SALINA Airport Authority

EXECUTIVE DIRECTOR
3237 Arnold Ave.
Salina, Kansas 67401
Telephone (785) 827-3914 • FAX (785) 827-2221 • email trogers@salair.org

DATE: April 18, 2022

TO: SAA Board of Directors

FROM: Tim Rogers and Shelli Swanson

SUBJECT: **April 20, 2022, SAA Annual Board Meeting**

Enclosed are items for your review prior to Wednesday's meeting. Please note that the meeting will be held in the **first-floor conference room, Hangar 600, 2720 Arnold Ct**. A map showing the location of Hangar 600 is enclosed in your board meeting packet. The meeting is also available via the following GoToMeeting link.

https://meet.goto.com/717219677

Wednesday's meeting will feature discussion concerning the following 2022 Airport Authority operating plan priorities.

- MRO business development at the Salina Regional Airport
- M.J. Kennedy air terminal building improvements
- General aviation hangar construction
- Salina Regional Airport airfield improvements

Please note the following agenda comments.

Agenda Item #5 – Review of Airport Activity and Financial Reports for the Month Ending March 31, 2022. (Rogers and Swanson)

Airport Activity – Air Traffic (Rogers)
The Salina air traffic control tower (ATCT) recorded 6,557 operations during March 2022 which was a 15% decrease as compared to the March 2021 total of 7,688. For the year-to-date, a total of 17,581 operations have occurred at the Salina Airport which is 1% less than the March 2021 YTD total of 17,673. K-State professional pilot flight training continues to be a significant contributor to the SLN ATCT traffic count.

Airport Activity – Fuel Flowage (Rogers)
The March 2022 fuel flowage came in at 418,949 gallons which was 100% more than the March 2021 total of 209,376 gallons. For the year to date a total of 771,196 gallons have been delivered which is 63% more than the March 2021 YTD total of 473,370 gallons. Ft. Riley military cargo and charter flights resumed this past month which contributed to the significant increase in March 2022 fuel flowage fees.

Airport Activity – Passenger Enplanements (Rogers)
During March 2022 SkyWest enplaned 1,815 passengers, which was a 100% increase over the March 2021 total of 909 passengers. The March 2022 total passenger count was 3,626 which was a 100% increase over the March 2021 YTD total of 1,811. On April 4 SkyWest resumed a SLN and HYS tag due to the ongoing pilot shortage. The tag will have a dampening effect on SLN passenger enplanements.

Financial Reports – Comments and Notes (Swanson)
Highlights from the March 2022 financials include:

- Unrestricted cash in bank at $2,098,805.
- Total YTD income came in $110,411 over the first quarter of 2021 (16%) and is tracking over (8%, $55,430) the 2022 budget projections.
- Total operating expenses came in 6% under budget and are down 26% from 2021 or $90,275 less.
- Net operating income before depreciation equaled $107,893 at the end of March for the first quarter of 2022.

The 2021 financial statement audit fieldwork by the independent auditing firm of Adams Brown was completed on March 23, 2022, and the drafting of the annual report is underway.

The below table represents disbursements from the 2021-1 GO Temporary Note project fund account during March 2022.

Salina Airport Authority
Account QuickReport
As of March 31, 2022

Type	Date	Num	Name	Memo	Split	Amount	Balance
Cash in Bank-Bond Funds							**2,102,005.09**
BSB 2021-1 GO Temp Note (8146)							**2,102,005.09**
Bill Pmt -Check	03/11/2022	1015	Hutton Corporation	Concourse Remodel project - Progress payment no. 7	Accounts payable	-21,903.62	2,080,101.47
Bill Pmt -Check	03/11/2022	1016	Sage Products, Inc.	Floor Stand Dispensers	Accounts payable	-441.90	2,079,659.57
Bill Pmt -Check	03/11/2022	1017	Salina Blueprint, Inc.	Replace Monitors with LCD Displays - Concourse Imps.	Accounts payable	-360.00	2,079,299.57
Bill Pmt -Check	03/11/2022	1018	Hutton Corporation	B595 Improvements - A/E design fee	Accounts payable	-12,750.00	2,066,549.57
Bill Pmt -Check	03/29/2022	1019	Accurate Electric Inc	add receptacles and data cabling for new TSA screening equipment	Accounts payable	-4,200.00	2,062,349.57
Bill Pmt -Check	03/29/2022	1020	Design Central LLC	Thread hub (30") 3-Prong power plug for concourse (in between seating)	Accounts payable	-5,800.00	2,056,549.57
Deposit	03/31/2022			Interest	Interest income on dep...	354.14	2,056,903.71
Total BSB 2021-1 GO Temp Note (8146)						-45,101.38	2,056,903.71
Total Cash in Bank-Bond Funds						-45,101.38	2,056,903.71
TOTAL						**-45,101.38**	**2,056,903.71**

Financial Reports – Accounts Receivable Past Due 31 days or more as of April 18, 2022 (Swanson)

Account	Amount	Days	Comments
108th Aviation Regiment	$15,400	31-60	Hangar rental
AGCO Corporation	$280	31-60	Finance charges
Kenny's Body Shop	$289	31-60	Storage Igloo rent

Short-term Leasing Activity
On April 13, the SAA entered into a 25-day lease for 991 SF of office/shop space in Hangar 600 with the Lawrence Livermore National Laboratory (LLNL) based in Livermore, CA. The LLNL will be in Salina working with the NASA-Ames Research Center team as part of the Dynamics and Chemistry of the Summer Stratosphere ("DCOTSS") project. This agreement will generate $1,525 in hangar revenue.

On March 15, the SAA executed an Aerial Application Seasonal User Agreement with A+ Aviation Services, LLC out of Goodland, KS. This 6-month agreement provides the aerial applicator the ability to operate from the Salina Regional Airport at the designated locations for crop-dusters in exchange for the user fee of $750 and the fuel flowage fee of $.0866/gallon.

Agenda Item #6 – Consideration of the Jviation Airport and Engineering Contract for the Design of a New Fuel Farm. (Rogers and Foss)
The Federal Aviation Administration (FAA) has approved the proposed engineering contract with Jviation for design and bidding services for the construction of a new Salina Regional Airport fuel farm. The new above ground fuel farm will replace the aging and obsolete fuel farm that was part of the former Schilling

AFB surplus property package.

The Jviation contract's scope of work (SOW) and lump sum fee were negotiated in accordance with FAA policies and procedures. The project's SOW includes the following:

- Three (3) 30,000-gallon jet fuel tanks
- Two (2) 30,000-gallon SAF jet fuel tanks (providing the capability to store and deliver SAF will provide SAF users a mid-continent refueling stop and enhance greater use of SAF. Providing the means for greater SAF use is a FAA priority for a sustainable aviation system).
- One (1) 20,000-gallon defuel tank
- One (1) 20,000-gallon tank for "polished/certified" jet fuel tank (this requirement includes the filtering needed to recertify Jet A for commercial use. This eliminates the need to "waste" defueled Jet A as a hazardous waste)
- One (1) 12,000-gallon Avgas tank
- One (1) 550-gallon "waste fuel" tank
- One (1) standby generator with transfer switch
- Three (3) transport/mobile refueler lanes
- One (1) canopy and sidewall to cover transport/mobile refueler lanes
- One (1) inventory control and monitoring system
- One (1) quality control shed
- One (1) Prist injector
- Design of all footings, foundations, driveways and access roads.
- Demolition of the existing pumphouse PH305 and all above ground piping (the SAA will be responsible for UST removal at a later date)

The negotiated lump sum fee is $369,757. The FAA's 90% share is $340,251. The SAA's 10% share is $37,806. The SAA's local share is on hand and the design work is budgeted for calendar year 2022. A grant application for the FAA's federal share has been submitted and a grant offer/agreement will be presented for SAA board acceptance by June 30. Design work can start now and the FAA will reimburse the SAA for work completed prior to grant agreement acceptance.

Recommendations:

- First, Approval of a motion to approve the proposed airport engineering and consulting agreement with Jviation for design and bidding service for a new Salina Regional Airport fuel farm at a cost not to exceed $369,757 and to authorize the executive director to sign the agreement.

- Second, Approval of a motion to accept a project grant offer and agreement from the FAA to fund $340,251 (90%) of the project and to authorize the board chairman and attorney to sign the grant agreement.

Agenda Item #7 – Review Bids Received for the Construction of Overflow Parking at the M.J. Kennedy Air Terminal. (Rogers and Swanson)

Airport Authority staff published notices to contractors of an opportunity to submit bids for the construction of an overflow parking lot at the M.J. Kennedy Air Terminal. The enclosed notice to bidders was posted on the following advertising sites and submitted via email to businesses on our contractor database.

Advertising

SAA Website - Business Opportunities link
Salina Journal
Salina 311
Chamber Plan Room
Kansas Construction News
Missouri iSq.Ft. Electronic Plan Room
Dodge Report
ePlan Bidding

On April 11, 2022, bids were received and opened for the construction of additional overflow parking at the terminal building. The project will add an additional 150 parking spaces within the area targeted for permanent expansion of the terminal building parking lot. The project includes the construction of two (2) paved drainage way crossings from the existing parking lot to the south of the terminal building. The overflow parking lot area will be graded, and a combination of compacted aggregate and concrete millings will be used as a parking surface. Vehicle parking curb stops/blocks will be installed.

Funds for the project are available in the SAA's 2022 budget and the work will be completed prior to peak 2022 holiday air travel. Enclosed is a summary of the bids received.

Recommendation: Acceptance of the low bid submitted by T&R Construction in the amount of $141,649 and authorize the executive director to sign a contract with T&R Construction.

Agenda Item #8 – Consideration of Project Costs and Financing for the Construction of New General Aviation Hangars. (Rogers and Swanson)
Below is a summary of a revised construction budget for the construction of a four (4) unit GA hangar. The individual units would be 50 ft wide (wingspan) by 50 ft deep (aircraft length) by 14 ft high door (tail height). The units are intended to accommodate a wide range of single engine aircraft. The updated project budget is:

GA Box Hangar	Budget
4-Unit Box Hangar (sealed building and foundation drawings included)	$464,261
Concrete Slab/Footings	$101,736
Concrete Apron	$15,034
Concrete Perimeter (18" recommended)	$1,742
Asphalt Taxiway (4-Unit)	$73,093
Electrical	$100,000
Total	$755,866
Contingency (5.5%)	$44,134
Budget	$800,000

The target rental rate based on the updated project construction budget is $655 per month per unit. At $655 per month per unit project funding would be:

Total Estimated Construction Cost			$ 800,000
		Issuance costs	30,000
		SAA cash	-458,000
		Estimated borrowing	372,000
		D/S per year	26,655
		Annual revenue needed for D/S	2,221
		Hangar rental to amortize D/S	$ 555
		Monthly operating costs	100
		Total monthly hangar rental	$ 655

Recommendation: Approval of the construction of a four (4) unit general aviation hangar at a not to exceed cost of $800,000 ($458,000 cash and $372,000 bank financing) and setting the initial monthly rental rate at $655 per month.

Agenda Item #9 – Hangars H606 and H626 Construction Updates. (Rogers and Swanson)
At the meeting, Shelli and I will update you on the status of proposed improvements at hangars H606 and H626 for new MRO business activity at the Salina Airport.

Agenda Item #10 – Review of military, federal agency and civilian agency aviation events scheduled for 2022. (Rogers)
Enclosed is the current calendar for military, federal agency and civilian aviation events scheduled for the Salina Airport during the remainder of 2022.

Agenda Item #11 – A Review and Update on Windstorm Damage, Repairs and Cost Recovery.
(Swanson and Cunningham)

At the meeting, Shelli will update you on the status of cost recovery via insurance claims and FEMA funding. Maynard will update you on progress made completing repairs.

Please contact us if you have any questions or comments.

DIRECTOR OF FACILITIES AND CONSTRUCTION
3237 Arnold Ave.
Salina, Kansas 67401
Telephone (785) 827-3914 • FAX (785) 827-2221 • E-Mail maynardc@salair.org

DATE: April 14, 2022

TO: Tim Rogers, SAA Board of Directors

FROM: Maynard Cunningham

SUBJECT: **April 20, 2022, SAA Regular Board Meeting**

Facilities and Construction Notes

New Projects

- **Aircraft Paint Booth (1 Vision Aviation)** – Hutton has provided a preliminary drawing of the paint booth facility and Service Order agreement for SAA review. A follow-up meeting was held April 14, 2022.

- **Airport Terminal South Overflow Parking Lot (150 additional spaces)** - The bid opening was held April 11, 2022. Two contractors provided bids for the project, T&R Construction and Smoky Hill, LLC. T&R Construction was the low bidder.

- **H600, Room 100 Conference Room –** I met with Systems 4 April 14, 2022 to discuss HVAC improvements in the H600 conference room. They will provide a proposal for review.

Current Projects

- **Runway 17/35 North 4800 ft.** – Rehabilitation of the north 4800 ft. of Runway 17/35 began April 04, 2022, and is scheduled through May 04, 2022. The milling process continued through the first week of the project. Paving began April 12 and is in progress. Runway 17/35 will be closed during the rehabilitation project.

- **B595 Renovation** - Cheney Construction began work on the B595 renovation project the first week of March. Interior demolition is in progress and electricians have started roughing in conduit and junction boxes.

- **H959 (1 Vision Aviation)** - A project is in process to reduce heating and cooling costs at H959. The project includes installation of 38 destratification fans and new hangar door seals. Destratification fans have been installed in three of the six planned zones.

- **H409 (Schilling Aviation)** - Parts were due March 21, 2022 and have not been received to repair one of the south hangar door's track and wheels.

- **Terminal Building** –
    - Security cameras have been installed in the baggage claim, lobby, TSA, and concourse areas of the SLN Terminal Building. Exterior cameras are on back-order to be installed at a later date.
    - SAA Maintenance personnel have been preparing the area around the concourse for landscaping rock.

Special Projects

- **December 15, 2021, Windstorm** - Multiple properties were damaged in the windstorm. Roofing, siding, and other mitigation repairs have been completed at multiple sites to protect from weather. Bids are still being solicited for repairs from the windstorm.
    - **PAPI Lights (Precision Approach Path Indicator)** – Since the day of the windstorm the south runway 17/35 PAPIs have not functioned properly. The PAPIs have been repaired and are awaiting an FAA flight inspection once runway is reopened.
    - **D Hangars** – A bid package for storm damage repairs on the D Hangars was placed out for bid Monday, March 21, 2022. The bid opening was held April 4, 2022, with no contractors responding with bids. Efforts will continue to contact other qualified contractors, i.e., Bret Givens Construction, who also has been contacted regarding the GA Box Hangars. The first available contractor who provides a responsible bid will be awarded a sole source contract.

- **AIT and CTX Devices at SLN** - TSA approval has been received for AIT and CTX devices at the airport terminal building to improve passenger and bag screening. Contractors have installed electrical power to the necessary locations and moved the storefront wall in the TSA screening area to accommodate the AIT device when it arrives. The Skywest ticket counter was relocated April 6, 2022, to allow room for the CTX device.

- **Fire Alarm Systems** - Johnson Controls has been contracted to complete annual inspections and of the fire alarm systems in multiple SAA buildings.

- **Under Ground Storage Tank (UST) Permit Renewal** – UST permit renewal is due to KDHE by April 30, 2022. The permit submittal includes previous year's monthly and annual reports, inspection and test results, operator certification, and certificate of insurance.

Completed Projects

- **H600 (SAA Conference Room)** - Security storefront walls and doors have been installed in Hangar 600 conference room.

- **B614 (SAA Maintenance)** - The water main valve for the fire suppression system at B614 has been replaced by Johnson Controls.

- **Terminal Building** - The FEMA doors on the new restrooms in the concourse have been installed. A punch list walk through will be completed soon to finalize this project.

SALINA AIRPORT AUTHORITY REGULAR BOARD MEETING
Hangar H600, First Floor Conference Room
2720 Arnold Court

April 20, 2022 – 8:00 AM

AGENDA

Call to Order: (Buer)

1. Call to order, determine that a quorum is present and confirm that the meeting notice has been published. (Buer)

2. Recognition of guests. (Buer)

3. Additions to the agenda and agenda overview. (Rogers)

Action Items: (Buer)

4. Approval of the minutes of the March 16, 2022, regular board meeting and April 7, 2022, special board meeting. (Buer)

5. Review of airport activity and financial reports for the month ending March 31, 2022. (Rogers and Swanson)

6. Consideration of an airport engineering and consulting contract with Jviation for the design of a new Salina Regional Airport fuel farm. (Rogers)

7. Consideration of bids received for the construction of an overflow parking lot at the M.J. Kennedy Air Terminal. (Rogers and Cunningham)

8. Consideration and discussion of updated general aviation hangar construction costs. (Rogers and Swanson)

9. Hangars H606 and H626 construction update. (Rogers)

10. Review of military, federal agency and civilian aviation events scheduled for 2022. (Rogers and Swanson)

Directors' Forum: (Buer)

Visitor's Questions and Comments: (Buer)

Staff Reports: (Rogers)

11. Review and update on windstorm damage and scheduled repairs. (Cunningham and Swanson)

Announcements: (Windhorst)

Adjournment: (Buer)

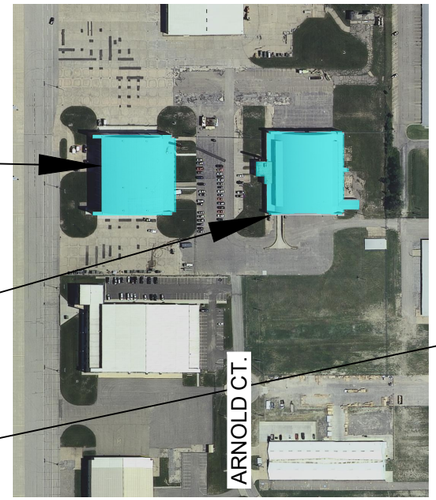
Hangar 606

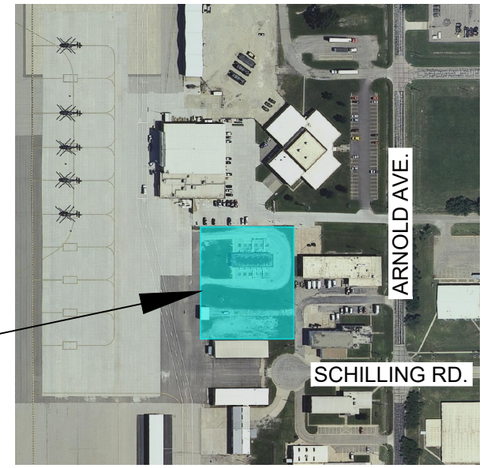
Hangar 626

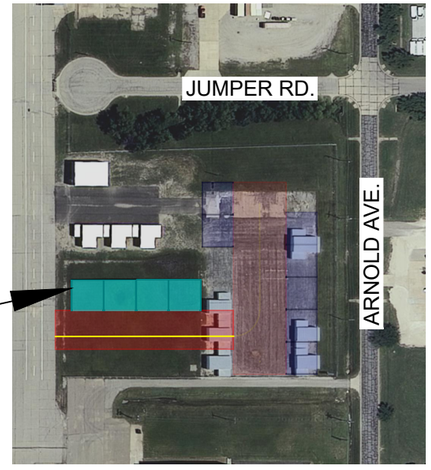
Fuel Farm

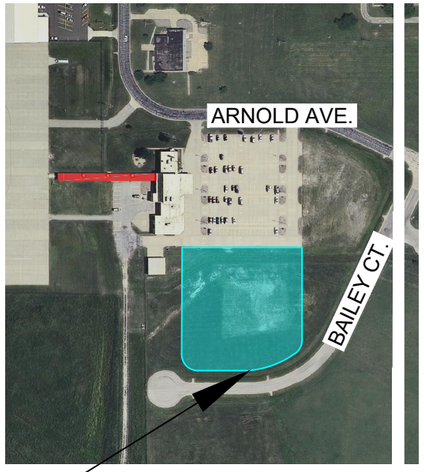
GA Box Hangars

M.J. Kennedy Air Terminal
South Overflow Parking Lot









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SALINA Airport Authority

3237 ARNOLD, SALINA, KS 67401
(785–827–3914 FAX: 785–827–2221)

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MWC : DRAWN BY
1" = 2000' : SCALE
04/18/22, 12:05 : DATE

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SALINA AIRPORT AUTHORITY
April 2022 Board Meeting Location Map

MINUTES OF THE ANNUAL MEETING OF THE BOARD OF DIRECTORS OF THE SALINA AIRPORT AUTHORITY
MARCH 16, 2022
HANGAR 600, ROOM 100

Call to Order

Chair Kristin Gunn called the meeting to order at 8:00 A.M. Chair Gunn confirmed that a quorum was present. Business and Communications Manager Kasey Windhorst stated that the board meeting notice was published and distributed on Friday, March 11, 2022, and the meeting packet published on Monday, March 14, 2022.

Attendance

Attendance was taken. Chair Gunn, Directors Bauer, Roberg, Eichelberger, and Carlin were present. Executive Director Tim Rogers; Director of Administration and Finance Shelli Swanson; Director of Facilities and Construction Maynard Cunningham; Business and Communications Manager Kasey Windhorst; and Attorney Greg Bengtson were present. David Artberry, Stiefel, Scott Hillegeist, SLN ATCT manager, Mike Hoppock, City of Salina Commissioner, Mitch Walter, Gillmore & Bell, Julie Yager-Zuker, Avflight Salina, Mitch Robinson, Saline County Economic Development Organization, Bob Vidrickson, Saline County Commissioner, Michael Bunn and Dan Reed, T-hangar tenants attended as guests.

Acceptance of Appointment/Oath of Office

Executive Director Rogers announced the appointed of Airport Authority board member, Stephanie Carlin, to serve a three-year term. Director Carlin executed her Acceptance of Appointment and Oath of Office.

Additions to the Agenda

Chair Gunn asked if there were any additions to the agenda. Executive Director Rogers stated that there were no additions.

Minutes

Chair Gunn asked if the board members had additions or corrections to the minutes. Director Eichelberger moved, seconded by Director Buer, to approve the minutes of the February 16, 2022, regular board meeting. Motion carried 5-0.

Airport Activity

Executive Director Rogers reviewed the statistics for air traffic, fuel flowage, and enplanements for the month of February 2022. The Salina air traffic control tower (ATCT) recorded 6,260 operations during February 2022 which was a 4.5% increase as compared to the February 2021 total of 5,989. For the year-to-date, a total of 11,024 operations have occurred at the Salina Airport which is 10% more than the February 2021 YTD total of 9,985. February 2022 fuel flowage came in at 200,550 gallons which was 38% more than the February 2021 total of 145,726 gallons. For the year to date a total of 352,247 gallons have been delivered which is 33% more than the 2021 YTD total of 263,995 gallons. SkyWest enplaned 1,350 passengers, which was a 226% increase over the February 2021 total of 413 passengers. The February 2022 total passenger count was

2,647 which was a 239% increase over the February 2021 YTD total of 781. United Express enplanements continue to recover at a rate higher than the national average.

Financial Reports

Director of Administration and Finance Swanson provided the financial reports for the month ending February 28, 2022. Highlights from the February 2022 financials include:

- Unrestricted cash in bank at $2,342,186. Cash in bank, including bond funds is $6.6 million.
- Total YTD income came in $46,823 over the first two months in 2021 (11%) and is tracking slightly (3%, $13,811) under the 2022 budget projections.
- Total operating expenses came in 6% under budget and are down 19.5% from 2021 or $109,581 less.
- Net operating income before depreciation equaled $18,319 at the end of February.

Swanson reported that the SAA remitted $281,092 to the State Treasurer's office for the semi-annual interest payments on the Authority's outstanding general obligation bonds and the 2021 financial statement audit fieldwork by the independent auditing firm of Adams Brown is scheduled for March 23, 2022.

Swanson highlighted the significant capital expenditures for the month of February and detailed progress payments on bond proceeds. Swanson commented on short-term lease with NASA in the amount of $102,481 for temporary use of Hangar 606 and ground support equipment later this summer. Chair Gunn directed staff to file the financials for audit.

Scheduled Air Service Update

Rogers updated the board on SkyWest's Notice of Termination to USDOT due to pilot shortage and reviewed the following timeline with the board.

Essential Air Service (EAS) Timeline	
March 10, 2022	SkyWest submits a **Notice of Termination** to the USDOT
March 11, 2022	USDOT issues an **Order Prohibiting Termination of Service and Requesting Proposals**
April 11, 2022	Deadline for interested air carriers to submit proposals to the USDOT
April TBD	Deadline for community comments
May TBD	USDOT air carrier selection
June/July TBD	Transition from SkyWest to replacement air carrier

Rogers presented and reviewed the SLN True Market Study to the board which will be a critical tool used for the air carrier recruitment process. Rogers reviewed the plan for contacting candidate, replacement air carriers.

Review Bids Received for Building B595 Remodeling and Prospective Tenants

Rogers reviewed the scope of work for B595 warehouse rehabilitation project. The 20,000 SF warehouse/light manufacturing building will be divided in Unit A and Unit B. Bids were received from Cheney Construction and Hall Construction. The bid from Hall cannot be considered since the company was not able to secure the required statutory bid and performance bonds. Since Hall cannot be considered, the sole bid is $1,957,000 submitted by Cheney. Cheney can have the work substantial complete by July 2022 to meet a tight schedule for one of two prospective tenants. Director of Administration and Finance Swanson reviewed prospects and proposed lease terms. Director Buer moved to accept the sole, complete bid submitted by Cheney Construction in the amount of $1,957,000 and authorize the executive director to sign the B595 remodel project contract documents. Motion was seconded by Director Eichelberger, motion passed 4-0. Director Roberg abstained from discussion and vote.

Runway 17/35 construction update and consideration of Change Order No. 1 for north 4,800 ft. of resurfacing

Rogers presented the project overview and APAC's request for Change Order No. 1 due to price increase of oil and pavement markings. KDOT grant remains at $1,352,948; the Salina Airport Authority's share increased to 22% or $375,787. Director Eichelberger moved to approve Change Order No. 1, seconded by Director Buer, motion passed unanimously.

Review of Calendar Year 2022 – 2027 Airport Improvement Projects and Associated Project Budgets and Funding Sources (federal and local share)

Rogers reviewed an updated schedule for FAA grant funding for planned Salina Regional Airport improvement projects such as fuel farm construction, terminal building parking lot expansion, terminal building expansion, and Runway 12/30 rehabilitation.

Revised March 10, 2022

State and Federal Grant Funding Summary

Calendar Year	FAA ACIP Years 1-5	Project	Estimated Total Project Cost	Grant $	Agency	Grant Program	Grant Status	SAA Local Share
2022	1-5	Runway 17/35, South 7,500 ft construction	$ 4,321,531	$ 4,200,979	FAA	AIP Entitlement	Awarded 6-23-2021	$ 120,552
2022		Runway 17/35, North 4,800 ft construction	1,728,735	1,352,948	KDOT	KDOT Economic Developmen	Award notification received 2-14-2022	375,787
2022-2023	1-5	Construct/improve/repair fuel farm	2,800,750	2,520,675	FAA	AIP MAP	ACIP update submitted on 3-8-2022	280,075
2022-2025	1-5	Terminal Bldg. Expansion	8,559,000	8,131,050	FAA	BIL ATG	ACIP update submitted on 3-8-2022	427,950
2022-2024	1-5	Rehabilitate Runway 12/30	4,235,250	3,811,725	FAA	BIL AIG	ACIP update submitted on 3-8-2022	423,525
2023	1-5	Acquire snow removal equipment	1,430,000	1,287,000	FAA	AIP MAP	ACIP update submitted on 3-8-2022	143,000
2022-2023	1-5	Construct or improve Terminal Bldg. parking lot	2,989,000	2,690,100	FAA	AIP MAP	ACIP update submitted on 3-8-2022	298,900
2025-2026	1-5	Rehabilitate T/W's A, B, C, D, E & from Rwy 35 to T/W G	4,889,750	4,400,775	FAA	AIP Entitlement	ACIP update submitted on 3-8-2022	488,975
2027	6-11	Upgrade Runways 17-35 lighting systems	715,951	644,356	FAA	AIP Entitlement	ACIP update submitted on 3-8-2022	71,595
2027	6-11	Upgrade Runways 12-30 lighting systems	435,000	391,500	FAA	AIP Entitlement	ACIP update submitted on 3-8-2022	43,500
			$ 32,104,967	$ 29,431,108				$ 2,673,859

Rogers reported on the Bipartisan Infrastructure Law Airport Terminal Grant and Airport Infrastructure Grant as well as discussing other state and federal grand funding available.

Executive Session

At 8:55 AM. Director Roberg moved the following:

I move that the Airport Authority board of directors recess into an executive session for fifteen (15) minutes to discuss the subject of an economic development expansion project based upon the need to discuss data relating to the financial affairs or trade secrets of corporations, partnerships,

trusts and individual proprietorships pursuant to K.S.A. 75-4319(b)(4). The open meeting will resume in this room at 9:10 AM.

Director Buer second the motion. The motion passed unanimously.

The open meeting resumed at 9:10 AM.

SAA Resolution No. 22-02 Providing Statutory Authority for the Issuance of Salina Airport Authority General Obligation Bonds to Finance Certain MRO Hangar Improvements

Rogers presented the revised SAA Resolution No. 22-02 to the board that better describes the Airport Authority's authority to issue general obligation bonds instead of "Approving" the issuance of general obligation bonds. Approval of the resolution will enable SAA staff to continue lease negotiations. Approval also allows bond counsel and financial advisors to proceed with the steps needed to prepare for a bond issue. Rogers provided the calendar of events and detailed lease terms for two prospective tenants for hangars H606 and H626. Director Buer moved, seconded by Director Roberg to approve SAA Resolution No. 22-02. Motion passed unanimously.

Election of officers and board member committee assignments for 2022 – 2023

Director Gunn proposed the following slate of officers and committee assignments for 2022 – 2023:

Chair	**Kent Buer**
Vice-Chair	Tod Roberg
Secretary	Al Eichelberger
Treasurer	Stephanie Carlin
Past Chairman	Kristin Gunn

Salina Area Chamber of Commerce Board of Directors (ex officio member)	Kent Buer
Schilling Project Executive Group (SAA board liaison)	Kristin Gunn
Salina Community Economic Developmet Organization (SAA board liaison)	Tod Roberg

Director Roberg motion to approve the election of the board officers and committee assignments for 2022-2023 as presented and authorize Director Eichelberger, in his capacity as the newly elected board secretary to attest Resolution 22-02 and certify the minutes from today's meeting. Director Buer seconded the motion. Motion passed unanimously.

SAA Resolution No. 22-03

Swanson presented SAA Resolution 22-03, the resolution designates the banks used by the Airport Authority, specifies the individuals authorized to sign SAA checks, and defines the number of signatures required on each check. Director Buer moved to approve SAA Resolution No. 22-03. Director Roberg seconded. Motion carried unanimously.

Board Reference Manual

Executive Director Rogers reviewed the updates to the board reference manual and noted the

addition of the SCEDO primary guiding documents. The board reference manual can be accessed online using the below link.

https://www.salinaairport.com/media/36743/boardreferencemanual-2022.pdf

Staff Reports

Rogers reported on the FAA Part 139 Airport Certification Inspection completed in February 2022 and highlighted items on the compliance letter received following the inspection.

Rogers presented construction costs and financing for the G.A. hangar project. The airport authority is reviewing cash options to reduce the monthly lease rate. Bids and additional options are anticipated to be presented to the board at the June meeting.

Upon a motion duly made, the meeting adjourned at 9:40 A.M.

Minutes approved at the April 20, 2022 board meeting.

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Secretary

(SEAL)

MINUTES OF THE SPECIAL MEETING OF THE BOARD OF DIRECTORS OF THE SALINA AIRPORT AUTHORITY
APRIL 7, 2022
HANGAR 600, ROOM 100

Call to Order

The meeting was called to order at 8:00 A.M. by Chair Kent Buer. Chair Buer confirmed that a quorum was present. Business and Communications Manager Kasey Windhorst stated that the board meeting notice and packet was published and distributed on Wednesday, March 30, 2022.

Attendance

Attendance was taken. Chair Buer, Directors Carlin, Gunn, Roberg and Eichelberger (via GoToMeeting) were present. Executive Director Tim Rogers; Director of Administration and Finance Shelli Swanson; Director of Facilities and Construction Maynard Cunningham; Business and Communications Manager Kasey Windhorst; Airport Administration Specialist Michelle Moon; and Attorney Greg Bengtson (via GTM) attended. Guests attending were Tim Unruh; Mitch Robinson, Salina Community Economic Development Organization; Saline County Administrator Philip Smith-Hanes; Julie Yager-Zuker and Aaron Mauer, Avflight. Gary Foss, ArkStar Group; Saline County Commissioner Bob Vidrickson; Cit of Salina Commissioner Mike Hoppock and Salina City Manager Mike Schrage attended via GoToMeeing.

Additions to the Agenda

Chair Buer asked if there were any additions to the agenda. Executive Director Rogers stated there were no additions to the agenda.

Update of SkyWest Airlines Termination Notice and Options for a Replacement Carrier

Executive Director Rogers introduced Gary Foss, ArkStar, and provided a brief overview of SkyWest's Notice of Intent to Terminate Essential Air Service (EAS). Rogers noted that the USDOT Holding Order is not indefinite. Rogers also provided the EAS Operator Overview, traffic count, catchment area, and sample EAS proposals for reference. Mr. Foss updated the board regarding Denver Air Connections stated interest in providing non-stop service to Denver and Chicago. Denver Air Connection is a Key Lime Air Company. EAS service would include an agreement between Key Lime and United to use United's ticketing program. Rogers reviewed the EAS timeline. Staff recommendation is to not request an extension for proposals past the April 11, 2022 deadline. Community comments are due to the USDOT by April 22, 2022. Mr. Foss anticipates air service transition to be in the fall or winter of 2022.

Director Buer asked if Denver Air Connection could continue to provide daily flights with their available jets. Rogers stated that additional jets were available however the number of pilots will be key to what flights will be scheduled.

Director Gunn asked for specifics of the interline agreement referenced in the documentation. Mr. Foss reviewed the process (used by Expedia, Travelocity, etc.) that transfers travelers from one airline to another (for example Delta to United) within a singular itinerary.

Visitor Questions

Mr. Smith-Hanes asked if carriers might consider community incentives. Rogers stated that SkyWest had already made the decision to leave Salina, which included vacating the funding set aside for a Houston connection. Mr. Foss stated that Key Lime might be open to incentives as the Code Share agreement alone will cost the carrier approximately $250,000 to link in with United.

Upon a motion duly made, the meeting adjourned at 9:15 A.M.

Minutes approved at the April 20, 2022 Board Meeting.

