



## RECORD OF NEGOTIATIONS

Blair Executive Airport  
Blair, Nebraska  
AIP Project No. 3-31-0109-025

### 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:

- |                              |                                     |
|------------------------------|-------------------------------------|
| a. ADG, Inc                  | o. JEO Consulting Group             |
| b. Alfred Benesch & Co,      | p. Kirkham Michael                  |
| c. Armstrong Consultants     | q. KLJ                              |
| d. Baker & Associates        | r. Leo A. Daly                      |
| e. Burns & McConnell         | s. Lochner/Bucher, Willis & Ratliff |
| f. Coffman Associates, Inc   | Division                            |
| g. DOWL                      | t. Mary A. Lynch                    |
| h. E & A Consulting Group    | u. M.C.Schaff & Assoc.              |
| i. EA Engineering Science &  | v. Mead & Hunt                      |
| Technology                   | w. Miller & Associates              |
| j. Eagan Field & Nowak, Inc  | x. Olsson                           |
| k. Engineering International | y. Schemmer Associates              |
| l. Garver                    | z. W Design Associates, Inc         |
| m. Gilmore & Associates      | aa. WSP                             |
| n. HDR Engineering           |                                     |

Statement of Qualifications were received from the following firms:

- |           |                        |
|-----------|------------------------|
| a. Garver | c. Olsson              |
| b. HDR    | 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 months of February and March 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 23, 2025. Comments on the scope of services were received from NDOT on March 24, 2025, and FAA on April 15, 2025. All comments were addressed, and a Final DRAFT Engineering Agreement was submitted to NDOT for the Independent Fee Evaluation (IFE) on April 20, 2025.

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

|                                     |                     |
|-------------------------------------|---------------------|
| a. