CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING

Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin

July 19, 2019, 8:00 a.m.

1) Call to Order by Chair Jim Zdroik at 8:00 a.m.
   a) Pledge of Allegiance

2) Approval of Minutes of the June 21, 2019 Board Meeting

3) Public Comment Period: 15-minute time limit

4) Warbird Rendezvous Discussion

5) Review and Possible Action on 2019 AIP Projects and Grant Applications
   a) Review Concourse Renovations Bid Results (AIP-51)
   b) Concourse Construction Administration Contract (AIP-51)
   c) Runway 17/35 Reconstruction – Design Services Contract (AIP-52)

6) Staff Reports
   a) Director Report
      i) Statistics – June 2019
      ii) Flight Schedule
      iii) Landscaping Project Update
      iv) Legislative Update
      v) Annual Planning Session – August 7, 2019
      vi) Other Items of Interest

   b) Operations and Maintenance Report
      i) Summer Projects
      ii) ACE Operations Certification – Bill Maguire
      iii) Other Items of Interest

   c) Financial Reports
      i) Revenues and Expenses – June 2019
      ii) Other Items of Interest

   d) Project Reports
      i) Passenger Boarding Bridge Project
      ii) Fleet Update
      iii) Other Items of Interest

7) Adjournment

8) Next Meeting Date: August 16, 2019 at 8:00 a.m.

Any person planning to attend this meeting who needs some type of special accommodation to participate should call the County Clerk's Office at 715-261-1500 or e-mail infomarathon@co.marathon.wi.us one business day before the meeting.

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING

CENTRAL WISCONSIN AIRPORT TERMINAL

Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin

June 21, 2019 - 8:00 a.m.

Airport Board:	Jim Zdroik, Chair – Excused	Sara Guild, Vice Chair
	John Durham	Leonard Bayer – Excused
	Jeff Zriny	Lonnie Krogwold
	Dave Ladick	
Staff:	Brian Grefe, Airport Director	Mark Cihlar, Planning & Development
	Dave Drozd, Finance	Julie Ulrick, Badging Coordinator
	Jim Olson, Director of Ops & Maintenance	James Wood, Maintenance Supervisor
Visitors:	Karl Kemper, Becher Hoppe	Randy Van Natta, Becher Hoppe

Meeting called to order at 8:00 a.m. by Vice Chair Guild.

Motion by Ladick, second by Durham to approve the minutes of the May 17, 2019 board meeting. Motion carried unanimously.

Public Comment: None.

Review of Landscape Design Concepts:

Landscaping that surrounds the terminal is the focus of revitalization efforts. The current landscaping was part of the terminal reconstruction design, however many of the native plants have not done well with salt and do not mature until later summer months. The airport hired Land Art Designs last summer and looked at ways to fix the challenge areas by creating a design that maximizes the use of existing plants, is easier to maintain and includes a weed control plan. The design scheme includes several cobblestone areas to replace some bark bedding, the addition of some annuals in heavily salted areas and a maintenance contract. Pre-emergent herbicides would be needed for weed control and the ongoing budgetary impact would be higher than the current budgeted amount. Landscape maintenance could run $10,000-$20,000 annually. Staff will look at options for assistance by possibly hiring a horticulture student intern to do a work study, contacting various community garden clubs and reaching out to UW Extension offices. The board recommends moving forward with the conceptual plan and it will be bid out utilizing the services of Becher Hoppe, pending successful work order negotiations. Final design plans will be presented to the board when finalized.

Staff Reports:

Director Report – Brian Grefe:

Statistics – The May 2019 statistical report shows landings increased for the month and cancelations were down 83.3%. Enplanements were up significantly at 24.3% on the month and 15.4% on the year. Seats are projected to be up 5-6% through year end. Load factors ranged between 65.7% and 78.1%.

Flight Schedule – The flight schedule remains unchanged and the schedule is good. Grefe has been speaking with Delta on upgauging their morning flight to a CRJ-700 for additional seats. Charters are frequent in the coming months.

Airline Cancelations – On Sunday, June 9th, an update to Collins Aerospace GPS equipment affected primarily CRJ-200s equipped with the units causing many cancellations nationwide. The entire weekend was affected.

Air Service Update – American's 11:00 a.m. midday flight was shifted to 9:54 a.m. and may see low incoming traffic. The flight's load factors will be watched.

Legislative Update – The government continues to work on fiscal year 2020 appropriations bills. The House DOT/FAA measure includes an additional $500 million for infrastructure projects and $169 million in dedicated funding for the contract tower program, $1 million more than the current level. AIP grants are getting out early this year, with $840 million issued through June 10th.

Annual Planning Session – The annual planning session to develop organizational goals was held last year in August and will likely take place in August again this year. Steve Smith will return to facilitate the session.

Other Items of Interest – A "Fun Facts and Memorable Moments" article was written about CWA for the Marathon County newsletter and the Mosinee Times is doing an article for CWA's 50 year anniversary. The airport will celebrate by providing free popcorn all day on Saturdays. Grefe attended the AAAE Annual Conference in Boston, MA, which focused on problem solving with technology. Networking at the conference was valuable. The PreCheck enrollment event went extremely well with 380 individuals enrolled. The Blind Rooster has adjusted their business hours to M-Th 8:00 a.m. to 3:00 p.m. and will keep the Friday fish fry and Sunday brunch hours. Evenings may be used for parties, banquets, etc.

Operations and Maintenance Report – Jim Olson:

Runway Projects – Maintenance crews are tarring and painting runway markings and cutting grass around runway lights. The annual FAA inspection will be held late August or early September.

Other Items of Interest – Preparations for upcoming winter operations has begun and warranty work on the snow blowers is nearing completion.

Financial Reports – Dave Drozd:

Revenues and Expenses – May 2019 revenues are on target and end the month at 41.2%. CFCs are at 46.2% of budget and typically increase through the summer months. PFCs are doing well at 46.3% of budget and will stay strong with increased enplanements.

Disbursements for May end at 39.3% of budget and raw materials will soon reflect runway painting and tarring projects. The new servers were installed by RMM and are up and running perfectly. The year-to-date summary through May shows total revenues up 12.41% on the year and total expenses up 11.14% on the year, with parking revenues seeing steady growth to date.

Project Reports – Mark Cihlar:

Passenger Boarding Bridge Installation – Contractors are scheduled to begin installation of boarding bridges July 8th and some impacts on bridge use will be seen, but will be kept minimal. Airlines are aware of the impacts and are prepared. The final bridge installation is slated for November and crews will begin work on bridge 5. It is estimated to take one to one and a half months per bridge for installation. Gate 1 may be used for ground boarding as needed.

Concourse Renovations – The concourse renovation project was the key topic at the June 11th Advisory Committee meeting and the plans approved by the board were reviewed. Custom lounge seating was discussed, however it would not be eligible for AIP funding. A middle ground product was found that is designed to be traditional airport seating with more of a lounge feel and a higher comfort level. The product would be AIP eligible. Table sections in standard seating units will have built-in charging stations, including wireless charging options, which the committee was pleased with. It was recommend to have plenty of "Excuse our Dust" type signage that includes the design plans to allow visitors and travelers to see what is happening and what is to come. Bids for the project are due next Wednesday, followed by the Friday grant application deadline.

Runway 17/35 Reconstruction and Length Justification – The Chicago ADO is looking to get runway 17/35 listed as a secondary commercial service runway to aid in the justification process. Staff is waiting to hear back on the determination status.

Warbird Rendezvous Update – Fox WZAW, NRG Media and Sunrise Broadcasting are all onboard with promoting the warbird event and providing communications during the event. A large crowd is expected. Staff is working diligently on securing as many warbirds and other aircraft as possible, as well as finding volunteers to help with various duties throughout the day.

Other Items of Interest – Recently sold on the Wisconsin Auction site was the Bobcat Toolcat with attachments and one lawn mower. A Ferris zero-turn mower was recently purchased to replace the old mower and a Kobota UTV with attachments was purchased to replace the Toolcat. The F150 pickup that was budgeted for this year has been ordered and is due onsite mid-August.

9:32 a.m. Motion by Zriny, second by Krogwold to adjourn. Motion carried unanimously.

The next regular session of the Board is scheduled for July 19, 2019 at 8:00 a.m.

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Julie Ulrick, Recording Secretary

AIP Project Summaries

- AIP-51 Concourse Renovations
  - Bids Opened on June 26, 2019
    - Findorff: $2,162,715
    - Miron: $2,403,673
  - Grant Application has been submitted to FAA
  - Total Project Cost: $2,780,826
    - FAA Share: $2,337,537
    - State Share: $129,863
    - **CWA Share: $313,426 (PFC: $129,863 Local:$183,563)**
  - **Concourse Construction Administration Contract - $325,361.32**
    - Contract Negotiated in Good Faith

- AIP-52 Runway 17/35 Reconstruction – Design Only
  - Still working with FAA on Runway Eligibility Determination
  - Grant Application has been submitted to FAA
  - Total Project Cost: $1,200,038
    - FAA Share: $1,080,034
    - State Share: $60,002
    - **CWA Share (PFC): $60,002**
  - **Runway 17/35 Reconstruction - Design Services Contract - $985,505.77**
    - Contract Negotiated in Good Faith

Inside New Passenger Boarding Bridge at Factory

SCOPE OF WORK
FOR
CENTRAL WISCONSIN AIRPORT (CWA)
Mosinee, WI
Project No. CWA1008(AIP-51)
Concourse Renovation – Construction Administration

This is an Appendix attached to, made a part of and incorporated by reference with the Consulting Contract dated March 16, 2018 between the Central Wisconsin Airport and Jviation, Inc. for providing professional services. For the remainder of this scope the Central Wisconsin Airport is indicated as "Sponsor" and Jviation, Inc. is indicated as "Architect". The approximate construction cost of this project is $2,500,000.

This project shall consist of providing Construction Administration, Post Construction, On-Site Construction for the Concourse Renovation Project. This scope of work is for the construction administration services provided during the course of construction. The Architect will perform the architectural and electrical engineering associated with this work, along with the efforts by local sub consultants to provide the Civil Engineering / Construction Management on-site, Mechanical and Plumbing Engineering and observation. See Exhibit No. 1 below for the project location.

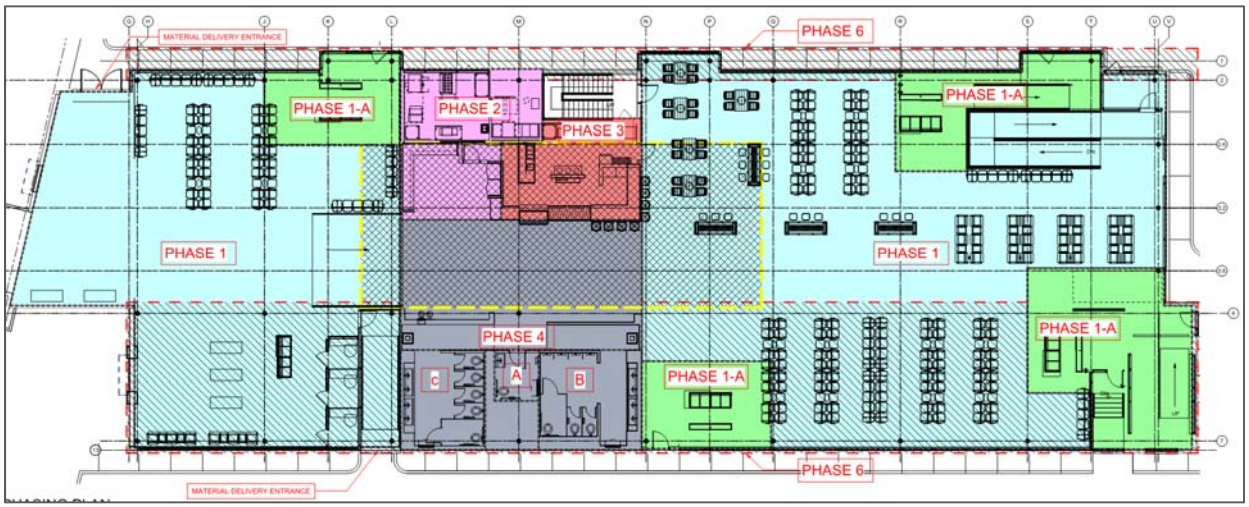

EXHIBIT NO. 1

DESCRIPTION

This project will consist of the construction of the Concourse Renovation of the existing concourse in the terminal building. This will include four schedules of work:

- Schedule I: Concourse Renovation (AIP/PFC)
- Schedule II: Pro-Rated Construction Items (AIP/PFC/Local)
- Schedule II: Fixed Seating (AIP/PFC)
- Schedule IV: Kitchen Renovation (Local)

The architectural fees for this project will include, **Part B-Special Services;** 4) Construction Administration Phase (lump sum), 5) Pre-Construction Phase (lump sum), 6) Post Construction Phase (lump sum), and EX) Reimbursable Costs during Construction (lump sum). Additional services that will be completed on a Cost Plus Fixed Fee basis by sub-consultants to the Architect including on-site visits by the civil engineer/construction manager, mechanical and plumbing engineer, the proposed special inspections and quality assurance testing will be included in **Part B-Special Services.** Part B and the phases are described in more detail below.

PART B - SPECIAL SERVICES consists of a construction administration phase, post-construction coordination phase (invoiced on a lump sum basis), on-site construction coordination phase (invoiced on a cost plus fixed fee basis). Also included are direct subcontract costs for civil engineer/construction manager, mechanical and plumbing engineering, and quality acceptance/special inspections.

5.0 Construction Administration Phase

5.1 Prepare Project Scope of Work and Contract. This task includes establishing the scope of work. Fees shall be negotiated with the Sponsor and may be subject to an independent fee estimate conducted by a third party for 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.

5.2 Provide Project Coordination. The Architect shall provide project management and coordination services to ensure the completion of the design. These duties include items such as:

- The Architect will provide instructions to staff.
- The Architect will prepare and submit monthly invoicing.
- Provide the Sponsor with a monthly Project Status Report (PSR), in writing, reporting on Architect'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.
- The Project Manager will review progress reports weekly and monthly.
- The Architect will provide the contractor with a conformed set of Construction Documents which include all Addenda issued during the bidding phase.
- Assist with change orders and supplemental agreements as necessary. All change orders and supplemental agreements will be coordinated with the Sponsor, FAA and BOA staff prior to execution. All change orders and supplemental agreements will be prepared in accordance with the FAA Standard Operating Procedure (SOP), *Airport Improvement Program Construction Project Change Orders*.
- Clerical staff shall prepare the quantity sheets, testing sheets, construction report format, etc.
- Every-other-week Owner, Architect, Contractor (OAC) meetings will be held via conference call with the Architectural staff to review and monitor construction progress and discuss pertinent items relating to the execution of the project.
- Office engineering staff, CAD personnel and clerical staff shall be required to assist the Field Personnel as necessary during construction. Specific items to be accomplished include providing secondary engineering opinions on issues arising during construction, maintaining project files as necessary and various other items necessary in the day-to-day operations.

5.3 Coordinate Quality Assurance Testing. This task includes preparing the requirements for QA testing and Special Inspections. Negotiating with the QA firm for a cost to perform the work is also included in this item.

5.4 Prepare/Conduct Pre-Construction Meeting. The Architect will conduct a pre-construction meeting to review FAA requirements as required per FAA AC 150/5370-12B, *Quality Management for Federally Funded Airport Construction Projects*, prior to the commencement of construction. The meeting will be held at the airport and will include the Sponsor, FAA and BOA (if possible), Contractor, subcontractors and airport tenants affected by the project.

5.5 Review Contractor's Safety Plan Compliance Document. This task includes the review and to comment on the Contractor's Safety Plan Compliance Document (SPCD) as required per FAA AC 150/5370-2G, *Operation Safety on Airports during Construction.* The Architect shall review to ensure that all applicable construction safety items are addressed and meet the requirements of AC 150/5370-2G and the Contract's Construction Safety and Phasing Plan (CSPP). The intent of the SPCD is to detail how the Contractor will comply with the CSPP. Following award of the project to the successful Contractor and prior to the issuance of the Notice to Proceed, the Architect will review the SPCD, provide comments and ultimately approval of the document. It is anticipated that the document will require at least one re-submittal by the Contractor to address any missing information. The SPCD will be submitted to the Architect for approval at least 14 days prior to the issuance of the Notice to Proceed to the Contractor. An approved copy of the SPCD shall be provided to the FAA AND BOA.

5.6 Perform Site Visits During Construction. The Project Manager shall make on-site visits, as required, throughout the duration of the project. Based on the estimated schedule, it is assumed that the Project Manager will be required to make a minimum of 6 site visits to the project.

5.7 Prepare Material Submittal Review and RFIs. Material submittal data will be collected, logged, and reviewed for compliance with the Contract Documents by the Architect(s) or qualified supporting staff. Requests for Information (RFI) from the contractor will be collected, logged, and answered with supporting information and project sketches, drawings, and details as necessary by the Architect(s) or qualified supporting staff. This will also include the coordination, distribution and tracking of Material submittals and RFIs for items that need to be responded to by the various disciplines on the project.

TASK 5 DELIVERABLES	TO FAA/STATE	TO SPONSOR
5.1 Construction SOW and Contract	✓	✓
5.2 Monthly invoice and monthly PSR	✓	✓
5.2 Pay Request Review Documentation	✓	✓
5.2 Weekly/Monthly Reports	✓	✓
5.2 Change Orders/Supplemental Agreements	✓	✓
5.4 Pre-Construction Agenda and Meeting Minutes	✓	✓
5.5 Review and Approval of SPCD and Final SPCD	✓	✓
5.7 RFI Responses		✓

TASK 5 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
5.4 Conduct Pre-Construction Meeting	Mosinee, WI One (1) Project Manager Assume full day site visit Assume travel to/from Denver, CO to Mosinee, WI and back in one day
5.6 Perform Site Visits During Construction	Mosinee, WI One (1) Project Architect / Engineer Assume full day site visit (6 visits) Assume travel to/from Denver, CO to Mosinee, WI with one (1) overnight stay for staff for each site visit

6.0 *Post Construction Coordination Phase*

6.1 Conduct Final Inspection. The Architect, along with the Sponsor and FAA and BOA (if available), shall conduct the final inspection. The acceptance test summary report must be accepted by the FAA and BOA prior to final inspection.

6.2 Prepare Clean-up Item List. The Architect will ensure the Contractor has removed all construction equipment and construction debris from the airport, that all access points have been re-secured (fences repaired, gates closed and locked, keys returned, etc.) and the site is clean.

6.3 Prepare Final Testing Report. The Architect will submit the QA testing summary report which will include narrative of tests taken, verification minimum number of tests, discussion of problems and tests necessary and a table including the actual number of tests taken for each specification to the FAA and BOA for review/approval.

6.4 Prepare Record Drawings. The Architect will prepare the record drawings indicating modifications made during construction. An electronic copy of the record drawings will be sent to the FAA and BOA.

6.5 Prepare Final Construction Report. The Architect will prepare the final construction report to meet the FAA and BOA closeout checklist requirements.

6.6 Summarize Project Costs. The Architect will be required to obtain all administrative expenses, engineering fees and costs, testing costs and construction costs associated with the project and assemble a total project summary. The summary will be compared with available funding.

TASK 6 DELIVERABLES	TO FAA/STATE	TO SPONSOR
6.1 Punchlists	✓	✓
6.2 Clean-up List	✓	✓
6.3 Final Testing Report	✓	✓
6.4 Record Drawings	✓	✓
6.5 Final Construction Report	✓	✓
6.6 Project Cost Summary	✓	✓

TASK 6 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
6.1 Conduct Final Inspection	Mosinee, WI One (1) Project Manager Assume full day site visit Assume travel to/from Denver, CO to Mosinee, WI with one (1) overnight stay for Project Manager for each site visit

Wage Rates and Overhead:
Jviation is utilizing their 2019 wage rates and 2019 IRS mileage and per diem rates to prepare the fee proposal. These wage rates are based on the 2019 audited overhead rate of 193.04% which is has been submitted and is pending approval with a profit of 11% for billable lump sum work.

Special Considerations

The following special considerations are required for this project but will be completed by sub-consultants to the Architect. The cost for this work will be included in the contract agreement with the Sponsor and the costs are in addition to the fees outlined above.

Mechanical and Plumbing Engineering (*JDR*) (Lump sum): This task includes the efforts of JDR Engineering to provide the construction administration and inspections for the mechanical and plumbing items on the project. This will be invoiced on a lump sum basis since the observation requirements and on-site time are fixed. This will include the following:

- Participating in OAC conference calls at key points as required for mechanical and plumbing items during the project's estimated 6 month duration
- Reviewing and responding to RFI's
- Reviewing submittals for mechanical and plumbing items
- Performing periodic on-site inspections to observe completed work
- Reviewing final testing and balancing data for acceptance
- Performing final punchlist walk-through

Civil Engineering / On-Site Construction Manager (*Becher-Hoppe*). This task includes coordinating with Becher-Hoppe, the local civil engineer, to perform the on-site construction management for the project. Participating in OAC conference calls at key points as required for mechanical and plumbing items during the project's estimated **6 month** construction duration. This will be invoiced on a cost-plus-fixed fee basis since the actual durations and observation time requirements will be depended on the contractors schedule and sequencing of work. ***Refer to the attached scope for the complete detailed scope of this subconsultant and the payment methods for the different components.*** This work is estimated to include the following:

- Working as the on-site construction manager during construction activities to coordinated between the Sponsor, tenants, TSA, and others as necessary
- Participating in all OAC meetings that will take place every-other-week during the project's estimated 6 month duration.
- Performing daily on-site observations to document completed work and continuous on-site inspections during night work, critical equipment switch overs, and phasing limit changes – up to 130 working days are included in this proposal on a cost-plus-fixed-fee basis to cover the project.
- Providing weekly construction reports to the FAA/BOA

Assumptions

The scope of services described previously is based on several assumptions of responsibilities by the Architect and Sponsor.

1. It is anticipated there will be a minimum number of trips and site visits to the airport to facilitate the completion of the various phases listed in this scope. Each trip is anticipated as described above.

2. An update to the ALP will not be required as the limits of this project are within the footprint of an existing building.

3. The Sponsor will coordinate with tenants as required to facilitate field evaluations and construction.

4. While the project has both eligible and ineligible work, this scope and fee assumes that the project will be designed as one bid package with separate federal and non-federal bid schedules.

5. All engineering work will be performed using accepted engineering principles and practices and provide quality products that meet or exceed industry standards. Dimensional criteria will be in accordance with FAA AC 150/5300-13A, *Airport Design* and related circulars. Construction specifications will be in accordance with FAA AC 150/5370-10H*, Standard Specifications for Construction of Airports.* Project planning, design and construction will further conform to all applicable standards, including all applicable current FAA Advisory Circulars and Orders required for use in AIP-funded and Passenger Facility Charge approved projects and other national, state, or local regulations and standards, as identified and relevant to an airfield design and construction project.

6. It is assumed that a project audit will not be performed. If a project audit occurs, the Architect is prepared to assist the Sponsor in gathering and preparing the required materials for the audit. This work will be negotiated with the Sponsor, should the need occur and payment will be on a time and material basis. This work may not be eligible for federal funding.

AIRPORT: CENTRAL WISCONSIN AIRPORT
PROJECT NUMBER: CWA1008, AIP-51
PROJECT NAME: CONCOURSE RENOVATION
DATE: June 27, 2019

FEE BREAKDOWN

Labor Category	Total Hours	Billing Rate	Total Cost
5.0 Construction Administration Phase (Lump Sum)			
Principal	9 hrs.	x $ 230.00 /hr =	$ 2,070.00
Project Manager III	91 hrs.	x $ 170.00 /hr =	$ 15,470.00
Electrical Engineer II	86 hrs.	x $ 215.00 /hr =	$ 18,490.00
Architect II	150 hrs.	x $ 130.00 /hr =	$ 19,500.00
Architect I	40 hrs.	x $ 95.00 /hr =	$ 3,800.00
Designer II	20 hrs.	x $ 135.00 /hr =	$ 2,700.00
CADD Tech II	88 hrs.	x $ 90.00 /hr =	$ 7,920.00
Project Coordinator II	97 hrs.	x $ 105.00 /hr =	$ 10,185.00
SUBTOTAL	**581** hrs.	**SUBTOTAL**	**$ 80,135.00**
Reimbursables			
Auto Rental	6 Day	x $ 70.00 /Day=	$ 420.00
Mileage	Mi	x $ 0.58 /Mi=	$ -
Lodging	6 Day	x $ 94.00 /Day=	$ 564.00
Per Diem	13 Day	x $ 55.00 /Day=	$ 715.00
Travel & Airline Costs	7 Trip	x $ 500.00 /Trip=	$ 3,500.00
		SUBTOTAL	**$ 5,199.00**
		SUBTOTAL	**$ 85,334.00**

LABORHOUR BREAKDOWN

	TASK	LABOR CATEGORY								
		Principal	Project Manager III	Electrical Engineer II	Architect II	Architect I	Designer II	CADD Tech II	Project Coordinator II	Phase Item Costs
5.0	**Construction Administration Phase (Lump Sum)**									
5.1	Prepare Project Scope of Work and Contract.	3	6						4	$ 2,130.00
5.2	Provide Project Coordination.	4	60	30	60			48	60	$ 35,990.00
5.3	Coordinate Quality Assurance Testing.		2	4	12					$ 2,760.00
5.4	Prepare/Conduct Pre-Construction Meeting.		12						1	$ 2,145.00
5.5	Review Contractor's Safety Plan Compliance Document.		1		2				1	$ 535.00
5.6	Perform Site Visits During Construction.			36	36				7	$ 13,155.00
5.7	Prepare Material Submittal Review and RFIs	2	10	16	40	40	20	40	24	$ 23,420.00
	TOTALS	**9**	**91**	**86**	**150**	**40**	**20**	**88**	**97**	$ 80,135.00

Labor Category	Total Hours	Billing Rate	Total Cost
6.0 Post Construction Coordination Phase (Lump Sum)			
Principal	4 hrs.	x $ 230.00 /hr =	$ 920.00
Project Manager III	37 hrs.	x $ 170.00 /hr =	$ 6,290.00
Electrical Engineer II	17 hrs.	x $ 215.00 /hr =	$ 3,655.00
Architect II	40 hrs.	x $ 130.00 /hr =	$ 5,200.00
Construction Manager II	44 hrs.	x $ 140.00 /hr =	$ 6,160.00
Designer II	0 hrs.	x $ 135.00 /hr =	$ -
CADD Tech II	40 hrs.	x $ 90.00 /hr =	$ 3,600.00
Project Coordinator II	58 hrs.	x $ 105.00 /hr =	$ 6,090.00
SUBTOTAL	**240** hrs.	**SUBTOTAL**	**$ 31,915.00**
Reimbursables			
Auto Rental	1 Day	x $ 70.00 /Day=	$ 70.00
Mileage	0 Mi	x $ 0.58 /Mi=	$ -
Lodging	1 Day	x $ 94.00 /Day=	$ 94.00
Per Diem	2 Day	x $ 55.00 /Day=	$ 110.00
Travel & Airline Costs	1 Trip	x $ 500.00 /Trip=	$ 500.00
		SUBTOTAL	**$ 774.00**
		SUBTOTAL	**$ 32,689.00**

	TASK	LABOR CATEGORY								
		Principal	Project Manager III	Electrical Engineer II	Architect II	Construction Manager II	Designer II	CADD Tech II	Project Coordinator II	Phase Item Costs
6.0	**Post Construction Coordination Phase (Lump Sum)**									
6.1	Conduct Final Inspection.		16							$ 2,720.00
6.2	Prepare Clean-up Item List.		2		4				2	$ 1,070.00
6.3	Prepare Final Testing Report.		1	1		4			4	$ 1,365.00
6.4	Prepare Record Drawings.	2	6	10	16			40	20	$ 11,410.00
6.5	Prepare Final Construction Report.	2	8	4	16	40			24	$ 12,880.00
6.6	Summarize Project Costs.		4	2	4				8	$ 2,470.00
	TOTALS	**4**	**37**	**17**	**40**	**44**	**0**	**40**	**58**	$ 31,915.00

Mechanical and Plumbing Engineer (Lump Sum)		
JDR Engineering		
	SUBTOTAL	**$ 22,000.00**
Civil Engineer / Construction Manager		
Becher-Hoppe - Lump Sum Items		$ 7,678.38
Becher-Hoppe - Actual Cost Items (Not to Exceed)		$ 160,552.14
Becher-Hoppe - Fixed Fee		$ 17,107.80
	SUBTOTAL	**$ 185,338.32**