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Secretary

(SEAL)

SALINA AIRPORT AUTHORITY
AIRPORT ACTIVITY REPORT
2022

AIR TRAFFIC/ATCT

March, 2022	6,557	Operations
	811	Instrument Operations
	499	Peak Day
March, 2021	7,688	Operations
	785	Instrument Operations
	611	Peak Day
January 2022 - March 2022	17,581	Operations
January 2021 - March 2021	17,673	Operations
January 2020 - March 2020	12,444	Operations

				Avflight	
FUEL FLOWAGE		**KSU-S**	**Avflight Salina**	**Military/Gov't Portion**	**Self-fuel Station Portion**
March, 2022	418,949 Gallons	11,220	407,729	217,425	200
March, 2021	209,376 Gallons	12,009	197,367	92,270	442
January 2022 - March 2022	771,196 Gallons	32,583	738,613	265,032	842
January 2021 - March 2021	473,370 Gallons	27,352	446,018	135,259	926
January 2020 - March 2020	584,531 Gallons	18,460	566,071	80,124	372

SkyWest Airlines	**ENPLANEMENTS**	**DEPLANEMENTS**	**TOTAL**
March, 2022	1,815 Passengers	1,811 Passengers	3,626
March, 2021	909 Passengers	902 Passengers	1,811
January 2022 - March 2022	4,398 Passengers		
January 2021 - March 2021	1,710 Passengers		
January 2020 - March 2020	4,218 Passengers		

ENPLANEMENTS - Charter Flights

March, 2022	0	Passengers
March, 2021	0	Passengers
January 2022 - March 2022	2,065	Passengers
January 2021 - March 2021	385	Passengers
January 2020 - March 2020	3,949	Passengers

TOTAL ENPLANEMENTS - Scheduled Flights & Charter Flights

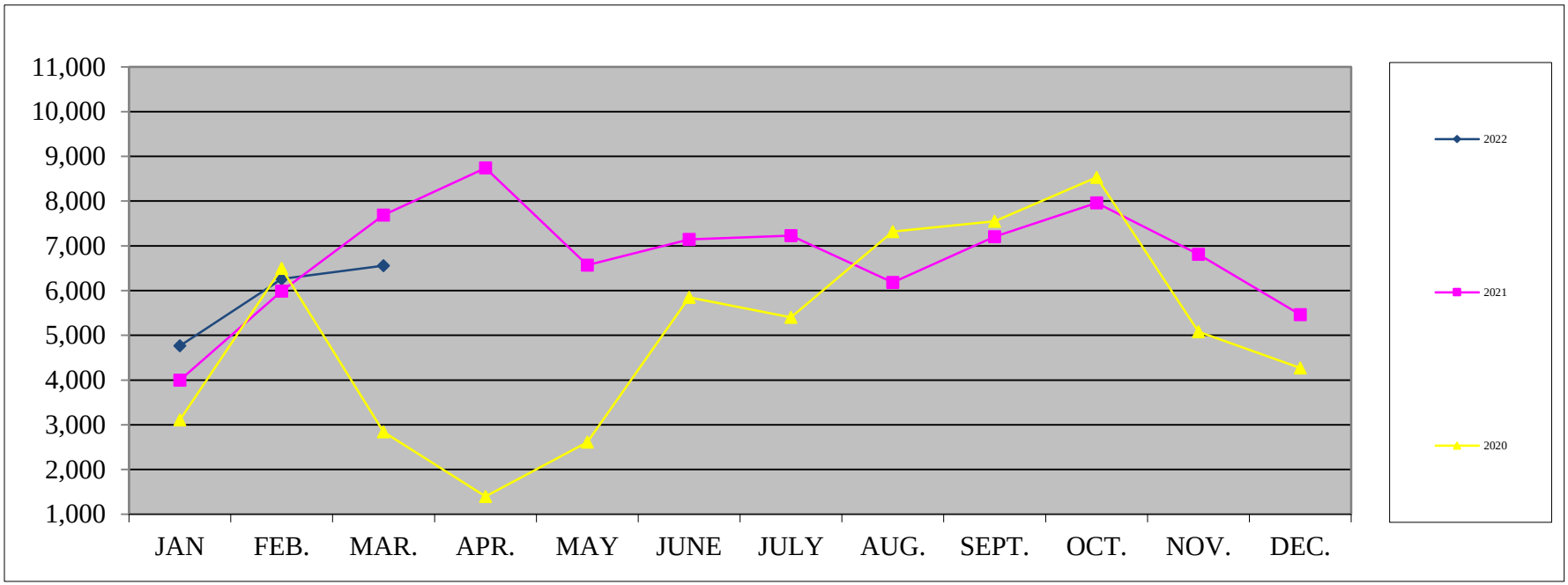
March, 2022	1,815	Passengers
March, 2021	909	Passengers
January 2022 - March 2022	6,463	Passengers
January 2021 - March 2021	2,095	Passengers
January 2020 - March 2020	8,167	Passengers

AIRPORT TRAFFIC RECORD
2021 - 2022

	ITINERANT					LOCAL			
	AC	AT	GA	MI	Total Itinerant	Civil	Military	Total Local	Total Operations
2022									
January, 22	124	1,618	610	156	2,508	2,062	194	2,256	4,764
February, 22	128	2,269	680	151	3,228	2,974	58	3,032	6,260
March, 22	131	2,009	722	329	3,191	3,188	178	3,366	6,557
April, 22									
May, 22									
June, 22									
July, 22									
August, 22									
September, 22									
October, 22									
November, 22									
December, 22									
Totals January - March	**383**	**5,896**	**2,012**	**636**	**8,927**	**8,224**	**430**	**8,654**	**17,581**
2021									
January, 21	131	1,074	540	161	1,906	1,968	122	2,090	3,996
February, 21	109	1,966	533	218	2,826	2,863	300	3,163	5,989
March, 21	113	2,286	743	340	3,482	3,804	402	4,206	7,688
April, 21									
May, 21									
June, 21									
July, 21									
August, 21									
September, 21									
October, 21									
November, 21									
December, 21									
Totals January - March	**353**	**5,326**	**1,816**	**719**	**8,214**	**8,635**	**824**	**9,459**	**17,673**
Difference	**30**	**570**	**196**	**-83**	**713**	**-411**	**-394**	**-805**	**-92**
YTD % Change	**8%**	**11%**	**11%**	**-12%**	**9%**	**-5%**	**-48%**	**-9%**	**-1%**
Legend:	**AC: Air Carrier**			**AT: Air Taxi**					
	GA: General Aviation			**MI: Military**					

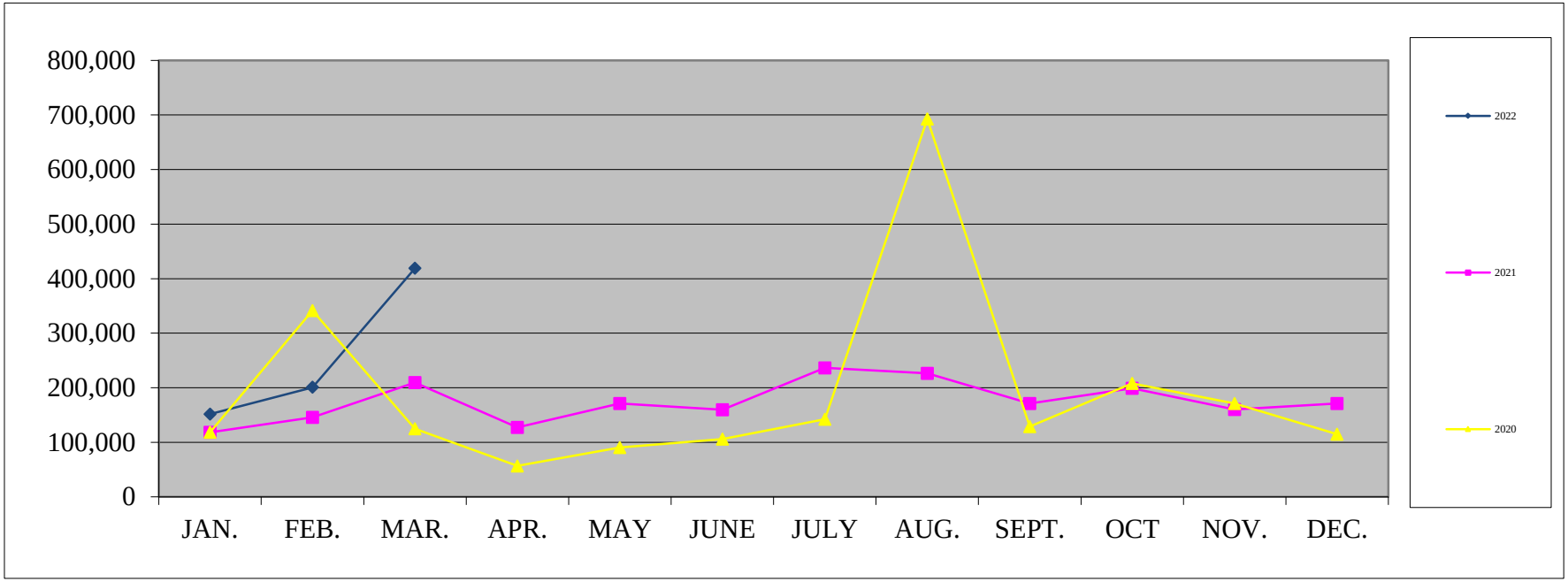
AIR TRAFFIC

	JAN	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
2022	4,764	6,260	**6,557**										**17,581**
2021	3,996	5,989	7,688	8,739	6,570	7,142	7,230	6,181	7,206	7,958	6,808	5,463	80,970
2020	3,109	6,494	2,841	1,398	2,614	5,846	5,399	7,318	7,550	8,532	5,078	4,269	60,448
2019	3,102	4,852	6,848	8,225	6,328	8,541	8,051	5,520	7,187	7,240	6,072	4,587	76,553
2018	3,418	4,601	6,312	5,510	5,094	6,865	6,865	4,910	6,336	9,974	5,317	4,091	69,293
2017	3,539	6,598	5,329	5,340	4,253	4,338	3,613	4,717	7,081	6,177	6,062	4,094	61,141
2016	4,422	7,789	7,962	7,312	6,898	8,011	5,877	4,789	7,593	6,052	5,458	4,948	77,111
2015	6,918	7,133	8,557	8,870	8,022	7,268	8,089	5,426	8,846	11,367	8,753	7,101	96,350
2014	6,511	6,887	7,143	8,426	8,365	7,234	7,423	5,756	9,035	10,496	8,316	5,509	91,101
2013	5,341	7,146	7,440	7,349	7,336	8,291	6,696	6,694	8,755	10,136	7,946	7,001	90,131
2012	4,642	6,700	8,189	8,002	11,819	7,532	7,635	7,802	10,478	10,292	8,838	5,409	97,338



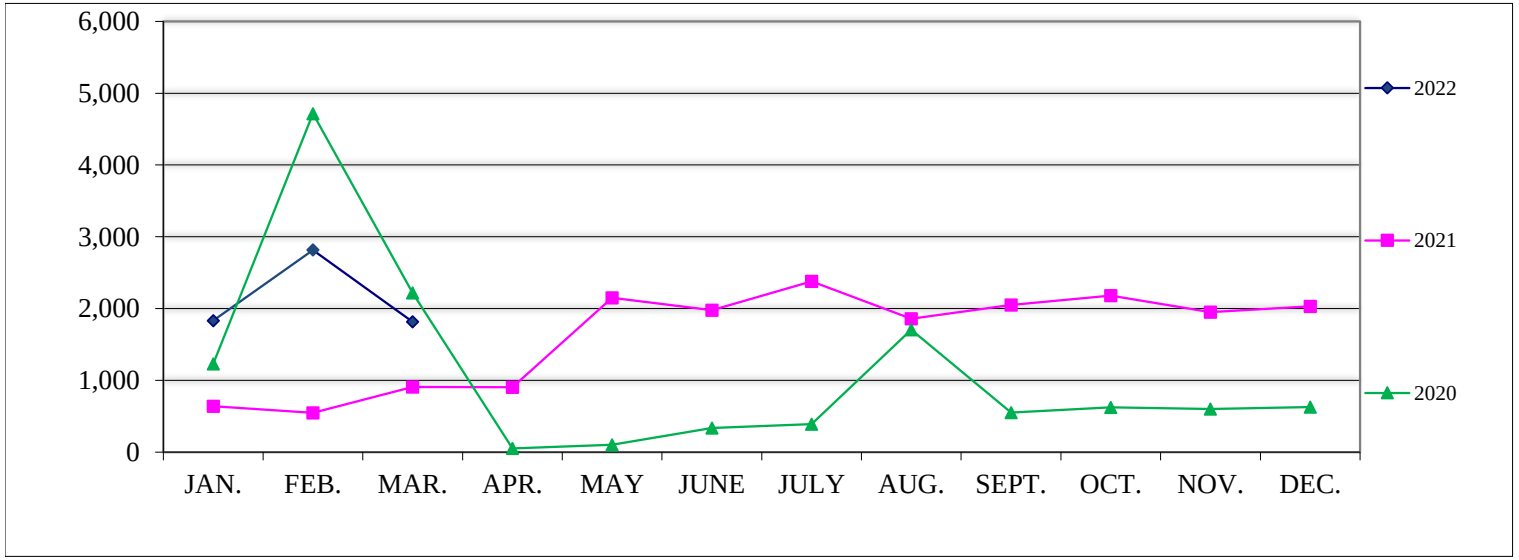
FUEL FLOWAGE
Gallons of Fuel Sold at SLN

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT	NOV.	DEC.	TOTAL
2022	151,697	200,550	**418,949**										**771,196**
2021	118,269	145,726	209,376	127,107	171,289	159,725	236,452	226,367	171,259	199,197	160,279	171,150	2,096,198
2020	118,337	341,329	124,865	56,765	90,326	105,987	142,234	692,613	128,710	208,081	170,893	114,869	2,295,009
2019	156,531	183,334	150,881	119,745	172,835	157,376	111,147	645,834	161,888	223,382	108,525	87,182	2,278,659
2018	74,807	186,507	172,561	154,513	131,941	367,663	288,977	303,273	348,454	161,563	125,129	99,437	2,414,825
2017	115,075	588,072	203,387	149,134	143,801	211,351	160,134	126,751	418,616	172,614	200,050	133,173	2,622,158
2016	80,221	136,763	130,990	94,673	153,410	132,964	208,846	375,330	137,906	126,983	100,764	182,062	1,860,912
2015	176,746	188,406	290,470	132,543	128,100	126,428	237,782	108,581	143,816	717,601	147,853	89,277	2,487,603
2014	115,573	135,651	112,694	95,549	110,387	282,468	103,108	83,757	91,423	652,207	90,948	97,295	1,971,061
2013	139,227	165,167	138,056	121,295	120,083	282,743	134,677	137,840	126,523	134,024	151,427	106,917	1,757,981
2012	136,995	163,253	303,472	142,770	307,541	365,938	162,584	169,534	163,515	149,404	287,619	241,424	2,594,049



ENPLANEMENTS

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
2022	1,833	2,815	**1,815**										**6,463**
2021	638	548	909	904	2,151	1,979	2,379	1,859	2,050	2,182	1,949	2,032	19,580
2020	1,232	4,716	2,219	52	105	338	392	1,705	552	624	602	628	13,165
2019	996	1,659	1,698	1,548	1,865	1,727	2,065	2,556	1,540	1,958	1,703	1,874	21,189
2018	414	715	370	783	1,387	1,751	1,623	5,553	2,095	2,230	1,756	1,622	20,299
2017	720	1,344	731	756	761	852	793	746	3,874	946	1,229	1,207	13,959
2016	36	0	0	0	0	104	372	910	637	558	574	692	3,883
2015	528	107	4,550	531	122	88	77	79	61	3,574	592	80	10,389
2014	145	109	140	135	175	403	282	223	178	431	157	178	2,556
2013	166	191	205	214	243	218	202	205	161	178	212	243	2,438
2012	237	249	247	216	287	213	174	198	151	187	229	335	2,723



***Adjustment based on Nonscheduled/On-Demand Air Carrier Filings FAA Form 1800-31*

Salina Airport Authority
Statement of Net Assets Prev Year Comparison
04/15/2022

As of March 31, 2022

		Mar 31, 22	Feb 28, 22	$ Change	Mar 31, 21	$ Change	% Change
ASSETS							
Current Assets							
Checking/Savings							
Cash in Bank-Bond Funds		2,056,904	2,102,005	-45,101	112,095	1,944,809	1,735%
Cash in bank-Operating Funds		2,098,805	2,342,186	-243,381	1,446,295	652,510	45%
Cash in Bank - Mill Levy		2,245,396	2,166,442	78,954	1,534,584	710,812	46%
Total Checking/Savings	1	6,401,105	6,610,633	-209,528	3,092,974	3,308,131	107%
Accounts Receivable							
Accounts Receivable		193,146	106,469	86,677	90,798	102,348	113%
Total Accounts Receivable		193,146	106,469	86,677	90,798	102,348	113%
Other Current Assets							
Agri Land Receivable		66,760	66,760	0	66,760	0	0%
Mill Levy receivable		1,100,648	1,184,701	-84,053	1,111,021	-10,373	-1%
Other current assets		225,211	221,484	3,727	196,707	28,504	14%
Undeposited Funds		10,182	3,833	6,349	21,197	-11,015	-52%
Total Other Current Assets		1,402,801	1,476,778	-73,977	1,395,685	7,116	1%
Total Current Assets		7,997,052	8,193,880	-196,828	4,579,457	3,417,595	75%
Fixed Assets							
Fixed assets at cost		96,718,379	96,641,152	77,227	93,581,810	3,136,569	3%
Less accumulated depreciation		-54,018,645	-53,776,558	-242,087	-51,156,322	-2,862,323	-6%
Total Fixed Assets		42,699,734	42,864,594	-164,860	42,425,488	274,246	1%
Other Assets							
Deferred Outlflow of Resources		1,102,243	1,102,243	0	1,232,712	-130,469	-11%
Total Other Assets		1,102,243	1,102,243	0	1,232,712	-130,469	-11%
TOTAL ASSETS	2	**51,799,029**	**52,160,717**	**-361,688**	**48,237,657**	**3,561,372**	**7%**
LIABILITIES & EQUITY							
Liabilities							
Current Liabilities							
Accounts Payable							
Accounts payable		101,785	343,919	-242,134	462,395	-360,610	-78%
Total Accounts Payable		101,785	343,919	-242,134	462,395	-360,610	-78%
Total Credit Cards		0	2,224	-2,224	1,089	-1,089	-100%
Other Current Liabilities							
Accrued debt interest payable		46,280	-764	47,044	56,974	-10,694	-19%
Debt, current portion		1,710,800	1,710,800	0	3,772,397	-2,061,597	-55%
Deferred Agri Land Revenue		50,070	55,633	-5,563	50,070	0	0%
Deferred Mill Levy revenue		1,842,041	2,046,713	-204,672	1,901,002	-58,961	-3%
Other current liabilities		252,272	227,192	25,080	243,080	9,192	4%
Total Other Current Liabilities		3,901,463	4,039,574	-138,111	6,023,523	-2,122,060	-35%
Total Current Liabilities		4,003,248	4,385,717	-382,469	6,487,007	-2,483,759	-38%
Long Term Liabilities							
Debt - Long Term		25,617,773	25,617,773	0	23,523,853	2,093,920	9%
Deferred Inflows of Resources		69,191	69,191	0	66,426	2,765	4%
Less current portion		-1,710,800	-1,710,800	0	-3,772,397	2,061,597	55%
Net OPEB Liability (KPERS)		13,911	13,911	0	13,924	-13	-0%
Net Pension Liability		715,670	715,670	0	715,670	0	0%
Security Deposits Returnable		94,064	94,726	-662	83,896	10,168	12%
Total Long Term Liabilities		24,799,809	24,800,471	-662	20,631,372	4,168,437	20%
Total Liabilities		28,803,057	29,186,188	-383,131	27,118,379	1,684,678	6%
Equity							
Invested in Capital Assets net		17,081,961	17,241,921	-159,960	18,781,372	-1,699,411	-9%
Net assets, Designated		90,000	90,000	0	90,000	0	0%
Net assets, Unrestricted		5,893,031	5,733,071	159,960	2,325,811	3,567,220	153%
Net Income		-69,021	-90,462	21,441	-77,907	8,886	11%
Total Equity		22,995,971	22,974,530	21,441	21,119,276	1,876,695	9%
TOTAL LIABILITIES & EQUITY	3	**51,799,028**	**52,160,718**	**-361,690**	**48,237,655**	**3,561,373**	**7%**

Salina Airport Authority
Profit & Loss Budget Performance
March 2022

10:46 AM
04/15/2022
Accrual Basis

		Mar 22	Jan - Mar 22	YTD Budget	$ Over Budget	% of Budget	Annual Budget
Ordinary Income/Expense							
Income							
Airfield revenue							
Fuel Flowage Fees		36,281	68,189	45,000	23,189	152%	180,000
Hangar rent		99,690	219,908	203,750	16,158	108%	815,000
Landing fees		7,578	15,628	7,613	8,015	205%	30,450
Ramp rent		5,435	16,305	16,250	55	100%	65,000
Total Airfield revenue	4	148,984	320,030	272,613	47,417	117%	1,090,450
Building and land rent							
Agri land rent		5,563	16,690	16,750	-60	100%	67,000
Building rents - Long Term							
Short-term leasing		37,969	113,507	133,113	-19,606	85%	532,450
Building rents - Long Term - Other		76,813	231,317	204,388	26,929	113%	817,550
Total Building rents - Long Term		114,782	344,824	337,501	7,323	102%	1,350,000
Land rent							
Basic Land Rent		12,825	37,085	40,643	-3,558	91%	162,573
Property tax - tenant share		8,952	26,857	26,857	0	100%	107,427
Total Land rent		21,777	63,942	67,500	-3,558	95%	270,000
Tank rent		1,220	3,660	3,510	150	104%	14,040
Total Building and land rent		143,342	429,116	425,261	3,855	101%	1,701,040
Other revenue							
Airport Marketing		0	0	6,250	-6,250	0%	25,000
ARFF Training		0	0	0	0	0%	0
Commissions		0	3,158	4,750	-1,592	66%	19,000
Other income		18,236	30,500	18,500	12,000	165%	74,000
Total Other revenue		18,236	33,658	29,500	4,158	114%	118,000
Total Income		310,562	782,804	727,374	55,430	108%	2,909,490
Gross Profit	5	310,562	782,804	727,374	55,430	108%	2,909,490
Expense							
Administrative expenses							
A/E, consultants, brokers		0	1,915	8,500	-6,585	23%	34,000
Airport promotion		10,744	42,428	61,250	-18,822	69%	245,000
Bad Debt Expense		0	0	1,250	-1,250	0%	5,000
Computer/Network Admin.		1,811	6,278	7,125	-847	88%	28,500
Dues and subscriptions		2,560	6,204	6,875	-671	90%	27,500
Employee retirement		6,427	19,115	20,022	-907	95%	80,088
FICA and medicare tax expense		5,388	16,022	16,789	-767	95%	67,157
Industrial development		4,792	14,375	15,000	-625	96%	60,000
Insurance , property		19,167	58,415	57,500	915	102%	230,000
Insurance, medical		16,249	48,757	55,000	-6,243	89%	220,000
Kansas unemployment tax		209	209	250	-41	84%	1,000
Legal and accounting		0	5,958	11,475	-5,517	52%	45,900
Office salaries		39,975	119,912	137,500	-17,588	87%	550,000
Office Supplies		701	1,656	2,039	-383	81%	8,155
Other administrative expense		611	2,432	4,500	-2,068	54%	18,000
Postage		0	537	510	27	105%	2,040
Property tax expense		12,047	36,141	36,141	0	100%	144,565
Special Events		0	0	375	-375	0%	1,500
Telephone		1,786	4,339	6,250	-1,911	69%	25,000
Training		0	1,000	2,500	-1,500	40%	10,000
Travel and meetings		0	804	2,500	-1,696	32%	10,000
Total Administrative expenses	6	122,467	386,497	453,351	-66,854	85%	1,813,405

	Mar 22	Jan - Mar 22	YTD Budget	$ Over Budget	% of Budget	Annual Budget
Maintenance expenses						
Airfield maintenance	6,124	11,105	12,500	-1,395	89%	50,000
Airport Security	0	0	2,000	-2,000	0%	8,000
Building maintenance	16,036	65,006	37,500	27,506	173%	150,000
Equipment fuel and repairs	7,589	23,618	22,500	1,118	105%	90,000
Fire Services	680	1,368	7,938	-6,570	17%	31,750
Grounds maintenance	0	40	3,750	-3,710	1%	15,000
Maintenance salaries	31,263	91,917	95,531	-3,614	96%	382,124
Other maintenance expenses	674	3,470	5,000	-1,530	69%	20,000
Snow removal expense	3,030	8,740	5,000	3,740	175%	20,000
Utilities	17,182	83,150	75,000	8,150	111%	300,000
Total Maintenance expenses	82,578	288,414	266,719	21,695	108%	1,066,874
Total Expense	205,045	674,911	720,070	-45,159	94%	2,880,279
Net Ordinary Income	105,517	107,893	7,304	100,589	1,477%	29,211
Other Income/Expense						
Other Income						
Capital contributed	0	75,271	1,545,908	-1,470,637	5%	6,183,632
Gain on sale of assets	0	0	0	0	0%	20,000
Interest income						
Interest income on deposits	384	1,214	375	839	324%	1,500
Total Interest income	384	1,214	375	839	324%	1,500
Mill levy income	204,671	614,014	614,014	0	100%	2,456,055
Total Other Income	205,055	690,499	2,160,297	-1,469,798	32%	8,661,187
Other Expense						
Debt interest expense net						
Bond issue cost	0	19	45,000	-44,981	0%	45,000
Interest Expense on Debt	47,044	141,133	141,133	0	100%	564,530
Total Debt interest expense net	47,044	141,152	186,133	-44,981	76%	609,530
Depreciation expense	242,087	726,261	726,261	0	100%	2,905,044
Total Other Expense	289,131	867,413	912,394	-44,981	95%	3,514,574
Net Other Income	-84,076	-176,914	1,247,903	-1,424,817	-14%	5,146,613
Net Income	**21,441**	**-69,021**	**1,255,207**	**-1,324,228**	**-5%**	**5,175,824**

	Jan - Mar 22	Jan - Mar 21	$ Change	% Change
Ordinary Income/Expense				
Income				
Airfield revenue				
Fuel Flowage Fees	68,189.32	39,205.70	28,983.62	73.93%
Hangar rent	219,907.79	174,957.17	44,950.62	25.69%
Landing fees	15,627.66	6,518.50	9,109.16	139.74%
Ramp rent	16,305.00	15,879.00	426.00	2.68%
Total Airfield revenue	320,029.77	236,560.37	83,469.40	35.29%
Building and land rent				
Agri land rent	16,689.99	16,689.99	0.00	0.0%
Building rents - Long Term				
Short-term leasing	113,507.00	109,512.96	3,994.04	3.65%
Building rents - Long Term - Other	231,316.95	221,951.40	9,365.55	4.22%
Total Building rents - Long Term	344,823.95	331,464.36	13,359.59	4.03%
Land rent				
Basic Land Rent	37,084.61	38,651.17	-1,566.56	-4.05%
Property tax - tenant share	26,856.63	28,356.00	-1,499.37	-5.29%
Total Land rent	63,941.24	67,007.17	-3,065.93	-4.58%
Tank rent	3,660.00	3,501.00	159.00	4.54%
Total Building and land rent	429,115.18	418,662.52	10,452.66	2.5%
Other revenue				
Commissions	3,158.39	1,864.38	1,294.01	69.41%
Other income	30,499.53	15,305.00	15,194.53	99.28%
Total Other revenue	33,657.92	17,169.38	16,488.54	96.04%
Total Income	782,802.87	672,392.27	110,410.60	16.42%
Gross Profit	782,802.87	672,392.27	110,410.60	16.42%
Expense				
Administrative expenses				
A/E, consultants, brokers	1,915.00	10,657.50	-8,742.50	-82.03%
Airport promotion				
Air Serv. Mktg - SAA	40,600.96	25,799.17	14,801.79	57.37%
Airport promotion - Other	1,826.88	595.27	1,231.61	206.9%
Total Airport promotion	42,427.84	26,394.44	16,033.40	60.75%
Computer/Network Admin.	6,278.28	5,678.83	599.45	10.56%
Dues and subscriptions	6,204.03	6,209.20	-5.17	-0.08%
Employee retirement	19,115.21	18,434.28	680.93	3.69%
FICA and medicare tax expense	16,022.13	14,185.30	1,836.83	12.95%
Industrial development	14,375.01	7,125.00	7,250.01	101.76%
Insurance , property	58,414.81	51,249.99	7,164.82	13.98%
Insurance, medical	48,756.64	50,537.88	-1,781.24	-3.53%
Kansas unemployment tax	209.44	1,949.92	-1,740.48	-89.26%
Legal and accounting	5,958.20	14,063.25	-8,105.05	-57.63%
Office salaries	119,912.06	112,133.32	7,778.74	6.94%
Office Supplies	1,656.44	1,895.31	-238.87	-12.6%
Other administrative expense				
Merchant Processing Fees	2,124.98	2,365.51	-240.53	-10.17%
Other administrative expense - Other	307.46	1,070.12	-762.66	-71.27%
Total Other administrative expense	2,432.44	3,435.63	-1,003.19	-29.2%
Postage	536.72	522.99	13.73	2.63%
Property tax expense	36,141.24	42,713.49	-6,572.25	-15.39%
Telephone	4,338.75	5,752.47	-1,413.72	-24.58%
Training	1,000.00	70.95	929.05	1,309.44%
Travel and meetings	803.93	548.03	255.90	46.7%
Total Administrative expenses	386,498.17	373,557.78	12,940.39	3.46%

	Jan - Mar 22	Jan - Mar 21	$ Change	% Change
Maintenance expenses				
Airfield maintenance	11,105.12	14,909.05	-3,803.93	-25.51%
Airport Security	0.00	315.83	-315.83	-100.0%
Building maintenance	65,005.75	48,225.91	16,779.84	34.79%
Equipment fuel and repairs	23,617.55	24,379.02	-761.47	-3.12%
Fire Services	1,367.50	473.07	894.43	189.07%
Grounds maintenance	40.36	1,360.26	-1,319.90	-97.03%
Maintenance salaries				
COVID-19 Compensation	0.00	343.00	-343.00	-100.0%
Maintenance salaries - Other	91,916.75	76,818.35	15,098.40	19.66%
Total Maintenance salaries	91,916.75	77,161.35	14,755.40	19.12%
Other maintenance expenses	3,469.50	5,470.39	-2,000.89	-36.58%
Snow removal expense	8,740.00	2,684.74	6,055.26	225.54%
Utilities	83,150.14	216,648.93	-133,498.79	-61.62%
Total Maintenance expenses	288,412.67	391,628.55	-103,215.88	-26.36%
Uncategorized Expenses	0.00	0.00	0.00	0.0%
Total Expense	674,910.84	765,186.33	-90,275.49	-11.8%
Net Ordinary Income	107,892.03	-92,794.06	200,686.09	216.27%
Other Income/Expense				
Other Income				
Capital contributed				
ARPA Grant No. 45 - Equipment	0.00	0.00	0.00	0.0%
ARPA Grant No. 45 - Operating	75,271.79	0.00	75,271.79	100.0%
CARES Grant No. 41 - Operating	0.00	183,669.53	-183,669.53	-100.0%
Capital contributed - Other	-0.78	70,132.81	-70,133.59	-100.0%
Total Capital contributed	75,271.01	253,802.34	-178,531.33	-70.34%
Interest income				
Interest income on deposits	1,214.46	252.51	961.95	380.96%
Total Interest income	1,214.46	252.51	961.95	380.96%
Mill levy income	614,013.75	633,667.26	-19,653.51	-3.1%
Total Other Income	690,499.22	887,722.11	-197,222.89	-22.22%
Other Expense				
Debt interest expense net				
Bond issue cost	18.50	0.00	18.50	100.0%
Interest Expense on Debt	141,132.60	160,815.00	-19,682.40	-12.24%
Total Debt interest expense net	141,151.10	160,815.00	-19,663.90	-12.23%
Depreciation expense	726,260.88	712,020.51	14,240.37	2.0%
Total Other Expense	867,411.98	872,835.51	-5,423.53	-0.62%
Net Other Income	-176,912.76	14,886.60	-191,799.36	-1,288.4%
Net Income	**-69,020.73**	**-77,907.46**	**8,886.73**	**11.41%**

Salina Airport Authority
Capital Additions Budget vs. Actual
As of March 31, 2022

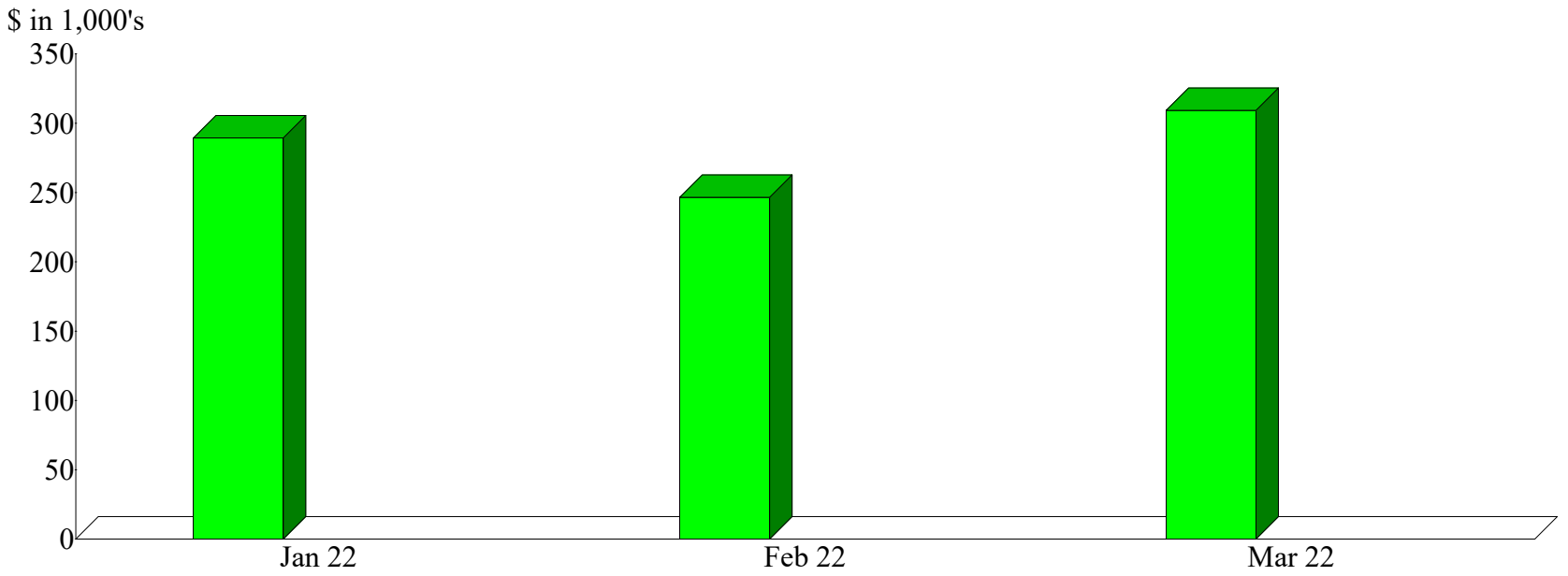
11:05 AM
04/15/2022
Accrual Basis

	Mar 22	Jan-Mar 22	Annual Budget	+/- Annual Budget	% of Annual Budget
ASSETS					
Fixed Assets					
Fixed assets at cost					
Airfeld					
AIP-42 Rwy 17/35 Rehab		4,900	3,872,315	-3,867,415	0%
AIP-47 Pumphouse 305	7,800	20,449	380,957	-360,508	5%
AIP-48 Terminal Parking Lot Reh		2,490	562,500	-560,010	0%
AIP-XX Rwy 12/30 Rehab Design		30,934	285,250	-254,316	11%
Airfield Improvements		0	50,000	-50,000	0%
GA Hangar Construction		0	730,000	-730,000	0%
GA Hangar taxilane		0	113,172	-113,172	0%
GA Hangars Design		0	17,694	-17,694	0%
KAIP-2022 Rwy 17/35 N 4,800ft.		0	1,691,185	-1,691,185	0%
North Ramp Development	7,500	7,500	7,500	0	100%
Rwys 17/35 - 12/30 LED Lighting		0	175,000	-175,000	0%
Total Airfeld	15,300	66,273	7,885,573	-7,819,300	1%
Buildings & Improvements					
Bldg. 120 Terminal building					
Concourse Imps.	41,693	269,964	393,107	-123,143	69%
South overflow parking lot A/E		13,900	18,500	-4,600	75%
South overflow parking lt const		0	155,170	-155,170	0%
Terminal Bldg. Other		0	15,000	-15,000	0%
Total Bldg. 120 Terminal building	41,693	283,864	581,777	-297,913	49%
Building improvements					
2021-12-15 Storm Damage		31,650	1,000,000	-968,350	3%
Bldg. #1021 Facility Imps.		88,179	151,891	-63,712	58%
Bldg. 394 Parking Lot Imps.		0	50,000	-50,000	0%
Bldg. 412 Imps.		0	35,000	-35,000	0%
Bldg. 520 Imps.		13,338	50,000	-36,662	27%
Bldg. 595 Improvements Const.		0	1,664,000	-1,664,000	0%
Bldg. 595 Improvements Design		72,200	80,700	-8,500	89%
Bldg. 655 Improvements		6,753	40,000	-33,247	17%
Bldg. Imps. Other		27,942	45,000	-17,058	62%
Hangar #509 Imps.		0	20,000	-20,000	0%
Hangar 600 Improvements		4,460	16,490	-12,030	27%
Hangar 959 Rehabilitation	9,715	29,661	32,725	-3,064	91%
Total Building improvements	9,715	274,183	3,185,806	-2,911,623	9%
FBO Improvements					
Bldg. 700 Imps. Avflight North		0	45,000	-45,000	0%
Hangar 409-1 Imps Avflight So.		0	10,000	-10,000	0%
Total FBO Improvements	0	0	55,000	-55,000	0%
Total Buildings & Improvements	51,408	558,047	3,822,583	-3,264,536	15%
Equipment					
Airfield Equipment		0	15,000	-15,000	0%
ARFF equipment	8,371	8,371	25,000	-16,629	33%
Communications equipment		4,299	20,000	-15,701	21%
Computer equipment		0	25,000	-25,000	0%
Industrial center equipment		0	15,000	-15,000	0%
Office equipment		0	7,500	-7,500	0%
Other Equipment		0	5,000	-5,000	0%
Shop equipment	2,148	2,148	20,000	-17,852	11%
Terminal bldg equipment		0	10,000	-10,000	0%
Vehicles		0	25,000	-25,000	0%
Total Equipment	10,519	14,818	167,500	-152,682	9%
Land					
Airport Indust. Cent. Imps.					
AIC-City-Wide Storage Tract Imp		0	15,000	-15,000	0%
Airport Indust. Cent. Imps. - Other		0	3,000	-3,000	0%
Total Airport Indust. Cent. Imps.	0	0	18,000	-18,000	0%
Rail Spur Imps.		0	20,000	-20,000	0%
Total Land	0	0	38,000	-38,000	0%
Total Fixed assets at cost	77,227	639,138	11,913,656	-11,274,518	5%

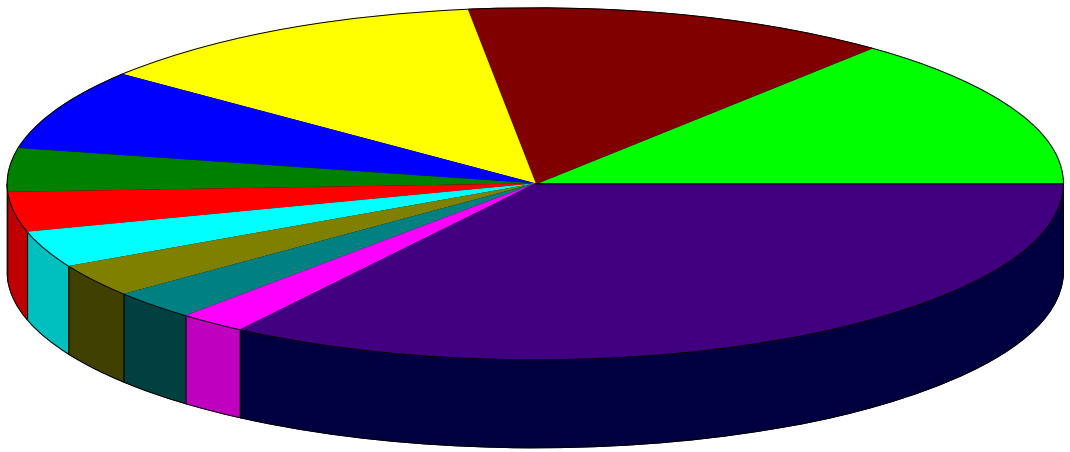
Salina Airport Authority
Significant Capital Expenditures Detail
March 2022

Type	Date	Name	Memo	Amount	Balance
Fixed assets at cost					
Airfeld					
AIP-47 Pumphouse 305					
Bill	03/16/2022	Independent Fee Estimates, LLC	Design & Bidding Services	7,800.00	7,800.00
Total AIP-47 Pumphouse 305				7,800.00	7,800.00
North Ramp Development					
Bill	03/03/2022	Coffman Associates, Inc.	North Ramp Study services to date	7,000.00	7,000.00
Bill	03/31/2022	Coffman Associates, Inc.	Salina North Ramp Study, updated ALP	500.00	7,500.00
Total North Ramp Development				7,500.00	7,500.00
Total Airfeld				15,300.00	15,300.00
Buildings & Improvements					
Bldg. 120 Terminal building					
Concourse Imps.					
Bill	03/06/2022	Design Central LLC	PFLHUB, Steel	5,800.00	5,800.00
Bill	03/16/2022	Accurate Electric Inc	Add receptacles and data cabling for new TSA screening equipment	4,200.00	10,000.00
Bill	03/20/2022	Nex-Tech Communications Inc	Access point project for concourse improvements	2,713.70	12,713.70
Bill	03/30/2022	Hutton Corporation	Pay estimate 8	28,979.50	41,693.20
Total Concourse Imps.				41,693.20	41,693.20
Total Bldg. 120 Terminal building				41,693.20	41,693.20
Building improvements					
Hangar 959 Rehabilitation					
Bill	03/01/2022	Helm Electric, LLC	H959 destratification fans - install electrical outlets and switches	9,715.00	9,715.00
Total Hangar 959 Rehabilitation				9,715.00	9,715.00
Total Building improvements				9,715.00	9,715.00
Total Buildings & Improvements				51,408.20	51,408.20
Equipment					
ARFF equipment					
Bill	03/20/2022	Hays Fire and Rescue	Kussmaul Auto Charger	1,263.67	1,263.67
Bill	03/25/2022	Global ARFF Services	ARFF 4 repairs - storm damage	7,107.48	8,371.15
Total ARFF equipment				8,371.15	8,371.15
Shop equipment					
Bill	03/31/2022	Carrico Implement Co., Inc.	EZ Trail 16' Auger	2,148.00	2,148.00
Total Shop equipment				2,148.00	2,148.00
Total Equipment				10,519.15	10,519.15
Total Fixed assets at cost				77,227.35	77,227.35
TOTAL				**77,227.35**	**77,227.35**

