hrs	@ 115	460					
	Staff Engineer/Designer	6 hrs	@ 85	510					
	Clerical	4 hrs	@ 65	260					
	<u>Assistance During Bidding</u>							4,680	
	Associate Engineer	8 hrs	@ 115	920					
	Staff Engineer/Designer	12 hrs	@ 85	1,020					
	Drafting Technician	12 hrs	@ 85	1,020					
	Clerical	8 hrs	@ 65	520					
	EDC	1 fee	@ 1,000	(See Attached)		1,000			
	Reimbursables	1 Sum	@ 200		200				
	<u>Bid Review and Tabulation</u>							1,230	
	Associate Engineer	4 hrs	@ 115	460					
	Staff Engineer/Designer	6 hrs	@ 85	510					
	Clerical	4 hrs	@ 65	260					
	Subtotal				6,400	200	1,000		7,600
	5% Markup					10	50		\$60
	TOTAL TASK 6				6,400	210	1,050		\$7,660



October 22, 2007

Dave Lundin, P.E.
Hattenburg, Dilley, & Linnell
3335 Arctic Boulevard, Suite 100
Anchorage, AK 99503

Subject: Wasilla Airport 2008 Improvements – Electrical Design Proposal

Dear Dave:

This proposal is for providing electrical design services in association with planned improvements for the Wasilla Airport. This proposal is based on the following:

SCOPE OF WORK:

EDC, Inc. will provide the electrical design for--

1. The addition of apron lighting and approximately 18 headbolt heaters as required for two more rows of aircraft tiedowns to the northeast of the existing apron.
2. The lowering of four existing apron lights.
3. The relocation of existing access Gates A & B from their location adjacent to W. Aviation Drive to adjacent to Taxiway B.
4. Coordination with the local power utility (MEA) and telephone utility (MTA) as necessary for the changes described above.
5. Electrical specifications.
6. Electrical construction cost estimate.

It is anticipated that the design will require the following drawings:

- E0 – Electrical Demolition Plan
- E1 – Electrical Site Plan, Legend and Abbreviations
- E2 – Apron Site Plan
- E3 – Access Gate Site Plan
- E4 – Access Gate Details
- E5 – Electrical Details

Dave Lundin, P.E.
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October 22, 2007

ASSUMPTIONS:

It is assumed that EDC, Inc. will be provided background site plans in AutoCAD format for our use. We also assume that any power or telephone utility line extensions required will be designed and provided by the serving utility. EDC, Inc. will provide coordination only.

EXCLUSIONS:

This proposal does not include any construction management services such as submittal reviews, design clarifications, site inspections, As-builts, etc.

DELIVERABLES:

This project will include three submittals – a %50 Preliminary PS&E, 95% Preliminary PS&E and a final PS&E. For each submittal, a full and/or half-size, reproducible copy of each of the drawings will be provided. A hardcopy of the specifications and construction cost estimate will also be provided. An electronic copy of the drawings in AutoCAD format, specifications in Microsoft Word format and estimate in Microsoft Excel format will also be available upon request. The final drawings will be signed and stamped by a State of Alaska registered electrical engineer.

FEE: The proposed fee to perform the above scope of work is **\$15,000**.

Please feel free to contact me if you have any questions concerning this proposal.

Sincerely,



John Faschan - President / EDC, INC.