	Phase Fee	Reimbursable Costs	Total Cost
PART B - SPECIAL SERVICES (LUMP SUM)			
5.0 Construction Administration Phase (Lump Sum)	$ 80,135.00	$ 5,199.00	$ 85,334.00
6.0 Post Construction Coordination Phase (Lump Sum)	$ 31,915.00	$ 774.00	$ 32,689.00
SUBTOTAL	$ 112,050.00	$ 5,973.00	$ 118,023.00
PART B - SPECIAL SERVICES			
Mechanical and Plumbing Engineer (Lump Sum)	$ 22,000.00	$ -	$ 22,000.00
Civil Engineer / Construction Manager	$ 185,338.32	$ -	$ 185,338.32
SUBTOTAL	$ 185,338.32	$ -	$ 207,338.32
TOTAL			**$ 325,361.32**

Becher-Hoppe Associates, Inc.
COST PRICE ANALYSIS WORKSHEET
WisBOA/FAA Funded Projects
2019 Wage Rates
2018 DOT Audited O/H Rates

ATTACHMENT B - FEE ESTIMATE
CONSTRUCTION ENGINEERING SERVICES

AIRPORT: Central Wisconsin Airport
PROJECT NUMBER : AIP 3-55-0052-51 (CWA1008)
PROJECT DESCRIPTION: Concourse Renovation
DATE: 6/20/19

PREPARED BY: KRK
CHECKED BY:
APPROVED BY:

		ESTIMATED HOURS								LABOR, OVERHEAD & PROFIT			ACTUAL COSTS - TRAVEL, MEALS, FIELD SUPPLIES, ETC.										
	STAFF CLASSIFICATION & WAGE RATES =======>	Project Engr. III	Project Engr. II	Staff Eng	Staff Eng	Civil Eng Tech II	Surv Crew Chief	Surv Crew Asst	Tech. Assist	TOTAL HOURS	Direct Labor Costs	Direct + G&A Overhead	Mat'ls Supplies	Vehicle miles	Robotic Total	GPS (hr)	Meals	Total Actual Costs	CONSULTANT COSTS	PROFIT ON ITEMS 1& 2	SUM OF ALL COST ITEMS		PROPOSED CONTRACT AMOUNT
												170.5200%		$ 0.545	$40	$40				11%			
No.	WORK ELEMENT										1	2	3	4a	4c	4d	4f	4	5	6	1-6	NO.	
I.	**LUMP SUM ITEMS**																						
1	**PRE-CONSTRUCTION TASKS:**																						
a	Scoping/Prelim Coord	2	12						4	18 hr.	$ 801.00	$ 1,365.87						$ -		$ 238.36	*$ 2,405.23*		
b	ECIP Coord									0 hr.	$ -	$ -						$ -		$ -	*$ -*		
c	Review Constr Schedule		2		4					6 hr.	$ 208.36	$ 355.30						$ -		$ 62.00	*$ 625.66*		
d	Pre-Con Mtg		8		4					12 hr.	$ 493.96	$ 842.30		32			$ 28.00	$ 45.44		$ 146.99	*$ 1,528.69*		
e	SPCD Review and Coordination	2	4		4					10 hr.	$ 413.56	$ 705.20						$ -		$ 123.06	*$ 1,241.82*		
	Pre-Construction Subtotal	4.0	26.0	-	12.0	-	-	-	4.0	46 hr.	$ 1,916.88	$ 3,268.67	$ -	32 mi.	-	0 hr.	$ 28.00	$ 45.44	$ -	$ 570.41	**$ 5,801.40**		
2	**CONST INSPCT MGMT & REPT PRGRM:**									0 hr.	$ -	$ -						$ -		$ -	*$ -*		
	Const Insp Mgmt Subtotal	-	-	-	-	-	-	-	-	0 hr.	$ -	$ -	$ -	0 mi.	-	0 hr.	$ -	$ -	$ -	$ -	**$ -**		
3	**AIRPORT LAYOUT PLAN PACKAGE:**																						
	ALP Revisions Subtotal	-	-	-	-	-	-	-	-	0 hr.	$ -	$ -	$ -	0 mi.	-	0 hr.	$ -	$ -	$ -	$ -	**$ -**		
	OTHER TASKS:																						
4	**Initial Construction Layout/Slope Staking**									0 hr.	$ -	$ -						$ -		$ -	*$ -*		
5	**Record Drawings**		6		12					18 hr.	$ 625.08	$ 1,065.89						$ -		$ 186.01	*$ 1,876.98*		
	Other Tasks Subtotal	-	6.0	-	12.0	-	-	-	-	18 hr.	$ 625.08	$ 1,065.89	$ -	0 mi.	-	0 hr.	$ -	$ -	$ -	$ 186.01	**$ 1,876.98**		
	TOTAL LUMP SUM AMOUNT	4.00	32.00	0.00	24.00	0.00	0.00	0.00	4.00	64.00 hr.	$ 2,541.96	$ 4,334.56	$ -	32 mi.	-	0 hr.	$ 28.00	$ 45.44	$ -	$ 756.42	**$ 7,678.38**		**$ 7,678.38**
	% OF TOTAL HOURS	6.3%	50.0%	0.0%	37.5%	0.0%	0.0%	0.0%	6.3%	100.0%									cross check		**$ 7,678.38**		
II.	**ACTUAL COST ITEMS**																						
1	**MANAGEMENT ENGINEERING:**																						
a	Project Preparation		4		8					12 hr.	$ 416.72	$ 710.59						$ -		$ 124.00	*$ 1,251.31*		
b	Project Coordination	4	130							134 hr.	$ 6,408.00	$ 10,926.92						$ -		$ 1,906.84	*$ 19,241.76*		
c	Interpret plans and specifications		8		8					16 hr.	$ 607.12	$ 1,035.26						$ -		$ 180.66	*$ 1,823.04*		
d	Supervise Sub-Consultants									0 hr.	$ -	$ -						$ -		$ -	*$ -*		
e	Review shop dwgs/submittals		8		8					16 hr.	$ 607.12	$ 1,035.26						$ -		$ 180.66	*$ 1,823.04*		
f	Pay estimates									0 hr.	$ -	$ -						$ -		$ -	*$ -*		
g	Weekly Progress Reports		13							13 hr.	$ 618.80	$ 1,055.18						$ -		$ 184.14	*$ 1,858.12*		
h	Weekly Meeting Agendas and Minutes		52							52 hr.	$ 2,475.20	$ 4,220.71						$ -		$ 736.55	*$ 7,432.46*		
i	Prepare change orders		40							40 hr.	$ 1,904.00	$ 3,246.70						$ -		$ 566.58	*$ 5,717.28*		
j	Consultation w/ Owner		26							26 hr.	$ 1,237.60	$ 2,110.36						$ -		$ 368.28	*$ 3,716.24*		
k	Final inspection/acceptance	4	8		8					20 hr.	$ 827.12	$ 1,410.41						$ -		$ 246.13	*$ 2,483.66*		
l	Monitor/review testing work		6							6 hr.	$ 285.60	$ 487.01						$ -		$ 84.99	*$ 857.60*		
m	Project Closeout	2	24		40					66 hr.	$ 2,384.00	$ 4,065.20						$ -		$ 709.41	*$ 7,158.61*		
n.	Airport Board Meetings	28	28							56 hr.	$ 2,872.80	$ 4,898.70		224				$ 122.08		$ 854.87	*$ 8,748.45*		
	Construction Management Subtotal	38.0	347.0	-	72.0	-	-	-	-	457 hr.	$ 20,644.08	$ 35,202.30	$ -	224 mi.	-	0 hr.	$ -	$ 122.08	$ -	$ 6,143.11	**$ 62,111.57**		
2	**CONST. ENGINEERING:**																						
a	Surveying/Staking/As-Builting:									0 hr.	$ -	$ -						$ -		$ -	*$ -*		
	Construction Staking sub-total	-	-	-	-	-	-	-	-	0 hr.	$ -	$ -	$ -	0 mi.	-	0 hr.	$ -	$ -	$ -	$ -	***$ -***		
b	**CONSTRUCTION OVERSIGHT:**																						
	Resident Project Representative Daily Oversight				1040					1040 hr.	$ 29,421.60	$ 50,169.71		4160			$ 1,820.00	$ 4,087.20		$ 8,755.04	*$ 92,433.55*		
	Project Manager Weekly Visits		156							156 hr.	$ 7,425.60	$ 12,662.13		832			$ 364.00	$ 817.44		$ 2,209.65	*$ 23,114.82*		
	Construction Engineering Subtotal	-	156.0	-	1,040.0	-	-	-	-	1196 hr.	$ 36,847.20	$ 62,831.84	$ -	4992 mi.	-	0 hr.	$ 2,184.00	$ 4,904.64	$ -	$ 10,964.69	***$ 115,548.37***		
	TOTAL ACTUAL COST AMOUNT	38.00	503.00	0.00	1112.00	0.00	0.00	0.00	0.00	1653.00 hr.	$ 57,491.28	$ 98,034.14	$ -	5216 mi.	0	0 hr.	$ 2,184.00	$ 5,026.72	$ -	$ 17,107.80	**$ 177,659.94**		**$ 177,659.94**
	% OF TOTAL HOURS	2.3%	30.4%	0.0%	67.3%	0.0%	0.0%	0.0%	0.0%	100.0%									cross check	Fixed Fee	**$ 177,659.94**		
																				LUMP SUM AMOUNT =	**$ 7,678.38**		
																				ACTUAL COST AMOUNT =	**$ 160,552.14**		
																				FIXED FEE AMOUNT =	**$ 17,107.80**		
																				MAXIMUM COMBINED SUM =	**$ 185,338.32**		

CONTRACT FOR DESIGN CONSULTANT SERVICES

AIRPORT NAME Central Wisconsin Airport

BOA PROJECT NUMBER CWA1011

AIP/STATE AID NUMBER AIP-52

Between the

OWNER: Central Wisconsin Joint Airport Board, Wisconsin
Represented by: SECRETARY OF TRANSPORTATION, agent for the owner

and

CONSULTANT: Becher-Hoppe Associates, Inc.
330 N. Fourth Street
Wausau, WI 54403

This contract made and entered into by and between the Central Wisconsin Joint Airport Board, Wisconsin represented by its duly authorized agent, WISCONSIN DEPARTMENT OF TRANSPORTATION SECRETARY, Bureau of Aeronautics (BOA), in accordance with Wis. Stat. §114.32(1) (1993), hereinafter called the owner and Becher-Hoppe Associates, Inc., hereinafter referred to as the consultant.

The owner proposes to: Employ Becher Hoppe for final design services associated with Runway 17/35 and Associated Taxiway Improvements at Central Wisconsin Airport,

ALL SERVICES

The consultant represents it is in compliance with the laws and regulations relating to the profession of engineering and is willing and able to do the consultant services required in the proposed work in accordance with this contract.

It is expressly understood and agreed that the lump sum amount totals $922,485.78, the actual costs shall not exceed $63,019.99 and in no event will the total compensation and reimbursement paid hereunder exceed the maximum combined sum of $985,505.77 for all of the services required under this contract except by amendment to this contract.

The consultant representative is Karl Kemper, PE whose telephone is 715-551-5507.

The owner representative is Mark Cihlar whose telephone number is 715-693-2149.

The Disadvantaged Business Enterprise goal on this contract is 0%.

Attached and made part of this design contract are the "General Provisions" and "Special Provisions." This contract incorporates and the parties agree to all of the **CONSULTANT SERVICES GENERAL PROVISIONS DATED** July 10, 2014.

This contract has been agreed to and signed on the dates shown. Effective date of the contract is the latter of the two dates.

AS AGENT FOR OWNER:

By: _____
David M. Greene, Director
Bureau of Aeronautics

Date: _____

CONSULTANT:

By: _____
Randal Van Natta, PE

Title: President

SS#/FEIN: 39-0875123

Date: 6/27/2019

CENTRAL WISCONSIN JOINT AIRPORT BOARD

By: _____

Title: _____

Date: _____

SPECIAL PROVISIONS FOR DESIGN CONTRACT

Part I. Payment/Scope of Services

Section A. Payment
1. Lump Sum
2. Actual Costs

Section B. Scope of Services
1. Phase I (Preliminary Design)
2. Phase II (Final Design)
3. Plan and Profile of Approaches
4. Plan Sheets

Part II. Other Provisions

Section A. Computer Aided Design and Drafting
Section B. Engineer's Report

Part III. Special Attachments (As Required)

Attachment A – Scope of Work
Attachment B – Fee Estimate
Attachment C – Scoping Exhibit
Attachment D – Engineer's Report Outline
Attachment E – Electrical Engineering Proposal

Part I. Payment/Scope of Services

Attached to and made a part of the Consultant Design Services Contract:

Airport Name: Central Wisconsin Airport
BOA Project Number: CWA1011
AIP/STATE AID Project Number: AIP-52

Section A. Payments

1. **Lump Sum** - The owner agrees to pay the consultant as compensation for professional services furnished under Section B and in accordance with the "General Provisions," a lump sum for each unit of work performed in Phases I and II as follows:

   a. **Phase I (Preliminary Design)**

Item No.	Description	Completion Time in Calendar Days or Date are Specified Herein Below[1]	Fee
~~a.~~	~~Design Surveys~~	~~———~~	~~$ —~~
~~b.~~	~~Geotechnical Investigation and Report~~	~~—~~	~~$ —~~
~~c.~~	~~Obstruction Surveys~~	~~—~~	~~$ —~~
d.	Meetings and Scoping	310 days	$51,066.49
~~e.~~	~~Coordination~~	~~—~~	~~$ —~~
f.	Preliminary Cost Estimate	150 days	$14,801.98
~~g.~~	~~Preliminary Engineer's Report~~	~~—~~	~~$ —~~
~~h.~~	~~FAA Pavement Design Forms~~	~~—~~	~~$ —~~
~~i.~~	~~Obtain Environmental Permits~~	~~—~~	~~$ —~~
~~j.~~	~~Prepare wetland mitigation plan~~	~~—~~	~~$ —~~

Phase I Total **$ 65,868.47**

b. Phase II (Final Design)

Item No.	Description	Completion Time in Calendar Days or Date are Specified Herein Below	Fee
a.	Final Engineer's Report	360 days	$29,468.62
b.	Construction Plans	360 days	$584,753.69
c.	Bid Proposal Packet	360 days	$106,226.52
d.	Pre-Bid Meeting	360 days	$11,335.88
e.	Construction Cost Estimate	360 days	$63,282.82
f.	Construction Safety & Phasing Plan (CSPP)	360 days	$12,360.62
g.	Furnishing of Plans & Specifications		
	(i) 2 sets of Preliminary Plans for Review 30% complete 2 sets of Preliminary Plans for Review 60% complete 2 sets of Preliminary Plans for Review 90% complete (Scoping, 20-30, and 80-90)	330 days	$11,081.50
	(ii) 2 sets of Draft Final Plans and Specifications (including all bid documents) for review	360 days	$3,723.83
	(iii) 3 sets of Draft Final Plans and Specifications. Additional sets if requested by Owner $_____ per set	390 days	$3,813.83
	(iv) Up to 20 sets of "~~D~~ B" size Plans and Specifications for Bidding	390 days	$3,169.42
h.	Assistance in Securing Bids	390 days	$15,194.50

Phase II Total **$ 856,617.31**

TOTAL LUMP SUM AMOUNT (Phases I & II) **$ 922,485.78**

2. **Actual Costs**

The owner agrees to pay the consultant for the following services a reimbursement rate based on actual costs, including overhead and profit. For services of the consultant's staff engaged directly on the following portion of the project, the compensation will be an amount equal to the consultant's direct labor cost times a multiplier*, plus reimbursable expenses not included in the consultant's overhead rate.