Sales by Month
January through March 2022



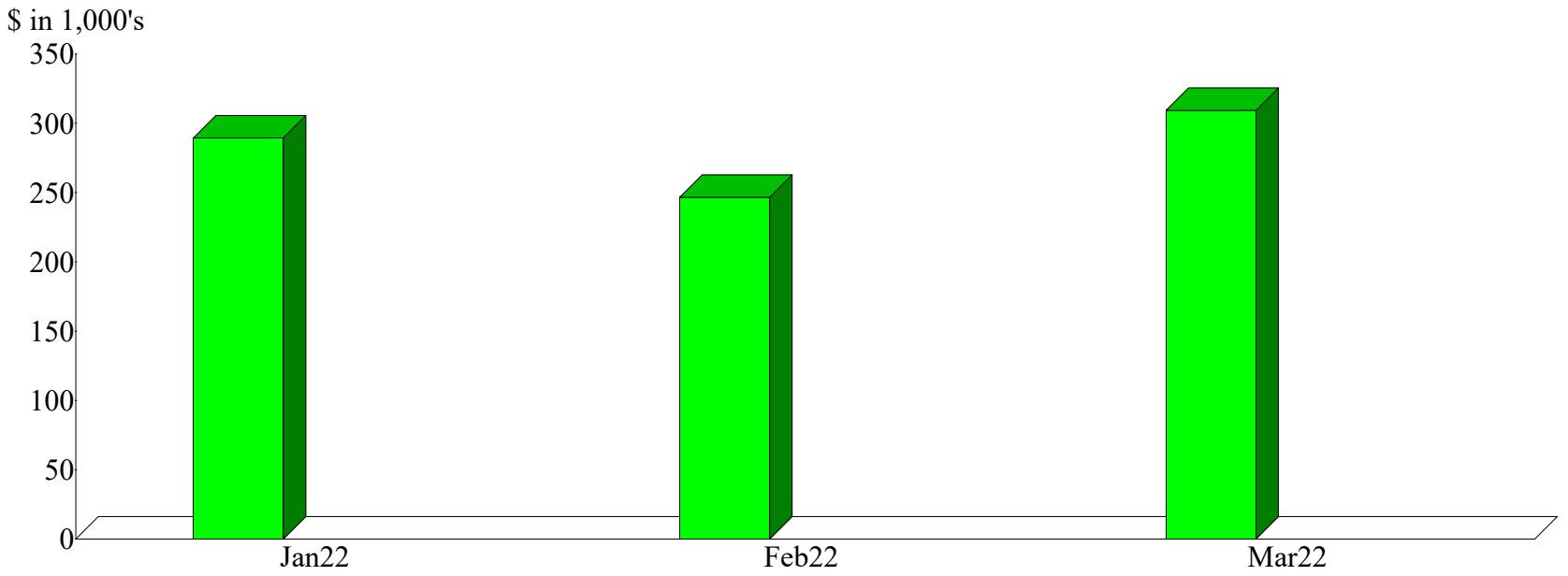
Sales Summary
January through March 2022



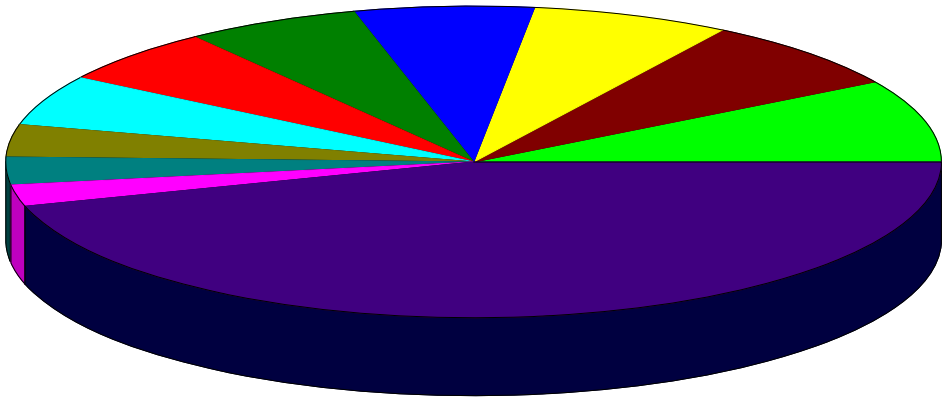
Kansas Erosion Products, LLC.	14.01%
Avflight Salina	13.16
1 Vision Aviation, PLLC	12.39
Stryten Salina, LLC	7.60
SFC Global Supply Chain	4.10
Universal Forest Products (UFP)	3.79
Nellis AFB	3.35
K-State Salina	3.06
108th Aviation Regiment	2.83
Eastern Airlines	2.14
Other	33.58
Total	$845,156.94

By Customer

Sales by Month
January through March 2022



Sales Summary
January through March 2022

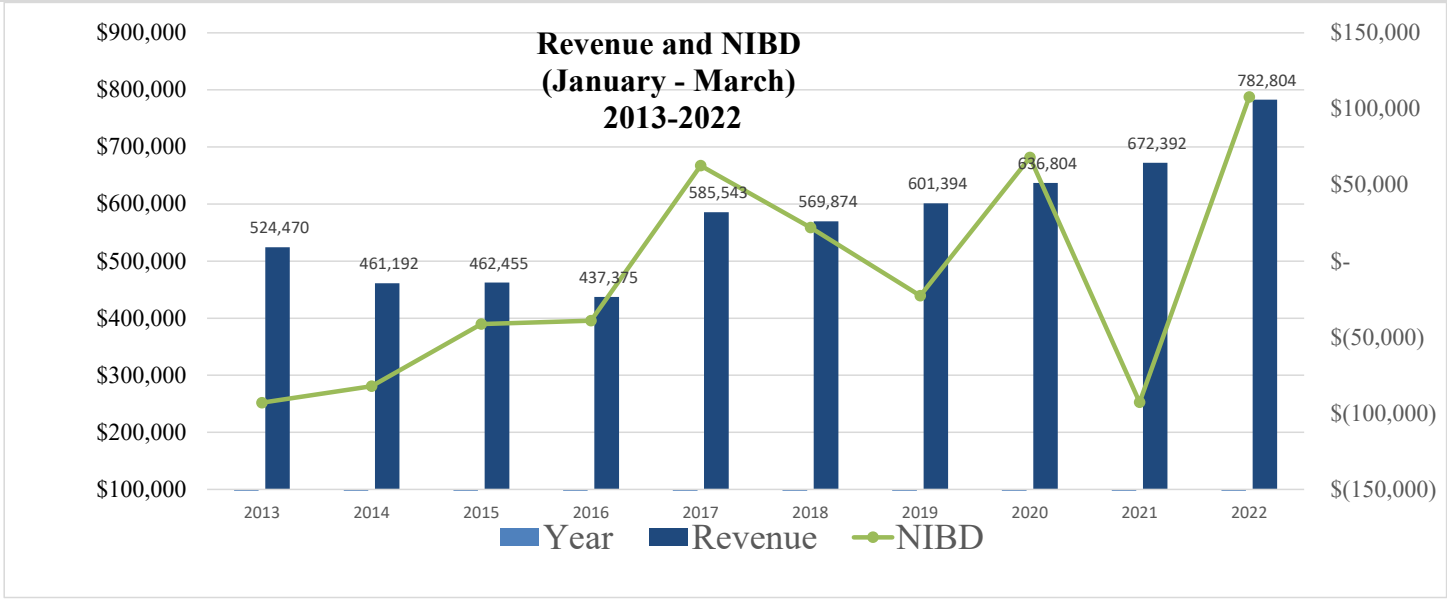


H-00959-1 (Hangar Facility H959 - 2044 S	8.70%
FFF-Avflight Salina (Fuel Flowage Fee @	7.57
B-01021 (Building #1021 located at 3600	7.00
B-00655-3 (Bldg. #655 (96,611 SF) - 2656	6.24
Utility Reimbursement (Utility Reimburse	6.18
Insurance(CP) (Insurance Reimbursement)	5.80
H-0600-1 (Hangar 600 - 20,217 sq. ft.)	5.28
B-00620-1 (Building #620 (30,000 SF) an	3.39
B-00626-1 (Manufacturing facility #626 (	2.87
H-00409-1 (FBO Hangar - 2010 Rogers Ct.)	2.29
Other	44.69
Total	$845,156.94

By Item

10-Year Operating Revenue and Expense Analysis
January - March
2013-2022

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
TOTAL REVENUES										
OPERATING REVENUES										
Airfield	$ 110,020	$ 106,029	$ 134,358	$ 121,940	$ 152,293	$ 143,895	$ 209,431	$ 159,438	$ 197,355	$ 251,841
Fuel flowage fees	31,145	27,556	49,411	27,557	69,380	36,979	39,068	48,753	39,206	68,189
Building and land rent	378,164	314,631	262,658	271,868	324,697	344,143	327,818	361,345	418,662	429,116
Other revenue	5,141	12,977	16,028	16,010	39,174	44,857	25,077	67,268	17,169	33,658
TOTAL OPERATING REVENUES	524,470	461,192	462,455	437,375	585,543	569,874	601,394	636,804	672,392	782,804
TOTAL EXPENSES										
OPERATING EXPENSES										
Administrative	313,366	273,084	286,259	300,315	297,800	326,765	373,719	362,355	373,558	386,497
Maintenance	304,101	270,242	217,473	176,208	224,990	221,048	250,416	206,378	391,628	288,414
TOTAL OPERATING EXPENSES	617,467	543,327	503,732	476,524	522,790	547,813	624,135	568,733	765,186	674,911
OPERATING INCOME BEFORE DEPRECIATION	$ (92,998)	$ (82,134)	$ (41,277)	$ (39,149)	$ 62,753	$ 22,061	$ (22,741)	$ 68,071	$ (92,794)	$ 107,893



U.S. Department
of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas,
Missouri, Nebraska

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

April 13, 2022

Mr. Timothy Rogers
Executive Director
Salina Regional Airport
M.J. Kennedy Air Terminal
3237 Arnold Avenue
Salina, KS 67401

Re: Salina Regional Airport (SLN); Salina, KS
AIP No. 3-20-0072-047
Construct/Improve/Repair Fuel Farm [MAP]

Subject: Engineering Agreement Acceptance

Dear Mr. Rogers:

FAA Determination

Based upon our review of the subject agreement between Jviation, Inc. and Salina Airport Authority we find the engineering agreement acceptable for use on the subject project. This engineering agreement includes the following compensation:

Services	Contract Amount	Fee Type
Design Services	$128,875.00	Lump Sum
Bidding	$28,214.00	Lump Sum
Fuel System Consultant	$212,668.00	Lump Sum
Construction Services	TBD	Not-To-Exceed
Closeout	TBD	Lump Sum
Total Compensation	**$369,757.00**	

What you need to submit now

If you have not done so, please submit a copy of the executed engineering agreement for our file.

Questions

If you have any questions, please contact me at (816) 329-2627 or todd.rastorfer@faa.gov.

Sincerely,

Todd Rastorfer, P.E.
State Airport Engineer - Kansas

BASE AGREEMENT
BETWEEN
JVIATION, A WOOLPERT COMPANY
AND
SALINA AIRPORT AUTHORITY
SALINA, KANSAS

The Salina Airport Authority (the "Sponsor"), agrees to retain the firm of Jviation, A Woolpert Company (the "Engineer") to perform the scope of engineering services as outlined below at the Salina Regional Airport (the "Site"). The term of this Base Agreement (the "Agreement") shall become effective upon execution by the parties and will remain in effect for one (1) year or as terminated in accordance with the terms below.

SECTION 1. PROJECT LIST

1.1 This Agreement is for engineering services at the Site, which may include the following items (collectively, the "Project"):

Aviation Fuel Facility Improvements

SECTION 2. SCOPE OF SERVICES

The engineering services to be provided in connection with the Project are described in the attached Exhibit A hereto (such services collectively, when and as specified in Amendments and SOWs, the "Services").

2.1 Basic Services. Engineer may provide the following services if included in a SOW:

2.1.1 Assist the Sponsor in the preparation of the pre-application, program sketch, program narrative, and engineer's estimate, required statements and notifications, the environmental documentation, and state and regional reviews as required.

2.1.2 Consult/coordinate with the airport authority, airport staff, the Federal Aviation Administration ("FAA"), users, city, county, and other interested parties;

2.1.3 Planning, procuring, and/or preparing necessary surveys, geotechnical engineering investigations field investigations, and architectural and engineering studies required for design considerations;

2.1.4 Review, and revise as necessary, the airport drawings which provide the basis for the project design;

2.1.5 Prepare preliminary Plans and Specifications and cost estimates for the design and construction;

2.1.6 Prepare and submit final Plans and Specifications and other contract documents for approval by the Sponsor and (as required) to the FAA prior to advertising for bids;

2.1.7 Prepare a design engineer's report, including estimates of final quantities and opinion of probable construction costs. The report will be submitted with the final Plans and Specifications to the Sponsor and when applicable to the FAA;

2.1.8 Prepare Construction Safety and Phasing Plan (CSPP);

2.1.9 Coordinate the establishment of bid proposals into schedules to allow flexibility of award to match the funds available;

2.1.10 Provide complete sets of approved Plans and Specifications and other contract documents for bidding the project;

2.1.11 Arrange for and conduct a pre-bid conference and job showing;

2.1.12 Assist with the bid opening and processing of bid documents and make recommendations to the Sponsor for award of contract schedules;

2.2 Special Services. The Engineer may also provide the following special Services:

2.2.1 Soils and pavement investigations (for design), including performing soils and/or pavement testing and investigation of proposed construction areas as required for design.

2.2.2 Topographic surveys (for design), including performing topographic surveys of proposed construction areas as required for design.

2.2.3 Fuel System Consultant (for design), including fuel storage and distribution systems and site improvements.

SECTION 3. COMPENSATION AND PAYMENT

The Sponsor agrees to pay the Engineer for the services listed in the following manner:

PART A - BASIC SERVICES

DESIGN

Preliminary Design .....Lump sum of $53,124.85
Design.....Lump sum of $75,749.48

BIDDING

Bidding .....Lump sum of $28,214.46

TOTAL BASIC SERVICES.....Lump sum of $157,088.79

Method of payment shall be as follows:

The Sponsor agrees to make monthly payments based upon the work performed by the Engineer, up to 90 percent of the total contract. The final 10 percent of the fee shall be due and payable when the project final documents have been completed and have been submitted to the Sponsor.

The FAA's federal action is limited to airport layout plan (ALP) approval of only those portions of projects that meet the criteria established in 49 U.S.C. §47107(a)(16)(B), commonly referred to as Section 163(d) of the FAA Reauthorization Act of 2018. If it is

determined that the FAA does not have authority over a portion of the project and associated work completed ahead of the determination is no longer FAA eligible, the Sponsor will remain responsible for this portion of the work.

PART B - SPECIAL SERVICES

The maximum estimated SPECIAL SERVICES engineering is as follows:

FUEL SYSTEM CONSULTANT

Roundtable Engineering Solutions .....Lump sum of $212,668.08

TOTAL SUBCONSULTANT SERVICES.....Lump sum of $212,668.08

TOTAL..... $369,756.87

3.1 Method of Compensation. Exhibit B identifies the Services, the type of compensation, the applicable rates, and the reimbursable expenses.

3.1.1 For performance of Services included as "Lump Sum" items, which shall be defined and delineated in advance, payment to the Engineer will be made on the basis of a lump sum. The agreed lump sum shall represent full payment for all payroll, overhead, profit, and other direct non-salary expenses as hereinafter described. The lump sum will neither increase nor decrease unless there is a Change in Scope (as defined below). In that event, the lump sum would be subject to re-negotiation, and Engineer will prepare and submit a supplemental Amendment for Sponsor's approval.

3.1.2 For performance of Services included as "Cost-Plus-a-Fixed-Fee" items, the Sponsor shall reimburse the Engineer for allowable costs such as salary, overhead, and direct non-salary expenses, plus a fixed fee.

(A) The rates are identified on Exhibit B, Established Hourly Rate Schedule, and hereby incorporated. The rates set forth in Exhibit B are subject to annual revision by the Engineer. Annual revision must be provided to Sponsor in writing.

(B) The overhead rate is 198.77%, and is subject to annual revision by the Engineer. Annual revision must be provided to Sponsor in writing.

(C) The fixed fee is 20% of labor costs, and is subject to annual revision by the Engineer. Annual revision must be provided to Sponsor in writing.

Items with a cost-plus-a-fixed-fee payment may be renegotiated for both the contract upper limit, defined as the not-to-exceed contract value, and the fixed fee. In order for renegotiation to occur, the following must take place:

1) The Engineer must alert the Sponsor when the Engineer's cumulative costs approach the upper limit.

2) The Sponsor and Engineer should assess whether the remaining work effort can be completed within the remaining contract limits.

3) The Engineer must obtain Sponsor approval before exceeding the upper limit.

An increase in costs over the original contract value can occur for several reasons including, but not limited to, poor performance of construction contractor that results in additional inspection and oversight efforts; increase in construction contract time due to weather events that exceed the norm for the location; and added scope of work or services.

On occasion, the Engineer is called upon to continue technical inspection services on construction contracts overrunning the program schedule contemplated at the time of negotiation. In most instances, the time element is beyond the control of the Engineer. In this instance the Engineer must be reimbursed for services in excess of the specified period of time agreed upon in this Agreement at a mutually acceptable fee negotiated at the time all the pertinent circumstances are known. The cost of additional Engineer technical inspection services that result from contractor caused construction delays will be included in the liquidated damages established for construction contracts.

3.2 Expenses. Sponsor shall pay all publishing costs for advertisements of notices, public hearings, requests for bids, and other similar items; shall pay for all permits and licenses that may be required by local, state, or federal authorities; and shall secure the necessary land, easements, and rights-of-way required for the Project.

3.3 Payment Schedule.

3.3.1 For performance of the Services described in this Agreement, Sponsor shall pay the compensation set forth in monthly increments over the period of performance of the Services, based on percentage completed unless other specific payment schedules are mutually agreed to and set forth.

3.3.2 Payments for all Services performed pursuant to this executed Agreement shall be due within thirty (30) days after the receipt of invoices. If the Sponsor disputes any portion of an invoice, it shall not be relieved of the responsibility of paying the undisputed portion thereof.

3.4 Changes in Scope.

3.4.1 It is mutually understood and agreed that the Sponsor will compensate Engineer for Services resulting from significant changes in general scope of the Project or its design, including changes in size, complexity, project schedules, character of construction, revisions to previously accepted studies, reports, design documents for contract documents and for preparation of documents for separate bids (collectively, "Changes in Scope"), only when:

(A) Such revisions are due to causes beyond the Engineer's control,

(B) The Sponsor has authorized the additional work in an executed Amendment.

3.4.2 Compensation for such extra work when authorized by the Sponsor shall be established in each Amendment.

SECTION 4. CONTRACT DOCUMENTS

4.1 For purposes of this Agreement, the "Plans and Specifications" means all engineering designs, plans, drawings, specifications, and other reports that the Engineer delivers to the Sponsor in connection with the Project.

4.2 Technical Information. The Sponsor shall make available to the Engineer all technical data that is in the Sponsor's possession including maps, surveys, property descriptions, borings, and other information required by the Engineer and relating to the Site, the Project, and the Services.

4.3 Approval of Plans and Specifications. The Sponsor shall cooperate with the Engineer in the approval of the Plans and Specifications, or should any part of such Plans and Specifications be disapproved, shall make a timely decision in order that no undue expense will be caused the Engineer because of lack of decisions. If the Engineer is caused to incur other expenses such as extra drafting, due to changes ordered by the Sponsor after completion and approval of the plans and specifications, the Engineer shall be equitably paid for such extra expenses and services involved.

4.4 Construction Cost Opinion. Upon request by Sponsor, the Engineer shall prepare an opinion of probable construction costs, representing Engineer's reasonable judgment as a design professional (a "Cost Report"). Such Cost Report shall be provided for Sponsor's internal use and guidance only, and under no circumstances does Engineer guarantee the accuracy of the Cost Report as compared to contractor bids or actual cost to the Sponsor. Sponsor acknowledges that Engineer has no control over the actual costs of labor or materials, or over competitive bidding or market conditions.

4.5 Ownership of Plans. The original Plans and Specifications shall remain the property of the Engineer. However, reproducible copies of drawings and copies of other pertinent data will be made available to the Sponsor upon request. The Sponsor may not reuse the Plans and Specifications for any purpose other than the Project except upon (A) prior written consent of Engineer, and (B) Sponsor's agreement to indemnify, defend and hold Engineer harmless for any liability resulting from such reuse.

4.6 Delivery of Plan. The Engineer shall deliver to the Sponsor: (A) one (1) hard-copy of the final Plans and Specifications, and (B) the final Plans and Specifications in electronic form, in a reproducible and modifiable format as reasonably requested by the Sponsor (such as, for example, AutoCAD, MicroStation or other computer aided design files).

SECTION 5. FEDERAL COMPLIANCE

Engineer represents and covenants to Sponsor as follows:

5.1 The Sponsor, the FAA, and the Comptroller General of the United States or any of their designated representatives shall have access to any books, documents, papers and records of the Engineer which are directly pertinent to the grant program for the purpose of audit examination, excerpts, and transcriptions.

5.2 The Engineer has formulated, adopted, and actively maintains an affirmative action plan in compliance with Executive Order No. 11246 entitled, "Equal Employment Opportunity." The Engineer does not discriminate on the basis of race, color, religion, creed, national origin, sex or age. Goals and targets are specified in the affirmative action plan to assure its implementation.

5.3 All services performed shall be in conformance with any and all applicable rules and regulations of the FAA.

5.4 It is the policy of the DOT that "Disadvantaged Business Enterprises" (as defined in 49 CFR Part 26) shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds, and the requirements of 49 CFR Part 6 shall apply to this Agreement.

5.5 The Engineer shall ensure that Disadvantaged Business Enterprises have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with federal funds. In this regard, all Contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that Disadvantaged Business Enterprises have the maximum opportunity to compete for and perform in the award and performance of DOT assisted contracts.

SECTION 6. INSURANCE

6.1 The Engineer shall procure and maintain at its expense during the term of this Agreement the following insurance from insurance companies authorized to do business in the State in which the Site is located, covering all operations and services under this Agreement performed by Engineer.

6.1.1 Worker's compensation and Employer's Liability insurance in accordance with the provisions of applicable law.

6.1.2 Commercial general liability in amounts not less than $1 million combined single limit per occurrence and $2 million aggregate for bodily injury, personal injury, and property damage with endorsements to include contractual liability. Engineer shall name Sponsor as Additional Insured for ongoing operations, to the extent permitted by law. Coverage shall be primary.

6.1.3 Automobile liability, bodily injury and property damage with a limit of $1 million for occurrence, combined single limit including owned, hired and non-owned autos.

6.1.4 Professional liability insurance in amounts not less than $1 million per claim and annual aggregate.

6.2 The Engineer shall furnish to the Sponsor a certificate or certificates of insurance showing compliance with this Section 6.

6.2.1 To the extent commercially available to Engineer from its current insurance company, insurance policies required under subsection shall contain a provision that the insurance company or its designee must give the Sponsor written notice transmitted in paper or electronic format: (a) 30 Days before coverage is non-renewed by the insurance company and (b) within 10 Business Days after cancelation of coverage by the insurance company.

SECTION 7. STANDARD OF CARE

7.1 The Services shall be performed in accordance with that degree of care and skill ordinarily exercised by members of the engineering profession, performing similar services in the same locality, and under the same or similar circumstances and conditions as of the date that such Services are performed. Engineer's sole liability to Sponsor for any non-conforming Services or work shall be to correct the defective item.

7.2 The remedies provided above are the Sponsor's sole remedies for any failure of Engineer to comply with its obligations. Correction of any nonconformity or reimbursement to Sponsor in the manner and for the period of time provided above shall constitute complete fulfillment of all the liabilities of the Engineer for defective or nonconforming Services, whether the claims of the Sponsor are based in contract, in tort (including negligence and strict liability), or otherwise with respect to or arising out of work performed hereunder.

SECTION 8. FORCE MAJEURE

Any delay or failure of engineer in the performance of its required obligations hereunder shall be excused if and to the extent caused by acts of God, war, riot, strike, fire, storm, flood, windstorm, discovery or uncovering of hazardous or toxic materials or causes beyond the reasonable control of the Engineer, provided that prompt written notice of such delay or suspension given by the Engineer to the Sponsor. Upon receipt of said notice, if necessary, the time for performing shall be extended for a period of time reasonably necessary to overcome the effect of such delays and Engineer shall be reimbursed for the cost of such delays.

SECTION 9. TERMINATION

9.1 Termination by Sponsor. Upon five (5) business days written notice to Engineer, Sponsor may terminate the Engineer's right to proceed further with the Project and Services under this Agreement or any Amendment. In the event of such termination, Sponsor may take possession of the Project in such manner as Sponsor may deem expedient, but Engineer shall not be liable to the Sponsor for any excess cost of completion of any Services, Sponsor shall reimburse the Engineer for all costs associated with the cessation of Services, plus that portion of the Services performed prior to the date of such termination, and Sponsor shall thereafter assume all obligations, commitments, or other liabilities that the Engineer shall have theretofore incurred or made in connection with its performance of the Services and for which Engineer has not been paid and released.

9.2 Termination by Engineer. If work on the Project shall be delayed for more than 30 calendar days of account of one or more of the occurrences set forth in Section 8, or if Sponsor shall fail to pay the Engineer in accordance with the terms of Section 3, the Engineer may, at its option, upon five (5) business days written notice to Sponsor, terminate this Agreement. In the event of any such termination, Sponsor shall reimburse the Engineer for all costs of performance of the Services as the Engineer may have incurred on account of such delays. Sponsor shall thereafter assume all obligations, commitments, or other liabilities that Engineer shall have previously incurred or made in connection with its performance of the Services and for which the Engineer has not been paid and released.

9.3 Termination Without Cause. Either party may terminate this Agreement upon thirty (30) days prior written notice to the other party. In the case of such termination, Engineer shall be paid for all Services performed prior to the termination date.

SECTION 10. INDEMNIFICATION

10.1 General Liability Indemnification. Each party (the "Indemnifying Party") to the fullest extent permitted by law, shall indemnify, defend, and hold harmless the other party (the "Indemnified Party") their consultants and agents and employees of any of them from and against claims, damages, losses and expenses, including but not limited to attorney's fees, arising out of or resulting from performance of the Work, provided that such claim, damage, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the Work itself), but only to the extent caused by the negligent acts or omissions of the Indemnifying Party, a subcontractor, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, regardless of whether or not such claim, damage, loss or expense is caused in part by a party indemnified hereunder. Such obligation shall not be construed to negate, abridge, or reduce other rights or obligations of indemnity which would otherwise exist as to a party or person described in this paragraph.

10.2 Professional Liability Indemnification. To the fullest extent permitted by applicable law, the Engineer agrees to indemnify and hold the Sponsor harmless from and against any liabilities, claims, damages and costs (including reasonable attorney's fees) to the extent caused by the negligence of the Engineer in performance of professional services under this Agreement. In no event shall the indemnification obligation extend beyond the date when the institution of legal or equitable proceedings for professional negligence would be barred by an applicable statute of repose or statute of limitations

10.3 Damages Waiver. Neither party to this Agreement shall be liable to the other for any indirect, incidental, consequential, exemplary, punitive or special damages or loss of income, profit or savings of any party, including third parties, arising directly or indirectly from the parties' relationship under this Agreement or applicable law, including claims based on contract, equity, negligence, intended conduct, tort, or otherwise (including breach of warranty, negligence, and strict liability in tort).

SECTION 11. MISCELLANEOUS

11.1 Interpretation. In this Agreement, unless a clear contrary intention appears, (a) words used with initial-capitalized letters shall have the definitions set forth herein, (b) the term "or" shall not be used in an exclusive manner, (c) reference to any gender includes each other gender; (d) reference to any agreement, document, or instrument means such agreement, document, or instrument as amended or modified and in effect from time to time in accordance with the terms thereof; (e) "including" (with any correlative meaning "include") means including without limitation the generality of any description preceding such term; and (f) the headings in this Agreement are inserted for convenience only and shall not affect the meaning or interpretation of this Agreement.

11.2 Notices. All notices, reports, records, or other communications which are required or permitted to be given to the parties under this Agreement shall be sufficient in all respects if given in writing and delivered in person, by facsimile, by electronic mail (return receipt requested), overnight courier, or by certified mail, to the receiving party at the following address:

If to Sponsor:
Salina Regional Airport
3237 Arnold Ave, Salina, KS 67401
Attention: Michelle Swanson
Telephone: (785) 827-3914
Email: shellis@salair.org

If to Engineer:
Jviation, A Woolpert Company
720 S. Colorado Blvd, Ste. 1200-S
Attention: Jesse Erickson, PE
Telephone: 720-544-6516
Email: jesse.erickson@woolpert.com

or to such other address as such party may have given to the other by notice pursuant to this Section. Notice shall be deemed given on the date of delivery.

11.3 Disputes. This Agreement is made under and shall be governed by and construed in accordance with the internal laws of the State of Kansas. Any controversy or claim arising out of or related to this Agreement shall be resolved by binding arbitration in accordance with the then-effective rules of the American Arbitration Association ("AAA") and limited discovery shall be permitted. Upon notification by a party of such party's intention to arbitrate a dispute (the "Notice Date"), each party shall select one arbitrator, and the two arbitrators so chosen shall select one arbitrator. Each of the arbitrators chosen shall be impartial and independent of the parties. If a

party fails to select an arbitrator within twenty days after delivery of the Notice Date, or if the arbitrators chosen fail to select a third arbitrator within twenty days after being chosen, then any party may in writing request the judge of the United States District Court closest to Salina, Kansas senior in term of service to appoint the arbitrator or arbitrators. Each arbitration hearing shall be held at a place in Salina, Kansas acceptable to a majority of the arbitrators. The decision of a majority of the arbitrators shall be reduced to writing and shall be binding on the parties. Judgment upon the award rendered by a majority of the arbitrators may be entered and execution had in any court of competent jurisdiction or application may be made to such court for a judicial acceptance of the award and an order of enforcement. The charges and expenses of the arbitrators shall be allocated as determined by the arbitrators.

11.4 Severability. The provisions of the Agreement are severable, and, if any provision shall be determined to be illegal or unenforceable, such determination shall in no manner affect any other provision hereof, and the remainder of this Agreement shall remain in full force and effect, provided however, that the intention and essence of this contract may still be accomplished and satisfied. In the event that any provision of the Agreement is held to be unenforceable or invalid by any court of competent jurisdiction, Engineer and Sponsor shall negotiate an equitable adjustment in the provisions of this Agreement to preserve the purpose of this contract and maintain the allocation or risk, liabilities and obligations originally agreed upon.

11.5 Governing Law. The terms of this Agreement shall be construed and interpreted under, and all respective rights and duties of the parties shall be governed by, the laws of the State of Kansas.

11.6 Entire Agreement. This Agreement constitutes the entire agreement between the parties and the terms and conditions hereof were negotiated between the parties on an arms-length basis and no obligation or covenant of good faith or fair dealing shall be implied or interpreted as conferring upon either party any right, duty, obligation or benefit other than expressly set forth herein. No modifications or amendments to this Agreement shall be valid unless agreed to by the parties in writing and signed by their authorized representatives.

11.7 Warranties – Exclusion or Limitation. Except as specifically provided in this Agreement, Engineer does not make, give or extend, and the Sponsor waives, any warranties, representations or guarantees of any kind or nature, express or implied, arising by law, statute, in contract, civil liability or tort, or otherwise, concerning the transaction which is the subject of the Plans and Specifications or the Services, including any performance guaranty and any implied warranty as to merchantability or fitness for a particular purpose or arising from a course of dealing or usage of trade as to any equipment, materials, or work furnished under this Agreement.

11.8 Successors; Assignment. This Agreement shall be binding upon each party and its successors and assigns. Neither the Sponsor nor the Engineer shall assign, sublet, or transfer its interest in this contract without the written consent of the other.

11.9 Counterparts and Facsimile or Electronic Signatures. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original and all of which, taken together, shall constitute one agreement. A facsimile or other electronically delivered signature to this Agreement shall be deemed an original and binding upon the party against whom enforcement is sought.

11.10 Section 163. The FAA's federal action is limited to airport layout plan (ALP) approval of only those portions of projects that meet the criteria established in 49 U.S.C. §47107(a)(16)(B), commonly referred to as Section 163(d) of the FAA Reauthorization Act of 2018. If it is determined that the FAA does not have authority over a portion of the project and associated work completed

ahead of the determination is no longer FAA eligible, the Sponsor will remain responsible for this portion of the work.

SECTION 12. FAA PROVISIONS

The parties recognize that these Federal Provisions may be revised from time to time by the Federal Government, are made part of this Agreement in Exhibit C.

The parties executed this Base Agreement as of this ___ day of _____, 2022.

SPONSOR:
Salina Airport Authority

By: _____

Name: _____

Title: _____

ENGINEER:
Jviation, A Woolpert Company

By: _____

Name: Jason Virzi, PE

Title: Vice President

Exhibit A
to
Base Agreement

Scope Work

See attached.

SCOPE OF WORK
FOR
SALINA REGIONAL AIRPORT (SLN)
Salina, Kansas
AIP Project No. 3-20-0072-047-2022
Aviation Fuel Facility Improvements

This project will consist of Design and Bidding services for the Aviation Fuel Facility Improvements.

For the remainder of this scope the Salina Regional Airport is indicated as "Sponsor" and Jviation, a Woolpert Company is indicated as "Engineer." The construction budget for this project will be determined during the design phase and upon completion of the Engineer's Design Report.

This project shall consist of preparing Construction Plans, Contract Documents, Technical Specifications and Engineer's Design Report, along with Bidding for the Aviation Fuel Facility Improvements Project. The Fuel System, Site Survey and Geotechnical Investigations will be completed by a fuel systems design consultant, Roundtable Technical Resources. This scope of work is for the consulting services provided by the Engineer for the Sponsor. See Exhibit No. 1 below for the project location.

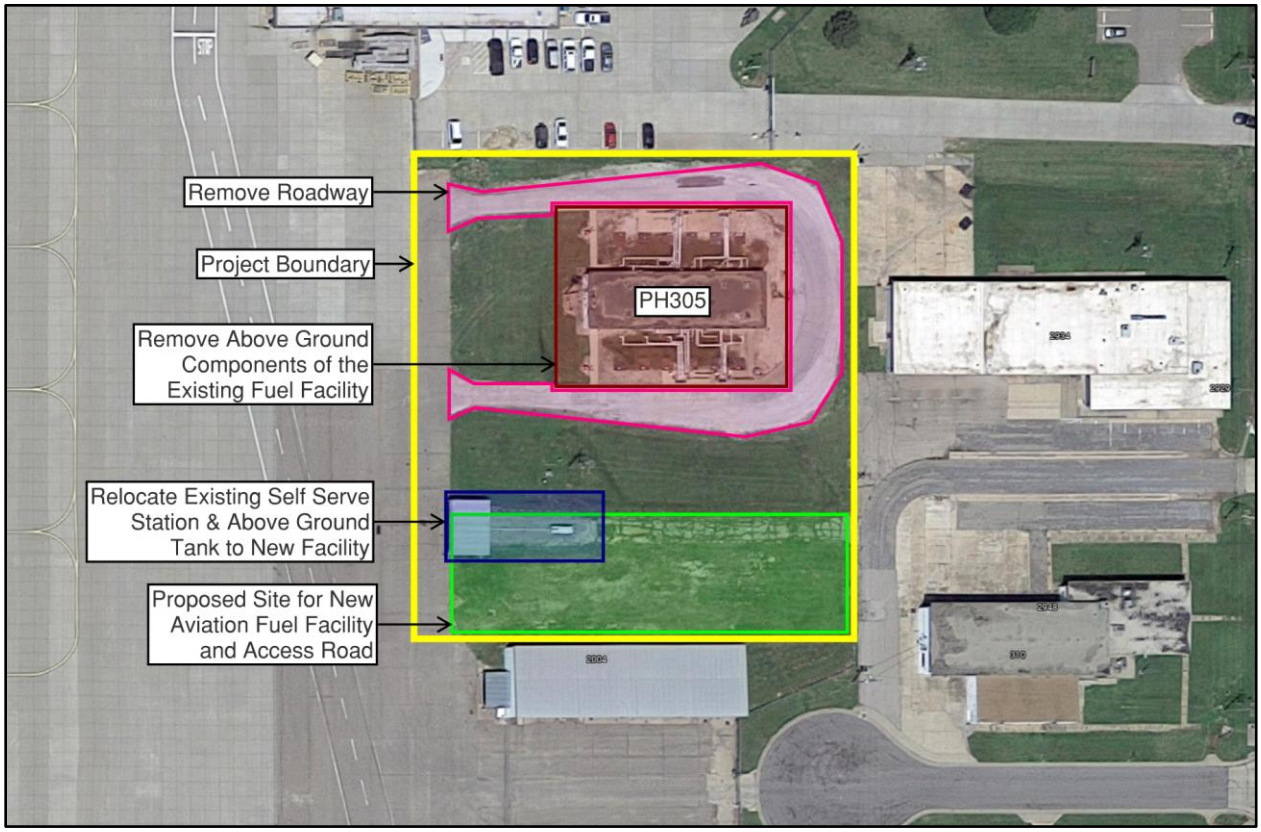


EXHIBIT NO. 1

DESCRIPTION

This project will consist of decommissioning the existing Aviation Fuel Facility and installing a new system, complete with a new access road. The existing facility is located north of the SRE Building and adjacent to the general aviation apron. The storage and fuel delivery systems are owned by the Sponsor and are leased to and operated by AvFlight Salina. The facilities are located within Pumphouse 305 (PH305), a 4,600 square foot structure built in the 1950's. The system is comprised of twelve (12) underground storage tanks (UST) (25,000-gallons each, 300,000 gallons total), fuel pumps, piping, and control systems. A separate self-serve pump station, which is served by an above ground tank, is located south of Pumphouse 305. The existing, former military, system has exceeded its useful life and will be replaced with modern fuel receiving, delivery, and storage equipment that meets current code requirements (Part 139, NFPA 407, local fire code).

The design project meets FAA Military Airport Program requirements to construct, repair or improve former military fuel farms. The required outcome is the design of a fully functional fuel farm that meets FAR Part 139 and NFPA 407 requirements for a primary, commercial service airport. The engineer's design report will address the cost and feasibility of rehabilitation vs. new construction.

During the initial design phase, an assessment of the economic and environmental viability of the existing SLN, 300,000-gallon fuel farm and associated USTs shall be conducted. The alternative for rehabilitation of the existing fuel farm is the construction of a new sustainable fuel farm using above ground storage tanks (AST) and equipment. Investigations of the existing system to determine the suitability for rehabilitation are described further in the attached scope from the fuel system consultant. The design for either fuel farm rehabilitation or new construction will include all electrical and mechanical work.

If new construction is the selected alternative, we expect that new above ground storage tanks will be constructed (202,000 gallons). The minimum requirements for AST construction are:

- Three (3) 30,000-gallon jet fuel tanks
- Two (2) 30,000-gallon SAF jet fuel tanks (providing the capability to store and deliver SAF will provide SAF users a mid-continent refueling stop and enhance greater use of SAF. Providing the means for greater SAF use is a FAA priority for a sustainable aviation system).
- One (1) 20,000-gallon defuel tank
- One (1) 20,00-gallon tank for “polished/certified” jet fuel tank (this requirement includes the filtering needed to recertify Jet A for commercial use. This eliminates the need to “waste” defueled Jet A as a hazardous waste)
- One (1) 12,000-gallon Avgas tank
- One (1) 550-gallon “waste fuel” tank
- One standby generator with transfer switch
- Three (3) transport/mobile refueler lanes
- One (1) canopy and sidewall to cover transport/mobile refueler lanes
- One (1) inventory control and monitoring system
- One (1) quality control shed
- One (1) Prist injector
- Design of all footings, foundations, driveways and access roads.
- Demolition of the existing pumphouse PH305 and all above ground piping (the SAA will be responsible for UST removal at a later date)
- Purchase and installation of security cameras

If rehabilitation is the selected alternative, the existing components that need to be replaced or that can be reused will be identified. At this point it is anticipated that the existing tanks may be in a condition to reuse, but the pumphouse building, fuel pumps, fuel filters, fuel receiving and delivery piping, electrical controls, UST monitoring sensors, cathodic protection, and automatic shutoff devices will require replacement.

