

## RECORD OF NEGOTIATIONS – AMENDMENT NO. 1

Blair Executive Airport  
Blair, Nebraska  
AIP Project No. 3-31-0109-025/026/027/028

### Project Description:

- Extend runway 13/31 by 1,300 feet
  - Extend parallel taxiway by 1,300 feet and associated connector taxiway
  - Private and Public utility relocation (OPPD, Cox, Fastwyre), as required
  - Evaluate RSA/ROFA and TSA/TOFA grades on airport.
  - Construct Storm sewer and drainage improvements
  - Construct edge drains.
  - Remove existing medium intensity runway lighting (MIRL) along entire runway 13/31
  - Install LED medium intensity runway lighting (MIRL) - Runway 13/31
  - Install LED medium intensity taxiway lighting (MITL) - new connector/parallel taxiway
  - Install Lighted Guidance Signs associated with new runway and taxiway pavement
  - Remove existing Runway 13 and 31 Precision Approach Path Indicator (PAPI)
  - Install LED Runway 13 PAPI 4-Box system and Runway 31 PAPI 4-Box system if warranted.
  - Install LED Runway 13 End Indicator Lights (REILs) and Runway 31 end if warranted.
  - Incorporate new regulators and electrical components within existing electrical vault
  - Install new rotating beacon and associated power in a location coordinated with Sponsor, NDOT and FAA.
  - Existing Runway 13/31 pavement rehabilitation (4,200 x 100)
    - Select panel replacement; Joint sealant removal/replacement; Crack repair
  - Runway 13/31 pavement marking (full length) including all connector taxiway holdlines
1. The Sponsor, Blair Airport Authority, published a Request for Qualifications in the Blair Enterprise on March 24, 2023. The Sponsor also contacted the following consultants on March 20, 2023:
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| a. ADG, Inc                            | n. HDR Engineering                           |
| b. Alfred Benesch & Co,                | o. JEO Consulting Group                      |
| c. Armstrong Consultants               | p. Kirkham Michael                           |
| d. Baker & Associates                  | q. KLJ                                       |
| e. Burns & McConnell                   | r. Leo A. Daly                               |
| f. Coffman Associates, Inc             | s. Lochner/Bucher, Willis & Ratliff Division |
| g. DOWL                                | t. Mary A. Lynch                             |
| h. E & A Consulting Group              | u. M.C.Schaff & Assoc.                       |
| i. EA Engineering Science & Technology | v. Mead & Hunt                               |
| j. Eagan Field & Nowak, Inc            | w. Miller & Associates                       |
| k. Engineering International           | x. Olsson                                    |
| l. Garver                              | y. Schemmer Associates                       |
| m. Gilmore & Associates                | z. W Design Associates, Inc                  |
|  | aa. WSP                                      |

Statement of Qualifications were received from the following firms:

- a. Garver
- b. HDR
- c. Olsson
- d. Snyder & Associates

All firms were interviewed. Based on the combined scores for both the RFQ submittal and the interview, Olsson of Lincoln, Nebraska was selected on May 16, 2023.

- 2. Emails and conference calls between the FAA, NDOT, Sponsor and Consultant throughout the month of February were held to discuss the scope of services and ensure that everyone had a thorough understanding of the project.
- 3. The Consultant submitted their draft engineering agreement to NDOT and FAA for review and comment on March 6, 2026. Comments on the scope of services were received from NDOT and FAA on March 7, 2026, and March 9, 2026. All comments were addressed, and a Final DRAFT Engineering Agreement was submitted to NDOT for the Independent Fee Evaluation (IFE) on April 10, 2026.

The Engineering Fee submitted to the Airport Authority is broken down as follows:

a. Bidding Phase	\$ 25,700.00
b. Construction Phase	\$1,016,300.00
c. <u>Close Out – Asbuilt AGIS Phase</u>	<u>\$ 145,600.00</u>
Total Estimated Fee	\$1,188,600.00

- 4. The Nebraska Department of Transportation (NDOT) contracted with Airport IFE Services, Inc. for the completion of an Independent Fee Evaluation (IFE), dated March 18, 2026, broken down as follows:

a. Bidding Phase	\$ 25,200.00
b. Construction Phase	\$1,089,800.00
c. <u>Close Out – Asbuilt AGIS Phase</u>	<u>\$ 115,000.00</u>
Total Estimated Fee	\$1,230,000.00

- 5. The Sponsor and Consultant met on March 30, 2026, to review the draft engineering agreement and associated fee proposals from both the Consultant and Airport IFE Services. Although the Consultant's total fee was below the overall IFE estimate, a significant variance was identified in the Close Out Phase. Discussions focused on reconciling differences in estimated hours and tasks and clarifying the scope to ensure all required components were included. The primary areas of variance are summarized below:

- a. Asbuilt Plans: The IFE estimated 28 total hours for this task, while the Consultant estimated 120 hours. In addition to the minimal hours provided for this task it was identified that hours for a field survey were not accounted for in either the construction phase nor the close out phase of the IFE. Additionally, the plans consist of 183 sheets (excluding cross sections). The IFE allowed approximately 9 minutes per sheet, whereas the Consultant proposed approximately 39 minutes per sheet to account for field verification, documentation and as-built notations throughout the plan set.
- b. Asbuilt ALP: The IFE identified 7 hours to complete this task whereas the Consultant estimated 80 hours. All ten sheets within the ALP will require significant updating to include the road relocation and the runway 13 end extension, as well as to coordinate and integrate the AGIS as-built survey data.

- c. Asbuilt AGIS Survey – Subconsultant Coordination: The IFE estimated 12 hours for this task, while the Consultant estimated 56 hours. Most of the additional effort is associated with coordinating subconsultant and consultant field activities and ensuring accurate, timely submission of data to the FAA’s ADIP portal to support completion of the new runway extension approaches. In addition a substantial portion of the Close out Phase involves completion of the AGIS Survey.
  - d. Payment Provision – The Close Out Phase was initially proposed as a lump-sum payment. Based on discussions regarding the number of hours in both the IFE and Consultants proposal and the level of effort required, the estimated fee will remain unchanged; however, the payment method will be revised to an hourly, not-to-exceed basis.
6. The Consultant’s overall proposal was below the Independent Fee Analysis and is considered reasonable by the Sponsor. All contract payment provisions were acceptable, with the exception of the Close Out phase as discussed in item 5 above, which will be changed to an hourly not-to-exceed basis.
7. The draft contract, which includes the scope of services and Consultant’s fee proposal, is submitted with this Record of Negotiations. The negotiations were conducted in good faith to ensure the fees are fair and reasonable. The procedures outlined in AC 150/5100-14 have been followed.
8. The Engineering Agreement and record of negotiations will be presented to the Blair Airport Authority at their upcoming April 21, 2026 meeting. Approval of the Engineering Agreement and Record of Negotiations will be contingent upon FAA and NDOT concurrence.

Signature: Philip Green

Date: 4-7-26