* multiplier = (1 + overhead rate) x (profit % + 1)

a. Meeting costs will be paid for only on an occurrence basis if ordered by the owner and if the meetings are actually held. If the consultant requires more than one (1) person at a meeting, approval prior to the meeting for more than one (1) must be obtained from BOA

project manager, or charges for more than one (1) may be disallowed. Meetings pre-determined for review of preliminary plans in Phase II. g(i) are not to be considered as extra meetings.

~~b. "D" size plans and specifications provided for the bidding process in excess of the 20 sets in the lump sum amount will be compensated at $ (lump sum) per set.~~

c. Electrical design engineering as described in the Scope of Services.

Total Actual Cost Amount: $ 63,019.99

Maximum Combine Amount (Lump Sum and Actual Costs) - $ 985,505.77

Section B. Scope of Services.

The consultant agrees to perform the following services and/or prepare items of plans, specifications, surveys, sketches, reports, etc., as stated in Phases I and II which are required for the execution of the work in this contract.

1. **Phase I (Preliminary Design)** - Consultant to prepare and provide services for:

~~a. Design surveys necessary for the preparation of the plans and specifications in accordance with attached pages entitled "Plan Sheets."~~

~~b. Geotechnical investigation will include soil and/or pavement sampling with transmittal to testing labs.~~

~~c. Obstruction surveys for runway being developed or improved and secondary runway(s) if required in accordance with attached pages titled "Plan and Profile of Approaches."~~

d. Attend meetings on project matters for coordination with bureau personnel and others ~~as required or necessary~~ per the scope of services.

~~e. Coordinate proposed work with other agencies and utility companies or others as required or necessary. Whenever there are other agencies and utility companies with facilities within the construction area, they should be invited to participate in the review of the preliminary plans.~~

f. Preliminary construction cost estimates.

~~g. Preliminary engineers report. Prepare and provide two copies in accordance with attached pages entitled "Engineer's Report."~~

~~h. Prepare Exhibit "A" Map delineating property interests for the airport. Final size to be 8½" x 11". All words and numbers on reproduction to be clearly legible without need for magnification.~~

~~i. Prepare FAA "Pavement Design" forms along with any necessary support date, boring logs and lab test reports.~~

~~j. Obtain necessary federal and state environmental permits (Corps of Engineers Wetland Filling permit, etc.).~~

~~k. Prepare final wetland mitigation plan.~~

2. **Phase II (Final Design)** - Consultant to prepare and provide services for:

   a. Prepare and provide to the owner the final engineering report in two copies in accordance with attached pages entitled "Engineer's Report."

   b. Plans for construction including data and sheets prepared under Phase I. See Section E attached pages entitled "Plan Sheets" to be provided for this project.

   c. Bid proposal packet for project including: title, proposal sheet, ad for bids, special notice to bidders, request/current workload, "Safety Plan Compliance" document (SPCD), Erosion Control Implementation Plan, table of contents, state and/or federal contract requirements, special provisions, supplemental specifications, wage rates, and schedule of prices in format as required or approved by the owner.

   d. Attend pre-bid meeting on project and provide plans and specifications, charts and other information needed, or as required by the owner, to answer questions and present information on the project.

   e. Prepare an estimated cost of construction for the project in accordance with bid items and quantities. To be supplied with the plans and specifications.

   f. Furnish the required preliminary sets of a construction safety phasing plan and seven sets of a final plan. The plan should consider requirements of FAA AC 150/5370-2F or subsequent revisions and other related requirements. The plan should show construction sequencing, haul roads, runway and taxiway closures, management of construction activities, etc.

   g. Furnish plans and specifications in accordance with the following (Required plan sheets as identified in attached pages entitled "Plan Sheets" and shall be "~~D~~ B size" unless approved otherwise by owner.):

      (i) Two preliminary plan sets (partially complete) for review by owner. If additional are required, consultant will furnish. Preliminary plan sets will be provided at various percentage completed states as listed in "Payment Section," Phase II.

      (ii) Two sets of draft final plans and specifications for review and comments by the owner and others.

      (iii) Three sets of owner and consultant approved final plans and specification (2 "~~D~~ B" size).

      (iv) The consultant will supply up to twenty "~~D~~ B" size sets of approved plans and specifications for securing bids on the work.

h. Assist the owner in securing bids for the project as deemed necessary by the owner. This may include contacting contractors prior to the bidding date and may include preparation of addendums.

~~3. **Plan and Profile of Approaches**~~

~~Plan view and profile view of the approaches for the runway being developed are needed. This is needed **early** in the plan preparation stages so that the full extent of land acquisition can be determined.~~

~~a. Plan View:~~

~~(1) Show enough detail of runway end to orient plan along with runway end number/s and North arrow and scales. Scale will depend on size of approach surface. Generally, a separate sheet for each approach will be needed. Show man-made and natural features laterally from runway centerline to a distance where 50' ground clearance is obtained in the 7:1 transverse slope.~~

~~(2) Do the same within the approach slope outline to the outer limit of the approach surface as a minimum. Depending on circumstances, it may be necessary to show additional information.~~

~~(3) Pay particular attention to roads and railroads, and show the critical clearances over same. Also give the centerline station of the runway at the intersection of the centerline of the road or railroad.~~

~~(4) Show obstructions to be removed and key number each obstruction.~~

~~(5) Include a legend when needed to keep plan from becoming cluttered.~~

~~(6) Show property lines both existing and proposed for acquisition.~~

~~(7) Show contours to the limits of the plan view information outlined above. Contour interval desired is 2 ft., however, in some cases 5 ft. or 10 ft. intervals will suffice. As noted above, scale will depend on size of clear zone, however, a scale of 1" = 100' or 1" = 200' will be best.~~

~~b. In Profile View:~~

~~(1) Profile view is to be directly below plan view, stationing to coincide vertically.~~

~~(2) Show existing ground profile to limits of the plan view. Show all objects from the ground up which have a height to within 5 feet below the approach surface or the 7:1 transition slopes. Also show all objects which penetrate higher than the above minimum.~~

~~(3) Depict as closely as possible the object being shown, i.e., show a house shape for a house, a tree shape for a tree, if space permits, show a deciduous tree different from a coniferous tree. The highest point of structure should be shown, i.e., the chimney or TV antenna on a house. If an antenna is the highest, and it is an obstruction and the structure isn't, then that information is needed, and if the structure is also an obstruction, it needs to be so defined.~~

~~(4) If there are so many objects which need to be shown that the profile view becomes cluttered and unreadable, then show only vertical lines to the correct height with the number above it.~~

~~(5) Number each obstruction in the profile view as was done in the plan view to coincide with the "Schedule of Obstructions". Do not number objects if they aren't obstructions or below 5' of applicable slopes.~~

~~(6) When an object penetrates the 7:1 slope or comes within 5 feet below it, show the point in the profile where the 7:1 slope is for that object.~~

~~(7) Show all roads and railroads in the profile.~~

~~(8) Vertical scale preferred is 1" = 5' or 1" = 10'~~

4. **Plan Sheets**

The sheets as checked shall be prepared as part of this contract and included into the plans.

Plan Sheets		
Title Sheet, Project Des., Index, Location Drawing	☒ Yes	☐ No
Quantity Sheet (If part of Title Sheet)	☐ Yes	☒ No
Quantity Sheet(s) (Separate Sheet)	☒ Yes	☐ No
Construction Operation Plan Sheet(s)	☒ Yes	☐ No
Property Sheet(s)	☐ Yes	☒ No
Obstruction Survey Sheet(s)	☐ Yes	☒ No
~~Contours required: ☐ Yes ☐ No~~		
~~Interval required: ☐ 2'; ☐ 5'; ☐ 10'~~		
~~Approaches Required: Rwy ___, Rwy ___, Rwy ___, Rwy ___~~		
Clearing of Obstructions Sheet(s)	☐ Yes	☒ No
Obstruction Marking and/or Lighting Sheet(s)	☐ Yes	☒ No
Details Sheet(s) Examples: (Fencing, Erosion Controls, Tie Downs, Wind Indicators, VASI, REILs, Paving Joints, Drainage, Rwy. & Twy. Lights, Beacons, Controls, etc.)	☒ Yes	☐ No
Typical Sections (Cross Sections of grading & paving, Structures, etc.)	☒ Yes	☐ No
Soil Boring Logs in Plan & Profile & Charted Information	☐ Yes	☒ No
Drainage Plan Sheet(s) ~~(Show drainage calculations for contributing areas in chart form)~~	☒ Yes	☐ No
Erosion Control and Storm Water Management Sheets (If complex grading projects - DOT guidelines on erosion control may be found in Hwy's Facilities Development Manual, Chapter 10)	☒ Yes	☐ No
Original Contour Sheet(s) (Max. contour intervals required:	☒ Yes	☐ No
Grade & drain, check one or more: ☒1';☐2';☐4';☐5'; ☐10'		
Pavements ☒ 1'; ☐ 2'		
Pavement intersections ☒ 0.1'		
Final Contour Sheet(s)	☒ Yes	☐ No
Max. contour intervals required:		
Grade & drain, check one or more: ☒1';☐2';☐4';☐5'; ☐10'		
Pavements ☒ 1'; ☐ 2'		
Pavement intersections ☒ 0.1'		
Plan and Profile Sheet(s)	☒ Yes	☐ No
Grading and Paving Sheet(s)	☒ Yes	☐ No
Lighting Layout Sheet(s)	☒ Yes	☐ No
Marking Plan Sheet(s)	☒ Yes	☐ No
Cross Sections	☒ Yes	☐ No
Others (Specify): Guidance sign legend, estimated earthwork volumes	☒ Yes	☐ No

PART II. OTHER PROVISIONS

Section A. Computer Aided Design & Drafting (CADD)

This procedure describes the requirements for preparation and recording of maps and plans utilizing Computer Aided Design and Drafting systems (CADD).

1. General

~~All maps and plans shall be developed using as a guide the Bureau of Aeronautics Airport Layout Plan Development Check List (ALPDCL Manual) as appropriate.~~ When CADD systems are utilized to develop maps and plans and the contract is completed or terminated, a DVD copy (compatible with the ~~DOT MICRO STATION CADD~~ AutoCAD system) of the maps, plans and files shall be delivered to and become the property of BOA. ~~Final drawings for Airport Layout Plans will be 22" x 34" unless otherwise directed. Provide electronic drawing files for Airport Layout Plans and other projects when included in the contract.~~

2. Plan Development

~~Plan document requirements and standards are the same as for manually prepared documents except as follows:~~

~~a. Lines and Art Work. Line weights and symbols for CADD development will conform to the ALPDCL Manual.~~

~~b. Lettering. Lettering size is based on the final product. Minimum size lettering desired on the final product is to be equal to a 100 Leroy on a 22" x 34" drawing, whenever possible, lettering shall be vertical gothic. Font type shall be Type 1 (MICRO STATION).~~

3. CADD Files

~~a. Files - All files must end with the suffix .DGN (example sheet 2, airport layout plan for Dane County is DANEALP.DGN).~~

b. Reference Files - DO NOT DETACH any reference file(s) used in the creation of any design file, even if copied to the active design file.

~~NOTE: This does not apply to files that make up the stereo plotted area. When creating a stereo plotted file it may be necessary to use a number of reference files in its creation. These reference files should be merged, copied, or detached as appropriate from the active stereo plot design file. When all the files of the stereo plotted area have been completed, the Bureau prefers to merge all these files into one large file and therefore only the final product is used as a reference file for the airport layout plans.~~

~~c. Design File Levels - Level assignment will conform to the ALPDCL manual. Any levels that are not assigned in the active design file can be used for information not previously incorporated and should be brought to the attention of the bureau.~~

~~d. Design Files - Any personal computer based format such as DVD or Internet based such as e-mail or FTP can be used. Design file working units shall be 1:1000:1. Global origin (0,0) of design files shall be the lower left corner of the design plane.~~

4. State Plane Coordinate System

Property lines and centerlines shall be tied into the "State Plane Coordinate System?"

☐ Yes ☒ No

Property lines and centerlines shall be tied into the "County Coordinate System?"

☐ Yes ☒ No

Section B. Engineer's Report

The engineer's report prepared by the consultant and submitted prior to the plans and specifications will be paid in accordance with "Special Provisions" Part I, Section A.

1. **General** – An engineer's report setting forth the general analysis and explanation of reasons for design choices by the consultant must be submitted with the plans and specifications.

2. **Purpose** – The engineer's report is a part of the permanent files which are subject to display on request, and must be submitted with the plans and specifications.

3. **Responsibility for Design** – The consultant is primarily responsible for the project design that must conform to FAA design and construction standards. FAA has recommended specifications and design standards for construction; the actual design selections and decisions on specifications within required standards are made by the consultant.

   The engineer should consider all local factors including the owner's preference in design, availability and cost of local materials, and equivalent local specification when deciding on the proposed design. Once design decisions are made, the consultant should request the owner's concurrence of the proposed design. The owner, recognizing the engineer's prerogative of design, will review the proposed design for conformity to standards and may require or recommend changes for the consideration of the consultant.