The existing fuel facility will be decommissioned, to the extent necessary for either rehabilitation or replacement, as a part of this project. The building structure and all above grade fueling equipment may be demolished and disposed of offsite. The Sponsor has informed us that the structure has previously been investigated for asbestos and lead paint and all necessary abatement has been completed. The investigation and design for the removal and remediation of the existing underground fuel storage tanks will be completed by the Sponsor and is not a part of this scope. The self-serve pump station, above grade tank (10,000-gallons), and power pole will be relocated within the proposed site.

If the alternative of reconstruction is deemed necessary, the existing facility will be replaced with a modern fueling facility. New fuel storage tanks will be located above ground. The new jet fuel system will be designed to accommodate Sustainable Aviation Fuel (SAF). As a mid-continent fuel stop SLN is positioned to support the national growth of SAF use. The ability to store and handle SAF jet fuel supports FAA's sustainability objectives. The system will include automatic shutoffs and an electronic inventory control sensors and system that is NFPA 407 compliant and meets Kansas Department of Health and Environment (KDHE) compliance requirements. The inventory control system will be “real time” with data available to both the Airport Authority and Avflight Salina. System software and training will be included. The self-serve pump station and above grade tank will be relocated to the new location and integrated into the site design. It is anticipated that utility work will be required to bring power to the new fuel system. A standby generator will be provided to assure 24/7 operations. To support the fueling facility, a new canopy and access road will be constructed. It is anticipated that the access roadway will be built out of concrete to support the heavy truck traffic (HS-20 loading).

If the rehabilitation alternative is selected, then all equipment that will be replaced will be constructed to the current design standards described above. This may include the replacement of additional components to maintain equipment compatibility.

Environmental investigations around the existing underground fuel tanks will be completed by the Sponsor’s environmental consultant, Dragun. This includes field investigations of the soils and water around the existing underground storage tanks and at the proposed site. Coordination with Dragun may be necessary to complete the required NEPA documentation. Any remediation that may be required as a result of the investigations will be addressed by the Sponsor. The Sponsor will provide the Engineer the results of environmental soil and ground water sampling at the PH305 site. The Engineer will be responsible for all geotechnical borings and sampling.

Updates to the Sponsor’s storm water pollution prevention plan (SWPPP) and Spill Prevention, Control, and Countermeasures Plan (SPCC) will be completed by the Sponsor. If it is determined that improvements are needed for regional stormwater compliance (retention or water quality) they will be addressed by the Sponsor’s environmental consultant, Dragun. Coordination with the local power authority and building officials will be completed by the Sponsor.

The engineering fees for this project will be broken into two parts. **Part A-Basic Services** which includes**;** 1) Preliminary Design Phase, 2) Design Phase, 3) Bidding Phase and reimbursable costs during Design and Bidding. **Part B-Special Services,** includes additional design services that will be completed by sub-consultants to the Engineer, including the fuel system design consultant. Parts A and B and the three phases are described in more detail below.

PART A - BASIC SERVICES consists of the Preliminary Design Phase, Design Phase, and Bidding Phase, all invoiced on a lump sum basis.

1.0 Preliminary Design Phase

1.01 Coordinate and Attend Meetings with the Sponsor and FAA. Meetings with the Sponsor and the FAA will take place to determine critical project dates, establish the proposed design schedule and AIP development schedule, review environmental component(s), determine the feasibility of the proposed project and to establish the need for topographical surveying, pavement investigation and/or geotechnical testing. Various meetings during the design phase will also be conducted to review the progress of the design, discuss construction details and proposed time frame of construction and identify any special requirements for the project. It is anticipated that there will be up to ten meetings with the Sponsor and/or the FAA throughout the course of the design.

1.02 Prepare Project Scope of Work and Contract. This task includes establishing the scope of work through meetings outlined above. Fees will be negotiated with the Sponsor and may be subject to an independent fee estimate conducted by a third party hired by the Sponsor. This task also includes drafting the contract for the work to be completed by the Engineer for the Sponsor once negotiations are complete.

1.03 Prepare Preliminary Cost Estimating. This task includes creating a preliminary construction rough order of magnitude (ROM) cost estimate, a preliminary working days estimate, a preliminary overall project schedule, and a preliminary overall project budget. The preliminary construction ROM cost estimate will be based upon the most current information available at the time of preparation. A final cost estimate will be provided by our fuel system consultant.

1.04 Provide Project Coordination. The Engineer shall provide project management and coordination services to ensure the completion of the design. These duties include:

- Time the Engineer spends planning, organizing, securing and scheduling resources, and providing instruction to staff to meet project objectives as defined in the approved scope of work.
- The Engineer will analyze the budget semi-monthly to ensure budget and staffing needs are on track to meet design schedules within budget.
- Additional items to be accomplished include compiling and sending additional information requested from the office to related parties, maintaining project files as necessary and other items necessary in day-to-day project coordination.
- The Engineer will prepare and submit monthly invoicing.
- Coordination with sub consultants and project stakeholders to develop a comprehensive fuel system design. This includes coordination with the fuel system design consultant, AvFlight Salina, and others.

The Engineer will complete the following tasks:

- Provide the Sponsor with a monthly Project Status Report (PSR), in writing, reporting on Engineer's progress and any problems that may arise while performing the work. The PSR must include an update of the project schedule, as described in this section, when schedule changes are expected.
- Submit for acceptance and maintain, a design schedule detailing the scheduled performance of the work.
- Create and maintain a Quality Control Checklist (QCC) for the project. The QCC shall include personnel, project milestone checking and peer review procedures at each phase of the project.

1.05 Review Existing Documents. The Engineer will gather and review existing available documentation that may be relevant to the project, including, but not limited to, record drawings (as-builts), design reports, final reports, utility reports/maps and previous surveys. The Engineer may use relevant information from this review to coordinate the design and topographical survey for the project.

1.06 Review Environmental Documentation. The FAA determined that a Categorical Exclusion (CATEX) applies according to FAA orders 1050.1F, Paragraph 5-6.4u. Through coordination with the Sponsor, it has been determined that there are no individual or cumulative extraordinary circumstances, and the project will be environmentally approved through the FAA's internal process. The environmental documentation created by the FAA will be reviewed and referenced throughout this project.

1.07 Coordinate Local Authority Review Comments. Coordination with the power authority and with local city and building officials will be through the Sponsor. After the 30% design is completed, a meeting will be held with the City of Salina Development Review Team (DRT). A DRT meeting includes Salina building services staff, zoning administrator, fire marshal and director of utilities. This task includes one meeting to receive feedback from these stakeholders and incorporating the comments into the design documents.

1.08 Coordinate with Environmental Consultant. The Sponsor’s Environmental Consultant, Dragun, will complete all required environmental investigations, reviews, and documentation for the existing underground storage tanks. Coordination with the Environmental Consultant will be required for defining work areas.

1.09 Coordinate with Fuel System Consultant. The design of the new Fuel System will be completed by Roundtable Technical Resources (Roundtable). This will include the storage tanks, waste tanks, mechanical, electrical, control systems, foundations, drive aisles, canopies, and distribution systems. The scope of services for the fuel system is fully described in the attached scope of work from Roundtable. Coordination with Roundtable will be required to design the site access road and to make sure that all project components are accounted for. Includes a site visit with the fuel system consultant to determine feasibility of rehabilitation.

TASK 1 DELIVERABLES	TO FAA	TO SPONSOR
1.01 Meeting Agendas, AIP Development Schedule, and Meeting Minutes from Pre-Design Meeting	✓	✓
1.02 Scope of Work and Draft Contract for the Sponsor	✓	✓
1.04 Design Schedule, Project Status Report, and Monthly Invoicing		✓

TASK 1 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
1.01 FAA Pre-Design Meeting	• Salina, Kansas - One (1) Principal and one (1) Project Manager • Assume 3 hours via teleconference (1 meeting)
1.02 Prepare Project Scope of Work	• Salina, Kansas - One (1) Principal and one (1) Project Manager • Assume 1 hour via teleconference (10 meetings)
1.07 Meeting with City of Salina Development Review Team at 30% design.	• Salina, Kansas - One (1) Principal and one (1) Project Manager • Assume 2 hours via teleconference (1 meeting)
1.08 Coordination with Environmental Consultant	• Salina, Kansas - One (1) Principal and one (1) Project Manager • Assume 2 hour via teleconference (2 meetings)
1.09 Coordination with Fuel System Consultant	• Salina, Kansas - One (1) Principal and one (1) Project Manager. • Assume travel from Denver, Colorado with one (1) overnight stay for each site visit

2.0 Design Phase

2.01 Prepare Preliminary Contract Documents. This task includes preparing the Preliminary Contract Documents, including Contract Proposal, Bid Bond, Contractor Information Sheet, Subcontractor/Material Supplier List, Disadvantaged Business Utilization Commitment, DBE Participation Form, Certification of Non-Segregated Facilities, Equal Employment Opportunity Report Statement, Buy America Certification, Buy America Waiver Request, Buy America Conformance Listing, Bid Proposal, Contract, Payment Bond, Performance Bond, Notice of Award, Notice to Proceed, Notice of Contractor's Settlement, General Provisions, FAA AC 150/5370-2 (Current Edition), Operational Safety on Airports During Construction, and Wage Rates. The wage rates will be updated at the time of advertisement to reflect the most current wage rates available. Preparation will include establishing the location for the bid opening, dates for advertisement and description of the work schedule. Also included in the Preliminary Contract Documents, and covered under separate tasks below, are the Construction Safety and Phasing Plan, Technical Specifications, and Special Provisions. Preliminary Contract Documents will be prepared as early as possible during the design phase and submitted to the Sponsor for review.

2.02 Prepare Construction Safety and Phasing Plan (CSPP). This task includes meeting with the Sponsor to discuss the current operations of the airport to assist in determining how the proposed construction phasing of the project will affect these operations. From these meetings, a complete Construction Safety and Phasing Plan (CSPP) will be developed to ensure safety compliance when coordinating construction activities and airport operations. The CSPP will be developed in accordance with the requirements of FAA AC 150/5370-2 (Current Edition), Operational Safety on Airports During Construction. A construction phasing plan that meets the requirements of the AC and operational needs of the airport will be developed and included in the Contract Documents. This plan will also identify any nighttime work, continuous working times, or other unusual conditions that could affect the Contractor's normal progress on the project. The draft CSPP will be submitted at 30% complete and at 95% complete for ADO review. Upon preliminary approval from the ADO, the CSPP will be submitted to FAA for OE/AAA coordination.

2.03 Prepare Preliminary Construction Plans. This task includes Jviation preparing the following list of construction plans for the project. Fuel System plans will be provided by Roundtable. Additional plans may be added during the design phase as needed:

Plan Name/Description	Number of Sheets
Cover Sheet	1
Index of Drawings, Summary of Approximate Quantities and General Notes	1
Survey Control Plan	1
Geotechnical Investigation Plan	1
Safety Plan	1
Construction Layout Plan	1
Construction Phasing Plan	4
Environmental Requirements and Details	1
Total Sheet Count	**11**

2.04 Prepare Preliminary Special Provisions. This task includes preparing the preliminary Special Provisions to address, or expound on, site conditions that require additional clarification. These include, but are not limited to: Haul Roads, Airport Security, Radio Communications, Work Schedule, Contractor's Quality Control Program, Sequencing of the Work, Closure of Air Operations Areas, Accident Prevention, Underground Cables/Utilities, Insurance, Indemnification, Sales and Use Taxes, Permits and Compliance with Laws, Executed Contracts, Subletting or Assigning of Contracts, Qualification of Disadvantaged Business Enterprises, Liquidated Damages, Acceptance Testing, Grade Control and Surface Tolerance, and Instruction Manuals.

2.05 Prepare Engineer's Design Report. This task includes preparation of the Engineer's Design Report in accordance with current FAA Central Region Engineer's Design Report guidelines. The Engineer's Design Report will include a detailed summary of the project, photographs and descriptions of existing site conditions, recycling and material availability analysis, estimate of project costs, and a schedule for the completion of the design, bidding, and construction. The Engineer's Design Report will also contain any alternative design concepts that were investigated and evaluated, including the cost and sustainability of rehabilitating the existing fueling system in comparison to constructing a new modern system. The Sponsor’s environmental consultant, Dragun, will provide a summary of the environmental challenges and obstacles for the existing fuel farm. The cost and benefits of the alternatives will be evaluated to determine the final design approach. This will include an evaluation of the current viability of the existing fuel farm on an economic and environmental basis. This will be used to compare the cost and feasibility of fuel farm rehabilitation to new construction. The design will be for a 20-year useful life and will accommodate sustainable aviation fuel (SAF). The design will also meet the MAP project requirements of “A fully functional fuel farm.” (MAP fuel farm projects can be for “Construct, Repair, or Improve”). The design is based on civilian operations and will meet SWPPP and SPCC requirements.

2.06 Review Plans at 30%, 60%, and 90% Complete. During various stages of completion of the design, the Engineer will submit a set of Construction Plans, Specifications, and Contract Documents to the Sponsor for their review. Meetings will be scheduled for periodic reviews, including a 90% plans-in-hand review. The project will be reviewed with the FAA to obtain their concurrence with the design.

2.07 Provide In-House Quality Control. The Engineer has an established quality control program that will provide both experienced and thorough reviews of all project submittals and will also provide engineering guidance to the design team throughout design development from an experienced, senior-level Professional Engineer.

Prior to each review set of Construction Plans, Specifications, Contract Documents, and Engineer's Design Report being submitted to the Sponsor and FAA, a thorough, in-house quality control review of the documents will be conducted. This process will include an independent review of the Construction Plans, Specifications, Contract Documents, and Engineer's Design Report being submitted by a licensed Professional Engineer other than the Engineer who performed the design of the project. Comments will be offered by the Engineer that performed the review, and revisions to the Construction Plans, Specifications, Contract Documents, and Engineer's Design Report will be made accordingly. In addition to the 30%, 60%, and 90% reviews, the Engineer's in-house quality control program also provides engineering guidance to the design team throughout the project design in an attempt to steer the project in a manner that provides the best engineering judgment.

At the 90% design review, the independent review will re-evaluate the CATEX boundary.

2.08 Prepare and Submit Construction Plans, Specifications, Contract Documents, and Engineer's Design Report. A final set of Construction Plans (11" x 17"), Specifications, Contract Documents, and the Engineer's Design Report will be prepared and submitted to the Sponsor and the FAA. These documents will incorporate all revisions, modifications, and corrections identified during the final review. Paper and electronic copies will be provided.

TASK 2 DELIVERABLES	TO FAA	TO SPONSOR
2.01 Preliminary Contract Documents for Sponsor's Review	✓	✓
2.02 CSPP at 30% and 95% Complete	✓	✓
2.09 30%, 60% and 90% Construction Plans, Specifications, Contract Documents, and Engineer's Design Report	✓	✓
2.11 Final Construction Plans, Specifications and Contract Documents, and Engineer's Design Report	✓	✓

TASK 2 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
2.11 Plan Review at 30% Complete. Plan Review at 60% Complete. Plan Review at 90% Complete.	• Salina, Kansas - One (1) Project Manager • Assume 3 hour via teleconference (3 meetings)

3.0 Bidding Phase

3.01 Provide Bid Assistance. The Engineer will assist the Sponsor, as needed, with the preparation of any required bidding documents. The Engineer will advertise the project Invitation for Bids on their website and directly notify potential contractors and plan rooms in order to maximize project exposure and generate interest in the project.

3.02 Prepare/Conduct Pre-Bid Meeting. The Engineer will conduct the pre-bid meeting and pre-bid site visit in sequence with the Sponsor and contract document requirements. As a part of this meeting, the Engineer will also discuss the environmental plan sheet, surveyed areas, and environmental commitments.

3.03 Prepare Addenda. Any necessary addenda will be issued to clarify and modify the project, as required, and based on questions or comments that may arise from potential contractors during the bidding process. Any necessary addenda will be reviewed with the Sponsor and FAA prior to being issued. The addenda will meet all design and construction standards, as required.

3.04 Consult with Prospective Bidders. During the bidding process, the Engineer shall be available to clarify bidding issues with contractors and suppliers and for consultation with the various entities associated with the project.

3.05 Attend Bid Opening. The Engineer shall attend the bid opening for the project, which will be conducted by the Sponsor.

3.06 Review Bid Proposals. Upon the opening of submitted bid proposals by the Sponsor, the Engineer shall review all the bid proposals submitted. A cost analysis of the bid prices will be completed and tabulated; the contractor's qualifications to perform the work will be included, including review of suspension and debarment rules on the www.Sam.gov website, verification of proposed DBE subcontractors, Buy American compliance analysis/review, and project funding review. Inclusion of bid guarantee, acknowledgement of addenda and licensure verification in State shall be completed.

3.07 Prepare Recommendation of Award. The Engineer shall prepare a Recommendation of Award for the Sponsor to accept or reject the bids received with a summary of the items listed in Task 3.6. If rejection is recommended, the Engineer will supply an explanation for their recommendation and possible alternative actions the Sponsor can pursue to complete the project.

TASK 3 DELIVERABLES	TO FAA	TO SPONSOR
3.01 Required Bidding Documents	✓	✓
3.02 Pre-Bid Meeting Agenda and Pre-Bid Meeting Minutes	✓	✓
3.03 Addenda	✓	✓
3.06 Bid Tabulations	✓	✓
3.07 Recommendation of Award	✓	✓

TASK 3 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
3.02 Prepare/Conduct Pre-Bid Meeting	• Salina Kansas - One (1) Principal and one (1) Project Manager - Assume full day site visit (1 site visit) • Assume travel from Denver, Colorado with one (1) overnight stay for each site visit
3.05 Attend Bid Opening	• Salina, Kansas - One (1) Project Manager - One (1) Project Manager • Assume One and One Half (1.5) hour meeting via teleconference (1 meeting)

Additional Services

The following items are not included under this agreement but will be considered as extra work:

- Redesign for the Sponsor's convenience or due to changed conditions after previous alternate direction and/or approval.
- Submittals or deliverables in addition to those listed herein.
- Serving as an expert witness for the Owner in any litigation, surety claim, contractor bond activation, or other proceeding involving the project.
- Additional or extended services during construction made necessary by extension of contract time, non-concurrent work, or changes in the work.
- Legal, surety, or insurance support, coordination, and representation.
- Coordination of local or state permits.
- Environmental review and decommissioning of the existing below grade fuel storage tanks.
- Design or analysis of stormwater water quality or detention.
- Coordination of the electrical power relocation.
- Environmental coordination with the FAA has been completed by the Sponsor. No site surveys or reviews are anticipated for this project.

Extra Work will be as directed by the Sponsor in writing for an additional fee as agreed upon by the Sponsor and the Engineer.

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January 19, 2022

Mr. Travis Vallin – Principal
Jviation, a Woolpert Company, Inc.
720 South Colorado Blvd, Suite 1200-S
Glendale, CO 80246

Re: Proposal for engineering services:
New Aviation Bulk Fueling Facility
@ Salina Regional Airport (SLN)
3237 Arnold Ave, Salina, KS 67401

Dear Mr. Vallin:

Further to recent emails and telephone discussions, please accept our proposal for the above referenced NFPA 407 and FAR Part 139 Compliant Aviation Bulk Fueling Facility project to be installed at the Salina Regional Airport (SLN) in Saline County, Kansas.

Background:

Roundtable Technical Resources, LLC (hereafter referred to as "RTTR") has been asked to quote either an analysis of the existing fueling facility for rehabilitation, or the design and permitting of a new aviation bulk fueling facility being considered by Jviation, a Woolpert Company, Inc. (Hereafter referred to as "Jviation"), and the Salina Airport Authority.

For the purposes of this proposal, RTTR has segregated the proposal into two (2) separate concepts, the rehabilitation of the existing fuel farm and the design and permitting of a new aviation bulk fueling facility. The initial SOW is the rehabilitation of the existing fuel farm including;

- Review the existing location and design with the airport and FBO operator to ensure the existing fuel farm meets their needs for the next 20 years.
- Prepare Report for submittal to SLN Airport Authority addressing capacity and layout concerns related to the existing fueling facility.
- Review existing electrical system for conformance and capacity to assure adequacy for new fueling facility.
- Review and confirm operation and compliance of existing tank gauging system.
- Review existing tanks and perform the following tasks;
    - Establishing the age of the existing tanks and analyze that information against industry standards for the expectation of the installed tanks

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- Confirm the openings on the existing tanks meet the needs for current industry standards for Quality Control (ATA 103).
- Establish tank depth how that could affect the equipment required to operate a new fuel farm utilizing the existing tanks.
- Confirm the needs of the SLN Airport and FBO operations and create a Rough Order of Magnitude to rehabilitate the existing fuel farm.
- Travel to site and perform the above listed tasks.

NOTE: During the process of existing fuel farm evaluation, RTTR believes it is prudent to have an independent contractor perform an environmental study of the site for any contamination. This action is outside the scope of the work listed above but recommended.

For the purposes of this proposal, it is assumed that the new aviation bulk fueling facility will be comprised of the following equipment. The new fuel farm SOW is the listed below;

- 6 - 30,000 Gallon D. W. UL-142 ASTs for bulk receipt and issue of Jet-A
- 2 – 30,000 Gallon D. W. UL-142 ASTs for the storage of retail Jet-A
- 1 – 300 GPM Jet-A Pumping Skid for retail Jet-A fuel
- 2 – 30,000 Gallon D. W. UL-142 ASTs for the storage of SAF fuels
- 1 – 300 GPM SAF Pumping Skid for SAF fuel
- 1 – 30,000 Gallon D. W. UL-142 AST for the storage of Defueled fuel
- 1 – 300 GPM Clay Treater Skid for the polishing and filtration of defueled Jet fuel
- 1 – 30,000 Gallon D. W. UL-142 AST for the storage of certified clean fuel
- 1 – 300 GPM Pumping Skid for the certified clean fuel
- 3 – 300 GPM Issue/Receipt Island Skids
- 1 - 12,000 Gallon D. W. UL-142 ASTs for bulk receipt and issue of Avgas
- 1 - 200 GPM Avgas Pumping System
- 1 - 549 Gallon Waste Fuel Tank for dirty sumped fuel
- Electronic Tank Gauging System
- Stand-by Generator to assure 24/7 operations

It is assumed all Jet-A tanks will be piped & manifolded to multiple remote receipt and issue pump cabinets with appropriate hose and connections provided for the purpose of bottom loading refueler trucks and accepting fuel to storage via bottom loading connection to fuel transport / delivery trucks. It is assumed that the Avgas AST will be piped to a single remote receipt and issue pump cabinet and a remote issue connection, all with appropriate hoses and connections provided for the purpose of bottom loading refueler trucks and accepting fuel to storage via bottom loading connection to a fuel transport / delivery trucks. It is assumed that the waste fuel tank will not have any piping associated with it and will be affixed with a single spill bucket for fill and pump out.

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It has been explained that the proposed scope of work will include designing and obtaining approvals for the relocation of the existing Avgas AST and associated equipment

For the purposes of this proposal and based on our understanding of the proposed use, it is assumed that structural design of new tank footings and housekeeping slab as well as up to three (3) new fuel transfer containment areas will be required.

Supplied Data & Assumptions:

The intent of this proposal is to provide Design and Permitting services as noted above to assure that the facility operator is in receipt of a fully functional, operationally appropriate, aviation bulk fueling facility that meets or exceeds the intent of the design documents reviewed and approved by Jviation and the airport authority during the design phase of this project.

1. RTTR will coordinate and contract with a local licensed Surveyor and licensed Geotechnical Engineer for the purposes of obtaining an accurate Topographic survey and Geotech report.

2. It is assumed that fuel tank, loading/unloading skid and POS Metering equipment will be designed in accordance with applicable codes and industry standards.

3. It is assumed that information will be provided regarding the existing on-site electrical service for RTTR's use in determining applicability and adequacy to handle the additional electrical loading to be introduces by the new fueling facility discussed herein. It is also assumed that the facility operator will provide RTTR with information related to the existing fuel management panel, if intended to be reused.

4. Based on conversations with the airport director (Tim Rogers of the Salina Airport Authority), it is assumed that no site development, storm water or sanitary permitting will be required for the subject and or surrounding site. If the AHJ/permitting agency requires updates to site storm water design or storm water management plan, such additional work would be agreed up on as an additional service agreement. Amount to be determined based on the magnitude of the design impact on the existing airport storm water master permit.

5. It is assumed that any water accumulated in the fuel transfer areas(s) will be inspected for sheen and if no evidence of contamination is found the water collected in the containment area will be pumped out and discharged directly to the surrounding site. If contamination is found or suspected, the facility operator will have the water pumped out and disposed of off site by a licensed hazardous materials contractor/hauler. For the purposes of this proposal, it is assumed that no Oil Water Separator will be required or

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requested as a part of this design. If an OWS unit is required or requested, the design of same will need to be agreed upon under separate cover.

6. It is assumed that Fire Suppression will NOT be required.

7. Based on conversations with the airport director (Tim Rogers of the Salina Airport Authority), we have assumed that all local permitting will take place through the airport authority and the local fire marshal's office. It is understood that RTTR will also be permitting through the required State permitting authorities. If additional local permitting with the City of Salina or the water management district is found to be required, this will be considered out of scope and will be invoiced as an additional service.

8. Based on conversations with the airport director (Tim Rogers of the Salina Airport Authority), It is assumed that the design documents will need to include the demolition & removal of the existing fuel farm building and equipment. It has been stated that approvals for the removal or abandonment of the existing USTs will be performed by others, as such this effort is not included in this proposal.

9. It is assumed that the existing Avgas tank and associated equipment for use in direct to aircraft fueling will be relocated to the southwest corner of the new fueling facility area.

Engineer's Scope of Work:

1. <u>Design & Permitting:</u>

   a. RTTR shall coordinate with a local Geotechnical engineer for the purposes of obtaining a geotechnical report for use in understanding the soils and conditions we will be designing to as well as determining the allowable soil bearing pressure for the structural design of all footings, foundations, and pavements.

   b. RTTR shall coordinate with a local Surveyor for the purposes of obtaining an accurate topographic base map in the appropriate state plane coordinate system.

   c. RTTR Shall provide preliminary fuel farm layout and system schematic plans to Jviation, the FAA, and the airport authority for concept review and approval (electronic submittal).

   d. Upon conceptual approval from Jviation, the FAA, and the airport authority, RTTR shall prepare full construction documents for the purpose of submitting to the Authorities Having Jurisdiction (as required). Prior to submitting for permit, RTTR will submit to Jviation, the FAA, and the airport authority for approval (electronic submittal).

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e. RTTR Shall address any and all comments from Authority Having Jurisdiction, the FAA, and the airport authority until permit approval is received.

f. RTTR shall prepare and submit FAA 7460-1 Notice of Proposed Construction or Alteration to the Airport Authority for filing with the FAA related to the Fuel Farm construction (as applicable).

g. RTTR shall prepare and submit FAA 7460-1 Notice of Proposed Construction or Alteration to the Airport Authority for filing with the FAA related to the selected contractor's Crane permit. (Crane permit to be filed for and obtained by the selected contractor as required).

h. RTTR shall prepare and provide written technical specifications for the proposed fueling system.

i. RTTR shall review existing available power on site and coordinate with local power authority (utility), through the Airport Authority, regarding possible light pole relocation and or new services which may be required. (Final coordination for any installations or relocations will be the responsibility of the selected contractor).

j. RTTR shall propose layout of new canopies for the new fueling facility and potentially for the relocated Avgas system (if requested) and permit the new canopies with local authorities having jurisdiction, through the Airport Authority, as required.

k. RTTR shall research whether or not the relocated Avgas facility can be located at Southwest corner of new bulk fueling facility as assumed in this proposal.

l. RTTR shall prepare plans for the demolition and removal of the existing fueling building to the north of the proposed building site including all above ground piping and associated equipment.

m. RTTR shall provide support for the Engineer's report.

n. Provide required PE sealed drawings and calculations related to the filing and requests for approvals to the Authorities having jurisdiction

2. Site Inspections:
   A single site inspection during commissioning of the new fueling system has been assumed. If additional site visits are required or requested, they will be performed & billed as Time and Materials in accordance with RTTR's standard fee schedule.

Out of Scope Work:

Any engineering work not included in the project Scope of Work herein and caused by conditions currently unknown to RTTR will be considered out-of-scope work. Such services, if

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requested by Jviation or the airport authority would be quoted on a time and material basis as per RTTR's standard rate sheet. Out of Scope work will be performed only upon written approval (Change Order) from Jviation. We appreciate the opportunity to submit this proposal and look forward to working with Jviation on this project, upon approval of this proposal and receipt of authorization to proceed by email.

Sincerely,

Alex Nomikos – Engineering Manager
Roundtable Technical Resources, LLC

Ref: RTTR-Jviation_Salina KS-SLN_011922.docx

Jviation, a Woolpert Company, Inc. Representative

_____ _____
Representative Signature Date

_____ _____
Representative Printed Name Date

Exhibit B
to
Base Agreement

Engineering Fees

See attached.

AIRPORT: Salina Regional Airport
AIP NUMBER: 3-20-0072-047-2022
PROJECT NAME: Aviation Fuel Facility Improvements
DATE: February 18, 2022

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FEE BREAKDOWN

Labor Category	Total Hours		Billing Rate		Total Cost
1.0 Preliminary Design Phase					
Principal	32 hrs.	x	$ 76.70 /hr	= $	2,454.40
Project Manager III	124 hrs.	x	$ 57.18 /hr	= $	7,090.32
Engineer III	64 hrs.	x	$ 44.63 /hr	= $	2,856.32
Electrical Engineer III	8 hrs.	x	$ 66.94 /hr	= $	535.52
Planner III	32 hrs.	x	$ 46.02 /hr	= $	1,472.64
Project Coordinator I	4 hrs.	x	$ 29.28 /hr	= $	117.12
SUBTOTAL	**264** hrs.		**SUBTOTAL**	**$**	**14,526.32**
Direct Labor Cost				= $	14,526.32
Overhead (% of Direct Labor Cost)			198.77%	= $	28,873.97
Total Labor Cost				= $	43,400.29
Fixed Fee			20%	= $	8,680.06
			SUBTOTAL PHASE LABOR	**$**	**52,080.35**
Reimbursables					
Auto Rental	2 Day	x	$ 85.00 /Day=	$	170.00
Mileage	900 Mi	x	$ 0.585 /Mi=	$	526.50
Lodging + Tax & Fees	2 Day	x	$ 115.00 /Day=	$	230.00
Per Diem	2 Day	x	$ 59.00 /Day=	$	118.00
Travel & Airline Costs	Trip	x	$ 500.00 /Trip=	$	-
			SUBTOTAL	**$**	**1,044.50**
			PHASE SUBTOTAL	**$**	**53,124.85**

LABOR HOUR BREAKDOWN

TASK		LABOR CATEGORY								
		Principal	Project Manager III	Engineer III	Electrical Engineer III	Planner III	Project Coordinator I			Phase Item Costs
1.0	**Preliminary Design Phse**									
1.01	Coordinate and Attend Meetings with the Sponsor and FAA	4	8							$ 764.24
1.02	Prepare Project Scope of Work and Contract	12	16				4			$ 1,952.40
1.03	Prepare Preliminary Cost Estimating		8	16						$ 1,171.52
1.04	Provide Project Coordination		24							$ 1,372.32
1.05	Review Existing Documents		4	8	4					$ 853.52
1.06	Review Environmental Documentation		4			16				$ 965.04
1.07	Coordinate Local Authority Review Comments		16	16	4					$ 1,896.72
1.08	Coordinate with Environmental Consultant		4			16				$ 965.04
1.09	Coordinate with Fuel System Consultant	16	40	24						$ 4,585.52
TOTALS		**32**	**124**	**64**	**8**	**32**	**4**			$ 14,526.32

Labor Category	Total Hours		Billing Rate		Total Cost
2.0 Design Phase					
Principal	8 hrs.	x	$ 76.70 /hr	= $	613.60
Project Manager III	88 hrs.	x	$ 57.18 /hr	= $	5,031.84
Quality Control Manager	40 hrs.	x	$ 64.15 /hr	= $	2,566.00
Engineer III	173 hrs.	x	$ 44.63 /hr	= $	7,720.99
CADD Tech III	102 hrs.	x	$ 34.86 /hr	= $	3,555.72
Electrical Engineer III	20 hrs.	x	$ 66.94 /hr	= $	1,338.80
Planner III	4 hrs.	x	$ 46.02 /hr	= $	184.08
Project Coordinator I	4 hrs.	x	$ 29.28 /hr	= $	117.12
SUBTOTAL	**439** hrs.		**SUBTOTAL**	**$**	**21,128.15**
Direct Labor Cost				= $	21,128.15
Overhead (% of Direct Labor Cost)			198.77%	= $	41,996.42
Total Labor Cost				= $	63,124.57
Fixed Fee			20%	= $	12,624.91
			SUBTOTAL PHASE LABOR	**$**	**75,749.48**
Reimbursables					
Auto Rental	Day	x	$ 85.00 /Day=	$	-
Mileage	Mi	x	$ 0.585 /Mi=	$	-
Lodging + Tax & Fees	Day	x	$ 115.00 /Day=	$	-
Per Diem	Day	x	$ 59.00 /Day=	$	-
Travel & Airline Costs	Trip	x	$ 500.00 /Trip=	$	-
Survey Supplies & Equip.	Each	x	$ - /Trip=	$	-
Survey Field Vehicle	Day	x	$ 70.00 /Day=	$	-
			SUBTOTAL	**$**	**-**
			PHASE SUBTOTAL	**$**	**75,749.48**

TASK		LABOR CATEGORY								
		Principal	Project Manager III	Quality Control Manager	Engineer III	CADD Tech III	Electrical Engineer III	Planner III	Project Coordinator I	Phase Item Costs
2.0	**Design Phase**									
2.01	Prepare Preliminary Contract Documents		4		24				4	$ 1,416.96
2.02	Prepare Construction Safety and Phasing Plan (CSPP)		8		24	16				$ 2,086.32
2.03	Prepare Preliminary Construction Plans									
	Cover Sheet		1		1	4				$ 241.25
	Index of Drawings/Summary of Approximate Quantities & General Notes		1		8	4				$ 553.66
	Survey Control Plan		1		1	2				$ 171.53
	Geotechnical Investigation Plan		1		1	4				$ 241.25
	Safety Plan		1		1	4				$ 241.25
	Construction Layout Plan		4		4	8	4			$ 953.88
	Construction Phasing Plan		4		16	24	4			$ 2,047.20
	Environmental Requirements and Details		1		1	4		4		$ 425.33
2.04	Prepare Preliminary Special Provisions		2		4					$ 292.88
2.05	Prepare Engineer's Design Report		12		32	8	4			$ 2,660.96
2.06	Review Plans at 30%, 60%, and 90% Complete	8	24		24					$ 3,057.04
2.07	Provide In-House Quality Control			40			8			$ 3,101.52
2.08	Prepare and Submit Const. Plans, Specs., Cont. Docs., and Design Report		24		32	24				$ 3,637.12
										$ -
TOTALS		**8**	**88**	**40**	**173**	**102**	**20**	**4**	**4**	$ 21,128.15

Rev. 1.24.22

Labor Category	Total Hours		Billing Rate		Total Cost
3.0 Bidding Phase					
Principal	10 hrs.	x	$ 76.70 /hr	= $	767.00
Project Manager III	66 hrs.	x	$ 57.18 /hr	= $	3,773.88
Engineer III	44 hrs.	x	$ 44.63 /hr	= $	1,963.72
CADD Tech III	8 hrs.	x	$ 34.86 /hr	= $	278.88
Electrical Engineer III	4 hrs.	x	$ 66.94 /hr	= $	267.76
Project Coordinator I	18 hrs.	x	$ 29.28 /hr	= $	527.04
SUBTOTAL	**150** hrs.		**SUBTOTAL**	**$**	**7,578.28**
Direct Labor Cost				= $	7,578.28
Overhead (% of Direct Labor Cost)			198.77%	= $	15,063.35
Total Labor Cost				= $	22,641.63
Fixed Fee			20%	= $	4,528.33
			SUBTOTAL PHASE LABOR	**$**	**27,169.96**
Reimbursables					
Auto Rental	2 Day	x	$ 85.00 /Day=	$	170.00
Mileage	900 Mi	x	$ 0.585 /Mi=	$	526.50
Lodging + Tax & Fees	2 Day	x	$ 115.00 /Day=	$	230.00
Per Diem	2 Day	x	$ 59.00 /Day=	$	118.00
Travel & Airline Costs	Trip	x	$ 500.00 /Trip=	$	-
			SUBTOTAL	**$**	**1,044.50**
			PHASE SUBTOTAL	**$**	**28,214.46**

TASK		LABOR CATEGORY								
		Principal	Project Manager III	Engineer III	CADD Tech III	Electrical Engineer III	Project Coordinator I			Phase Item Costs
3.0	**Bidding Phase**									
3.01	Provide Bid Assistance		8	8			4			$ 1,238.40
3.02	Prepare/Conduct Pre-Bid Meeting	8	24				4			$ 2,253.68
3.03	Prepare Addenda		16	24	8	4	4			$ 3,218.72
3.04	Consult with Prospective Bidders		8							$ 457.44
3.05	Attend Bid Opening	2	2							$ 267.76
3.06	Review Bid Proposals		4	8			4			$ 1,009.68
3.07	Prepare Recommendation of Award		4	4			2			$ 619.20
										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
	TOTALS	**10**	**66**	**44**	**8**	**4**	**18**			$ 9,064.88

FUEL SYSTEM CONSULTANT
ROUNDTABLE ENGINEERING SOLUTIONS

SUBTOTAL $ 212,668.08

	Labor Cost	Overhead Rate 198.77%	Total Labor Cost	Fixed Fee 20%	Reimbursable Costs	Total Cost
PART A - BASIC SERVICES (LUMP SUM)						
1.0 Preliminary Design Phase (Lump Sum)	$ 14,526.32	$ 28,873.97	$ 43,400.29	$ 8,680.06	$ 1,044.50	$ 53,124.85
2.0 Design Phase (Lump Sum)	$ 21,128.15	$ 41,996.42	$ 63,124.57	$ 12,624.91	$ -	$ 75,749.48
3.0 Bidding Phase (Lump Sum)	$ 7,578.28	$ 15,063.35	$ 22,641.63	$ 4,528.33	$ 1,044.50	$ 28,214.46
SUBTOTAL	$ 43,232.75	$ 85,933.74	$ 129,166.49	$ 25,833.30	$ 2,089.00	$ 157,088.79
TOTAL	**$ 43,232.75**	**$ 85,933.74**	**$ 129,166.49**	**$ 25,833.30**	**$ 2,089.00**	**$ 369,756.87**

Comments
Additional subconsultants (survey, geotech) are covered under Roundtable's proposal.
Tank inspection has been removed from the project scope and fee proposal.
Fee proposal was revised to show the breakdown of the Labor, Overhead, and Fixed Fee.