4. **Report Topics** – Variations in the projects prevent the listing of every topic to be discussed in this report; however, the following general guide may be used with explanations of reasons for selection of specific federal and state standards as well as variations from them:

   a. General – The report should explain unusual factors in overall planning, scope of probable ultimate development, reasons for omissions of desirable work, and other topics of a general nature which require additional explanation.
   Supporting computations and references should be included for all design features.

   b. Pre-Design Minutes – The report should include minutes from prior pre-design conferences if such a meeting was held. Discussion items and conclusions should be included in the completed report.

c. Operational Safety – The report should address issues related to the impact that the proposed project will have on normal airport operations. Concerns regarding phasing and sequencing of work should be addressed. Possible runway shutdowns and threshold displacement should be identified.

d. Site Preparation – The report should discuss factors affecting drainage, such as runoff considerations, formulas, etc. (detailed calculations need not be included unless specifically requested). It should discuss grading factors peculiar to the site, such as soil data, climatic conditions, compaction requirements, variations from usual transverse or longitudinal slopes, selective grading, etc.

e. Geometric Design – The report should discuss design concerns regarding geometric requirements for the proposed work. Standard design values (as listed in AS 150/5300-13) based on the design aircraft shall be identified in this report. Examples of these standards include runway/taxiway dimensions, taxiways fillets, separation requirements and etc.

f. Paving – The report should include a copy of FAA Form 5100-1, "Airport Pavement Design", as well as a discussion of soil characteristics, design loadings, paving materials, paving thickness, choice of alternate designs allowed by federal and state standard specifications, reasons for variance from design criteria, and reasons for use of other standards.

   The paving design (FAA Form 5100-1) shall conform to Advisory Circular (AC) 150-5320-6, Airport Pavement Design and Evaluation. Owner approval of the pavement design shall be obtained prior to preparation of plans and specifications. One signed copy shall be submitted for approval. Computerized analysis and reports may be submitted as supporting documentation for completion of FAA Form 5100-1.

g. Lighting – The report should discuss lighting design criteria and reasons for choice of particular type of equipment within approved standards of the specific lighting equipment. Unique spacing considerations should be addressed.

h. Pavement Marking – The report should discuss marking requirements as outlined in AC 150/5340-1g and the current "Signs and Marking Supplement (SAM)." The category of runway approach should be identified which in turn establishes the minimum marking elements.

i. Buildings – The report should discuss general architectural features, design factors on heating, air-conditioning, lighting, ventilation, loading, structural design, utilities, sanitation, and materials. If required letters of approval of plans by health authorities are not submitted with the plans, the report should explain the reasons.

j. Miscellaneous Work – The report should discuss miscellaneous factors affecting minor work in the project, such as choice of a specific grass and fertilizer after consultation with county farm agent or other authority. It should include discussion of obstructions, fencing, utilities, access roads, staging areas, etc. An evaluation of the proposed project activities affecting FAA facilities shall be included in the engineer's report.

k. Non-AIP Work – The report should discuss work to be done without federal aid.

l. Cost Estimate – The cost estimate should include a detailed estimate of costs for the proposed work and a summary of the project costs. Items in the detailed cost estimate should coincide with the proposal form in the bid specifications. The "preliminary" engineering report shall include an estimate of costs for each item of work.

m. Modification to Standards – Any work items which are proposed to be done contrary to FAA standards shall require FAA approval. A consultant's request for modification to standards may be made within the engineer's report or under separate cover, but should not be incorporated with the plans and specifications. As a minimum, the request shall contain the following:

(1) A list of standards requiring modification.
(2) Description of the proposed modification.
(3) Reason current standards cannot be met.
(4) Discussion of viable alternatives for accommodating the unique conditions.
(5) Assurance the modification will provide a product that meets FAA standards for acceptance and that the finished product will perform for its design life, based on historical data.
(6) Assurance the modification will provide an acceptable level of safety.

ATTACHMENT A

SCOPE OF WORK

Final Design Services
for
Central Wisconsin Airport (CWA)
Mosinee, Wisconsin

Runway 17/35 and Associated Taxiway Improvements

CWA1011 (AIP-52)

June 25, 2019

Project Understanding

The Central Wisconsin Joint Airport Board (Sponsor) and the Wisconsin Department of Transportation, Bureau of Aeronautics (BOA) propose to conduct design for improvements to Runway 17/35 and its associated taxiways at Central Wisconsin Airport (CWA).

Runway 17/35 is the secondary runway at Central Wisconsin Airport and is 6,500 feet long and 150 feet wide. The concrete runway was originally constructed in 1974 as 5,700' long. This portion of the runway has presented challenges throughout its life, with repair/rehabilitation projects occurring in 1978, 1979, 1988, 1993, and 2006; as well as many other repairs performed by the Airport. The challenges are attributed to no subbase beneath the pavement. The pavement condition has continued to decline, and it requires substantial attention from the Airport to maintain serviceability and prevent foreign object debris.

The portion of Taxiway B from Taxiway R to Runway 8/26 was constructed in 1977. This area of pavement also does not have a subbase, but it does have a stabilized/bituminous base course. The pavement condition is declining, but one more rehabilitation cycle is warranted before reconstruction. Rehabilitation work consisting of joint seal replacement and partial depth repairs is anticipated in this area.

The parallel portion of Taxiway B and Taxiway J was constructed in 1986. In 1998, 800-foot runway and taxiway extensions on the south end of Runway 17/35 and Taxiway B were constructed. All of these pavements include a free draining, non-frost susceptible subbase constructed of crushed rock. These pavements have proven to be exceptionally stable, and no repair/rehabilitation projects have been needed since they were built. However, the pavement on the southern 800' of the runway is exhibiting signs of ASR, and replacement of the pavement is anticipated with this project. Rehabilitation consisting of joint seal replacement and partial depth repairs is anticipated on Taxiway B and Taxiway J.

A complete list of proposed major project improvements is as follows:

- Full depth reconstruction for northern 5,700' of Runway 17/35
- Rehabilitation (concrete replacement) for southern 800' of Runway 17/35
- Full depth reconstruction of connector Taxiway R
- Rehabilitation (joint sealing and partial depth repairs) of Taxiway B

- Airfield lighting, signage, circuitry, regulator replacement along these pavements

Attachment C shows the proposed improvements and limits of the investigations completed during preliminary design.

The budgetary project cost estimate is $20 million.

Preliminary design is currently underway for the proposed project, which includes the following tasks:

- Design surveys – completed
- Geotechnical investigation – completed
- Meeting and scoping – completed
- Coordination with utilities – partially completed
- Budgetary opinion of probable cost (OPC) – partially completed
- Preliminary engineer's report – partially completed
- Pavement design – partially completed
- Environmental document (CATEX) – draft submittal to BOA
- Development of temporary flight procedures – request submitted to FAA
- Interconnected project evaluation – partially completed
- Project phasing evaluation – partially completed
- Modifications of standards request – pending
- Additional meetings – as needed
- FAA coordination – as needed

Final design services will include the following tasks:

- Meetings and scoping
- Preliminary OPC
- Final engineer's report
- Technical design and development of construction plans
- Bid proposal documents and technical specifications
- Pre-bid meeting
- Intermediate and final OPCs
- CSPP submittal
- Furnishing of plans and specifications
- Assistance in securing bids
- RSA determination
- Additional meetings
- FAA coordination
- Electrical design review

Becher Hoppe Associates, Inc. (Consultant) proposes to provide the services required to meet the project expectations. The tasks included in this scope of work are as follows:

PART I. PAYMENT/SCOPE OF SERVICES (Consistent with the CONTRACT FOR CONSULTANT SERVICES)

Section B. Scope of Services

1. Phase I - Preliminary Design

Item a - Design Surveys
NOT INCLUDED IN SCOPE. This task was included with the preliminary design contract.

Item b - Geotechnical Layout, Investigation and Report
NOT INCLUDED IN SCOPE. This task was included with the preliminary design contract.

Item c - Obstruction Surveys
NOT INCLUDED IN SCOPE.

Item d – Meetings & Scoping
The consultant formulated a scope for this contract and an associated fee proposal. The Consultant will make modifications to the scope and fee as necessary for these contract documents to be acceptable to all stakeholders.

The Consultant will conduct project meetings at the Airport for 30%, 60%, and 90% design review. The Consultant will provide written minutes of the design review meetings.

Item e – Coordination with Utilities
NOT INCLUDED IN SCOPE. This task was included with the preliminary design contract.

Item f – Preliminary Opinion of Probable Construction Cost (OPC)
The Consultant will prepare a preliminary OPC for the project with 30% design documents. The OPC may not be broken down by bid item, and will generally be an order of magnitude estimate.

Item g – Preliminary Engineer's Report
NOT INCLUDED IN SCOPE. This task was included with the preliminary design contract.

Item h – Exhibit "A" Map
NOT INCLUDED IN SCOPE

Item i – Pavement Design and FAA Forms/Output
NOT INCLUDED IN SCOPE. This task was included with the preliminary design contract.

Item j – Prepare CATEX Request
NOT INCLUDED IN SCOPE. This task was included with the preliminary design contract.

2. Phase II – Final Design

Item a - Final Engineer's Report
Consultant will prepare the Final Engineer's Report in accordance with the FAA's recommended outline for engineer's design report (**Attachment D**).

Item b – Technical Design and Development of Construction Plans
The Consultant will complete technical design for the proposed improvements. During design, the Consultant will prepare and submit 30%, 60%, 90%, and draft final plan sets for review and comment by the Sponsor and BOA.

The Consultant will prepare final plans for BOA approval to bid.

Plan sheets will be 11" X 17" (B) size sheets.

Design efforts and resulting plan sheets anticipated to be included are as follows:

Plan Sheets	Design Effort/Information Shown	Estimated No. of Sheets
Title sheet	Index of drawings, project number, project location, location maps, project description, bid alternate descriptions, record drawing block, stamp block, BOA review block, title block, revision block.	1
Estimated quantities	Table showing item numbers, item descriptions, estimated quantities, and units of measure.	1
Legend, abbreviations, contact info, and general notes	Topographic symbol legend, linetype legend, erosion control legend, abbreviations, project contacts, general notes.	1

Typical sections	• Existing Typical Sections
	  ○ Runway 17/35 Original Construction (1974): ~STA 119+59 - ~STA 127+77, ~STA 131+00 - ~STA 155+00, ~STA 157+00 - ~STA 165+25, ~STA 167+25 - ~STA 176+59
	  ○ Runway 17/35 Repair Areas (1986): ~STA 127+77 - ~STA 131+00, ~STA 155+00 - ~STA 157+00, ~STA 165+25 - ~STA 167+25
	  ○ Runway 17/35 Extension (1999): ~STA 176+59 - ~STA 184+59
	  ○ Intersection of Runway 17/35 and Runway 8/26
	  ○ Intersection of Runway 17/35 and Taxiway C
	  ○ Intersection of Runway 17/35 and Taxiway R
	  ○ Intersection of Runway 17/35 and Taxiway J
	  ○ Taxiway R
	• Proposed Typical Sections
	  ○ Runway 17/35 Reconstruction: ~STA 119+59 - ~STA 176+59
	  ○ Runway 17/35 Underdrain: ~STA 119+59 - ~STA 176+59
	  ○ Runway 17/35 Rehabilitation: ~STA 176+59 - ~STA 184+59
	  ○ Intersection of Runway 17/35 and Runway 8/26
	  ○ Intersection of Runway 17/35 and Taxiway C
	  ○ Intersection of Runway 17/35 and Taxiway R
	  ○ Intersection of Runway 17/35 and Taxiway J
	  ○ Taxiway R
	  ○ Culvert Crossings
	  ○ Duct Crossings
		10

Construction safety phasing plan, phasing overview	• Aerial background • Road, taxiway, runway, building, etc. labels • Alignments • Work areas by phase • Reference to traffic control sheet for each phase • Description of work within each work area • FAA AC 150/5300-13A design surfaces	1

Plan Sheets	Design Effort/Information Shown	Estimated No. of Sheets
Construction safety phasing plan, points of interest and traffic control, Phase 1 – Work South of Runway 8/26 Approach	• Aerial background • Road, taxiway, runway, building, etc. labels • Alignments • FAA AC 150/5300-13A design surfaces • Traffic control requirements	1
Construction safety phasing plan, points of interest and traffic control, Phase 2 – Work Under Runway 8/26 Approach	• Aerial background • Road, taxiway, runway, building, etc. labels • Alignments • FAA AC 150/5300-13A design surfaces • Displaced threshold layout • Traffic control layout	1
Construction safety phasing plan, points of interest and traffic control, Phase 3 – Work Within Runway 8/26 RSA	• Aerial background • Road, taxiway, runway, building, etc. labels • Alignments • FAA AC 150/5300-13A design surfaces • Traffic control layout	1
Construction safety phasing plan, summary of construction	• Description of construction within each phase • Description of AOAs affected by each phase • Description of work hours for each phase • Description of required safety measures and responsibilities by contractor, airport, airlines for each phase • Description of contract time requirements for each phase	1

Plan Sheets	Design Effort/Information Shown	Estimated No. of Sheets

Construction safety phasing plan, construction operations and safety notes (2 sheets)	Describe all general requirements contained in AC 150/5370-2G. Sections will include:
	• Construction operations narrative
	• Construction phasing general description
	• Construction operations notes
	  o Areas and operations affected by construction
	  o Protection of NAVAIDS
	  o Contractor access and site management
	  o Wildlife management
	  o Foreign object debris management
	  o Hazardous materials management
	  o Notification of construction activities
	  o Inspection requirements
	  o Underground utilities
	  o Penalties
	  o Special conditions
	  o Runway and taxiway visual aids
	  o Hazard marking and lighting
	  o Protection of runway and taxiway safety areas
	  o Limitations on construction activities
	  o FAA airspace review comments
		2

Standard construction details	• Silt fence • Inlet protection • Tracking pads • Temporary ditch checks • Pipe joint ties • Apron endwalls • Underground cable & conduit (2 sheets) • Runway & taxiway lights (2 sheets) • Guidance signs • Grounding	12
Special construction details	• Concrete paving details • Underdrain connections • Underdrain cleanouts • Temporary pavement markings • Permanent pavement markings • Light can drains • Grooving • Construction joints at intersections • Pavement section transitions	8

Plan Sheets	Design Effort/Information Shown	Estimated No. of Sheets
Guidance sign legend	Table showing: • Sign number • Sign location • Sign face 1 depiction • Sign face 2 depiction • Number of modules • Sign size	1
Existing conditions and removals	Plan view sheets along proposed paving areas showing: • Existing topographic data including contours, pavement edges, utilities, culverts, NAVAIDs, visual aids, etc. • Road, taxiway, runway, building, etc. labels • Alignments • Proposed removals • Important features to protect • Slope intercepts	8
Grading, drainage, and erosion control (includes culvert and underdrain design)	Plan view sheets along proposed paving areas showing showing: • Existing topographic data including contours, pavement edges, utilities, culverts, NAVAIDs, visual aids, etc. • Road, taxiway, runway, building, etc. labels • Alignments • Proposed pavement edges • Proposed contours • Slope intercepts • Proposed culverts with information • Proposed underdrains with information • Proposed erosion control measures • Proposed restoration measures	8

Plan Sheets	Design Effort/Information Shown	Estimated No. of Sheets

Plan and profile	Split plan/profile view sheets along proposed paving areas showing:
	• Plan:
	  o Road, taxiway, runway, building, etc. labels
	  o Alignments
	  o Proposed pavement edges
	  o Proposed pavement markings
	  o Slope intercepts
	  o Proposed culverts
	  o Proposed underdrains
	  o Proposed ducts
	  o Proposed circuitry
	  o Proposed lighting layout
	  o Proposed signage layout
	  o Layout information
	• Profile:
	  o Existing ground at centerline
	  o Finished ground at centerline
	  o Estimated bedrock depth at centerline
	  o Existing underdrains to remain
	  o Proposed underdrains
	  o Longitudinal slopes
	  o Vertical curve/intersection information
	  o Culvert locations/depths
	  o Reconstruction transition areas
		10

Concrete pavement plans	Plan view sheets along concrete pavement reconstruction and rehabilitation areas showing:
	• New concrete areas:
	  o Concrete joint layout
	  o Concrete joint types
	  o Concrete panel corner elevations
	• Existing concrete areas:
	  o Partial depth repair locations and approximate size
	  o Approximate joint sealing plan
	  o Proposed pavement markings
		16

Cross sections	Cross sectional view sheets along proposed paving areas showing: • Existing ground • Estimated bedrock • Subgrade • Underdrains • Subbase • Pavement • Finished ground • Lights • Culverts	50
Estimated Earthwork Volumes	Table(s) showing detailed volumetric earthwork calculations and data of interest to contractors.	1

Consultant will prepare the initial airspacing submittal for entry into FAA Obstruction Evaluation/Airport Airspace Analysis system.

Item c - • Bid Proposal Documents and Technical Specifications
The Consultant will prepare the bid proposal packet in accordance with BOA standards. FAA specifications included in the project will be incorporated into the bid proposal packet, and notes to specifier will be addressed.

The following information will be included in the bid proposal packet:

- Segment I
  - Proposal for airport work
  - Advertisement for bids
  - Advisory notice to bidders
  - Bidder request to bid/current workload form
  - Erosion control implementation plan worksheets
  - Safety plan compliance document worksheets
  - Bid sticker
  - Table of contents
  - Proposal requirements and conditions
  - Bid bond forms
  - Certificate of annual bond form
  - List of subcontractors form
  - Buy American certification of compliance
  - Federal requirements
  - FAA general contract provisions, as provided by BOA with supplementary information, with notes to specifier/designer choices addressed
  - FAA construction specifications (AC 150/5370-10H) with notes to specifier/designer choices addressed
- Segment II
  - Special provisions
- Segment III
  - Supplemental Specifications – N/A
- Segment IV:
  - Wage rate determination after request is made to and received from BOA
- Segment V:
  - Schedule of prices
- Addendum(s)

Item d - Pre-Bid Meeting
The Consultant will administer a pre-bid meeting at the Airport to explain the project requirements to prospective contractors. The Consultant will prepare exhibits, charts, and other information as necessary to clearly present project information. The Consultant will answer questions regarding the project, receive comments, and record the minutes of the meeting. The meeting will include a tour of the site.

Item e – Opinion of Probable Construction Cost
The Consultant will develop and transmit opinions of probable construction cost (OPC). The OPCs will be detailed as per the bid items chosen and the associated quantities of work to be accomplished for the project. OPCs will be submitted with 60%, 90%, and final bid document submittals.

Item f - Construction Safety and Phasing Plan
The Consultant will prepare and submit the required final Construction Safety and Phasing Plan (CSPP) and CSPP checklist in accordance with FAA ARP SOP 1.00. The consultant will coordinate with FAA as necessary and address their review comments. The CSPP will include design of a temporary fence to separate the majority of Runway 17/35 from the secure identification display area.

Item g - Furnishing of Plans and Specifications
The Consultant will submit and distribute three sets of the 30%, 60% and 90% plans, special provisions, and OPC to the BOA, Sponsor, and FAA for review/comment prior to the design review meetings. The schedule of prices (Segment V) will not be included with 30%, 60%, or 90% submittals.

The Consultant will review all comments received from the BOA, Sponsor, and FAA from 30%, 60% and 90% design submittal reviews and incorporate applicable comments into plans, specifications, and OPC.

The Consultant will distribute three sets of draft final plans, specifications, and OPC for approval to bid to the BOA, Sponsor, and FAA.

The Consultant will prepare and distribute up to 20 sets of "B" size bidding documents to the sponsor, BOA, FAA, and other typical recipients.

The Consultant will advertise the project online with Quest Construction Data Network and have bidding documents available there.

Item h - Assistance in Securing Bids
The Consultant will assist the BOA in securing responsive bids for the project. This includes responding to bidder questions, communication with the bidders prior to the bidding date and/or preparing of addendums or clarification of the bidding documents prior to bid.

Item g – Runway Safety Area Determination
The Consultant will complete a runway safety area determination (RSAD) for proposed Runway 17/35 project features in accordance with FAA standard operating procedure (SOP) 8.00.

3. Actual Cost Items

Item a – Additional Meetings
This Item will be for additional meetings as approved by the Bureau or the Sponsor. The Consultant will provide written minutes of each meeting and distribute to all attendees within five working days of the meeting. The Airport's authorized representative(s) will provide any additional written comments to the Consultant within two weeks of the meeting.

Item b - Supplemental Bidding Documents as Requested by Owner
NOT INCLUDED IN SCOPE.

Item c – Electrical Design Review
Barr Engineering Co. will complete design tasks associated with regulator and lighting control replacements in the electrical vault, and will conduct a third-party review of the lighting design for the project, as described in **Attachment E**.

The DBE goal for this project is 0%.

Construction services will be provided under a separate scope.

END OF PROJECT SCOPE

P:\2018\2018.039 - BOA – CWA RWY 17-35 Reconst\Admin\Contracts - Working\Design\CWA Runway 17-35 Design_Attach A_Scope.docx

Becher-Hoppe Asscociates
COST PRICE ANALYSIS WORKSHEET
WisBOA/FAA Funded Projects
2019 Wage Rates
2018 DOT O/H Rates

ATTACHMENT B
DESIGN ENGINEERING SERVICES

AIRPORT : Central Wisconsin Airport
PROJECT NUMBER : CWA1011 (AIP-52)
PROJECT DESCRIPTION: Runway 17/35 and Associated Taxiway Improvements - Final Design
DATE: 6/25/2019

PREPARED BY: KRK
CHECKED BY: RV
APPROVED BY: RV

		ESTIMATED HOURS									LABOR, OVERHEAD & MATERIALS			TRAVEL, EQUIPMENT AND PER DIEM							PROFIT		
	STAFF CLASSIFICATION & WAGE RATES =======>	Project Engr. III (Randy)	Project Engr. II (Karl)	Project Engr. I (Dan)	Staff Engr. (Jed/Kevin)	CAD Tech III (Matt)	Survey Chief (Ken)	Survey Tech (Luke)	Tech Assist (Laura)	TOTAL HOURS	Direct Labor Costs	Direct + G&A Overhead 170.52%	Mat'ls & Supplies	Truck (mi) 0.585	Robot (hr) $ 40.00	GPS (hr) $ 40.00	Lodging	Meals	Total Travel & Per Diem	CONSULTANT COSTS	ON ITEMS 1 & 2 11.00%	SUM OF ALL COST ITEMS 1-6	
No.	WORK ELEMENT										1	2	3	4b	4c	4d	4e	4f	4	5	6		
1.	**PHASE I - PRELIMINARY DESIGN**																						
1.d.	**MEETINGS & SCOPING**	60	215	22	70				16	383 hr.	$ 16,927.12	$ 28,864.13		120				$ 168.00	$ 238.20		$ 5,037.04	**$ 51,066.49**	
1.f.	**PRELIMINARY OPC**	6	40	24	60					130 hr.	$ 4,929.44	$ 8,405.68							$ -		$ 1,466.86	**$ 14,801.98**	
	Lump Sum Total	66.0	255.0	46.0	130.0	-	-	-	16.0	513 hr.	$ 21,856.56	$ 37,269.81	$ -	120 mi.	0 hr.	0 hr.	$ -	$ 168.00	$ 238.20	$ -	$ 6,503.90	**$ 65,868.47**	**Phase I**
2.	**PHASE II - FINAL DESIGN**																						
2.a.	**FINAL ENGINEER'S REPORT**	6	40	60	160				16	282 hr.	$ 9,747.20	$ 16,620.93	$ 200.00						$ -		$ 2,900.49	**$ 29,468.62**	
2.b.	**TECHNICAL DESIGN & CONSTRUCTION PLANS:**																						
	Title Sheet	2	8		16					26 hr.	$ 963.44	$ 1,642.86							$ -		$ 286.69	*$ 2,892.99*	
	Estimated Quantities	8	60	400	400	80				948 hr.	$ 33,685.60	$ 57,440.69							$ -		$ 10,023.89	*$ 101,150.18*	
	Legend, abbreviations, contact info, general notes		2		8					10 hr.	$ 331.52	$ 565.31							$ -		$ 98.65	*$ 995.48*	
	Typical Sections	16	40	40	120	16				232 hr.	$ 8,505.12	$ 14,502.93							$ -		$ 2,530.89	*$ 25,538.94*	
	CSPP Phasing Overview	8	40	40	40	16				144 hr.	$ 5,701.92	$ 9,722.91							$ -		$ 1,696.73	*$ 17,121.56*	
	CSPP POI & TC - Phase 1	4	16	24	40	16				100 hr.	$ 3,724.16	$ 6,350.44							$ -		$ 1,108.21	*$ 11,182.81*	
	CSPP POI & TC - Phase 2	4	16	24	40	16				100 hr.	$ 3,724.16	$ 6,350.44							$ -		$ 1,108.21	*$ 11,182.81*	
	CSPP POI & TC - Phase 3	4	16	24	40	16				100 hr.	$ 3,724.16	$ 6,350.44							$ -		$ 1,108.21	*$ 11,182.81*	
	CSPP Summary of Construction	4	24		40					68 hr.	$ 2,544.00	$ 4,338.03							$ -		$ 757.02	*$ 7,639.05*	
	CSPP Operations & Safety Notes		8		8					16 hr.	$ 617.12	$ 1,052.31							$ -		$ 183.64	*$ 1,853.07*	
	Standard Construction Details	1	4		16					21 hr.	$ 718.04	$ 1,224.40							$ -		$ 213.67	*$ 2,156.11*	
	Special Construction Details	16	40	40	80	80				256 hr.	$ 9,875.20	$ 16,839.19							$ -		$ 2,938.58	*$ 29,652.97*	
	Guidance Sign Legend	4	16		80	24				124 hr.	$ 4,301.68	$ 7,335.22							$ -		$ 1,280.06	*$ 12,916.96*	
	Existing Conditions and Removals	4	24	16	200	80				324 hr.	$ 11,075.36	$ 18,885.70							$ -		$ 3,295.72	*$ 33,256.78*	
	Grading, Drainage, and Erosion Control	40	160	80	400	240				920 hr.	$ 34,277.60	$ 58,450.16							$ -		$ 10,200.05	*$ 102,927.81*	
	Plan and Profile	40	160	80	400	240				920 hr.	$ 34,277.60	$ 58,450.16							$ -		$ 10,200.05	*$ 102,927.81*	
	Concrete Pavement Plans	16	80	40	400	80				616 hr.	$ 21,232.00	$ 36,204.81							$ -		$ 6,318.05	*$ 63,754.86*	
	Cross Sections	4	16	8	80	40				148 hr.	$ 5,247.28	$ 8,947.66							$ -		$ 1,561.44	*$ 15,756.38*	
	Estimated Earthwork Volumes	8	24	80	80	80				272 hr.	$ 10,212.00	$ 17,413.50							$ -		$ 3,038.81	*$ 30,664.31*	
	Construction Plans Subtotal	183.0	754.0	896.0	2,488	1,024	-	-	-	5345 hr.	$ 194,737.96	$ 332,067.16	$ -	0 mi.	0 hr.	0 hr.	$ -	$ -	$ -	$ -	$ 57,948.56	**$ 584,753.69**	
2.c.	**BID PROPOSAL PACKET**																						
	Segment I - Proposal Documents	2	32		10				40	84 hr.	$ 3,126.60	$ 5,331.48							$ -		$ 930.39	*$ 9,388.47*	
	Segment II - Special Provisions	8	160	160	120					448 hr.	$ 17,754.40	$ 30,274.80							$ -		$ 5,283.21	*$ 53,312.41*	
	Segment III - Supplemental Specs		1						1	2 hr.	$ 77.55	$ 132.24							$ -		$ 23.08	*$ 232.87*	
	Segment IV - Wage Rates		4						4	8 hr.	$ 310.20	$ 528.95							$ -		$ 92.31	*$ 931.46*	
	Segment V - Schedule of Prices	4	16		40				40	100 hr.	$ 3,361.20	$ 5,731.52							$ -		$ 1,000.20	*$ 10,092.92*	
	Addendum(s)	4	60	60	60	60			40	284 hr.	$ 10,746.20	$ 18,324.42							$ -		$ 3,197.77	*$ 32,268.39*	
	Bid Proposal Packet Subtotal	18.0	273.0	220.0	230.0	60.0	-	-	125.0	926 hr.	$ 35,376.15	$ 60,323.41	$ -	0 mi.	0 hr.	0 hr.	$ -	$ -	$ -	$ -	$ 10,526.95	**$ 106,226.52**	