AIRPORT: Salina Regional Airport
AIP NUMBER: 3-20-0072-047-2022
PROJECT NAME: Aviation Fuel Facility Improvements
DATE: January 19, 2022

ROUNDTABLE™ TECHNICAL RESOURCES

FEE BREAKDOWN

Labor Category	Total Hours		Billing Rate		Total Cost
1.0 Evaluate Existing System (Lump Sum)					
Principle Engineer	4 hrs.	x	$ 275.00 /hr	= $	1,100.00
Senior Technical Consultant	56 hrs.	x	$ 250.00 /hr	= $	14,000.00
Senior Structural	0 hrs.	x	$ 200.00 /hr	= $	-
Senior Mechanical	40 hrs.	x	$ 175.00 /hr	= $	7,000.00
Senior Electrical	60 hrs.	x	$ 175.00 /hr	= $	10,500.00
Senior Civil	0 hrs.	x	$ 175.00 /hr	= $	-
Design Manager	64 hrs.	x	$ 175.00 /hr	= $	11,200.00
Site Inspector	0 hrs.	x	$ 175.00 /hr	= $	-
2D CAD Drafting	12 hrs.	x	$ 100.00 /hr	= $	1,200.00
3D CAD Modeling	0 hrs.	x	$ 125.00 /hr	= $	-
Clerical & Administrative	0 hrs.	x	$ 50.00 /hr	= $	-
SUBTOTAL	**236** hrs.		**SUBTOTAL**	**$**	**45,000.00**
Reimbursables					
Auto Rental	3 Day	x	$ 85.00 /Day=	$	255.00
Mileage	0 Mi	x	$ 0.585 /Mi=	$	-
Lodging + Tax & Fees	2 Day	x	$ 115.00 /Day=	$	230.00
Per Diem	3 Day	x	$ 59.00 /Day=	$	177.00
Travel & Airline Costs	1 Trip	x	$ 500.00 /Trip=	$	500.00
			SUBTOTAL	**$**	**1,162.00**
			PHASE SUBTOTAL	**$**	**46,162.00**

LABOR HOUR BREAKDOWN

	TASK	LABOR CATEGORY											
		Principle Engineer	Senior Technical Consultant	Senior Structural	Senior Mechanical	Senior Electrical	Senior Civil	Design Manager	Site Inspector	2D CAD Drafting	3D CAD Modeling	Clerical & Administrative	Phase Item Costs
1.0	**Evaluate Existing System (Lump Sum)**												
1.01	Mobilzation to manage subcontract work		8										$ 2,000.00
1.02	Create a plan for keeping operations in tact during inspections		8					8					$ 3,400.00
1.03	Confirm fueling requiremetnts with the airport and FBO operations		4		8	24		8					$ 8,000.00
1.04	Manage collection of info to establish; Depth of tanks, Tank openings & conformance with ATA 103 standards		4		4			4					$ 2,400.00
1.05	Create a report for the SLN Airport and FBO of findings		16		4	12		16					$ 9,600.00
1.06	Create a prelimary design report to establish equipment types/needs	4	8		24	24		16		12			$ 15,500.00
1.07	Calculate a Rough Order of Magnitude (ROM) for the rehibilitaion costs		8					12					$ 4,100.00
	TOTALS	**4**	**56**	**0**	**40**	**60**	**0**	**64**	**0**	**12**	**0**	**0**	$ 45,000.00

Labor Category	Total Hours		Billing Rate		Total Cost
2.0 Preliminary Design Phase (Lump Sum)					
Principle Engineer	5 hrs.	x	$ 275.00 /hr	= $	1,375.00
Senior Technical Consultant	74 hrs.	x	$ 250.00 /hr	= $	18,500.00
Senior Structural	0 hrs.	x	$ 200.00 /hr	= $	-
Senior Mechanical	8 hrs.	x	$ 175.00 /hr	= $	1,400.00
Senior Electrical	0 hrs.	x	$ 175.00 /hr	= $	-
Senior Civil	0 hrs.	x	$ 175.00 /hr	= $	-
Design Manager	68 hrs.	x	$ 175.00 /hr	= $	11,900.00
Site Inspector	0 hrs.	x	$ 175.00 /hr	= $	-
2D CAD Drafting	26 hrs.	x	$ 100.00 /hr	= $	2,600.00
3D CAD Modeling	0 hrs.	x	$ 125.00 /hr	= $	-
Clerical & Administrative	0 hrs.	x	$ 50.00 /hr	= $	-
SUBTOTAL	**181** hrs.		**SUBTOTAL**	**$**	**35,775.00**
Reimbursables					
Auto Rental	0 Day	x	$ 85.00 /Day=	$	-
Mileage	395 Mi	x	$ 0.585 /Mi=	$	231.08
Lodging + Tax & Fees	0 Day	x	$ 115.00 /Day=	$	-
Per Diem	0 Day	x	$ 59.00 /Day=	$	-
Travel & Airline Costs	0 Trip	x	$ 500.00 /Trip=	$	-
			SUBTOTAL	**$**	**231.08**
			PHASE SUBTOTAL	**$**	**36,006.08**

	TASK	LABOR CATEGORY											
		Principle Engineer	Senior Technical Consultant	Senior Structural	Senior Mechanical	Senior Electrical	Senior Civil	Design Manager	Site Inspector	2D CAD Drafting	3D CAD Modeling	Clerical & Administrative	Phase Item Costs
2.0	**Preliminary Design Phase (Lump Sum)**												
2.01	Coordinate and Attend Meetings with the Sponsor and FAA		8					16					$ 4,800.00
2.02	Formalize Project Scope of Work and Contract		24					6					$ 7,050.00
2.03	Prepare Preliminary Cost Estimating		12					4					$ 3,700.00
2.04	Provide Project Coordination							6					$ 1,050.00
2.05	Review Existing Documents	2	10					4					$ 3,750.00
2.06	Review Environmental Documentation	2						2					$ 900.00
2.07	Coordinate With Authorities Having Jurisidiction							8					$ 1,400.00
2.08	Coordinate with Environmental Consultant	1						4					$ 975.00
2.09	Coordinate & Contract With Local Surveyor		8					4		4			$ 3,100.00
2.10	Coordinate & Contract With Local Geotechnical Engineer		8					4		4			$ 3,100.00
2.11	Prepare Preliminary Layout Plans For SLN, FAA & FBO Review		4		8			10		18			$ 5,950.00
	TOTALS	**5**	**74**	**0**	**8**	**0**	**0**	**68**	**0**	**26**	**0**	**0**	$ 35,775.00

Labor Category	Total Hours		Billing Rate		Total Cost
3.0 Design Phase (Lump Sum)					
Principle Engineer	29 hrs.	x	$ 275.00 /hr	= $	7,975.00
Senior Technical Consultant	60 hrs.	x	$ 250.00 /hr	= $	15,000.00
Senior Structural	31 hrs.	x	$ 200.00 /hr	= $	6,200.00
Senior Mechanical	62 hrs.	x	$ 175.00 /hr	= $	10,850.00
Senior Electrical	48 hrs.	x	$ 175.00 /hr	= $	8,400.00
Senior Civil	44 hrs.	x	$ 175.00 /hr	= $	7,700.00
Design Manager	50 hrs.	x	$ 175.00 /hr	= $	8,750.00
Site Inspector	0 hrs.	x	$ 175.00 /hr	= $	-
2D CAD Drafting	120 hrs.	x	$ 100.00 /hr	= $	12,000.00
3D CAD Modeling	12 hrs.	x	$ 125.00 /hr	= $	1,500.00
Clerical & Administrative	0 hrs.	x	$ 50.00 /hr	= $	-
SUBTOTAL	**456** hrs.		**SUBTOTAL**	**$**	**78,375.00**
Reimbursables					
Auto Rental	0 Day	x	$ 85.00 /Day=	$	-
Mileage	0 Mi	x	$ 0.585 /Mi=	$	-
Lodging + Tax & Fees	0 Day	x	$ 115.00 /Day=	$	-
Per Diem	0 Day	x	$ 59.00 /Day=	$	-
Travel & Airline Costs	0 Trip	x	$ 500.00 /Trip=	$	-
			SUBTOTAL	**$**	**-**
			PHASE SUBTOTAL	**$**	**78,375.00**

	TASK	LABOR CATEGORY											
		Principle Engineer	Senior Technical Consultant	Senior Structural	Senior Mechanical	Senior Electrical	Senior Civil	Design Manager	Site Inspector	2D CAD Drafting	3D CAD Modeling	Clerical & Administrative	Phase Item Costs
3.0	**Design Phase (Lump Sum)**												
3.01	Prepare Preliminary Contract Documents							4		16			$ 2,300.00
3.02	Prepare Construction Plans		8										$ 2,000.00
	Cover Sheet W/ Code References, Special Inspections, Property & Owner Information	1						2		4			$ 1,025.00
	General Notes & Relevant Code References, Notes & Specifications	1						4		2			$ 1,175.00
	Existing Conditions Civil/Site Plans						2			4			$ 750.00
	Proposed Erosion & Sediment Control Plans						4			2			$ 900.00
	Proposed Civil/Site Plans	1			2		16	2		12			$ 4,975.00
	Proposed Grading & Drainage Plans	1					16	2		8			$ 4,225.00
	Proposed Mechanical P&ID	2	8		16					6	12		$ 7,450.00
	Proposed Mechanical Details & Specifications	2	22		32					16			$ 13,250.00
	Proposed Structural Plans, Details & Supporting Calculations			30				4		8			$ 7,500.00
	Proposed Signage Plans				4		2	2		6			$ 2,000.00
	Proposed Electrical Plans & Details	2				40		4		16			$ 9,850.00
	NEC Hazard Definition Site Plan				2	6		2		6			$ 2,350.00
3.03	Prepare Preliminary Special Provisions							2					$ 350.00
3.04	Prepare Engineer's Design Report	8											$ 2,200.00
3.05	Review Plans at 30%, 60%, and 90% Complete	6	12	1	4	2	2	4					$ 6,950.00
3.06	Provide In-House Quality Control	4						4					$ 1,800.00
3.07	Prepare and Submit Const. Plans, Specs., Cont. Docs., and Design Report	1	10					8		4			$ 4,575.00
3.08	Prepare Required Figures, Quad Maps & Reference Material For FAA 7460-1 (Equipment & Installations)						2	4		6			$ 1,650.00
3.09	Prepare Required Figures, Quad Maps & Reference Material For FAA 7460-1 (Temp Cranes)				2			2		4			$ 1,100.00
	TOTALS	**29**	**60**	**31**	**62**	**48**	**44**	**50**	**0**	**120**	**12**	**0**	$ 78,375.00

Labor Category	Total Hours		Billing Rate		Total Cost
4.0 Bidding Phase (Lump Sum)					
Principle Engineer	0 hrs.	x	$ 275.00 /hr	= $	-
Senior Technical Consultant	14 hrs.	x	$ 250.00 /hr	= $	3,500.00
Senior Structural	0 hrs.	x	$ 200.00 /hr	= $	-
Senior Mechanical	0 hrs.	x	$ 175.00 /hr	= $	-
Senior Electrical	0 hrs.	x	$ 175.00 /hr	= $	-
Senior Civil	0 hrs.	x	$ 175.00 /hr	= $	-
Design Manager	30 hrs.	x	$ 175.00 /hr	= $	5,250.00
Site Inspector	0 hrs.	x	$ 175.00 /hr	= $	-
2D CAD Drafting	0 hrs.	x	$ 100.00 /hr	= $	-
3D CAD Modeling	0 hrs.	x	$ 125.00 /hr	= $	-
Clerical & Administrative	0 hrs.	x	$ 50.00 /hr	= $	-
SUBTOTAL	**44** hrs.		**SUBTOTAL**	**$**	**8,750.00**
Reimbursables					
Auto Rental	0 Day	x	$ 85.00 /Day=	$	-
Mileage	0 Mi	x	$ 0.585 /Mi=	$	-
Lodging + Tax & Fees	0 Day	x	$ 115.00 /Day=	$	-
Per Diem	0 Day	x	$ 59.00 /Day=	$	-
Travel & Airline Costs	0 Trip	x	$ 500.00 /Trip=	$	-
			SUBTOTAL	**$**	**-**
	PHASE SUBTOTAL			**$**	**8,750.00**

	TASK	LABOR CATEGORY											
		Principle Engineer	Senior Technical Consultant	Senior Structural	Senior Mechanical	Senior Electrical	Senior Civil	Design Manager	Site Inspector	2D CAD Drafting	3D CAD Modeling	Clerical & Administrative	Phase Item Costs
4.0	**Bidding Phase (Lump Sum)**												
4.01	Provide Bid Assistance		2					2					$ 850.00
4.02	Prepare/Conduct Pre-Bid Meeting (Virtual)		4					8					$ 2,400.00
4.03	Prepare Addenda		2					4					$ 1,200.00
4.04	Consult with Prospective Bidders		4					2					$ 1,350.00
4.05	Attend Bid Opening (Virtual)							4					$ 700.00
4.06	Review Bid Proposals							8					$ 1,400.00
4.07	Prepare Recommendation of Award		2					2					$ 850.00
	TOTALS	**0**	**14**	**0**	**0**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	$ 8,750.00

Labor Category	Total Hours		Billing Rate		Total Cost
5.0 Permitting Phase (Lump Sum)					
Principle Engineer	11 hrs.	x	$ 275.00 /hr	= $	3,025.00
Senior Technical Consultant	4 hrs.	x	$ 250.00 /hr	= $	1,000.00
Senior Structural	6 hrs.	x	$ 200.00 /hr	= $	1,200.00
Senior Mechanical	56 hrs.	x	$ 175.00 /hr	= $	9,800.00
Senior Electrical	10 hrs.	x	$ 175.00 /hr	= $	1,750.00
Senior Civil	20 hrs.	x	$ 175.00 /hr	= $	3,500.00
Design Manager	52 hrs.	x	$ 175.00 /hr	= $	9,100.00
Site Inspector	0 hrs.	x	$ 175.00 /hr	= $	-
2D CAD Drafting	20 hrs.	x	$ 100.00 /hr	= $	2,000.00
3D CAD Modeling	0 hrs.	x	$ 125.00 /hr	= $	-
Clerical & Administrative	0 hrs.	x	$ 50.00 /hr	= $	-
SUBTOTAL	**179** hrs.		**SUBTOTAL**	**$**	**31,375.00**
Reimbursables					
Auto Rental	0 Day	x	$ 85.00 /Day=	$	-
Mileage	0 Mi	x	$ 0.585 /Mi=	$	-
Lodging + Tax & Fees	0 Day	x	$ 115.00 /Day=	$	-
Per Diem	0 Day	x	$ 59.00 /Day=	$	-
Travel & Airline Costs	0 Trip	x	$ 500.00 /Trip=	$	-
			SUBTOTAL	**$**	**-**
	PHASE SUBTOTAL			**$**	**31,375.00**

	TASK	LABOR CATEGORY											
		Principle Engineer	Senior Technical Consultant	Senior Structural	Senior Mechanical	Senior Electrical	Senior Civil	Design Manager	Site Inspector	2D CAD Drafting	3D CAD Modeling	Clerical & Administrative	Phase Item Costs
5.0	**Permitting Phase (Lump Sum)**												
5.01	Submit Plans, Details & Specifications To Salina Airport Authority							8					$ 1,400.00
5.02	Address Any & All Comments Received From Salina Airport Authority	2	2	4	12	6	12	16		12			$ 11,100.00
5.03	Submit Plans, Details & Specifications To Local Permitting Authority							8					$ 1,400.00
5.04	Address Any & All Comments Received From Local Permitting Authority	2	2	2	8	4	8	12		8			$ 7,850.00
5.05	Submit for Air Permit To Kansas Dept of Health & Environment (KDHE)	6			32								$ 7,250.00
5.06	Address Any & All Comments From KDHE	1			4			2					$ 1,325.00
5.07	Submit Required Figure & Reference Material For 7460-1 To FAA							6					$ 1,050.00
	TOTALS	**11**	**4**	**6**	**56**	**10**	**20**	**52**	**0**	**20**	**0**	**0**	$ 31,375.00

Geotechnical Engineer	
Terracon	
SUBTOTAL	$ 7,500.00
Site Survey	
Survey Subconsultant	
SUBTOTAL	$ 4,500.00
Tank Inspection	
SUBTOTAL	$ -

	Phase Fee	Reimbursable Costs	Total Cost
PART A - BASIC SERVICES (LUMP SUM)			
1.0 Evaluate Existing System (Lump Sum)	$ 45,000.00	$ 1,162.00	$ 46,162.00
2.0 Preliminary Design Phase (Lump Sum)	$ 35,775.00	$ 231.08	$ 36,006.08
3.0 Design Phase (Lump Sum)	$ 78,375.00	$ -	$ 78,375.00
4.0 Bidding Phase (Lump Sum)	$ 8,750.00	$ -	$ 8,750.00
5.0 Permitting Phase (Lump Sum)	$ 31,375.00	$ -	$ 31,375.00
SUBTOTAL	$ 199,275.00	$ 1,393.08	$ 200,668.08
PART B - SPECIAL SERVICES			
Terracon			$ 7,500.00
Survey Subconsultant			$ 4,500.00
SUBTOTAL	$ -	$ -	$ 12,000.00
TOTAL	**$ 199,275.00**	**$ 1,393.08**	**$ 212,668.08**

Comments:
Tank inspection has been removed from the project scope and fee proposal.

Exhibit C
to
Base Agreement

Federal Provisions

See attached.

FEDERAL CONTRACT PROVISIONS FOR A/E AGREEMENTS

ALL REFERENCES MADE HEREIN TO "CONTRACTOR", "PRIME CONTRACTOR", "BIDDER", "OFFEROR", AND "APPLICANT" SHALL PERTAIN TO THE ARCHITECT/ENGINEER (A/E).

ALL REFERENCES MADE HEREIN TO "SUBCONTRACTOR", "SUB-TIER CONTRACTOR" OR "LOWER TIER CONTRACTOR" SHALL PERTAIN TO ANY SUBCONSULTANT UNDER CONTRACT WITH THE A/E.

ALL REFERENCES MADE HEREIN TO "SPONSOR" AND "OWNER" SHALL PERTAIN TO THE STATE, CITY, AIRPORT AUTHORITY OR OTHER PUBLIC ENTITY EXECUTING CONTRACTS WITH THE A/E.

ACCESS TO RECORDS AND REPORTS

Reference: 2 CFR § 200.333, 2 CFR § 200.336, and FAA Order 5100.38

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

CIVIL RIGHTS – GENERAL

Reference: 49 USC § 47123

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

This provision binds the contractor and sub-tier contractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

CIVIL RIGHTS – TITLE VI ASSURANCE

Reference: 49 USC § 47123 and FAA Order 1400.11

A) Title VI Solicitation Notice

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

B) Title VI Clauses for Compliance with Nondiscrimination Requirements

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

1) **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2) **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.

3) **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Nondiscrimination Acts and Authorities on the grounds of race, color, or national origin.

4) **Information and Reports:** The contractor will provide all information and reports required by the Nondiscrimination Acts and Authorities, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5) **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

    a. Withholding payments to the contractor under the contract until the contractor complies; and/or

    b. Cancelling, terminating, or suspending a contract, in whole or in part.

6) **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Nondiscrimination Acts and Authorities, and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the sponsor to enter into any litigation to protect the interests of the sponsor. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

C) Title VI List of Pertinent Nondiscrimination Authorities

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

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (Non-discrimination in Federally-Assisted Programs of The Department of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964);
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

DISADVANTAGED BUSINESS ENTERPRISE

Reference: 49 CFR part 26

Contract Assurance (§ 26.13) - The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

Prompt Payment (§26.29) - The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than thirty (30) calendar days from the receipt of each payment the prime contractor receives from the Sponsor. The prime contractor agrees further to return retainage payments to each subcontractor within thirty (30) calendar days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Sponsor. This clause applies to both DBE and non-DBE subcontractors.

ENERGY CONSERVATION REQUIREMENTS

Reference: 2 CFR § 200, Appendix II (H)

Contractor and each subcontractor agree to comply with mandatory standards and policies relating to energy efficiency as contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6201 et seq).

FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

Reference: 29 USC § 201, et seq.

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part time workers.

The Consultant has full responsibility to monitor compliance to the referenced statute or regulation. The Consultant must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Wage and Hour Division.

OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

Reference: 20 CFR part 1910

All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. Contractor must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The Contractor retains full responsibility to monitor its compliance and their subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). Contractor must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

RIGHT TO INVENTIONS

Reference: 2 CFR § 200 Appendix II (F) and 37 CFR §401

Contracts or agreements that include the performance of experimental, developmental, or research work must provide for the rights of the Federal Government and the Owner in any resulting invention as established by 37 CFR part 401, Rights to Inventions Made by Non-profit Organizations and Small Business Firms under Government Grants, Contracts, and Cooperative Agreements. This contract incorporates by reference the patent and inventions rights as specified within in the 37 CFR §401.14. Contractor must include this requirement in all sub-tier contracts involving experimental, developmental or research work.

SEISMIC SAFETY

Reference: 49 CFR part 41

In the performance of design services, the Consultant agrees to furnish a building design and associated construction specification that conform to a building code standard which provides a level of seismic safety substantially equivalent to standards as established by the National Earthquake Hazards Reduction Program (NEHRP). Local building codes that model their building code after the current version of the International Building Code (IBC) meet the NEHRP equivalency level for seismic safety. At the conclusion of the design services, the Consultant agrees to furnish the Owner a "certification of compliance" that attests conformance of the building design and the construction specifications with the seismic standards of NEHRP or an equivalent building code.

TAX DELINQUENCY AND FELONCY CONVICTION

Reference: Sections 415 and 416 of Title IV, Division L of the Consolidated Appropriations Act, 2014 (Pub. L. 113-76) and DOT Order 4200.6

Certification - The applicant represents that it is not a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. A tax delinquency is any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

Certification - The applicant represents that it is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months. A felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 U.S.C. § 3559.

TRADE RESTRICTION CERTIFICATION

Reference: 49 USC § 50104 and 49 CFR part 30

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror:

a) is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (U.S.T.R.);

b) has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the U.S.T.R; and

c) has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Offeror or subcontractor:

a) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R. or

b) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such U.S.T.R. list or

c) who incorporates in the public works project any product of a foreign country on such U.S.T.R. list;

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by U.S.T.R, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

VETERAN'S PREFERENCE

Reference: 49 USC § 47112(c)

In the employment of labor (excluding executive, administrative, and supervisory positions), the contractor and all sub-tier contractors must give preference to covered veterans as defined within Title 49 United States Code Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns (as defined by 15 U.S.C. 632) owned and controlled by disabled veterans. This preference only applies when there are covered veterans readily available and qualified to perform the work to which the employment relates.

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $3,500

DISTRACTED DRIVING

Reference: Executive Order 13513 and DOT Order 3902.10

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

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

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $10,000

TERMINATION OF CONTRACT

Reference: 2 CFR § 200 Appendix II (B)

Termination for Convenience

The Owner may, by written notice to the Consultant, terminate this Agreement for its convenience and without cause or default on the part of Consultant. Upon receipt of the notice of termination, except as explicitly directed by the Owner, the Contractor must immediately discontinue all services affected.

Upon termination of the Agreement, the Consultant must deliver to the Owner all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

Owner agrees to make just and equitable compensation to the Consultant for satisfactory work completed up through the date the Consultant receives the termination notice. Compensation will not include anticipated profit on non-performed services.

Owner further agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

Termination by Default

Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating

the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party [7] days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

a) Termination by Owner: The Owner may terminate this Agreement in whole or in part, for the failure of the Consultant to:

    1) Perform the services within the time specified in this contract or by Owner approved extension;

    2) Make adequate progress so as to endanger satisfactory performance of the Project;

    3) Fulfill the obligations of the Agreement that are essential to the completion of the Project.

Upon receipt of the notice of termination, the Consultant must immediately discontinue all services affected unless the notice directs otherwise. Upon termination of the Agreement, the Consultant must deliver to the Owner all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

Owner agrees to make just and equitable compensation to the Consultant for satisfactory work completed up through the date the Consultant receives the termination notice. Compensation will not include anticipated profit on non-performed services.

Owner further agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

If, after finalization of the termination action, the Owner determines the Consultant was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the Owner issued the termination for the convenience of the Owner.

b) Termination by Consultant: The Consultant may terminate this Agreement in whole or in part, if the Owner:

    1) Defaults on its obligations under this Agreement;

    2) Fails to make payment to the Consultant in accordance with the terms of this Agreement;

    3) Suspends the Project for more than [180] days due to reasons beyond the control of the Consultant.

Upon receipt of a notice of termination from the Consultant, Owner agrees to cooperate with Consultant for the purpose of terminating the agreement or portion thereof, by mutual consent. If Owner and Consultant cannot reach mutual agreement on the termination settlement, the Consultant may, without prejudice to any rights and remedies it may have, proceed with terminating all or parts of this Agreement based upon the Owner's breach of the contract.

In the event of termination due to Owner breach, the Engineer is entitled to invoice Owner and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the Consultant through the effective date of termination action. Owner agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $25,000

DEBARMENT AND SUSPENSION

Reference: 2 CFR part 180 (Subpart C), 2 CFR part 1200, and DOT Order 4200.5

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

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

1) Checking the System for Award Management at website: https://www.sam.gov.
2) Collecting a certification statement similar to the Certificate Regarding Debarment and Suspension (Bidder or Offeror), above.
3) Inserting a clause or condition in the covered transaction with the lower tier contract

If the FAA later determines that a lower tier participant failed to tell a higher tier that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedy, including suspension and debarment.

PROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $100,000

CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS

Reference: 2 CFR § 200 Appendix II (E)

1) Overtime Requirements.

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2) Violation; Liability for Unpaid Wages; Liquidated Damages.

In the event of any violation of the clause set forth in paragraph (1) above, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 above, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 above.

3) Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any

other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 above.

4) Subcontractors.

The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section.

LOBBYING AND INFLUENCING FEDERAL EMPLOYEES

Reference: 31 U.S.C. § 1352 – Byrd Anti-Lobbying Amendment; 2 CFR part 200, Appendix II (J); and 49 CFR part 20, Appendix A

The bidder or offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

P

ROVISIONS APPLICABLE TO CONTRACTS EXCEEDING $150,000

BREACH OF CONTRACT TERMS

Reference: 2 CFR § 200 Appendix II (A)

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

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

CLEAN AIR AND WATER POLLUTION CONTROL

Reference: 2 CFR § 200 Appendix II (G)

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

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

Salina Regional Airport, Hangar H600 Conference Room, 2720 Arnold Court, Salina, KS

April 11, 2022 - 2:00 p.m.

Bid Tabulation

Project:	**Terminal Bldg. South Overflow Parking**		
Sponsor:	**Salina Airport Authority**		
Contractor:	**T&R Construction**	**Smoky Hill, LLC**	**Engineer's Estimate (3/4/2022)**
Bid Security Enclosed:	Yes	Yes	
Insurance Certificate Enclosed	N/A	N/A	N/A
Bid	$ 141,649.46	$ 192,118.00	$ 146,288.00
Acknowledgement Addendum No. 1	Yes	Yes	
Bid Signed	Yes	Yes	
Calendar Days to Complete Project	45	45	

SALINA REGIONAL AIRPORT

CONSTRUCTION PLANS

SOUTH OVERFLOW PARKING LOT
PROJECT NO. 19868

INDEX OF SHEETS

N

NO SCALE

FEBRUARY 2022

LOCHNER
1823 S. Ohio Street | Salina, Kansas 67401-3713
P 785.827.3603 | F 785.827.3029

SALINA AIRPORT AUTHORITY

SOUTH OVERFLOW PARKING LOT
SALINA, KANSAS

PROJECT NO.	000019868
DRAWN BY	RLK
DATE	
CHECKED BY	MJJ
DATE	
DESIGNED BY	JSD
DATE	
REVISIONS	DATE
ISSUE DATE	2/28/2022

TITLE SHEET

C1

SHEET 1 OF 19

Plot Date/Time: 2/28/2022 7:29:11 PM
Plot Driver: I:\SLN\GEN\protools\CADDSTDS\SA\USTATION\BENTLEYSYSTEM\PLOTDRV\PDF-DWG.plt
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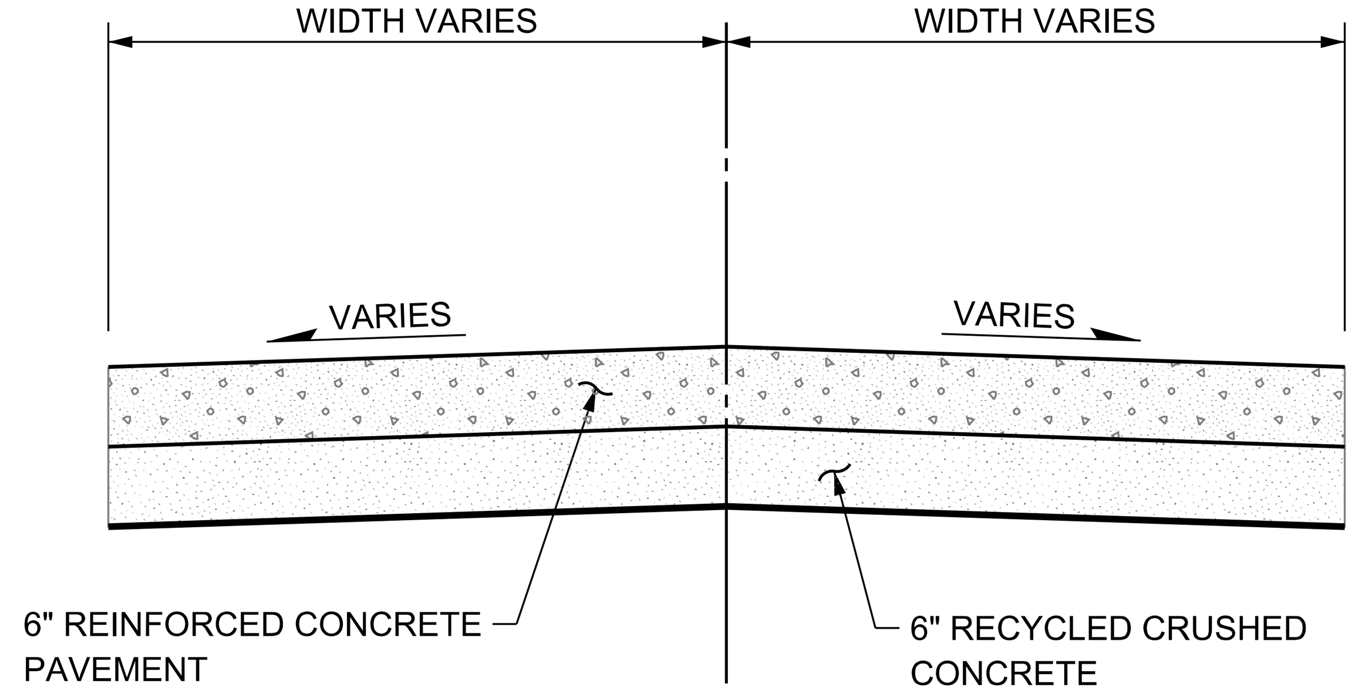
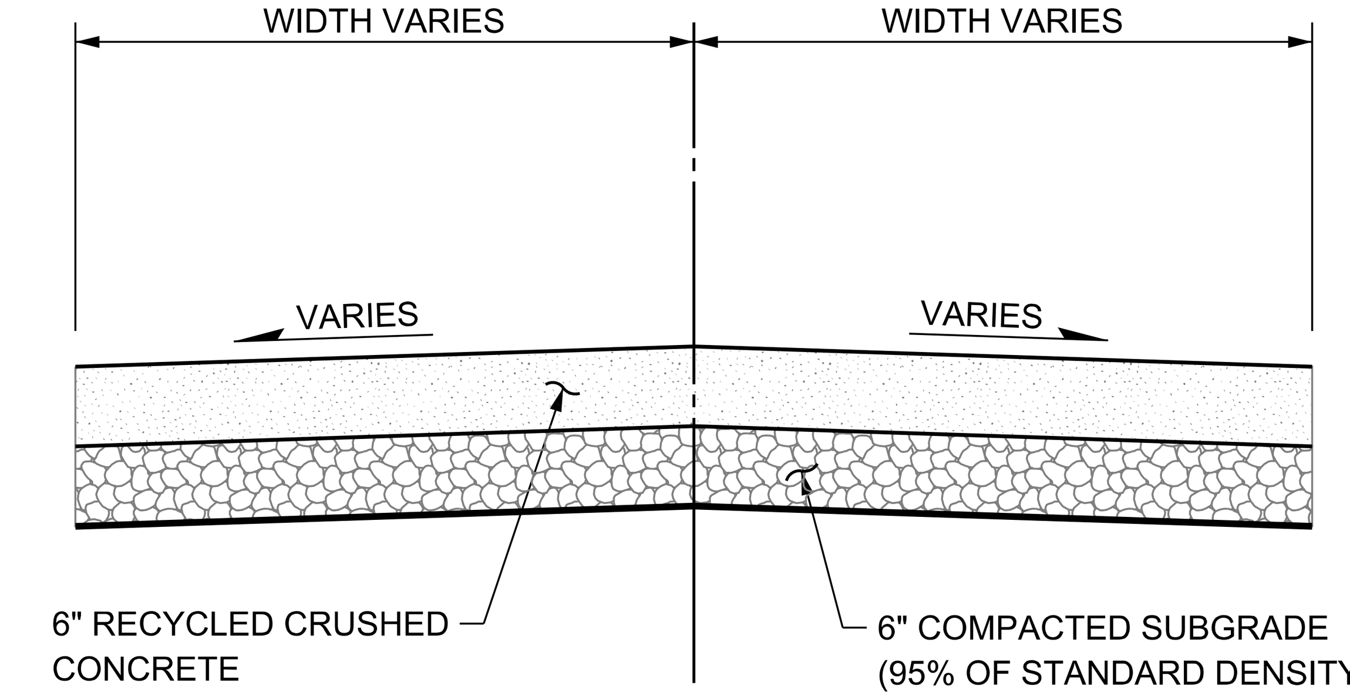


TYPICAL SECTION 1 - DRIVEWAY #1 & #2



TYPICAL SECTION 2 - OVERFLOW PARKING LOT

GENERAL NOTES :

IF IT IS REQUIRED FOR THE CONTRACTOR TO ENTER THE AIRPORT OPERATIONS AREA, THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE AIRPORT AUTHORITY TO SCHEDULE THE NECESSARY TRAINING FOR ALL VEHICLE OPERATORS. THE AIRPORT OPERATIONS AREA IS DEFINED BY THE PERIMETER FENCE SURROUNDING THE AIRFIELD.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL STRUCTURES DURING CONSTRUCTION. IF ANY STRUCTURE IS DAMAGED DUE TO CONSTRUCTION ACTION, THESE STRUCTURES SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

CLEARING AND GRUBBING OF SITE SHALL INCLUDE AN ESTIMATED 6" OF TOP LAYER REMOVED WITHIN PROJECT LIMITS. ANY UNSUITABLE SOIL FOR SUB-GRADE MATERIAL WITHIN PROJECT LIMITS SHALL BE EXCAVATED AND FILLED WITH SUITABLE MATERIAL WITH ENGINEERS AND OR OWNERS APPROVAL. ALL WASTE AND BORROW AREAS SHALL BE DETERMINED AND APPROVED BY THE OWNER.

WHERE CONSTRUCTION WORK REQUIRES THE REMOVAL OF CONCRETE PAVEMENT AND/OR CONCRETE MONOLITHIC CURB, THE BOUNDARY LINE BETWEEN THE CONCRETE TO REMAIN AND THE CONCRETE TO BE REMOVED SHALL BE SAWED FULL DEPTH. THIS WORK SHALL BE SUBSIDIARY TO OTHER BID ITEMS.

THE RECYCLED CRUSHED CONCRETE MATERIAL WILL BE PROVIDED BY THE OWNER. SPREAD AND COMPACT THE CRUSHED CONCRETE IN NO GREATER THAN 6 INCH LIFTS. THE MATERIAL SHALL BE DEPOSITED, SPREAD AND COMPACTED TO ACHIEVE 95% OF STANDARD DENSITY.

REINFORCED CONCRETE PIPE CULVERTS SHALL MEET CITY OF SALINA CONSTRUCTION SPECIFICATION SECTION 301.

CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL UTILITY LINES.

PARKING STALL LAYOUT AND INSTALLATION OF CONCRETE PARKING STOPS SHALL BE COORDINATED AND OVERSEEN BY OWNER.

ALL CONSTRUCTION SIGNING SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

OVERFLOW PARKING LIGHTING (NOT SHOWN ON PLANS) WILL BE INSTALLED AT THE OWNERS INSTRUCTION AND CLEAR COORDINATION SHALL BE ESTABLISHED PRIOR TO ANY WORK COMMENCING.

SEED ALL DISTURBED AREA WITH K-31 FESCUE AT THE RATE OF 5 LBS. PER 1000 SQUARE FEET AS PER CITY SECTION 402. FERTILIZE AREA WITH 16-20-0 FERTILIZER AT THE RATE OF 5 LBS. PER 1000 SQUARE FEET AND MULCH AREAS WITH STRAW OR HAY AT THE RATE OF 1.5 TO 2.0 TONS PER ACRE. DISTURBED AREAS TO BE SEEDED SOON AFTER COMPLETION OF EACH CONSTRUCTION PHASE. PREFERRED SEEDING TIME IS DURING FALL MONTHS.