Becher-Hoppe Asscociates

ATTACHMENT B

COST PRICE ANALYSIS WORKSHEET

DESIGN ENGINEERING SERVICES

		ESTIMATED HOURS									LABOR, OVERHEAD & MATERIALS			TRAVEL, EQUIPMENT AND PER DIEM							PROFIT		
	STAFF CLASSIFICATION & WAGE RATES =======>	Project Engr. III (Randy)	Project Engr. II (Karl)	Project Engr. I (Dan)	Staff Engr. (Jed/Kevin)	CAD Tech III (Matt)	Survey Chief (Ken)	Survey Tech (Luke)	Tech Assist (Laura)	TOTAL HOURS	Direct Labor Costs	Direct + G&A Overhead 170.52%	Mat'ls & Supplies	Truck (mi) 0.585	Robot (hr) $ 40.00	GPS (hr) $ 40.00	Lodging	Meals	Total Travel & Per Diem	CONSULTANT COSTS	ON ITEMS 1 & 2 11.00%	SUM OF ALL COST ITEMS 1-6	
No.	WORK ELEMENT										1	2	3	4b	4c	4d	4e	4f	4	5	6		
2.d.	PRE-BID MEETING AT AIRPORT	16	32		16	16			8	88 hr.	$ 3,753.36	$ 6,400.23		40				$ 42.00	$ 65.40		$ 1,116.89	$ 11,335.88	
2.e.	OPC (60%, 90%, & FINAL)	30	120	120	200	80				550 hr.	$ 21,074.80	$ 35,936.75							$ -		$ 6,271.27	$ 63,282.82	
2.f.	CONSTRUCTION SAFETY & PHASING PLAN	8	40		60					108 hr.	$ 4,116.40	$ 7,019.29							$ -		$ 1,224.93	$ 12,360.62	
2.g.	FURNISHING PLANS/SPECS																						
	(2) Sets Prel. Review Plans At 30%, 60%, 90%	6	12		60	24				102 hr.	$ 3,630.48	$ 6,190.69	$ 180.00						$ -		$ 1,080.33	*$ 11,081.50*	
	(3) Sets Draft Final P/S	2	4		20	8				34 hr.	$ 1,210.16	$ 2,063.56	$ 90.00						$ -		$ 360.11	*$ 3,723.83*	
	(6) Sets Final P/S	2	4		20	8				34 hr.	$ 1,210.16	$ 2,063.56	$ 180.00						$ -		$ 360.11	*$ 3,813.83*	
	(20) Sets P/S for Bidding	2	4		8	8				22 hr.	$ 855.68	$ 1,459.11	$ 600.00						$ -		$ 254.63	*$ 3,169.42*	
	Furnishing P/S Subtotal	12.00	24.00	-	108.00	48.00	-	-	-	192 hr.	$ 6,906.48	$ 11,776.92	$ 1,050.00	0 mi.	0 hr.	0 hr.	$ -	$ -	$ -	$ -	$ 2,055.17	$ 21,788.58	
2.h.	ASSISTANCE IN SECURING BIDS	16	40	16	40				16	128 hr.	$ 5,060.16	$ 8,628.58							$ -		$ 1,505.76	$ 15,194.50	
2.g.	RUNWAY SAFETY AREA DETERMINATION	4	16		40	16	16	16	4	112 hr.	$ 3,851.80	$ 6,568.09			8	8			$ 640.00		$ 1,146.19	$ 12,206.08	
	PHASE II Total	293 hr.	1339 hr.	1312 hr.	3342 hr.	1244 hr.	16 hr.	16 hr.	169 hr.	7731 hr.	$ 284,624.31	$ 485,341.36	$ 1,250.00	40 mi.	8 hr.	8 hr.	$ -	$ 42.00	$ 705.40	$ -	$ 84,696.22	**$ 856,617.31**	**Phase II**
	TOTAL LUMP SUM AMOUNT	359 hr.	1594 hr.	1358 hr.	3472 hr.	1244 hr.	16 hr.	16 hr.	185 hr.	8244 hr.	$ 306,480.87	$ 522,611.17	$ 1,250.00	160 mi.	8 hr.	8 hr.	$ -	$ 210.00	$ 943.60	$ -	$ 91,200.12	$ 922,485.78	
	% OF TOTAL HOURS	4.4%	19.3%	16.5%	42.1%	15.1%	0.2%	0.2%	2.2%	100.0%												$ 922,485.78	
3	**ACTUAL COST ITEMS**																						
3.a.	ADDITIONAL MEETINGS	40	40		40					120 hr.	$ 5,285.60	$ 9,013.01							$ -		$ 1,572.85	$ 15,871.45	
3.c.	BARR VAULT DESIGN AND LIGHTING DESIGN REVIE	16	40			40				96 hr.	$ 4,378.80	$ 7,466.73							$ -	$ 34,000.00	$ 1,303.01	$ 47,148.54	
	ACTUAL COST TOTAL	56.0	80.0	-	40.0	40.0	-	-	-	216 hr.	$ 9,664.40	$ 16,479.73	$ -	0 mi.	0 hr.	0 hr.	$ -	$ -	$ -	$ 34,000.00	$ 2,875.85	**$ 63,019.99**	**A/Cs**

FOR INFORMATION PURPOSES ONLY

Actual Cost Multiplier 3.0028

LUMP SUM AMOUNT =	$ 922,485.78
ACTUAL COST AMOUNT =	$ 60,144.14
FIXED FEE AMOUNT =	$ 2,875.85
MAXIMUM COMBINED SUM =	$ 985,505.77

NONE

NONE

PAVEMENT REHABILITATION LIMITS

TOPOGRAPHIC SURVEY LIMITS
COMPLETED WITH PRELIMINARY DESIGN

PAVEMENT RECONSTRUCTION LIMITS

ROFA

RSA

RUNWAY 17/35

TAXIWAY B

TAXIWAY J

RTMX R

TAXIWAY B

TAXIWAY A

TAXIWAY B

RUNWAY 8/26

TAXIWAY C

TAXIWAY D

TAXILANE E

SOIL BORINGS COMPLETED WITH PRELIMINARY DEISGN (TYP)

RECONSTRUCT LIGHTING AND SIGNAGE (TYP)

AREAS RECONSTRUCTED WITH FREE DRAINING CRUSHED ROCK SUBBASE IN 1988

LAYOUT: C
PLOT TIME: 6/10/2019 12:03 PM
FILE NAME: P:\2018\2018.039 – BOA - CWA RWY 17-35 Reconst\CAD\Exhibits\CWA RWY 17-35 design_scoping exhibit_190610.dwg

BECHER HOPPE
330 N. 4th Street
Wausau, WI 54403 • 715.845.8000
becherhoppe.com

DRAWN BY: KRK
CHECKED BY: RWV
DATE: 6/10/19

PROJECT NO: 2018.039
REV. DATES:

SCALE
0 300' 600'

fly CWA first
CENTRAL WISCONSIN AIRPORT

CENTRAL WISCONSIN AIRPORT
RWY 17/35 AND ASSOCIATED TAXIWAY IMPROVEMENTS
CWA 1009 (AIP-52)

FINAL DESIGN
ATTACHMENT C – SCOPING EXHIBIT

SHEET
C

ATTACHMENT D

resourceful. naturally.
engineering and environmental consultants

BARR

June 18, 2019

Mr. Karl Kemper
BECHER HOPPE ASSOCIATES, INC.
330 Fourth Street, P.O. Box 8000
Wausau, WI 54402

RE: CENTRAL WISCONSIN AIRPORT – RUNWAY 17-35 AND ASSOCIATED TAXIWAY PROJECT
(INCLUDING AIRFIELD LIGHTING CONTROL SYSTEM RETROFIT)
PROPOSAL FOR ELECTRICAL ENGINEERING SERVICES

Dear Karl:

Thank you for contacting us regarding electrical engineering services for the Central Wisconsin Airport (CWA) Runway 17-35 project. We are providing this letter to outline our understanding of the project, our proposed scope of services, and our proposed fees for the design and bid phase of the project.

According to scope of work descriptions you provided to us by email May 24 and May 28, 2019, Runway 17-35 along with associated taxiways at CWA will be re-built, with associated replacement to the associated edge-lighting and signs. Regarding airfield plans, you have indicated that you would like Barr to provide third party review of the proposed electrical design, not Engineer of Record (similar to the approach that we provided on the recent Langlade County Airport project).

In addition, your email of June 10, 2019 indicates that the scope of work is to include replacement of the entire airfield lighting control system all the way up to the tower control panel. The replacement system will be similar to the existing system in that it is to be relay-based, utilizing industrial-grade relays for reliability.

For electrical design work within the electrical vault, namely replacement of the existing constant current regulators associated with the airfield modifications, *as well as airfield lighting control systems replacement*, you have requested that Barr provide a complete design for this portion of the project. As such we will stamp/certify these drawings as well.

In support of your efforts, Barr proposes to provide the following as part of our scope of work:

1. Review and provide comments on the airfield electrical design (as indicated above).
2. Make a site visit to CWA to make observations of the existing electrical vault.

3. Develop electrical vault drawings showing electrical changes as part of the project. Approximately four (4) drawings are anticipated; Vault demolition, new vault plan, and two details sheets.
4. *For airfield lighting controls, approximately three (3) sheets are anticipated, consisting of wiring schematics as well as a tower control panel layout drawing.*
5. The vault drawings will be developed and submitted for 30%, 60%, 90%, and 100% design phases.
6. Provide specifications ("specials") associated with the vault electrical modifications.
7. Bid phase services, including responding to bidders questions, and providing addendum items as necessary.
8. Construction phase services are not included in this proposal. They may be provided as part of a separate, future proposal upon request.

Barr Engineering proposes to provide the outlined scope of services to BHA on an hourly basis to an anticipated maximum of $34,000 for the indicated scope. Services are billed monthly.

Thank you for the opportunity to present this proposal. We look forward to working with you on this project.

Sincerely,

BARR ENGINEERING CO.

Mark E. Ziemer, P.E.

Senior Electrical Engineer

ATTACHMENT E

ENGINEER'S REPORT OUTLINE

General – An engineer's report setting forth the general analysis and explanation of reasons for design choices by the consultant must be submitted with the Plans and Specifications.

Purpose –The plans, specifications and Engineer's Report is a part of the permanent files which are subject to display on request, and must be submitted with the Plans and Specifications.

I. General

A. Explain unusual factors in overall planning

B. Scope of probable ultimate development

C. Reasons for omissions of desirable work

D. Other topics of a general nature which require additional explanation.

E. Supporting computations and references should be included for all design features.

II. Project Background Summary

III. Project Requirements

A. Discuss design concerns regarding geometric requirements for the proposed work.

B. Standard design values (as listed in AC 150/5300-13 Current Edition as of date of contract) based on the design aircraft shall be identified in this report. Examples of these standards include runway/taxiway dimensions, taxiways fillets, separation requirements, surface gradients, etc.

IV. Operational Safety and Security

A. Address issues related to the impact that the proposed project will have on normal airport operations.

B. Concerns regarding phasing and sequencing of work shall be addressed.

C. Possible runway shutdowns and threshold displacement should be identified.

D. Address security fencing.

V. Site Preparation

A. Discuss factors affecting drainage, such as:

i. site conditions
ii. runoff considerations
iii. drainage patterns and formulas (detailed calculations need not be included unless specifically requested)
iv. wetlands impact
v. storm water conveyance
vi. storm water detention and treatment

B. Discuss grading factors peculiar to the site, such as:

i. soil data
ii. climatic conditions
iii. compaction requirements
iv. variations from usual transverse or longitudinal slopes
v. selective grading, etc.

C. Erosion Control

VI. Geotechnical Investigation

VII. Paving

A. Include a copy of FAA Form 5100-1, “Airport Pavement Design”

B. Discussion of:

i. soil characteristics
ii. design loadings
iii. paving materials
iv. paving thickness
v. choice of alternate designs allowed by Federal and State standard specifications, reasons for variance from design criteria

C. The Paving Design (FAA Form 5100-1) shall conform to Advisory Circular (AC) 150-5320-6, Airport Pavement Design and Evaluation.

D. Owner approval of the pavement design shall be obtained prior to preparation of plans and specifications.

E. Computerized analysis and reports may be submitted as supporting documentation for completion of FAA Form 5100-1.

VIII. Electrical design and Lighting

A. Discuss lighting design criteria and reasons for choice of particular type of equipment within approved standards of the specific lighting equipment.

B. Unique spacing considerations should be addressed.

IX. Pavement Marking

A. Discuss marking requirements as outlined in AC 150/5340-1 and the current Signs and Marking Supplement (SAM).

B. The category of runway approach should be identified which in turn establishes the minimum marking elements.

X. Buildings

~~A. Discuss general architectural features, design factors on heating, air-conditioning, lighting, ventilation, loading, structural design, utilities, sanitation, and materials.~~

~~B. If required letters of approval of plans by health authorities are not submitted with the plans, the report should explain the reasons.~~

XI. Miscellaneous Work

A. Discuss miscellaneous factors affecting minor work in the project, such as choice of a specific grass and fertilizer after consultation with county farm agent or other authority.

B. Include discussion of:

i. obstructions
ii. fencing
iii. utilities
iv. access roads
v. staging areas
vi. etc.

C. An evaluation of the proposed project activities affecting FAA facilities will be included in the Engineer's Report.

XII. Non-AIP Work

A. Discuss work to be done without Federal aid.

XIII. Cost Estimate

A. Include a detailed estimate of costs for the proposed work and a summary of the project costs.

B. Items in the detailed cost estimate should coincide with the proposal form in the bid specifications.

C. The “Preliminary” Engineering Report shall include an estimate of costs for each item of work.

XIV. Modification to Standards

A. Any work items which are proposed to be done contrary to FAA standards shall require FAA approval.

B. A consultant’s request for modification to standards may be made within the Engineer’s Report or under separate cover, but should not be incorporated with the plans and specifications. As a minimum, the request shall contain the following:

i. A list of standards requiring modification.
ii. Description of the proposed modification.
iii. Reason current standards cannot be met.
iv. Discussion of viable alternatives for accommodating the unique conditions.
v. Assurance the modification will provide a product that meets FAA standards for acceptance and that the finished product will perform for its design life, based on historical data.
vi. Assurance the modification will provide an acceptable level of safety.

XV. Meeting Minutes

A. Include minutes from prior pre-design conferences if such a meeting was held.

i. Discussion items and conclusions should be included in the completed report.

CENTRAL WISCONSIN AIRPORT STATISTICAL REPORT
SUMMARY - JUNE 2018 - 2019

16-Jul-19

	2018 MONTH	*2019 MONTH*	*% CHGE. 18-19*	*2018 Y-T-D*	*2019 Y-T-D*	*% CHGE. 18-19*
ACTUAL LANDINGS						
AMERICAN	72	78	8.3%	458	450	-1.7%
UNITED	73	85	16.4%	409	441	7.8%
DELTA	142	137	-3.5%	775	766	-1.2%
CHARTERS	3	2	-33.3%	12	12	0.0%
TOTAL OPERATIONS	580	604	4.1%	3,308	3,338	0.9%
ATCT OPERATIONS	1,083	1,337	23.5%	6,168	6,272	1.7%
AIRLINE CANCELLATIONS						
AMERICAN	6	3	-50.0%	23	38	65.2%
UNITED	2	2	0.0%	13	26	100.0%
DELTA	0	2	200.0%	12	14	16.7%
TOTAL CANCELLATIONS	8	7	-12.5%	48	78	62.5%
ENPLANED PASSENGERS						
AMERICAN	2,587	3,106	20.1%	14,766	17,963	21.7%
UNITED	2,264	3,129	38.2%	11,130	15,728	41.3%
DELTA	5,527	5,747	4.0%	29,983	30,693	2.4%
CHARTERS	337	266	-21.1%	1,579	1,793	13.6%
TOTAL ENPLANED PASSENGERS	10,715	12,248	14.3%	57,458	66,177	15.2%
DEPLANED PASSENGERS						
AMERICAN	2,507	3,192	27.3%	13,925	16,670	19.7%
UNITED	2,565	3,346	30.4%	11,554	15,759	36.4%
DELTA	5,566	5,754	3.4%	29,600	30,946	4.5%
CHARTERS	337	266	-21.1%	1,579	1,793	13.6%
TOTAL DEPLANED PASSENGERS	10,975	12,558	14.4%	56,658	65,168	15.0%
AIR FREIGHT - AMERICAN	2	201	9950.0%	102	1,381	1253.9%
AIR FREIGHT - UNITED	0	0	0.0%	0	0	0.0%
AIR FREIGHT - DELTA	2,882	2,265	-21.4%	14,420	15,702	8.9%
TOTAL AIRFREIGHT - AIRLINES	2,884	2,466	-14.5%	14,522	17,083	17.6%
TOTAL AIRFREIGHT -GEN.AVIATION	186,355	144,573	-22.4%	922,122	829,783	-10.0%
AIRLINES & GEN.AVIA.-AIRFREIGHT	189,239	147,039	-22.3%	936,644	846,866	-9.6%

LOAD FACTOR-CURRENT MONTH	SEATS	PAX	FACTOR
AMERICAN	3,900	3,106	79.6%
UNITED	4,250	3,129	73.6%
DELTA	6,902	5,747	83.3%

Central Wisconsin Airport – Flight Schedule
July 19, 2019

Arrivals – Delta			
5211	11:22	from MSP	CRJ
5193	12:41	from DTW	CRJ
5343	15:20	from MSP	CRJ
3496	20:44	from DTW	CRJ
3433	21:15	from MSP	CRJ

Departures – Delta			
3491	06:35	to MSP	CRJ
5292	06:50	to DTW	CRJ
5211	12:25	to MSP	CRJ
5193	13:06	to DTW	CRJ
5343	15:51	to MSP	CRJ

Arrivals – United Airlines			
3890	11:17	from ORD	CRJ
3810	14:45	from ORD	CRJ
4870	20:55	from ORD	CRJ

Departures – United Airlines			
4817	05:50	to ORD	CRJ
3901	11:50	to ORD	CRJ
4848	15:20	to ORD	CRJ

Arrivals – American Eagle			
3387	09:29	from ORD	ERJ
3406	16:06	from ORD	ERJ
3541	23:18	from ORD	ERJ

Departures – American Eagle			
3788	06:23	to ORD	ERJ
3387	09:54	to ORD	ERJ
3406	16:32	to ORD	ERJ

Upcoming Charter Schedule

July 22 – Sun Country to Laughlin
Aug. 1 – Sun Country to Omaha (WOJO)
Aug. 16 – Sun Country to Reno (WOJO)
Sep. 2 – Honor Flight
Sep. 6 – Sun Country to Laughlin

MSP = Minneapolis
ORD = Chicago O'Hare
DTW = Detroit

Total CWA Flights Daily = 11

CWA Legislative Update – July 2019

House Passes Defense Bill That Includes Troubling PFAS Amendment
Meeting (Source: Airport Legislative Alliance, AAAE)
July 12, 2019

The House today approved a troubling proposal to require EPA to designate PFAS as a hazardous substance under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The proposal was offered by Rep. Debbie Dingell (D-MI) as an amendment to an annual Department of Defense authorization bill (H.R. 2500). House members approved the Dingell amendment on a voice vote and later passed the DOD bill on a vote of 220-197.

If enacted into law, could lead to extensive and costly litigation and clean-up efforts at airports across the country that are required by federal regulation to use firefighting foam that contains PFAS and have no alternatives to the use of such foam.

AAAE sent a letter to House leaders highlighting airport concerns and asking for an exemption from liability for airports given the fact that they are required by federal regulation to utilize firefighting foam with PFAS and have no alternatives. We have also pointed out that we are pressing FAA to pursue the approval of alternative firefighting foam as quickly as possible in accordance with recently approved FAA reauthorization legislation.

Before final passage, the House approved a long list of PFAS-related amendments including one that would require the Government Accountability Office to review DOD's response to PFAS contamination in and around military installations. Another would require EPA to list PFAS as a toxic pollutant under the Federal Water Pollution Control Act and to publish "effluent and pretreatment standards." These and other provisions indicate that Congress is becoming increasingly interested in PFAS-related issues.

Next Steps

Although the House adopted the Dingell amendment, House passage of the DOD bill is just one step in the process. Lawmakers will have to reconcile the House bill with the Senate-passed version of the legislation, which does not include language similar to the Dingell amendment. So, it is important that airports continue to reach out to their elected officials.

As lawmakers gear up for conference, we have discussed this issue with key Congressional leaders and Armed Services Committee members. We will work to convince lawmakers in both chambers to address our concerns in conference and ensure that airports are not unfairly penalized for using a firefighting product that is mandated by federal regulation.

Veto Threat

The White House has threatened to veto the House bill if it is sent to the president in its current form, in part, over other PFAS-related provisions in the legislation. The underlying bill includes a provision that would require the Navy to publish by January 31, 2025 a military specification for a fluorine-free firefighting agent for use at all military installations and to begin using alternative foam by 2027.

The bill would also prevent DOD from using fluorinated aqueous film-forming form at any military installation after September 30, 2029. (The FAA reauthorization bill that Congress passed last year requires the FAA to allow airports to use non-fluorinated chemicals in firefighting foam within three years.)

A Statement of Administration Policy indicates that the White House "strongly objects" to the PFAS provision in the underlying bill. It suggests that "DOD continues to pursue aggressively a fluorine-free foam, which must be equivalent in fire-fighting performance and workforce safety as the military specifications." But it goes on to say that the agency has concerns about meeting the prescribed deadlines in the bill.

Final Thoughts

We will keep you apprised of further developments as House and Senate negotiators work toward a final defense authorization bill.

16-Jul-19 **CENTRAL WISCONSIN AIRPORT**
REVENUE 2019

		BUDGET 2019	MONTH OF JUNE	YEAR TO DATE	% OF BUDGET
5409-53	FUEL SALES	$40,000	$0	$17,910	44.8%
5410-53	FUEL FLOWAGE	$55,000	$5,868	$29,946	54.4%
5411-53	LANDING FEES	$360,000	$34,087	$192,997	53.6%
5418-53	RAMP CHARGES	$62,000	$5,263	$30,523	49.2%
AIRFIELD		$517,000	$45,218	$271,377	52.5%
5422-56	UTILITIES	$450	$0	$0	0.0%
CONTROL TOWER		$450	$0	$0	0.0%
5412-55	RENT	$110,000	$7,497	$50,222	45.7%
5422-55	UTILITIES	$10,000	$0	$0	0.0%
HANGAR		$120,000	$7,497	$50,222	41.9%
5497-57	LABOR-CWA	$1,073	$0	$0	0.0%
5498-57	MATERIALS-CWA	$1,000	$0	$0	0.0%
5499-57	MISC-CWA	$5,000	$241	$2,532	50.6%
MAINTENANCE SHOP		$7,073	$241	$2,532	35.8%
5412-54	RENT	$40,000	$2,170	$19,420	48.6%
5414-54	FARM LAND RENT	$40,000	$22,886	$45,772	114.4%
5417-54	HWY BILLBOARDS	$9,000	$0	$0	0.0%
5422-54	UTILITIES	$6,000	$0	$632	10.5%
5432-54	CORPORATE HANGAR	$76,000	$3,698	$36,968	48.6%
NET LEASE		$171,000	$28,754	$102,792	60.1%
5440-51	**PARKING**	$1,350,000	$101,101	$676,952	50.1%
5412-52	RENT	$1,210,000	$80,127	$541,278	44.7%
5416-52	ADVERTISING	$25,000	$1,525	$10,650	42.6%
5422-52	UTILITIES	$41,550	$3,026	$18,948	45.6%
5431-52	SECURITY	$5,300	$0	$3,511	66.2%
5499-52	MISCELLANEOUS	$15,000	$0	$13,076	87.2%
TERMINAL BUILDING		$1,296,850	$84,678	$587,463	45.3%
TOTAL		$3,462,373	$267,489	$1,691,338	48.8%
1210	SALES TAX DISCOUNT	$0	$0	$164	
8110	INTEREST ON INVEST	$12,000	$0	$0	
8310	SALE FIXED ASSETS	$10,000	$0	$12,330	
8350	INS RECOV	$0	$0	$0	
8400	OTHER MISC REV	$0	$6,578	$6,578	
8413	WORKERS COMP REIMB	$0	$0	$0	
GRAND TOTAL		$3,484,373	$274,067	$1,710,411	49.1%
5419-53	PASSENGER FAC. CHGS.	$460,000	$54,125	$269,367	58.6%
8110	PFC INTEREST	$5,000	$0	$0	0.0%
TOTAL PASSENGER FACILITY CHGS.		$465,000	$54,125	$269,367	57.9%
5420-52	CFC CAR RENTAL FEES	$215,400	$26,072	$125,493	58.3%

CENTRAL WISCONSIN AIRPORT
Disbursements - June 2019

	2019 BUDGET	THIS MONTH	2019 YTD	YTD % of BUDGET
PERSONAL SERVICES				
SALARIES	$376,700.00	$32,827.20	$211,964.16	56.3%
WAGES	$781,026.00	$55,228.68	$318,823.30	40.8%
EMPLOYEE BENEFITS	$18,500.00	$907.07	$5,436.02	29.4%
EMPLOYER CONTRIBUTIONS	$491,582.00	$16,508.74	$254,584.01	51.8%
SUB TOTAL	$1,667,808.00	$105,471.69	$790,807.49	47.4%
CONTRACTUAL SERVICES				
PROFESSIONAL SERVICES	$204,500.00	$8,798.16	$41,476.86	20.3%
UTILITY SERVICES	$278,000.00	$3,446.19	$110,504.38	39.7%
REPAIR-MAINT/STREETS	$8,000.00	$3,903.00	$7,548.27	94.4%
REPAIR-MAINT EQUIP/BUILDINGS	$87,000.00	$3,688.82	$61,815.43	71.1%
CONTRACTUAL SERVICES	$107,000.00	$8,773.64	$46,746.69	43.7%
SUB TOTAL	$684,500.00	$28,609.81	$268,091.63	39.2%
SUPPLIES & EXPENSES				
OFFICE SUPPLIES	$6,000.00	$498.30	$4,204.98	70.1%
ADVERTISING/MEMBERSHIP/DUES	$82,700.00	$12,013.34	$56,485.72	68.3%
TRAVEL	$21,900.00	$2,280.94	$4,559.05	20.8%
OPERATING SUPPLIES	$171,000.00	$3,343.92	$134,246.04	78.5%
REPAIR/MAINT SUPPLIES/GASOLINE	$165,500.00	$8,440.80	$90,582.90	54.7%
CONSUMABLE TOOLS/SUPPLIES	$5,000.00	$438.36	$1,764.61	35.3%
SUB TOTAL	$452,100.00	$27,015.66	$291,843.30	64.6%
BUILDING MATERIALS				
METAL PRODUCTS	$2,500.00	$0.00	$1,114.60	44.6%
WOOD PRODUCTS	$500.00	$0.00	$0.00	0.0%
RAW MATERIALS/RWY PAINT	$30,000.00	$2,329.10	$8,510.80	28.4%
ELECT FIXTURES/RWY SIGNS	$5,000.00	$0.00	$5,822.34	116.4%
ASPHALT/ASPHALT FILLER	$5,000.00	$6,477.84	$6,477.84	129.6%
SUB TOTAL	$43,000.00	$8,806.94	$21,925.58	51.0%
FIXED CHARGES				
INSURANCE/OTHER LOSSES	$73,000.00	$0.00	$69,904.00	95.8%
CAPITAL OUTLAY				
CAPITAL EQUIPMENT	$188,000.00	$0.00	$36,412.81	19.4%
CAPITAL IMPROVEMENTS	$0.00	$0.00	$0.00	0.0%
SUB TOTAL	$188,000.00	$0.00	$36,412.81	19.4%
TOTALS	$3,108,408.00	$169,904.10	$1,478,984.81	47.6%

2018-2019 CWA Budget Summary YTD - June

	June YTD - 2019		June YTD - 2018		% CHANGE
Airfield	$271,377		$252,498		
Control Tower	$0		$0		
Hangar	$50,222		$54,517		
Maintenance Shop	$2,532		$663		
Net Lease	$102,792		$61,930		
Parking	$676,952		$605,850		
Terminal Area	$587,463		$570,395		
Misc.	$19,072		$30,526		
Total Revenues		**$1,710,410**		**$1,576,379**	**8.50%**
Personal Services	$790,807		$738,072		
Contractual Services	$268,092		$225,438		
Supplies and Expense	$291,843		$223,353		
Building Materials	$21,926		$11,209		
Fixed Charges-Insurance	$69,904		$66,933		
Capital Outlay	$36,413		$55,048		
Total Expenses		**$1,478,985**		**$1,320,053**	**12.04%**
Revenue over Expense		**$231,425**		**$256,326**	