UTILITY INFORMATION :

EVERGY ENERGY
MARK FREEL - (785) 822-3514
mark.freel@evergy.com

HORIZONTAL & VERTICAL CONTROL :

STATE PLANE COORDINATES - NAD83 KS NORTH (1501)
VERTICAL DATUM - NAVD88
SCALE FACTOR (GRID / GROUND) : 0.99993462
ESTABLISHED BY OPUS SOLUTION
SET 1/2" x 24" BARS WITH "CONTROL POINTS" CAP

CONTROL POINTS :

POINT #1
N : 161887.84
E : 1415343.84
ELEV : 1264.65
DESCRIP : BW&R CAP 5/8" BAR

POINT #2
N : 161903.15
E : 1415395.00
ELEV : 1263.76
DESCRIP : CP#1

POINT #3
N : 162618.15
E : 1415392.71
ELEV : 1262.59
DESCRIP : CP#2

POINT #4
N : 161882.02
E : 1415289.31
ELEV : 1264.58
DESCRIP : 2" ALUM

POINT #5
N : 161962.06
E : 1415288.85
ELEV : 1263.37
DESCRIP : 2" ALUM

POINT #6
N : 162005.78
E : 1415520.25
ELEV : 1262.56
DESCRIP : 2" ALUM

POINT #7
N : 162552.87
E : 1415364.69
ELEV : 1259.66
DESCRIP : 2" ALUM

LOCHNER
1823 S. Ohio Street | Salina, Kansas 67401-3713
P 785.827.3603 | F 785.827.3029

SALINA AIRPORT AUTHORITY
SOUTH OVERFLOW PARKING LOT
SALINA, KANSAS

PROJECT NO. 000019868
DRAWN BY RLK
CHECKED BY MJJ
DESIGNED BY JSD
REVISIONS
ISSUE DATE 2/28/2022

TYPICAL SECTION AND PROJECT DETAILS

C2

SHEET 2 OF 19

Plot Date/Time: 2/28/2022 7:31:45 PM

EARTHWORK QUANTITIES

	EXCAVATION COMMON		CONTRACTOR FURNISHED	COMPACTION TYPE B	COMPACTION TYPE AA	WASTE
	CU. YD.	VMF		CU. YD.	CU. YD.	
Overflow Parking Lot + Driveway #1 +Driveway #2	1,129	0.80	313	125	125	1,129
TOTALS	1,129		313	125	125	1,129

ENTRANCE PAVEMENT

LOCATION	SIDE	REINFORCED CONCRETE PAVEMENT (6" UNIFORM) (AE) WIDTH FT.	LENGTH FT.	AREA SQ. YD.	REMARKS
Driveway #1	Lt.	32	92.0	330.5	West Parking Entrance
Driveway #2	Rt.	32	50.5	182.9	East Parking Entrance
TOTAL				513.4	

PIPE CULVERT SUMMARY

LOCATION	UPSTREAM STATION	UPSTREAM OFFSET	DOWNSTREAM STATION	DOWNSTREAM OFFSET	FLOWLINE IN	FLOWLINE OUT	LENGTH 18" RCP FT	END SECT 18" RC
Driveway #1								
1	2+93.41	265.97 LT	3+22.30	220.35 LT	1260.10	1260.00	54	2
2	2+98.64	266.91 LT	3+27.53	221.29 LT	1260.10	1260.00	54	2
3	3+03.86	267.85 LT	3+32.75	222.23 LT	1260.10	1260.00	54	2
Driveway #2								
4	3+34.00	24.00	3+34.00	26.00	1259.58	1259.55	50	2
5	3+39.00	24.00	3+39.00	26.00	1259.58	1259.55	50	2
6	3+44.00	24.00	3+44.00	26.00	1259.58	1259.55	50	2
TOTAL							312	12

RECYCLED CRUSHED CONCRETE QUANTITIES

	RECYCLED CRUSHED CONCRETE SQ. FT	DEPTH (ft)	CU. YDS	REMARKS
Overflow Parking Area	61232.0	0.5	1134	
Driveway #1	3135.0	0.5	58	Driveway Base Material
Driveway #2	1810.0	0.5	34	Driveway Base Material
TOTALS			1226	

RECAPITULATION OF QUANTITIES (FOR INFORMATION ONLY)

BID ITEM	UNIT	QUANTITY BASE BID	
Salvaging, Stockpiling and Placing Topsoil	Sq. Yd.	1,200	
Common Excavation	Cu. Yd.	1,129	
Common Excavation (Contractor Furnish)*	Cu. Yd.	313	
Rock Excavation	Cu. Yd.	15	
Compaction of Earthwork (Type B)(MR-90)	Cu. Yd.	110	
Entrance Pipe (18") (RCP)	Lin. Ft.	312	
End Section (18")(RCP)	Each	12	
Concrete Pavement (6" Uniform) (AE)	Sq. Yd.	513	
Recycled Crushed Concrete	Cu. Yd.	1,226	
Biodegradable Log (12")	Lin. Ft.	52	
Erosion Control (Class II)(Type E)	Sq. Yd.	230	
Silt Fence	Lin. Ft.	563	
SWPPP Design	Lump Sum	1	
SWPP Inspection	Each	2	
Seeding (Estimated 0.5 acre of Seeding)	Lump Sum	L.S.	

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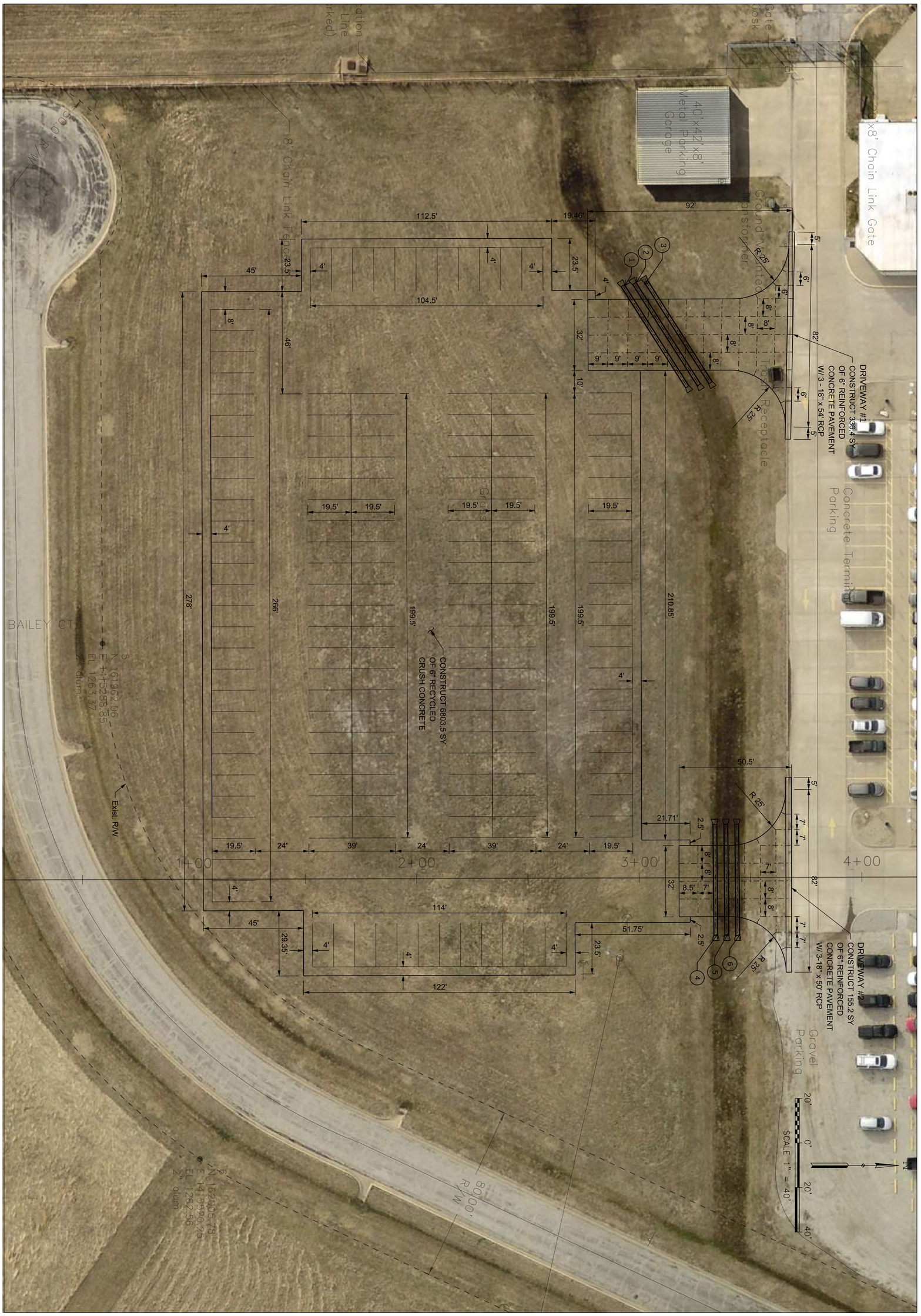
SALINA AIRPORT AUTHORITY

SOUTH OVERFLOW PARKING LOT
SALINA, KANSAS

PROJECT NO. 000019868
DRAWN BY RLK DATE
CHECKED BY MJJ DATE
DESIGNED BY JSD DATE
REVISIONS DATE
ISSUE DATE 2/28/2022

QUANTITY SUMMARY

C3



PROJECT NO.	00019868
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DATE	
CHECKED BY	MJJ
DATE	
DESIGNED BY	CSD
DATE	
REVISIONS	
DATE	
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SALINA AIRPORT AUTHORITY

SOUTH OVERFLOW PARKING LOT
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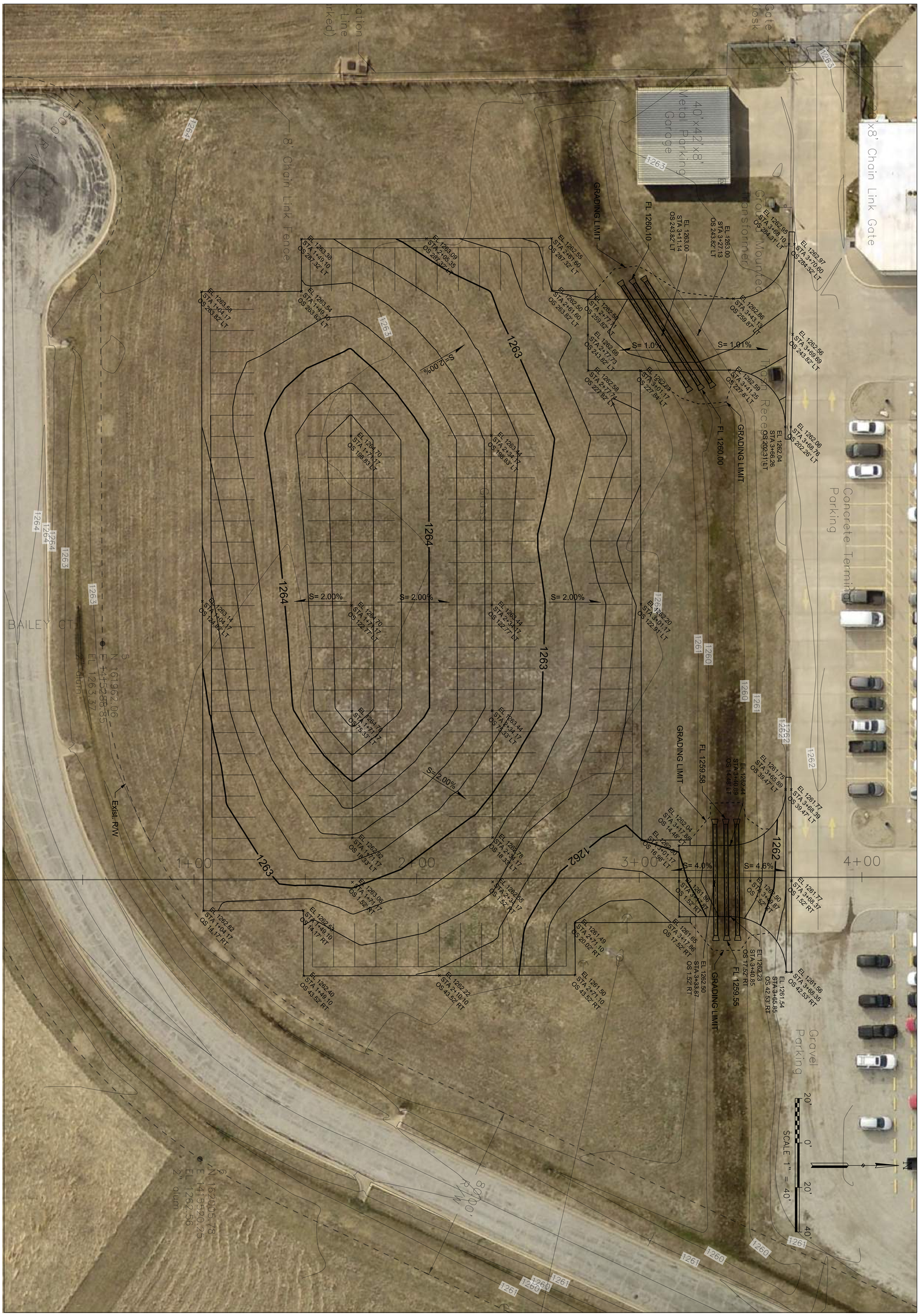
SHEET **C4** 4 OF 19

SITE PLAN LAYOUT



SALINA AIRPORT AUTHORITY

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20'x8' Chain Link Gate
Concrete Terminal Parking
Gravel Parking
Gate Kiosk
Ground Mounted Transformer
Trash Receptacle
40'x42'x8' Metal Parking Garage
INSTALL 205 LF SILT FENCE
INSTALL 26 LF BIOLOG (12")
INSTALL 358 LF SILT FENCE
Grass
8' Chain Link Fence
Exist. R/W
BAILEY CT.
5
N. 161962.06
E. 1415288.85
EL. 1263.37
2" alum
6
N. 162005.78
E. 1415520.25
EL. 1262.56
2" alum
4+00
3+00
2+00
1+00
1262
1263
1264
1261
1260
SCALE 1" = 40'
20'
0'
20'
40'
N
LEGEND
BIOLOGS
SILT FENCE
CLASS II TYPE E EROSION BLANKET

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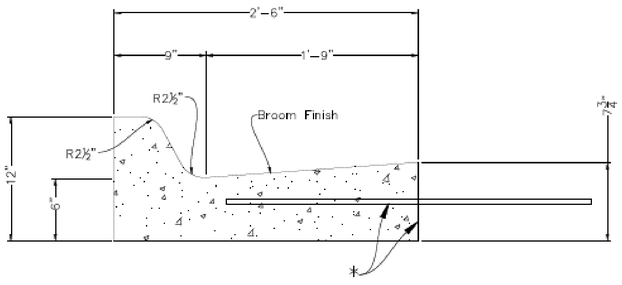
EROSION CONTROL PLAN

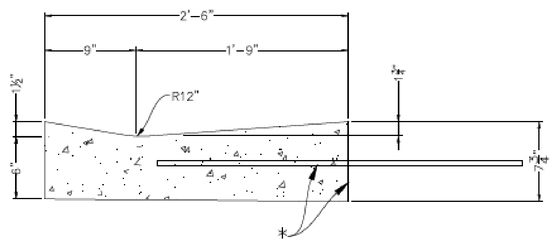
C6

SHEET 6 OF 19



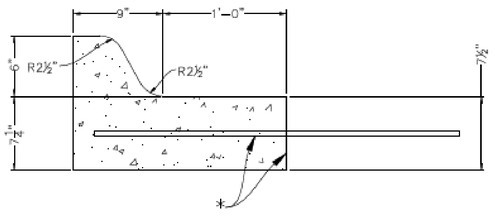
COMBINED CURB & GUTTER (TYPE I)

Scale: N.T.S.



COMBINED CURB & GUTTER (TYPE II)

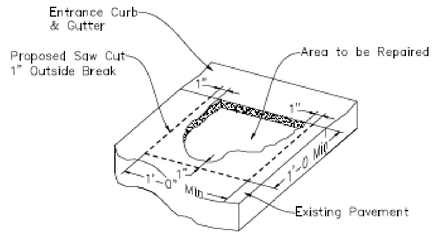
Scale: N.T.S.



COMBINED CURB & GUTTER (TYPE III)

Scale: N.T.S.

* Longitudinal construction joint and #4 x 3'-0" bars @2'-6" centers. In monolithic construction is not necessary



PAVEMENT REPAIR

Note:
If Damage to the Edge of Pavement Occurs during Removal of Curb & Gutter, the Contractorwill be Directed to Saw Cut 3"-4" in Depth to Provide Adequate Bridging and Compaction

GENERAL NOTE

Combined curb and gutter or gutter adjoining concrete pavement may, at the contractor's option, be constructed either monolithically or separately, using either the mix used in the concrete pavement or Concrete Grade 3.0 (AE). The combined curb and gutter or gutter shall have the same section as shown on the plans. If constructed monolithically, the longitudinal joint and dowel bars shall be omitted from the combined curb and gutter or gutter. Pavement joints shall be continued through curb or gutter and no other planes of weakness will be required. Joints in the combined curb and gutter or gutter are to be filled with the same material as used for the pavement joints.

Expansion joints in the combined curb and gutter are to be placed opposite expansion joints in the pavement.

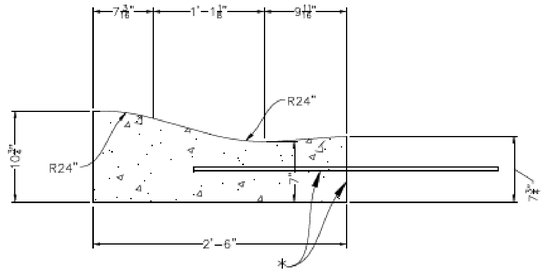
Where combined curb and gutter or gutter does not abut concrete pavement or concrete base course, omit tie bars and place a 1" Preformed Expansion Joint Filler (Type B) cut to the dimensions of the combined curb and gutter or gutter, at a spacing not to exceed 250' and at the ends of curb returns. Planes of weakness shall be constructed at 10'-0" intervals.

A 4' length of transition from normal gutter section to the tapered gutter section shall be used at the ends of each run of gutter except where the gutter abuts a curb, such as at the end of a bridge. Inlets shall be located so as not to fall within this transition section.

Where pressure relief joint is placed across the pavement, and gutter or curb and gutter is continued on for more than 10', use 4"x4" membrane sealant installed with bonding adhesive through gutter section, shaped to fit gutter or curb and gutter. See Std. Drawing RD712 for expansion joint treatment where combined curb and gutter or gutter abuts a bridge wing on a U-type abutment – see bridge drawings.

Longitudinal joints shall be sawed and sealed with joint sealant, see Standard Specifications. If constructed monolithically, the longitudinal joint is not required.

Note: All exposed edges shall be finished with an edging tool. Place a 1" Preformed Expansion Joint Filler (Nonextruding, Type B) at a spacing not to exceed 250'



ROLLED CURB

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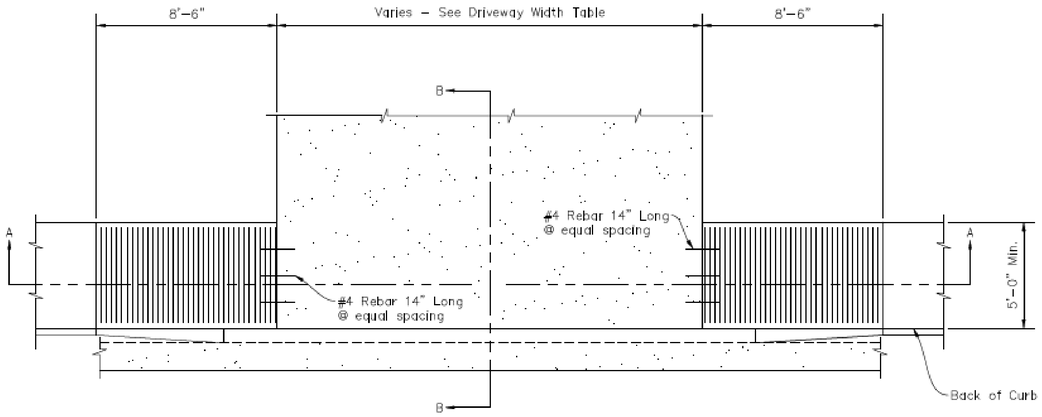
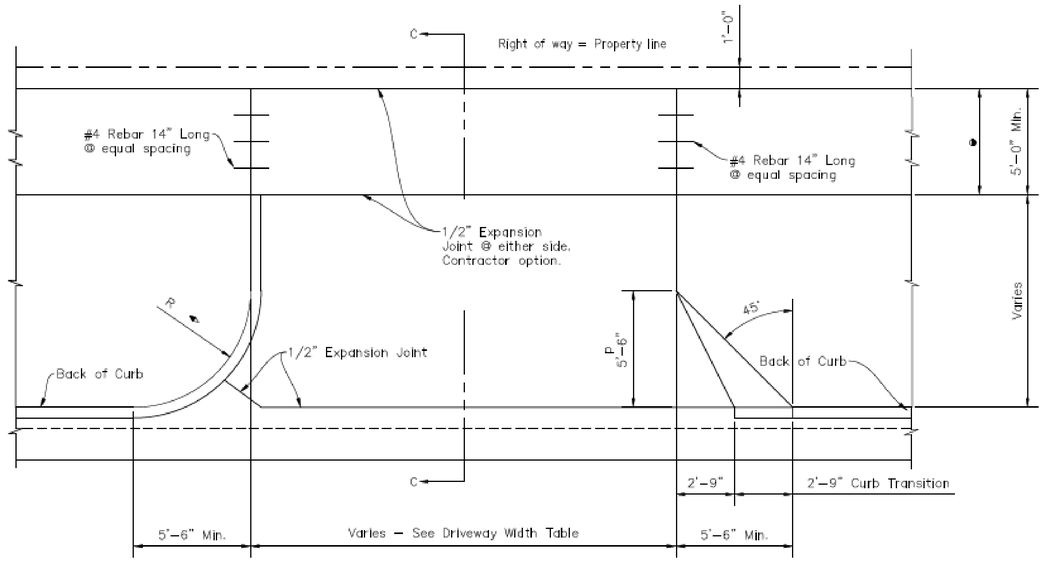
CURB AND GUTTER

C7

SHEET 7 OF 19



TYPICAL DRIVEWAY w/ CURBSIDE SIDEWALK DETAIL

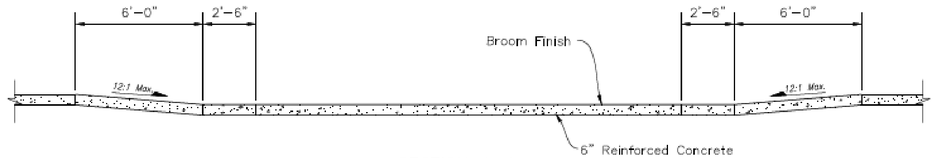


WITH RADIUS WITH 45° WING

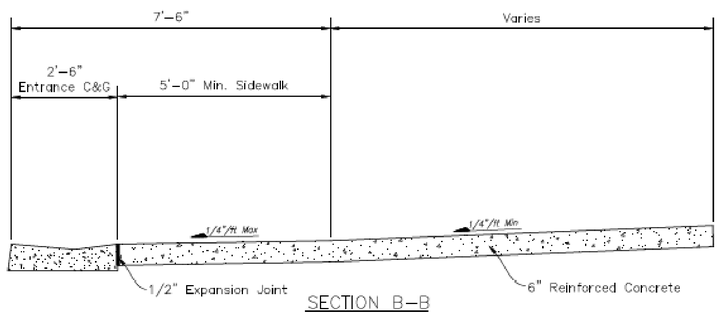
TYPICAL DRIVEWAY w/ PROPERTY LINE SIDEWALK DETAIL

◆ Match adjacent sidewalk width

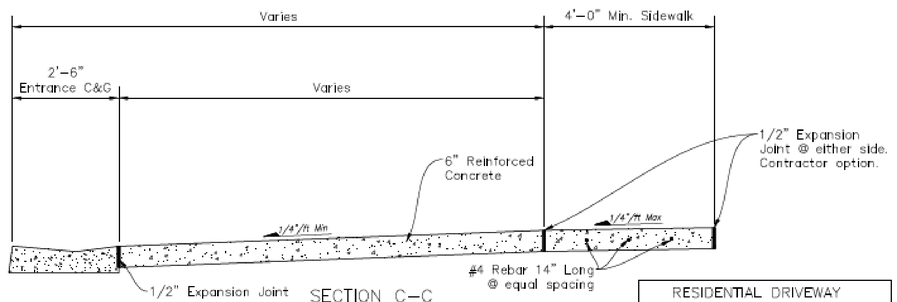
Driveway Type	Radius
Commercial	15' min.
Single Residential	5.5' min
Double Residential	3' min.



SECTION A–A



SECTION B–B



SECTION C–C

GENERAL NOTES:

1. All driveway approach construction shall be subject to City inspection at all times by the City Engineer or his representative.

2. All driveway approach construction shall be placed normal to center line of roadway in a true and neat manner.

3. All driveway approach construction shall be no less than 5'–6" from adjacent property unless with written consent from adjacent property owner.

4. Before placement of concrete, the subgrade shall be thoroughly moistened. Concrete may not be placed on frozen or muddy subgrade or when ambient air temperature is 40° F. or less without adequate frost protection.

5. All concrete within the right–of–way shall be placed with a minimum 4,000 psi concrete mix design "(Grade 3.0 (AE))". Upon placement of concrete, the surface shall be broom finished and protected against premature drying with white pigmented curing compound for a period no less than seven (7) days. (When the ambient air temperature is expected to remain at or below 40° F, the white pigmented curing compound will be substituted with thermal blankets).

6. Entrance and driveway pavements shall have a uniform thickness of 6", and reinforced with a minimum 6X6– W1.4xW1.4 welded wire reinforcement. (Approximate weight of welded wire mesh = 21 lbs. per 100 sq. ft.)

Expansion joints will be that of a preformed material, one half (1/2") thickness, and shall be placed wherever new work joins existing work; at ends of all driveway, alley and street returns where returns meet existing construction; and at intervals not to exceed one hundred fifty (150') feet for all straight runs.

7. Concrete Pavement shall be jointed w/ 1/8" wide, T/3 depth, contraction joints not to exceed 10' x 10' slabs.

RESIDENTIAL DRIVEWAY WIDTH TABLE

LOT WIDTH	MAXIMUM DRIVEWAY
50 ft or Less	20 ft
51 ft to 60 ft	24 ft
61 ft' to 74 ft	30 ft
75 ft or Greater	30 ft
*with front facing attached 3 car garage or carport	36 ft
Minimum Driveway Width = 8'–0"	

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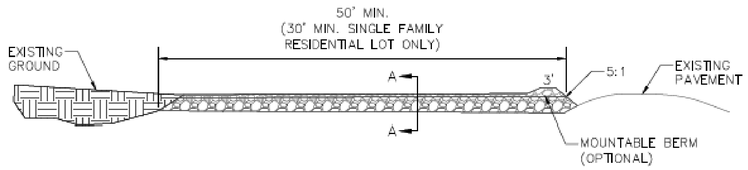
RESIDENTIAL DRIVEWAY

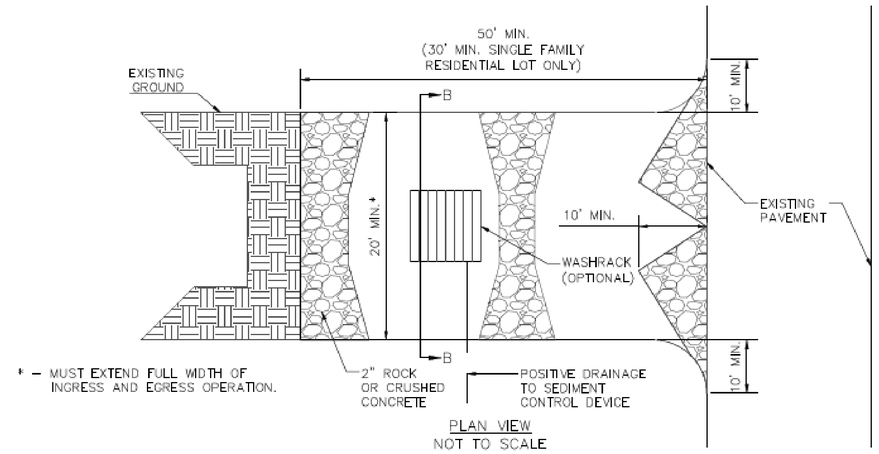
C8

SHEET 8 OF 19

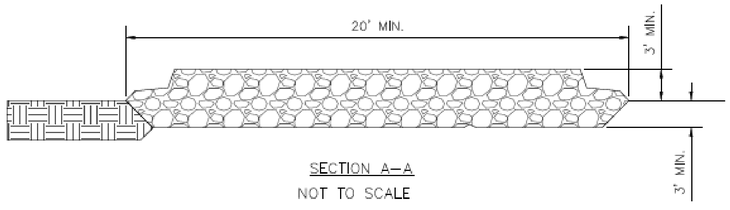
TEMPORARY CONSTRUCTION ENTRANCE



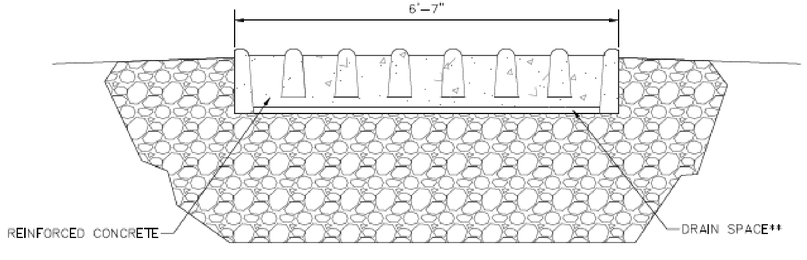
SIDE ELEVATION
NOT TO SCALE



PLAN VIEW
NOT TO SCALE



SECTION A–A
NOT TO SCALE



SECTION B–B
NOT TO SCALE

TEMPORARY CONSTRUCTION ENTRANCE PAD NOTES:

A) INSTALLATION:

1. AVOID LOCATION ON STEEP SLOPES OR AT CURVES ON PUBLIC ROADS, IF POSSIBLE, LOCATE WHERE PERMANENT ROADS WILL EVENTUALLY BE CONSTRUCTED.
2. REMOVE ALL VEGETATION AND OTHER UNSUITABLE MATERIAL FROM THE FOUNDATION AREA, GRADE, AND CROWN FOR POSITIVE DRAINAGE.
3. IF SLOPE TOWARDS THE PUBLIC ROAD EXCEEDS 2%, CONSTRUCT A 6 TO 8–INCH HIGH RIDGE WITH 3H:1V SIDE SLOPES ACROSS THE FOUNDATION APPROXIMATELY 15 FEET FROM THE EDGE OF THE PUBLIC ROAD TO DIVERT RUNOFF.
4. INSTALL PIPE UNDER THE ENTRANCE IF NEEDED TO MAINTAIN DRAINAGE DITCHES ALONG PUBLIC ROADS.
5. PLACE ROCK OR CRUSHED CONCRETE TO DIMENSIONS AND GRADE AS SHOWN ON PLANS. LEAVE SURFACE SMOOTH AND SLOPED FOR DRAINAGE.
6. DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE ENTRANCE TO A SEDIMENT CONTROL DEVICE.
7. CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED SIMULTANEOUSLY WITH THE RECEIVING SEDIMENT CONTROL DEVICE.
8. SEE ESC 3–STANDARD SPECIFICATION, SUBSECTION 4.13 (STABILIZED PAD)

B) TROUBLESHOOTING:

1. CONSULT WITH A QUALIFIED DESIGN PROFESSIONAL IF ANY OF THE FOLLOWING OCCUR:
   a. INADEQUATE RUNOFF CONTROL TO THE EXTENT THAT SEDIMENT WASHES ONTO PUBLIC ROAD – INSTALL DIVERSIONS OR OTHER RUNOFF CONTROL MEASURES.
   b. SMALL ROCK OR CRUSHED CONCRETE, THIN PAD, OR ABSENCE OF GEOTEXTILE FABRIC RESULTS IN RUTS AND MUDDY CONDITIONS AS ROCK OR CRUSHED CONCRETE IS PRESSED INTO SOIL – INCREASE ROCK OR CRUSHED CONCRETE SIZE OR PAD THICKNESS OR ADD GEOTEXTILE FABRIC.
   c. PAD TOO SHORT FOR HEAVY CONSTRUCTION TRAFFIC – EXTEND PAD BEYOND THE MINIMUM 50–FOOT LENGTH AS NECESSARY.

C) INSPECTION AND MAINTENANCE:

1. INSPECT ROCK PAD AND SEDIMENT DISPOSAL AREA WEEKLY AND AFTER 1/2–INCH OR GREATER STORM EVENTS.
2. RESHAPE PAD AS NEEDED FOR PROPER DRAINAGE AND RUNOFF CONTROL.
3. TOPDRESS WITH CLEAN 2–INCH ROCK OR CRUSHED CONCRETE AS NEEDED.
4. IMMEDIATELY REMOVE MUD OR SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROAD. REPAIR ANY BROKEN ROAD PAVEMENT IMMEDIATELY.
5. REMOVE ALL TEMPORARY ROAD MATERIALS FROM AREAS WHERE PERMANENT VEGETATION WILL BE ESTABLISHED.

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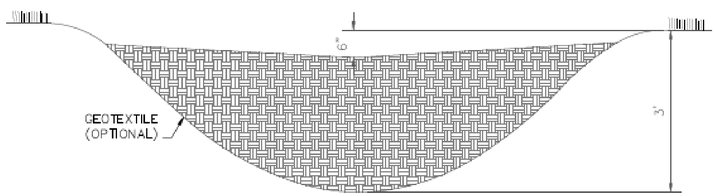
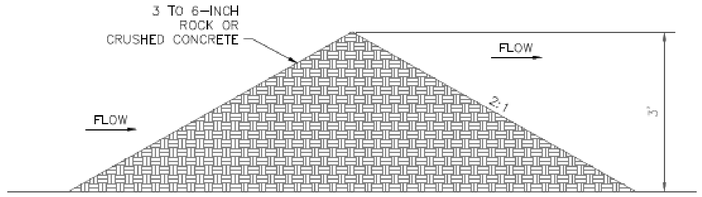
TEMPORARY CONSTRUCTION ENTRANCE

C9

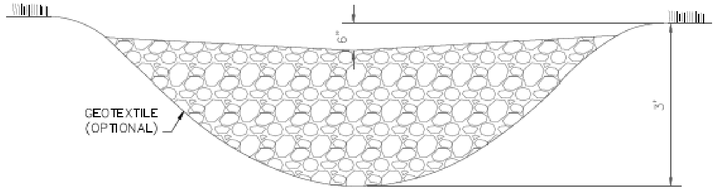
TEMPORARY CHECK DAM



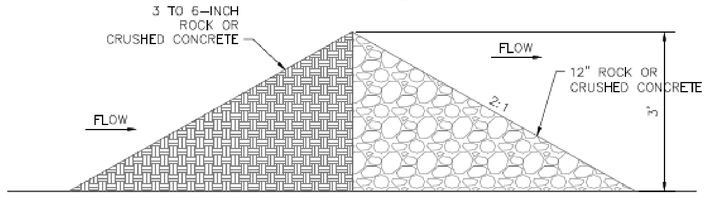
2 ACRES OR LESS OF DRAINAGE AREA
NOT TO SCALE



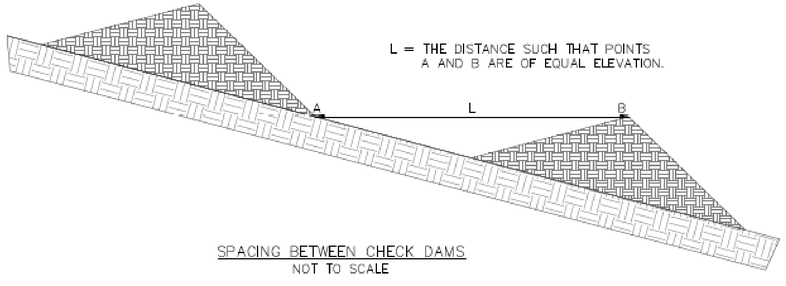
(SIDE VIEW)
NOT TO SCALE



2–10 ACRES OR LESS OF DRAINAGE AREA
NOT TO SCALE



(SIDE VIEW)
NOT TO SCALE



SPACING BETWEEN CHECK DAMS
NOT TO SCALE

TEMPORARY CHECK DAM NOTES:

A) CONSTRUCTION:

1. THE DRAINAGE AREA OF THE DITCH OR SWALE BEING PROTECTED SHALL NOT EXCEED 2 ACRES WHEN 3 TO 6 INCHES OF MATERIAL IS USED ALONE AND SHALL NOT EXCEED 10 ACRES WHEN A COMBINATION OF 12" MATERIAL AND 3 TO 6 INCH MATERIAL IS USED. AN EFFORT SHOULD BE MADE TO EXTEND THE MATERIAL TO THE TOP OF CHANNEL BANKS.
2. THE MAXIMUM HEIGHT OF THE DAM SHALL BE 3 FEET. THE CENTER OF THE CHECK DAM IS AT THE SAME ELEVATION AS THE TOP OF THE OUTER EDGES.
3. FOR ADDED STABILITY, THE BASE OF THE CHECK DAM CAN BE KEYED INTO THE SOIL APPROXIMATELY 6 INCHES.
4. THE MAXIMUM SPACING BETWEEN THE DAMS SHOULD BE SUCH THAT THE TOE OF THE UPSTREAM DAM IS AT THE SAME ELEVATION AS THE TOP OF THE DOWNSTREAM DAM.
5. MATERIAL SHOULD BE PLACED ACCORDING TO THE CONFIGURATION TO THE LEFT. HAND OR MECHANICAL PLACEMENT WILL BE NECESSARY TO ACHIEVE COMPLETE COVERAGE OF THE DITCH OR SWALE AND TO ENSURE THAT THE CENTER OF THE DAM IS LOWER THAT THE EDGES.
6. GEOTEXTILE MAY BE USED UNDER THE ROCK OR CRUSHED CONCRETE TO PROVIDED A STABLE FOUNDATION AND TO FACILITATE REMOVAL OF THE MATERIAL.

B) INSPECTION AND MAINTENANCE:

1. CHECK DAMS SHOULD BE CHECKED FOR SEDIMENT ACCUMULATION AFTER EACH STORM EVENT OF THE 1/2–INCH OR GREATER. SEDIMENT SHOULD BE REMOVED WHEN IT REACHES ONE HALF OF THE ORIGINAL HEIGHT OF THE DAM.
2. REGULAR INSPECTIONS SHOULD BE MADE TO ENSURE THAT THE CENTER OF THE DAM IS LOWER THAN THE EDGES. EROSION CAUSED BY HIGH FLOWS AROUND THE EDGES OF THE DAM SHOULD BE CORRECTED.
3. SEE ESC 3–STANDARD SPECIFICATION, SUBSECTION 4.3 FOR THE SEDIMENT REMOVAL AND DISPOSAL REQUIREMENTS.

C) REMOVAL OF PRACTICE:

1. ALTERNATE CHECK DAM MATERIAL INCLUDES SEDIMENT FENCE (REINFORCED).
2. SEDIMENT FENCE OR STRAW BALE BARRIER MAY BE USED WHEN CONTRIBUTING DRAINAGE AREA IS 1 ACRE OR LESS, OR AS APPROVED BY THE CITY.

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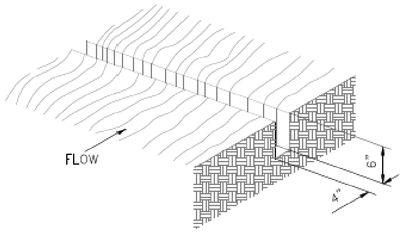
TEMPORARY CHECK DAM

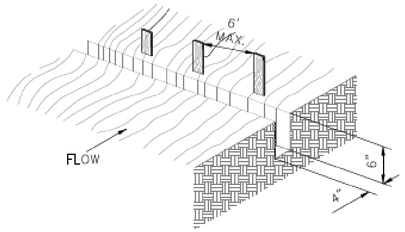
C10

SEDIMENT FENCE

1. EXCAVATE A 6"x4" TRENCH.

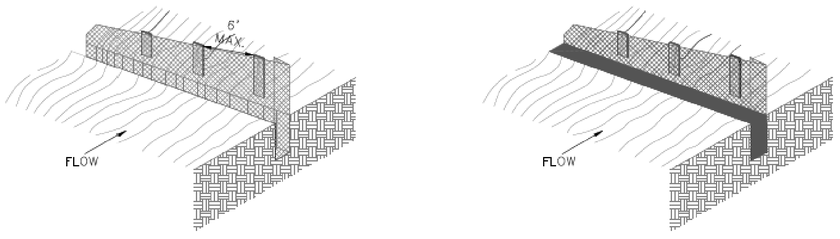


2. SET THE STAKES ALONG THE DOWN SLOPE SIDE OF THE TRENCH.

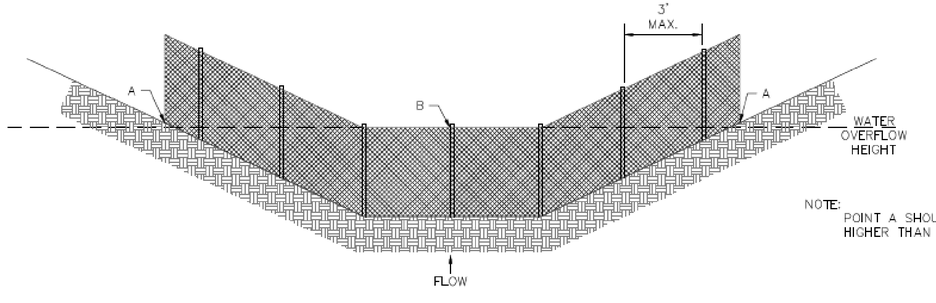


3. STAPLE GEOTEXTILE MATERIAL TO STAKES AND EXTEND IT INTO AND AROUND THE BOTTOM OF THE TRENCH.

4. BACKFILL AND COMPACT THE EXCAVATION SOIL OVER THE GEOTEXTILE IN THE TRENCH.



SHEET FLOW INSTALLATION
(PERSPECTIVE VIEW)
NOT TO SCALE



NOTE:
POINT A SHOULD BE HIGHER THAN POINT B.

DRAINAGEWAY INSTALLATION
(FRONT VIEW)
NOT TO SCALE

SEDIMENT FENCE NOTES:

A) INSTALLATION:

1. THE HEIGHT OF SEDIMENT FENCE SHALL BE A MINIMUM OF 16 INCHES ABOVE THE ORIGINAL GROUND SURFACE AND SHALL EXCEED 34 INCHES ABOVE THE GROUND SURFACE.
2. THE FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL OUT OF THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE UNAVOIDABLE, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT SUPPORT POSTS, WITH A MIN. 6–INCH OVERLAP.
3. DIG A TRENCH AT LEAST 6 INCHES DEEP AND 4 INCHES WIDE ALONG TRENCH ALIGNMENT.
4. DRIVE POSTS AT LEAST 24 INCHES INTO THE GROUND ON THE DOWNSLOPE SIDE OF THE TRENCH. SPACE POSTS A MAXIMUM OF 6 FEET APART.
5. EXTRA–STRENGTH SEDIMENT FENCE FABRIC SHALL BE USED. POSTS FOR THIS TYPE OF FABRIC SHALL BE PLACED A MAXIMUM OF 6 FEET APART. THE SEDIMENT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING A MAXIMUM OF ONE INCH LONG, HEAVY–DUTY WIRE STAPLES OR TIE WRAPS, AND EIGHT INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
6. PLACE THE BOTTOM 1 FOOT OF FABRIC IN THE MINIMUM–OF–6–INCH DEEP TRENCH, LAPPING TOWARD THE UPSLOPE SIDE. BACKFILL WITH COMPACTED EARTH OR GRAVEL.
7. IF A SEDIMENT FENCE IS TO BE CONSTRUCTED ACROSS A DITCH LINE OR SWALE, IT MUST BE OF SUFFICIENT LENGTH TO ELIMINATE ENDFLOW, AND THE PLAN CONFIGURATION SHALL RESEMBLE AN ARC OR HORSESHOE WITH THE ENDS ORIENTED UPSLOPE. EXTRA–STRENGTH FILTER FABRIC SHALL BE USED FOR THIS APPLICATION WITH A MAXIMUM OF 3–FOOT SPACING OF POSTS.
8. TO REDUCE MAINTENANCE, EXCAVATE A SHALLOW SEDIMENT STORAGE AREA IN THE UPSLOPE SIDE OF THE FENCE. PROVIDE GOOD ACCESS IN AREAS OF HEAVY SEDIMENTATION FOR CLEAN OUT AND MAINTENANCE.
9. SEDIMENT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS ESTABLISHED PERMANENT VEGETATION.
10. SEE ESC 3–STANDARD SPECIFICATION, SUBSECTION 4.4 (SEDIMENT FENCE).

B) TROUBLESHOOTING:

1. DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES, BEFORE FENCE INSTALLATION SO UTILITIES ARE NOT DISTURBED.
2. GRADE ALIGNMENT OF FENCE AS NEEDED TO PROVIDE A BROAD, NEARLY LEVEL AREA UPSTREAM OF FENCE TO ALLOW SEDIMENT COLLECTION AREA.

C) INSPECTION AND MAINTENANCE:

1. INSPECT SEDIMENT FENCES AT LEAST ONCE A WEEK AND AFTER EACH RAINFALL. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
2. SHOULD THE FABRIC OF A SEDIMENT FENCE COLLAPSE, TEAR, DECOMPOSE, OR BECOME INEFFECTIVE, REPLACE IT PROMPTLY.
3. REMOVE SEDIMENT DEPOSITS AS DIRECTED BY ENGINEER TO PROVIDE ADEQUATE STORAGE VOLUME FOR THE NEXT RAIN AND TO REDUCE PRESSURE ON THE FENCE. AVOID DAMAGING OR UNDERMINING THE FENCE DURING CLEANOUT. SEDIMENT ACCUMULATION SHOULD NOT EXCEED 1/2 THE HEIGHT OF THE FENCE.
4. REMOVE ALL FENCING MATERIALS AND UNSTABLE SEDIMENT DEPOSITS, AND BEING THE AREA TO GRADE AND STABILIZE IT AFTER THE THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY AND COMPLETELY STABILIZED.
5. MATERIAL REMOVED FROM BMP'S SHALL BE WASTED ON SITES APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. DISPOSAL SITES SHALL ALSO BE ACCEPTABLE TO KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT, KANSAS DIVISION OF WATER RESOURCES, AND US ARMY CORP OF ENGINEERS.
6. SEE ESC 3–STANDARD SPECIFICATION, SUBSECTION 4.3 FOR SEDIMENT REMOVAL AND DISPOSAL REQUIREMENTS.

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SALINA AIRPORT AUTHORITY

SOUTH OVERFLOW PARKING LOT
SALINA, KANSAS

PROJECT NO. 000019868
DRAWN BY RLK DATE
CHECKED BY MJJ DATE
DESIGNED BY JSD DATE
REVISIONS DATE
ISSUE DATE 2/28/2022

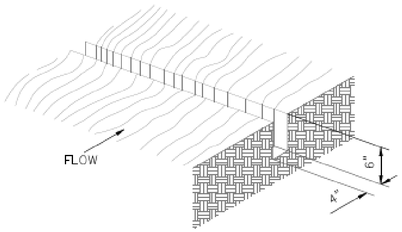
SEDIMENT FENCE

C11

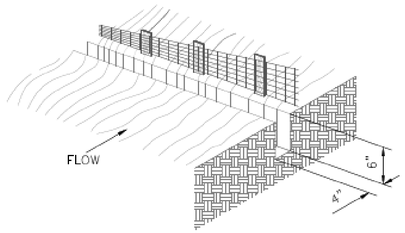
SHEET 11 OF 19

SEDIMENT FENCE (REINFORCED)

1. EXCAVATE A 6"x4" TRENCH.

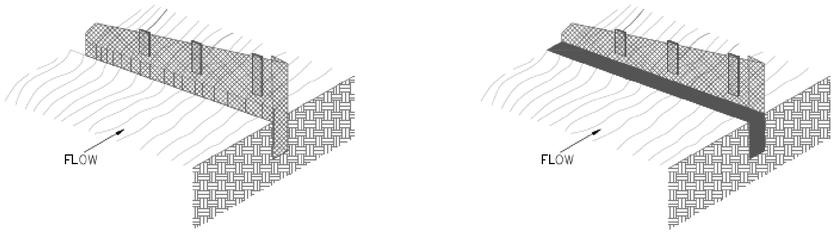


2. SET THE METAL T-POSTS OR FENCE POSTS ALONG THE DOWNSLOPE SIDE OF THE TRENCH. SECURE WIRE FENCING ON THE POSTS.

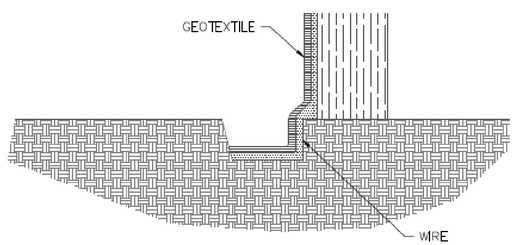


3. ATTACH THE GEOTEXTILE FABRIC TO THE WIRE FENCE AND EXTEND IT INTO AND AROUND THE BOTTOM OF THE TRENCH.

4. BACKFILL AND COMPACT THE EXCAVATION SOIL.



EXTENSION OF FABRIC AND WIRE INTO THE TRENCH
NOT TO SCALE



SECTIONAL FENCE ANCHOR DETAIL
NOT TO SCALE

SEDIMENT FENCE (REINFORCED) NOTES:

A) INSTALLATION:

1. FENCING SHALL BE 42-INCHES IN HEIGHT.
2. WIRE FENCE SHALL BE FASTENED SECURELY TO THE FENCE POSTS WITH WIRE TIES AND STAPLES. THE LOWER TENSION EIRE, BRACE, AND TRUSS RODS. DRIVE ANCHORS, AND POST CAPS ARE NOT REQUIRED EXCEPT ON THE ENDS OF THE FENCE.
3. SEDIMENT FENCE SHALL BE FASTENED SECURELY TO THE WIRE FENCE WITH TIES SPACED EVERY 24 INCHES AT THE TOP AND MID-SECTION.
4. SEDIMENT FENCE AND WIRE SHALL BE EMBEDDED A MINIMUM OF 8-INCHES INTO THE GROUND.
5. WHEN TWO SECTIONS OF THE GEOTEXTILE FABRIC ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY 6-INCHES AND FOLDED.
6. WIRE FENCE WILL BE BETWEEN 9 AND 14 GAUGE AND SHALL HAVE A MAXIMUM MESH SPACING OF 6-INCHES.
7. SEDIMENT FENCE SHALL MEET THE FOLLOWING REQUIREMENTS FOR GEOTEXTILE CLASS F:. ADDITIONAL SPECIFICATIONS ARE FOUND IN ASTM 6461.

SEDIMENT FENCE REQUIREMENTS

TENSION STRENGTH	50 LB/IN OR MORE	ASTM 4632
TENSION MODULES	20 LB/IN OR MORE	ASTM 4632
FLOW RATE	0.3 GAL/FT²/MINUTE OR LESS	ASTM 5141
FILTERING EFFICIENCY	75% OR MORE	ASTM 5141

B) INSTALLATION:

1. THE HEIGHT OF SEDIMENT FENCE SHALL BE A MINIMUM OF 16 INCHES ABOVE THE ORIGINAL GROUND SURFACE AND SHALL EXCEED 34 INCHES ABOVE THE GROUND SURFACE.
2. THE FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL OUT OF THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE UNAVOIDABLE, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT SUPPORT POSTS, WITH A MIN. 6-INCH OVERLAP, AND SECURELY SEALED.
3. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES WIDE AND 6 INCHES DEEP ON THE UPSLOPE SIDE OF THE PROPOSED LOCATION OF THE FENCE.
4. WHEN WIRE SUPPORT IS USED, STANDARD-STRENGTH FILTER CLOTH MAY BE USED. POSTS FOR THIS TYPE OF INSTALLATION SHALL BE PLACED A MAXIMUM OF 10 FEET APART. THE WIRE MESH FENCE MUST BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH LONG, TIE WIRES OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MAXIMUM OF 2 INCHES AND SHALL NOT EXTEND MORE THAN 34 INCHES ABOVE THE ORIGINAL GROUND SURFACE. THE STANDARD-STRENGTH FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 8 INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
5. IF A SEDIMENT FENCE IS TO BE CONSTRUCTED ACROSS A DITCH LINE OR SWALE, IT MUST BE OF SUFFICIENT LENGTH TO ELIMINATE ENDFLOW, AND THE PLAN CONFIGURATION SHALL RESEMBLE AN ARC OR HORSESHOE WITH THE ENDS ORIENTED UPSLOPE. EXTRA-STRENGTH FILTER FABRIC SHALL BE USED FOR THIS APPLICATION WITH A MAXIMUM OF 3-FOOT SPACING OF POSTS.
6. THE 4 INCH BY 6 INCH TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE FILTER FABRIC.
7. SEE ESC 3-STANDARD SPECIFICATION, SUBSECTION 4.4 (SEDIMENT FENCE).

C) INSPECTION AND MAINTENANCE:

1. INSPECT SEDIMENT FENCES AT LEAST ONCE A WEEK AND AFTER EACH RAINFALL. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
2. SHOULD THE FABRIC OF A SEDIMENT FENCE COLLAPSE, TEAR, DECOMPOSE, OR BECOME INEFFECTIVE, REPLACE IT PROMPTLY.
3. MAINTENANCE SHALL BE PREFORMED AS DIRECTED BY ENGINEER AND SEDIMENT BUILD-UPS REMOVED WHEN BULGES DEVELOP IN THE SEDIMENT FENCE OR WHEN SEDIMENT REACHES 50% OF THE FENCE HEIGHT. AVOID DAMAGING OR UNDERMINING THE FENCE DURING CLEAN OUT.
4. REMOVE ALL FENCING MATERIALS AND UNSTABLE SEDIMENT DEPOSITS, AND BEING THE AREA TO GRADE AND STABILIZE IT AFTER THE THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY AND COMPLETELY STABILIZED.
5. MATERIAL REMOVED FROM BMP'S SHALL BE WASTED ON SITES APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. DISPOSAL SITES SHALL ALSO BE ACCEPTABLE TO KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT, KANSAS DIVISION OF WATER RESOURCES, AND US ARMY CORP OF ENGINEERS.
6. SEE ESC 3-STANDARD SPECIFICATION, SUBSECTION 4.3 FOR SEDIMENT REMOVAL AND DISPOSAL REQUIREMENTS.

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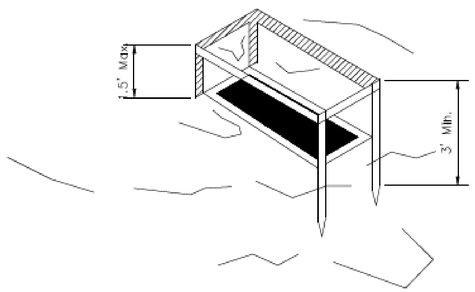
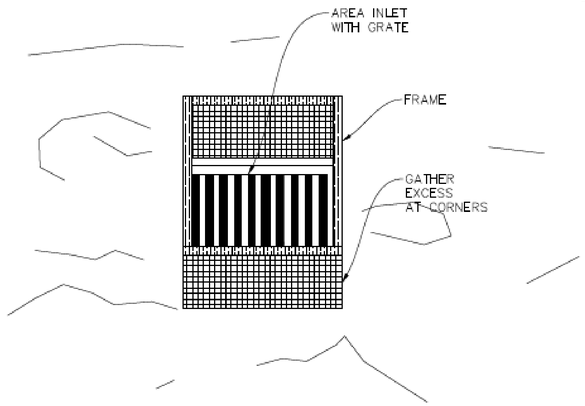
SEDIMENT FENCE REINFORCED

C12

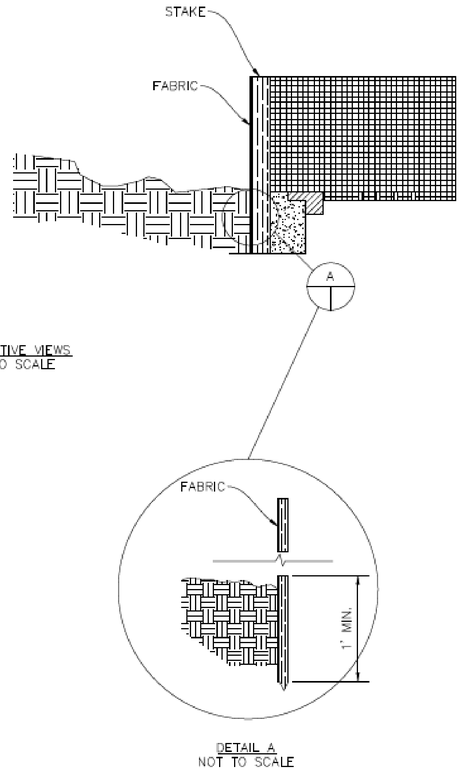
SEDIMENT FENCE AREA INLET PROTECTION





PERSPECTIVE VIEWS
NOT TO SCALE

ELEVATION OF STAKE AND FABRIC ORIENTATION



DETAIL A
NOT TO SCALE

SEDIMENT FENCE AREA INLET PROTECTION NOTES:

A) CONSTRUCTION SPECIFICATIONS:

1. SEDIMENT FENCE SHALL CONFORM TO THE CONSTRUCTION SPECIFICATIONS FOR EXTRA STRENGTH FOUND IN THE TABLE BELOW AND SHALL BE CUT FROM A CONTINUOUS ROLL TO AVOID JOINTS.

PHYSICAL PROPERTIES OF FABRIC IN SEDIMENT FENCE:

PHYSICAL PROPERTY	TEST	REQUIREMENTS
FILTERING EFFICIENCY	ASTM 5141	75%
TENSILE STRENGTH AT 20% (MAX.) ELONGATION	ASTM 4632 AASHTO M288-96	EXTRA STRENGTH-50LBS./LINEAR INCH
FLOW RATE	ASTM 5141	.3GAL./SQ.FT/ MINUTE**
ULTRAVIOLET RADIATION STABILITY %	ASTM D 4355	90%

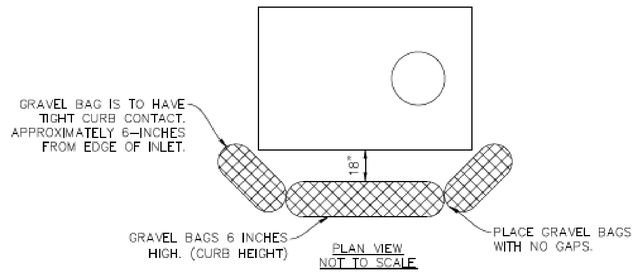
*REQUIREMENTS REDUCED BY 50% AFTER SIX MONTHS OF ISTALLATION.
** HIGH POROSITY FABRIC MAY BE ADDED, IF NECESSARY.

2. FOR STAKES, USE 2x4 WOOD OR EQUIVALENT METAL WITH A MINIMUM LENGTH OF 3 FEET.
3.SPACE STAKES EVENLY AROUND THE PERIMETER OF THE INLET A MAXIMUM OF 3 FEET APART, AND SECURELY DRIVE THEM INTO THE GROUND, APPROXIMATELY 18 INCHES DEEP.
4. TO PROVIDE NEEDED STABILITY TO THE INSTALLATION, FRAME WITH 2X4 WOOD STRIPS AROUND THE CREST OF THE OVERFLOW AREA AT A MAXIMUM OF 1.5 FEET ABOVE THE AREA INLET CREST.
5. PLACE THE BOTTOM 12 INCHES OF THE FABRIC IN A TRENCH AND BACKFILL THE TRENCH WITH 12 INCHES OF COMPACTED SOIL.
6. FASTEN FABRIC SECURELY BY STAPLES, OR WIRE IT TO THE STAKES AND FRAME. JOINTS MUST BE OVERLAPPED TO THE NEXT STAKE.
7. IT MAY BE NECESSARY TO BUILD A TEMPORARY DIKE ON THE DOWNSLOPE SIDE OF THE STRUCTURE TO PREVENT BYPASS FLOW.
8. SEE STANDARD SPECIFICATION, SECTION 4.4, USE REQUIREMENTS ON THIS DRAWING IF CONFLICTING REQUIREMENTS EXIST.

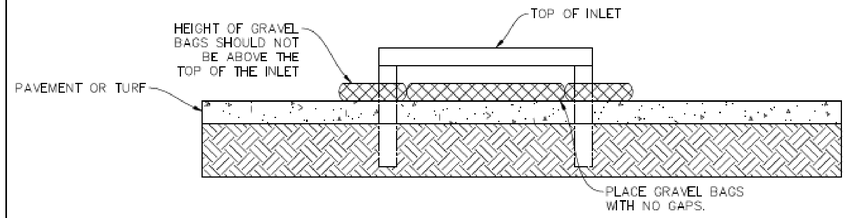
B) INSPECTION AND MAINTENANCE:

1. THE STRUCTURE SHALL BE INSPECTED AFTER EACH RAIN EVENT OF ½ INCH OR GREATER AND REPAIRS MADE AS NEEDED.
2. SEDIMENT SHALL BE REMOVED AND THE TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO ONE HALF THE DESIGN DEPTH OF THE TRAP.
3. STRUCTURES SHALL BE REMOVED AND THE AREA STABILIZED WHEN THE REMAINING DRAINAG AREA HAS BEEN PROPERLY STABILIZED.
4. SEE STANDARD SPECIFICATION, SECTION 4.3 FOR SEDIMENT REMOVAL AND DISPOSAL REQUIREMENTS. USE REQUIREMENTS ON THIS DRAWING IF CONFLICTING REQUIREMENTS EXIST.

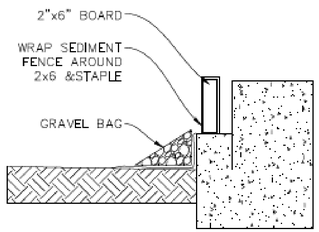
CURB INLET PROTECTION USE WITH SUMP INLETS ONLY



PLAN VIEW
NOT TO SCALE



FRONT VIEW
NOT TO SCALE



FOR PROTECTION PRIOR TO POURING THROAT

DETAIL A
NOT TO SCALE

GENERAL NOTES:
1. CONTRACTORS TO ENSURE THAT GRAVEL IS WELL GRADED GRAVEL WITH AT LEAST 20% PASSING A NO. 4 SIEVE.

CURB INLET PROTECTION NOTES:

A) INSTALLATION:

1. SEE STANDARD SPECIFICATION, SECTION 4.12 (INLET PROTECTION AND SECTION 4.9 (GRAVEL BAGS).
2. IMMEDIATELY FOLLOWING INLET CONSTRUCTION AND PRIOR TO CONSTRUCTION OF CURB AND INLET THROAT, PROTECT INLET OPENING BY INSTALLING 2"x 6" BOARD AND SEDIMENT FENCING ACROSS INLET OPENING IN ACCORDANCE WITH DETAIL A.

B) INSPECTION AND MAINTENANCE:

1. CONTRACTOR TO CLEAN OUT SEDIMENT AFTER EACH SIGNIFICANT RAINFALL. ANY SEDIMENT DEPOSITED INTO INLET SHALL BE PROMPTLY REMOVED.
2. DURING CONSTRUCTION OF RESIDENTIAL SUBDIVISIONS, THE FILTER BAG SHALL BE REPLACED BEFORE BAG MATERIAL BECOMES DEGRADED. ANY GRAVEL DEPOSITED INTO THE INLET SHALL BE PROMPTLY REMOVED.
3. SEE STANDARD SPECIFICATION, SECTION 4.3 FOR SEDIMENT REMOVAL AND DISPOSAL REQUIREMENTS.

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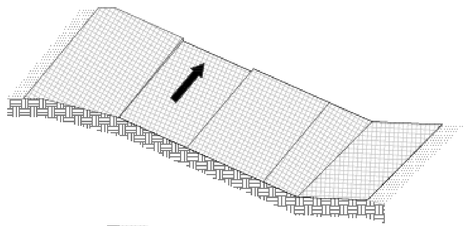
STANDARD EROSION CONTROL

C13

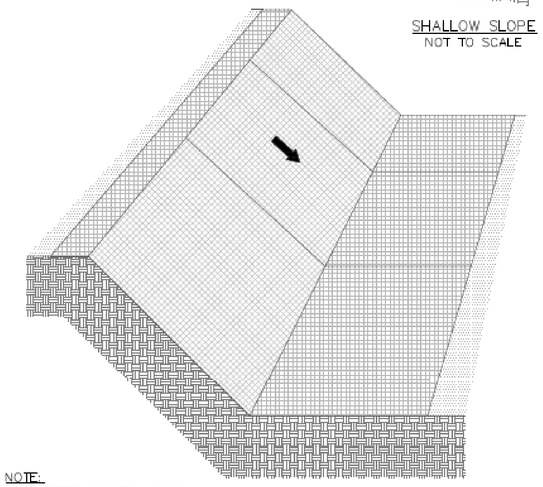
SHEET 13 OF 19

EROSION CONTROL BLANKET (1)



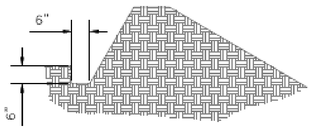
NOTE:
ON SHALLOW SLOPES, PROTECTIVE EROSION CONTROL BLANKETS MAY BE APPLIED ACROSS THE SLOPE.

SHALLOW SLOPE
NOT TO SCALE



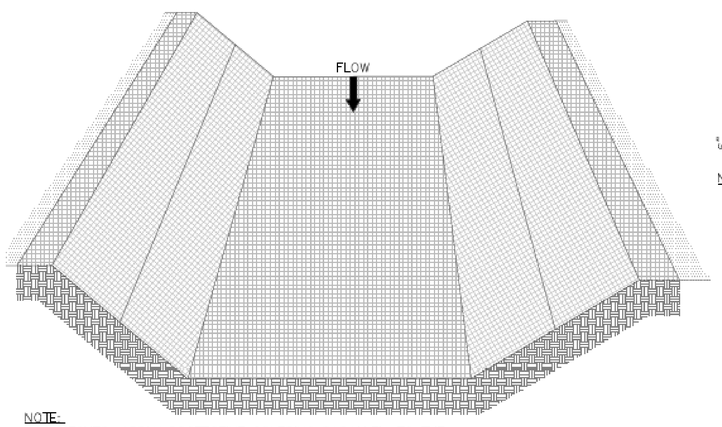
NOTE:
ON STEEP SLOPES, APPLY PROTECTIVE BLANKET PERPENDICULAR TO THE DIRECTION OF FLOW AND ANCHOR SECURELY.

STEEP SLOPE
NOT TO SCALE



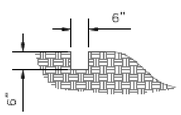
NOTE:
WHEN THERE IS A BERM AT THE TOP OF THE SLOPE, BRING THE MATERIAL OVER THE BERM AND ANCHOR IT BEHIND THE BERM.

SLOPE BERM
NOT TO SCALE



NOTE:
IN DITCHES, APPLY PROTECTIVE COVERING PARALLEL TO THE DIRECTION OF FLOW. USE CHECK SLOTS AS REQUIRED. AVOID JOINING MATERIALS IN THE CENTER OF THE DITCH IF AT ALL POSSIBLE. FOLLOW BLANKET MANUFACTURER'S RECOMMENDATIONS FOR ALLOWABLE VELOCITY AND SHEAR STRESS.

DITCH
NOT TO SCALE



NOTE:
BRING MATERIAL DOWN TO A LEVEL AREA BEFORE TERMINATING THE INSTALLATION.

TOP OF SLOPE BLANKET ANCHOR SLOT
NOT TO SCALE

EROSION CONTROL BLANKET NOTES (1):

A) SITE PREPARATION:

AFTER SITE HAS BEEN SHAPED AND GRADED, PREPARE A FRIABLE SEEDBED RELATIVELY FREE FROM CLODS AND ROCKS MORE THAN 1 1/2 INCHES IN DIAMETER AND ANY FOREIGN MATERIAL THAT WILL PREVENT UNIFORM CONTACT OF THE PROTECTIVE COVERING WITH THE SOIL SURFACE.

B) PLANTING:

LIME, FERTILIZE, AND SEED IN ACCORDANCE WITH SEEDING OR PLANTING PLAN. WHEN USING JUTE MESH ON A SEEDED AREA, APPLY APPROXIMATELY ONE HALF THE SEED AFTER LAYING THE MAT. THE PROTECTIVE COVERING CAN BE LAID OVER SPRIGGED AREAS WHERE SMALL GRASS PLANTS HAVE BEEN INSERTED INTO THE SOIL. WHERE GROUND COVERS ARE TO BE PLANTED, LAY THE PROTECTIVE COVERING FIRST AND THEN PLANT THROUGH THE MATERIAL AS PER PLANTING PLAN.

C) LAYING AND STAPLING:

IF INSTRUCTIONS HAVE BEEN FOLLOWED, ALL NEEDED CHECK SLOTS WILL HAVE BEEN INSTALLED, AND THE PROTECTIVE COVERING WILL BE LAID ON A FRIABLE SEEDBED FREE FROM CLODS, ROCKS, ROOTS, ETC. THAT MIGHT IMPEDE GOOD CONTACT.

1. START LAYING THE PROTECTIVE COVERING FROM THE TOP OF THE CHANNEL OR SLOPE AND UNROLL DOWN-GRADE. ALLOW TO LAY LOOSELY ON SOIL, DO NOT STRETCH.
2. UPSLOPE ENDS OF THE BLANKET SHOULD BE BURIED IN THE ANCHOR SLOT NO LESS THAN 6-INCHES DEEP. TAMP EARTH.
3. FIRMLY OVER THE MATERIAL, WHEN TOP IS RELATIVELY FLAT, EXTEND BLANKET ABOUT 40 INCHES AWAY FROM THE SLOPE, STAPLE THE MATERIAL AT A MINIMUM OF EVERY 12 INCHES ACROSS THE TOP END.
4. EDGES OVER THE MATERIAL SHALL BE STAPLED EVERY 3 FEET. WHERE MULTIPLE WIDTHS ARE LAID SIDE BY SIDE, THE ADJACENT EDGES SHALL BE OVERLAPPED A MINIMUM OF 6 INCHES AND STAPLED TOGETHER.
5. STAPLES SHALL BE PLACED DOWN THE CENTER, STAGGERED WITH THE EDGES AT 3 FOOT INTERVALS.
6. SEE ESC STANDARD SPECIFICATION, SUBSECTION 3.8 (EROSION CONTROL BLANKETS).

D) TROUBLESHOOTING:

CONSULT WITH A QUALIFIED DESIGN PROFESSIONAL, IF ANY OF THE FOLLOWING OCCUR:

1. MOVEMENT OF THE BLANKET OR EROSION UNDER THE BLANKET IS OBSERVED.
2. VARIATIONS IN TOPOGRAPHY ON THE SITE INDICATE EROSION CONTROL MAT WILL NOT FUNCTION AS INTENDED, CHANGES IN PLAN MAY BE NEEDED, OR A BLANKET WITH A SHORTER OR LONGER LIFE MAY BE NEEDED.
3. DESIGN SPECIFICATIONS FOR SEED VARIETY, SEEDING DATES, OR EROSION CONTROL MATERIALS CANNOT BE MET, SUBSTITUTION MAY BE REQUIRED, UNAPPROVED SUBSTITUTIONS COULD RESULT IN FAILURE TO ESTABLISH VEGETATION.

E) MAINTENANCE AND INSPECTION:

INSPECTION CONTROLS AFTER EACH RAIN EVENT OF 1/2 INCH OR GREATER, AND EVERY 7 DAYS UNTIL VEGETATION IS ESTABLISHED, FOR EROSION OR UNDERMINING BENEATH THE NETTING, BLANKETS, OR MATS. IF ANY AREA SHOWS EROSION, PULL BACK THAT PORTION OF THE MATERIAL, ADD SOIL, TAMP DOWN, AND RESEED; RESECURE THE MATERIAL IN PLACE, IF NETTING, BLANKETS OR MATS BECOME DISLOCATED OR DAMAGED, REPAIR OR REPLACE AND RESECURE IMMEDIATELY.

NOTE:
REFER TO ESC-16.1, EROSION CONTROL BLANKETS (2), FOR MORE EROSION CONTROL APPLICATIONS AND NOTES.

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SALINA AIRPORT AUTHORITY

SOUTH OVERFLOW PARKING LOT
SALINA, KANSAS

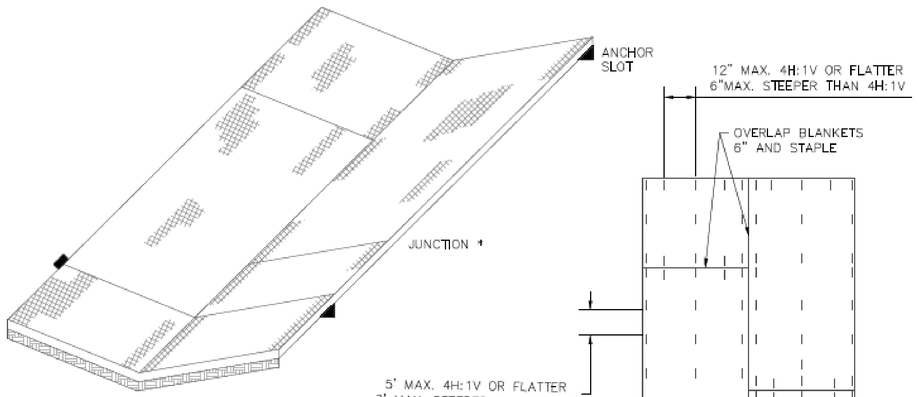
PROJECT NO. 000019868
DRAWN BY RLK DATE
CHECKED BY MJJ DATE
DESIGNED BY JSD DATE
REVISIONS DATE

ISSUE DATE 2/28/2022

EROSION CONTROL BLANKET 1 OF 3

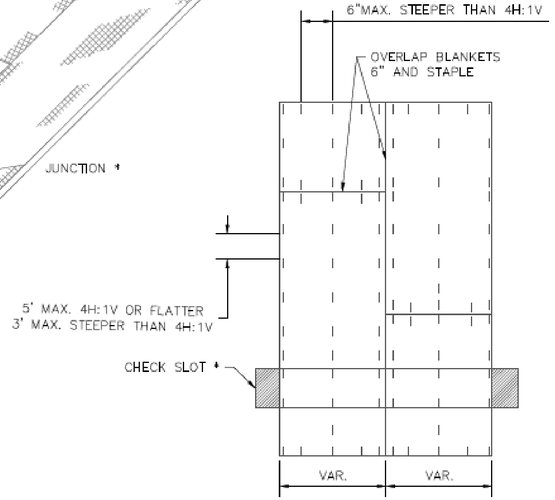
C14

SHEET 14 OF 19



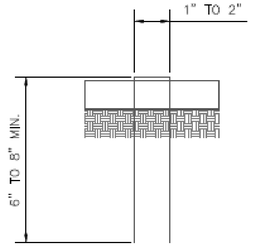
NOTE:
* JUNCTION OVERLAP TOP BLANKET 6 INCHES MINIMUM AND STAPLE EVERY 6 INCHES ACROSS.

ISOMETRIC VIEW
NOT TO SCALE



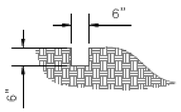
PLAN VIEW
STAPLING DIAGRAM
NOT TO SCALE

NOTE:
* CHECK SLOTS AT 50' INTERVALS: NOT REQUIRED WITH ALL COMBINATION BLANKETS.



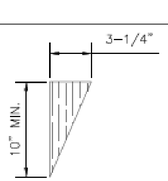
NOTE:
STAPLE FORMED FROM NO. 11 STEEL WIRE.
MIN. 8" STAPLE LENGTH FOR SANDY SOIL.
MIN. 6" STAPLE LENGTH FOR OTHER SOIL.

STAPLE
NOT TO SCALE

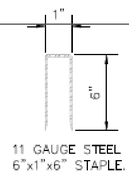


ANCHOR SLOT
NOT TO SCALE

EROSION CONTROL BLANKET INSTALLATION FOR CHANNELS

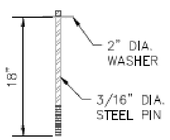


1. STAKE
SEE NOTE 1



11 GAUGE STEEL 6"x1"x6" STAPLE.

2. STAPLE
SEE NOTE 2



3. PIN
SEE NOTE 3

STAKES, STAPLES, AND PINS FOR INSTALLATION OF ROLLED EROSION CONTROL PRODUCTS
NOT TO SCALE

EROSION CONTROL BLANKET NOTES (2):

F) STAPLES:

STAPLES FOR ANCHORING BLANKET SHALL BE NO. 11-GAUGE WIRE OR HEAVIER. THEIR LENGTH SHALL BE A MINIMUM OF 6 INCHES. A LARGER STAPLE WITH A LENGTH OF UP TO 12 INCHES SHALL BE USED ON LOOSE, SANDY, OR UNSTABLE SOILS.

G) JOINING PROTECTIVE COVERINGS:

OVERLAP THE END PREVIOUS ROLL A MINIMUM OF 6 INCHES AND STAPLE ACROSS THE END OF THE ROLL JUST BELOW THE ANCHOR SLOT AND ACROSS THE MATERIAL EVERY 6 INCHES.

H) TERMINAL END:

AT THE POINT AT WHICH THE MATERIAL IS DISCONNECTED, OR WHERE THE PROTECTIVE COVERING MEETS A STRUCTURE OR SOME TYPE, STAPLE A MINIMUM OF EVERY 12 INCHES.

I) FINAL CHECK:

THIS INSTALLATION CRITERIA MUST BE ADHERED TO:
1. ALL DISTURBED ARE ARE SEEDED.
2. PROTECTIVE BLANKET IS IN UNIFORM CONTACT WITH THE SOIL.
3. ALL LAP JOINTS ARE SECURE.
4. ALL STAPLES ARE DRIVEN FLUSH WITH THE GROUND.

NOTE:

APPROXIMATELY 200 STAPLES ARE REQUIRED PER 100 SQ. YDS. OF MATERIAL ROLL. ANCHOR SLOTS, JUNCTION SLOTS, AND CHECK SLOTS TO BE BURIED 6" TO 12" DEEP.

STAKES, STAPLES, AND PINS NOTES:
GENERAL NOTES:

1. STAKES SHALL BE 1x4 TRIANGULAR SURVEY STAKES A MINIMUM OF 10" LONG.
2. STAPLES SHALL BE 11-GAUGE STEEL A MINIMUM OF 1" WIDE BY 6" LONG. A 2"x8" STAKE MAY BE REQUIRED IN CERTAIN SOIL CONDITIONS.
3. STEEL PINS SHALL BE 3/16 DIAMETER BY 18" LONG WITH A 2" DIAMETER WASHER ON TOP (SEE ILLUSTRATIONS).
4. ANCHORING METHODS AND RECOMMENDATIONS VARY BY MANUFACTURERS. THE EXPECTATION OF HIGH VELOCITIES SHOULD DICTATE THE USE OF MORE SUBSTANTIAL ANCHORING.

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SALINA, KANSAS

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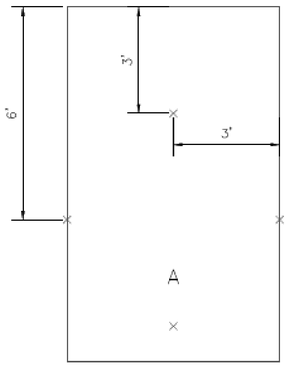
EROSION CONTROL BLANKET 2 OF 3

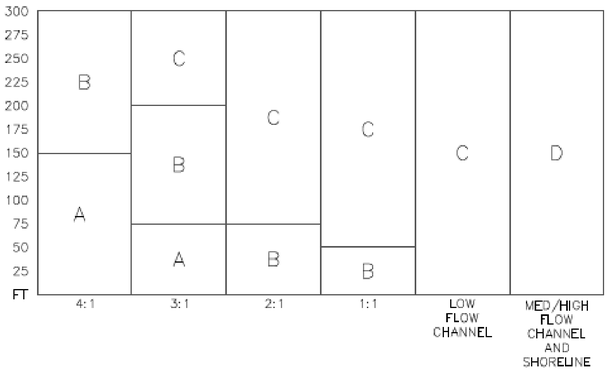
C15

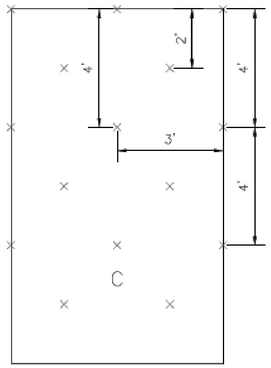
SHEET 15 OF 19

STAPLE PATTERNS FOR ROLLED EROSION CONTROL PRODUCTS

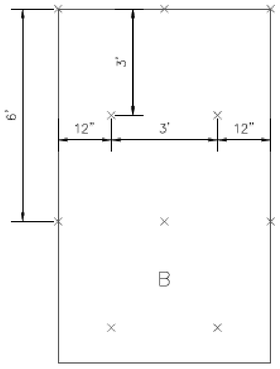


1 STAPLE PER SQ. YD.



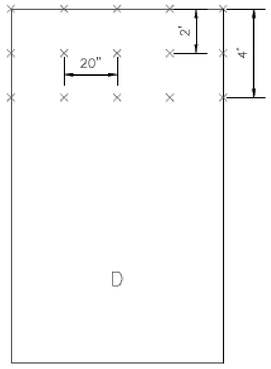


2 STAPLE PER SQ. YD.



1 1/2 STAPLE PER SQ. YD.

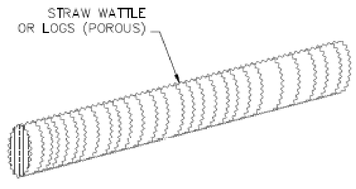
GENERAL STAPLE PATTERN
GUIDE AND RECOMMENDATIONS
FOR ROLLED EROSION CONTROL PRODUCTS
NOT TO SCALE



3 1/2 STAPLE PER SQ. YD.

A) NOTES:

1. FOR OPTIMUM RESULTS, THESE RECOMMENDED STAPLE PATTERN GUIDES MUST BE FOLLOWED UNLESS OTHERWISE DICTATED BY THE MANUFACTURER. SUGGESTED ANCHORING METHODS VARY BY MANUFACTURER. THIS CHART SHOWS HOW SLOPE LENGTHS AND GRADIENTS AFFECT STAPLING PATTERNS.



STRAW WATTLES OR LOGS
NOT TO SCALE

A) NOTES:

1. STRAW WATTLES OR LOGS MUST BE USED FOR LOW SURFACE FLOWS ONLY.
2. PRODUCTS MUST BE INSTALLED AS PER MANUFACTURE'S RECOMMENDATIONS WITH CARE TAKEN TO TIGHTLY BUTT ENDS OF ADJOINING WATTLES TOGETHER. DO NOT OVERLAP.
3. ENDS OF WATTLES SHALL BE TURN UPHILL TO POND RUNOFF.
4. SEDIMENT SHALL BE REMOVED WHEN IT REACHES 1/2 THE HEIGHT OF THE WATTLE.
5. WATTLES MUST BE REPLACED WHEN TORN, COLLAPSED, OR DAMAGED.

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SALINA AIRPORT AUTHORITY

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SALINA, KANSAS

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EROSION CONTROL BLANKET 3 OF 3

C16

Note to Designer: KDOT Pipe Policy provides guidance in identifying the prohibited and/or restricted uses of CSP, ACSP, PEP, PVCP, CAP & RCP. Provide end sections of the same type and coating as the pipe. Exceptions to this are noted in the Standard Specifications. Refer to the KDOT Design Manual, Volume I (Part C), Road Section, 'Elements of Drainage & Culvert Design' for structural pipe design information which includes: corrugations, sizes, gauges, maximum/minimum fill heights and classes of pipe.

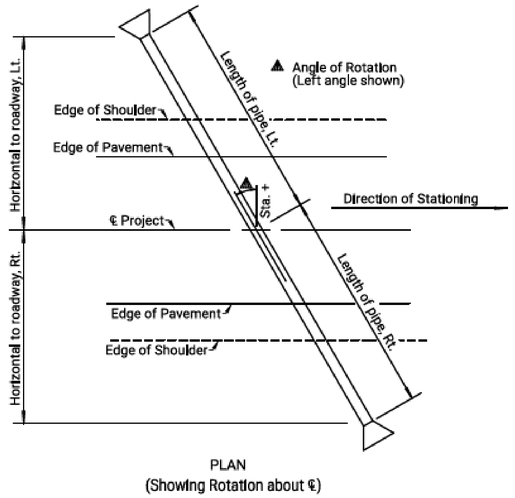
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS				

PIPE CULVERT SUMMARY

Station	Type	Size or Bid Designation Sq. Ft.	Crown Grade Elev.	Flow Line Lt.	Flow Line Rt.	✳ Floor Elev. Lt.	✳ Floor Elev. Rt.	Horizontal Roadway Lt.	Horizontal Roadway Rt.	Degree of Rotation	Length of Pipe Lt.	Length of Pipe Rt.	Lin. Ft. of Pipe	Height of Fill (max.) Ft.	Concrete Pipe AASHTO Class No.	Pipe Gauge ◔ Steel	Pipe Gauge ◔ Alum.	Pipe Corrugations ◔ Steel	Pipe Corrugations ◔ Alum.	Remarks

◔ Unless otherwise noted, minimum pipe gauge & corrugations to be as shown in RD660. See Summary of Quantities for End Section information.

✳ Only include floor elevations for embedded pipes. See RD668 for details. For structures not embedded, the floor elevations may be omitted.



PLAN
(Showing Rotation about ℄)

Type	ALLOWABLE LOCATION ▲ Mainline	Side Road	Entrance	Storm Sewer Under ML	Storm Sewer Not Under ML
✡ PVCP					
◪ PEP					
CSP					
ACSP					
CAP					
RCP					

✡ When inside diameter of pipe is 36" or less.

▲ Unless otherwise specified in the plans. Some pipe types may not be allowed at a location if the fill height exceeds the maximum allowable or is less than the minimum allowable cover.

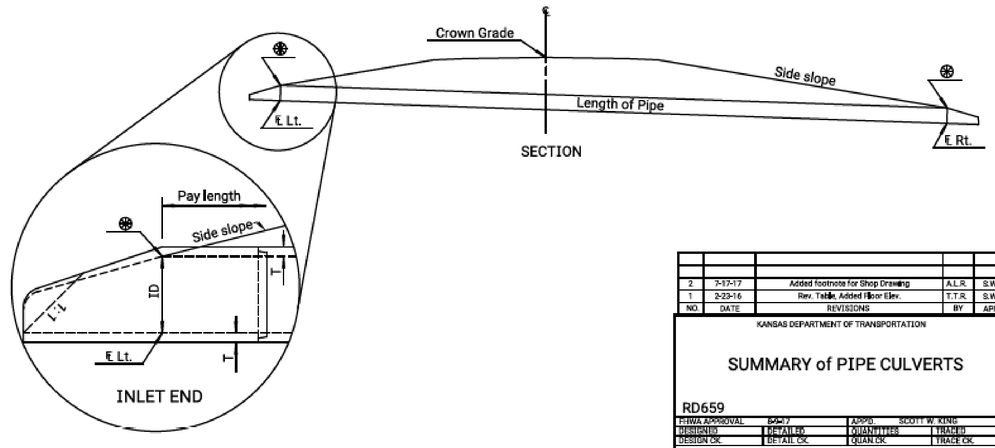
◪ When inside diameter of pipe is 60" or less.

Type	ALLOWABLE END SECTIONS ◆ CS	◆ ACS	CA	RC ¥
PVCP				
PEP				
RCP				
ACSP CAP CSP	Provide End Sections of the same material and coating type as the pipe.			

◆ Type IV End Sections are only made of CS or ACS.

¥ Submit Shop Drawing of connection for review

❁ Design side slope to intersect inside diameter of pipe outside of Clear Zone.



NO.	DATE	REVISIONS	BY	APP'D
2	7-17-17	Added footnote for Shop Drawing	A.L.R.	S.W.K.
1	2-23-16	Rev. Table, Added Floor Elev.	T.T.R.	S.W.K.

KANSAS DEPARTMENT OF TRANSPORTATION

SUMMARY of PIPE CULVERTS

RD659

FHWA APPROVAL	DATE	APP'D. SCOTT W. KING	
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

KDOT Graphics Certified 03-29-2018

KDOT Graphics Certified

Plotted 29-MAR-2018 09:34
Drawn By : arockers
File : working_rd659.dgn

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DESIGNED BY JSD DATE
REVISIONS DATE

ISSUE DATE 2/28/2022

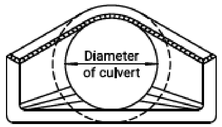
SUMMARY OF PIPE CULVERTS

C17

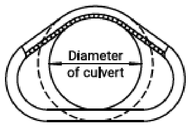
SHEET 17 OF 19

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS				

Note to Designer: KDOT Pipe Policy provides guidance in identifying the prohibited and/or restricted uses of CSP, ACSP, PEP, PVCP, CAP & RCP. Provide end sections of the same type and coating as the pipe. Exceptions to this are noted in the Standard Specifications. Refer to the KDOT Design Manual, Volume I (Part C), Road Section, "Elements of Drainage & Culvert Design" for structural pipe design information which includes: corrugations, sizes, gauges, maximum/minimum fill heights and classes of pipe.

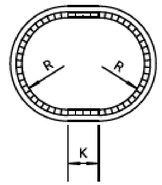


END ELEVATION (TYPE I)

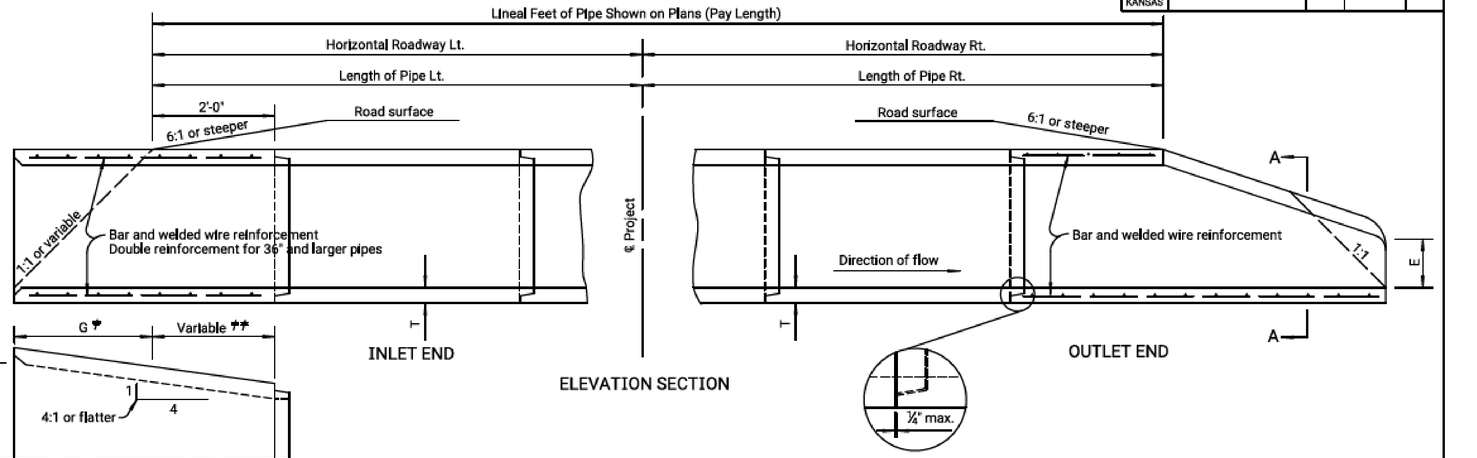


SECTION A-A

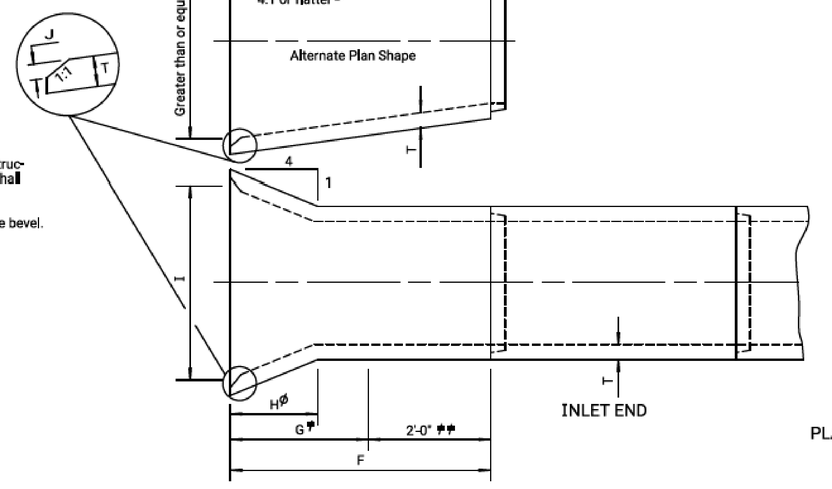
Showing rounding of inside edge of end section.



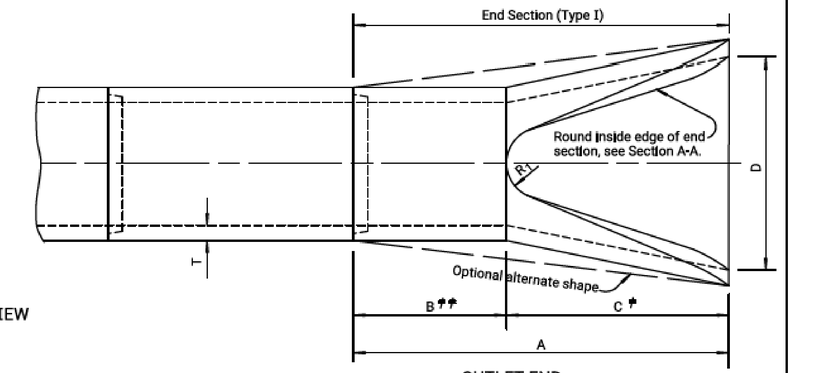
END ELEVATION (TYPE III)



Note: There shall be no payment for gain in length due to joint fit tolerance.



PLAN VIEW



ø Transition to round pipe.

✱ Paid for as separate item of End Section, except when structures shall bid as alternates. In that case End Sections shall be subsidiary to bid item. "Drainage Structure No. ✱".

✱✱ Included in pay length of pipe.

✶ Minimum waterway area is calculated at the inside of the bevel.

END SECTION (TYPE I) NOMINAL DIMENSIONS

Diam.	A	B✱✱	C✱	D	E	R_1	Slope	T
12"	6'-0 ⅞"	4'-0 ⅞"	2'-0"	2'-0"	4"	9	3:1	2"
15"	6'-1"	3'-10"	2'-3"	2'-6"	6"	11	3:1	2 ¼"
18"	6'-1"	3'-10"	2'-3"	3'-0"	9"	12	3:1	2 ½"
24"	6'-1 ½"	2'-6"	3'-7 ½"	4'-0"	9 ½"	14	3:1	3"
30"	6'-1 ¾"	1'-7 ¾"	4'-6"	5'-0"	1'-0"	15	3:1	3 ½"
36"	8'-1 ¾"	2'-10⅜"	5'-3"	6'-0"	1'-3"	20	3:1	4"
42"	8'-2"	2'-11"	5'-3"	6'-6"	1'-9"	22	3:1	4 ½"
48"	8'-2"	2'-2"	6'-0"	7'-0"	2'-0"	22	3:1	5"
54"	8'-2 ¼"	2'-9 ½"	5'-5"	7'-6"	2'-3"	24	2.4:1	5 ½"
60"	8'-3"	3'-3"	5'-0"	8'-0"	2'-11"	24	21	6"
72"	8'-3"	1'-9"	6'-6"	9'-0"	3'-0"	24	1.86:1	7"
84"	9'-3 ½"	1'-9"	7'-6 ½"	10'-0"	3'-0"	24	1.6:1	8"

SIDE TAPERED INLET SECTION (TYPE III)-NOMINAL DIMENSIONS

Diam.	Min. W.W.✶ Area Sq. Ft.	F	G	H	I	J	K	R	T
24"	4.5	4'-3"	2'-3"	1'-5 ⅛"	2'-8"	1 ½"	8"	1'-0"	3"
30"	7.0	4'-9 ½"	2'-9 ½"	1'-9 ½"	3'-4"	2"	10"	1'-3"	3 ½"
36"	10.1	5'-4"	3'-4"	2'-1 ½"	4'-0"	2"	1'-0"	1'-6"	4"
42"	13.7	5'-10 ½"	3'-10 ½"	2'-5 ⅞"	4'-8"	2 ½"	1'-2"	1'-9"	4 ½"
48"	17.9	6'-5"	4'-5"	2'-10 ⅛"	5'-4"	3"	1'-4"	2'-0"	5"
54"	22.7	6'-11 ½"	4'-11 ½"	3'-2 ½"	6'-0"	3 ½"	1'-6"	2'-3"	5 ½"
60"	28.0	7'-6"	5'-6"	3'-6 ⅞"	6'-8"	4"	1'-8"	2'-6"	6"
72"	40.3	8'-7"	6'-7"	4'-3 ⅝"	8'-0"	5"	2'-0"	3'-0"	7"
84"	54.8	9'-8"	7'-8"	5'-0 ⅜"	9'-4"	6"	2'-4"	3'-6"	8"

Dimensions for alternate shapes shall be equal to or greater than those shown in the table, unless otherwise shown.

NO.	DATE	REVISIONS	BY	APP'D
2	4-18-08	Added ref. to KDOT Pipe Policy	S.W.K	J.O.B
1	4-05-05	Revised reinforcement callout	S.W.K	J.O.B

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE END SECTIONS FOR CONCRETE PIPES TYPE I & SIDE TAPERED INLET SECTION (TYPE III)

RD662

FHWA APPROVAL 6-27-08		APP'D James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK. King

KDOT Graphics Certified 03-29-2018

KDOT Graphics Certified

Plotted 29-MAR-2018 10:47

Drawn By : arockers
File : working_rd662.dgn

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SALINA AIRPORT AUTHORITY

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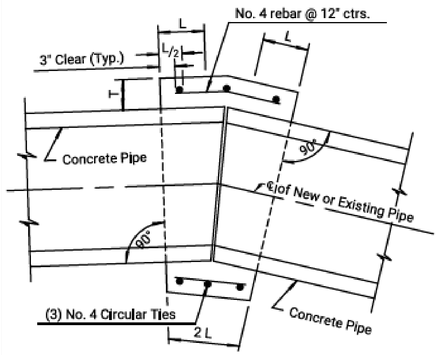
DESIGNED BY JSD DATE
REVISIONS DATE

ISSUE DATE 2/28/2022

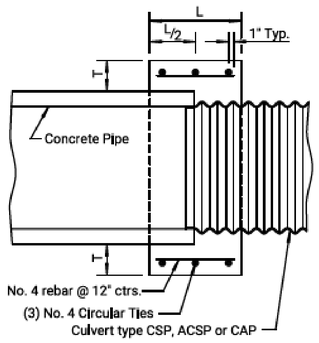
CONCRETE END SECTIONS

C18

SHEET 18 OF 19

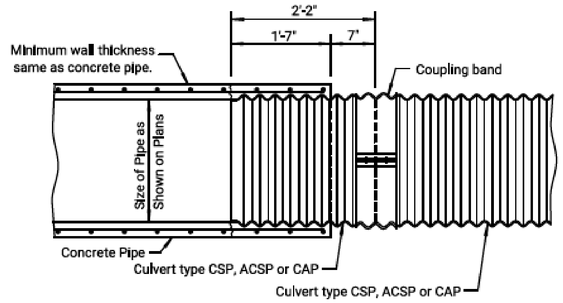


PIPE COLLAR AT CHANGE IN ALIGNMENT
TYPE A COLLAR



PIPE COLLAR AT CHANGE IN PIPE MATERIAL
TYPE B COLLAR

CONCRETE PIPE COLLAR		
Pipe Dia.	L	T
18"	1'-0"	6"
24"	1'-0"	6"
36"	1'-6"	8"
48"	1'-6"	10"
60"	1'-9"	11"



(CONCRETE PIPE CONNECTED TO CORRUGATED METAL PIPE)
TYPE C COLLAR ▲

▲ A section of concrete pipe (6'-0" min.) is cast 1'-7" short with the re-steel protruding. Tack weld the re-steel to the 2'-2" section of CMP and finish casting the remaining 1'-7" of RCP around the CMP. This is an approved connection provided it is fabricated as an integral part of a section of concrete pipe.

General Notes:

Pipe collar shall be used to join pipes of different diameters or materials or where change in alignment or grade exceeds that allowed for ordinary joints.

All concrete shall be Concrete Grade 3.0. All reinforcing steel shall be Grade 60 and shall have a minimum of 2" of cover.

The diameter of the circular ties shall be the outside diameter of the larger pipe plus "T".

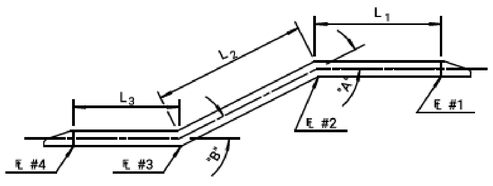
The maximum allowable distance between the ends of the pipes at any point is 2".

All labor, materials and incidentals required to construct the pipe collar Type A, B or C shall not be paid for directly but shall be subsidiary to the individual pipe bid items.

Aluminum or aluminized pipes or end sections shall be coated with an asphaltic paint when in contact with fresh concrete in accordance with the Standard Specifications.

Pipe ends shall be trimmed such that the maximum distance between pipes at any point is 2".

PIPE COLLARS



Sketch Along ℄ CRP (CMP)
Broken-Back

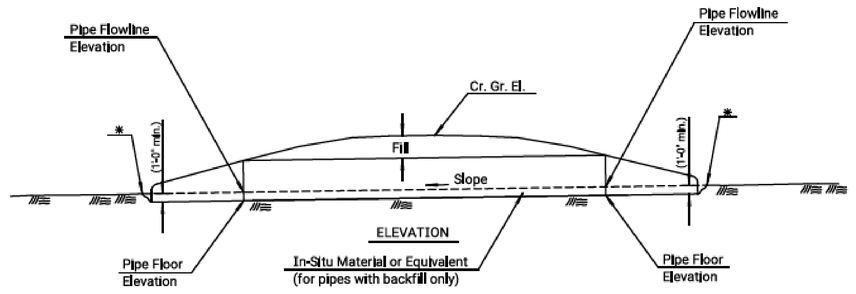
SUMMARY OF BROKEN BACK PIPES											
STATION	SIZE	FLOW LINES				LENGTH			ANGLES		REMARKS
		#1	#2	#3	#4	L_1	L_2	L_3	A	B	

GENERAL NOTE

For pipes where the height or rise is greater than 4'-0" place uncompacted backfill through the pipe, including the end sections, 1'-0" (Min.). Backfill material will be reasonably free of organic material. In-situ material may be used for backfill as approved by the Engineer.

For pipes where the height or rise is less than or equal to 4'-0" install the pipe such that embedment will occur through natural sedimentation. See Pipe Embedment detail shown on this sheet.

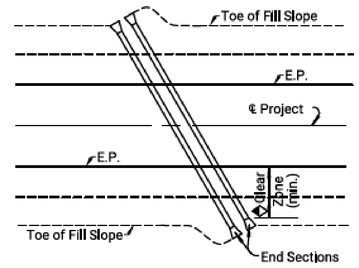
Work and material for embedding pipes will not be paid for directly, but will be Subsidiary to the other pipe bid items in the contract.



PIPE EMBEDMENT

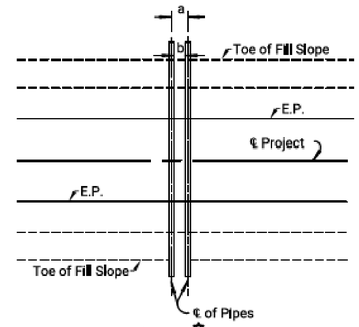
*Natural channel or ditch flowline elevation. See profile sheets and cross sections for details.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS				



PLACEMENT OF ROTATED PIPES
RELATIVE TO FILL SLOPE
AND CLEAR ZONE

♦ Pipe culverts 2'-0" or less in height may terminate within the clear zone with Type I or Type III End Section. Any size pipe may terminate within the clear zone with a Type IV End Section.



a = Face width of end section ✡ + 1'.
✡ Face width is equal to the following dimension shown on the end section std. drawing.
Type I Concrete = D
Type III Concrete = I
Type I CM = W+ 2A
Type III CM = G
Type IV = W+ 2A
b = Pipe diameter or span (3' min.)
Spacing shall be equal to the larger of dimensions a or b.
Spacing for three or more pipes shall be determined using a similar method.

MULTIPLE PIPE SPACING

NO.	DATE	REVISIONS	BY	APP'D
6	1-21-16	Added Details, Pipe Embedment	T.T.R.	S.W.K.
5	5-17-13	Rev. Dimension, Type B Collar	S.W.K.	J.O.B.
4	4-15-08	Added asphaltic paint note	S.W.K.	J.O.B.
3	1-28-05	Changed Class to Grade concrete	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS
PIPE CULVERT DETAILS

RD668

FHWA APPROVAL		SEP-16	APP'D. SCOTT W. KING
DESIGNED	DETAILED KAHLE	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK. RHOADS	QUAN. CK.	TRACE CK.

KDOT Graphics Certified 03-12-2018

KDOT Graphics Certified

Plotted 29-MAR-2018 13:00
Drawn By: arockers
File: working_rd668.dgn

Plot Date/Time: 2/28/2022 8:22:07 PM
Plot Driver: I:\SLN\GEN\protools\CADDSTDS\SA\USTATION\BENTLEY\SYSTEM\PLOTDRV\PDF-DWG.plt
Drawing Name: pw:\\lochner-pw.bentley.com:lochner-pw-01\Documents\Projects\000019868\01 - PROJECT\AE\01 - DESIGN\DGN\SHEET\19868_STD RD668.dgn

LOCHNER
1823 S. Ohio Street | Salina, Kansas 67401-3713
P 785.827.3603 | F 785.827.3029

SALINA AIRPORT AUTHORITY
SOUTH OVERFLOW PARKING LOT
SALINA, KANSAS

PROJECT NO. 000019868
DRAWN BY RLK DATE
CHECKED BY MJJ DATE
DESIGNED BY JSD DATE
REVISIONS DATE

ISSUE DATE 2/28/2022

MISCELLANEOUS PIPE CULVERT DETAILS

C19

SHEET 19 OF 19

NOTICE TO BIDDERS
SALINA AIRPORT AUTHORITY

Sealed bids will be received until 2 PM CDT on April 11, 2022, and then publicly opened and read at Salina Airport Authority, Hangar 600, 1st floor Conference Room, 2720 Arnold Ct., Salina, Kansas 67401, for furnishing all labor, materials and equipment and performing all work necessary to construct the Terminal Building South Overflow Parking Lot.

Plans and Specifications are on file and may be examined at the office of the **Executive Director, Salina Airport Authority, M.J. Kennedy Air Terminal Building No. 120, 3237 Arnold, Salina, KS 67401**. For questions concerning the Plans and Specifications or to schedule a walk-through of the property contact Maynard Cunningham with the Salina Airport Authority, 785-827-3914.

A complete set of bid documents may be obtained from the Salina Airport Authority, 3237 Arnold Avenue, Salina, KS 67401 for no fee. To receive a set of documents electronically, visit the business opportunities link at www.salinaairport.com or email maynardc@salair.org. To receive a paper copy, call the SAA Administrative Offices at 785-827-3914.

Each proposal must be accompanied by a bid guaranty in the amount of five (5) percent of the total amount of the bid. The bid guaranty may be by certified check or bid bond made payable to **Salina Airport Authority.**

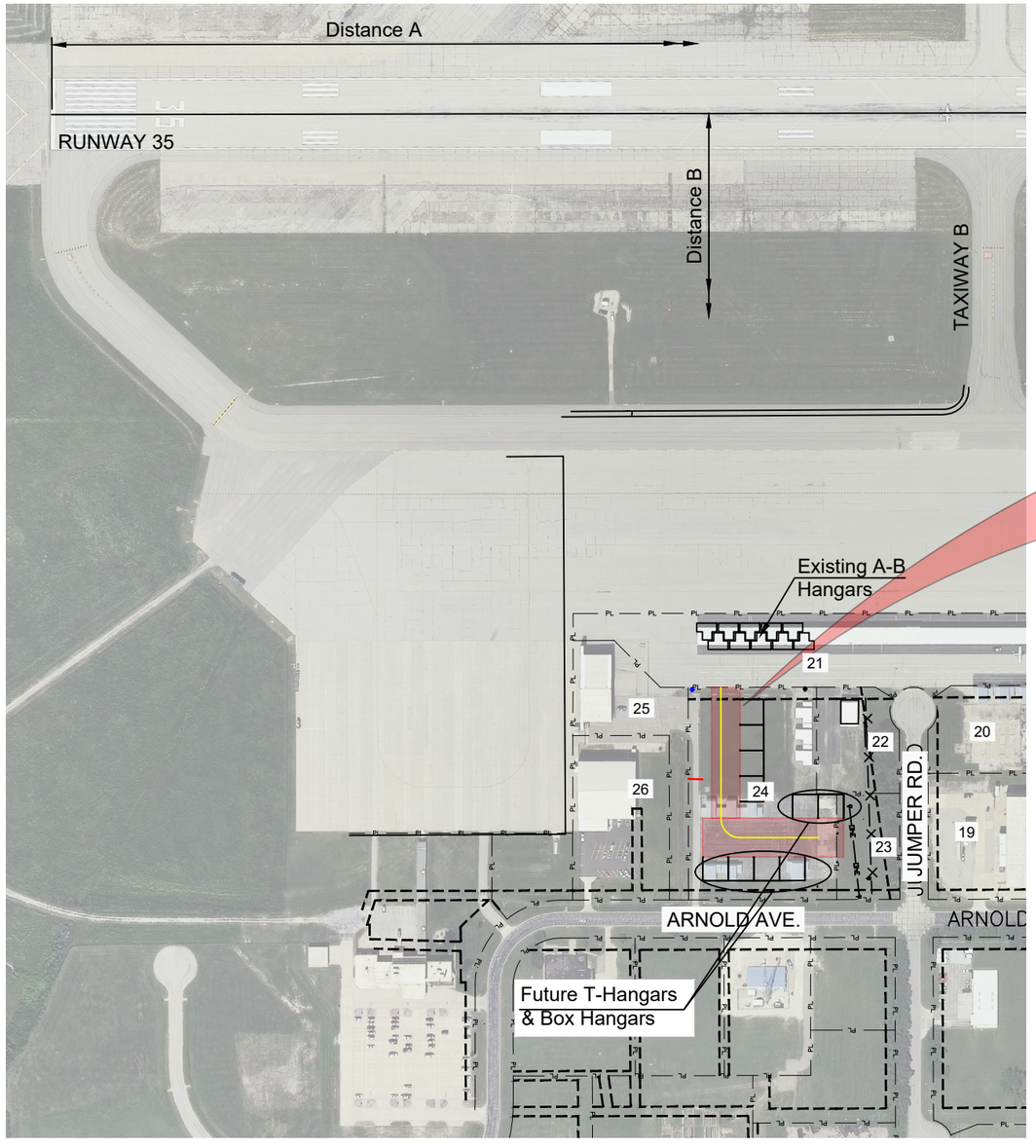
Award of contract will be based on the lowest aggregate sum proposal submitted from those bidders that are confirmed as being responsive and responsible. The right is reserved, as the **Salina Airport Authority** may require, to reject any and all bids and to waive any informality in the bids received.

SALINA REGIONAL AIRPORT
SALINA AIRPORT AUTHORITY
SALINA, KANSAS

General Aviation Box Hangar Project

Revised as of April 18, 2022

DESCRIPTION	Budget
4-Unit Box Hangar (sealed building and foundation drawings included)	$464,261
Concrete Slab/Footings	101,736
Concrete Apron	15,034
Concrete Perimeter (18” recommended)	1,742
Asphalt Taxiway (4-Unit)	73,093
Electrical	100,000
Contingency (5.5%)	44,134
TOTAL PROJECT BUDGET	$800,000



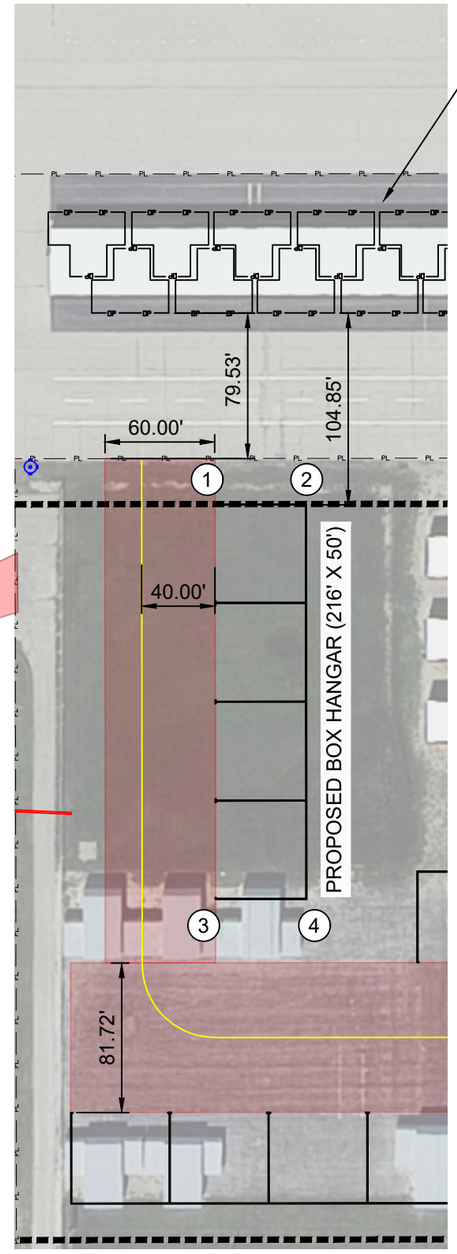
Airfield Box Hangar
Location Map

0 300
Scale in Feet

LEGEND

Property Line

Easment



Airfield Box Hangar Site
Map

N

0 80
Scale in Feet

Point No.	1	2	3	4
Dist A	1447	1497	1447	1497
Dist B	1233	1233	1449	1449
Latitude	38-46-50.22n	38-46-50.71n	38-46-50.22n	38-46-50.71n
Longitude	97-38-29.68w	97-38-29.66w	97-38-26.92w	97-38-26.92w
R/W Centerline El.	1266	1266	1266	1266
100:1 Elevation	1278	1278	1281	1281
Structure Top El.	1280	1278	1280	1278
Ground El.	1261	1261	1260	1260
Structure Height	19	17	20	18

Notes:
Distance A is from the 35 threshold to the building corner parallel with the runway.

Distance B is from the runway centerline to the building corner perpendicular to the runway

A 216'x50' hangar will be constructed in Lot 24 of Schilling Subdivision No. 5 that was acquired by a GSA Quit Claim Deed. Also a new taxilane (275'x80') will be constructed. Lot 24 is owned by the Salina Airport Authority. The hangar will be divided into 4 units and serve ADG I aircraft for aeronautical use. The existing T-Hangars will be relocated or demolished at the east end of the project. There will be no water or sewer serving the hangar. Electrical service will be provided. The project is funded with SAA operating cash and General Obligation Bond proceeds

Drawing Number 3009-04-22

SALINA Airport Authority
3237 ARNOLD, SALINA, KS 67401
(785-827-3914 FAX: 785-827-2221)

None : REVISIONS
MWC : DESIGNED BY
MWC : DRAWN BY
As Shown : SCALE
04/11/22, 10:55 : DATE

SALINA AIRPORT AUTHORITY (FAA 7460)
4-Unit Box Hangar Builiding

1 OF 1

F:\Public\Facility_Master\00EMailDuplication\1-2-3-4\7460-Notams\7460s\C2-C6 Hangars\04 Box Hangars 2021Relocated 03.dwg

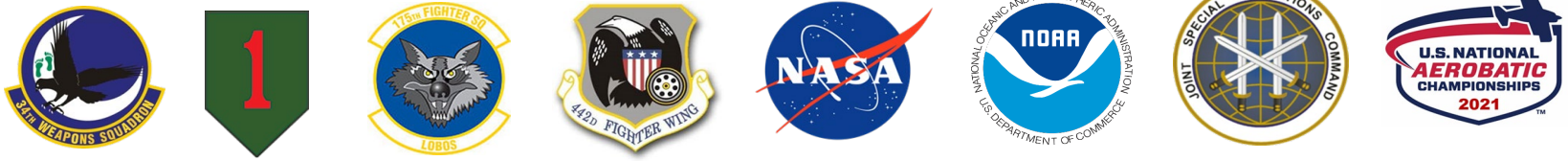
2022 FOL Calendar

Salina Regional Airport

4/19/2022 13:01

Project Start: 1/1/2022

FOL Activity	PLAN START	PLAN END	TYPE
AASF#2 (Storage 6 UH-60s)	1/4/2022	6/30/2022	R
Support Fort Riley flights to NTC	1/30/2022	2/5/2022	p
Support Fort Riley - cargo movement	2/24/2022	3/20/2022	O
Support Fort Riley flights returning from N	3/3/2022	3/6/2022	P
34th WPS, Nellis	3/4/2022	3/27/2022	O
Runway 17/35 Rehab (North 4800')	4/4/2022	5/7/2022	X
Dynamic Aviation	4/4/2022	4/7/2022	O
175th FS, SDANG	5/7/2022	5/16/2022	R
NASA (DCOTSS)	5/10/2022	6/30/2022	Y
Sierra Nevada Corp. (SNC)	5/18/2022	6/17/2022	R
Lawrence Livermore National Laboratory	5/22/2022	6/15/2022	O
Gunslinger 22	6/1/2022	7/1/2022	O
Runway 17/35 Rehab (South 7500')	7/1/2022	9/7/2022	X
Blue Air Training	5/1/2022	5/6/2022	O
Jaded Thunder 22.2	9/8/2022	9/26/2022	G
IAC/US Nationals	9/27/2022	10/8/2022	Y
442nd FS, Whiteman	10/1/2022	10/10/2022	Y
CA Forces - 410 Tactical Fighter Squadror	10/10/2022	11/5/2022	Y
K-State Salina / NIFA Regional Competitio	10/17/2022	10/22/2022	O
SS 22	10/23/2022	11/5/2022	R
Insert new rows ABOVE this one			



Legend

Hangar 509	
Hangar 600	
Hangar 606	
Airfield Only	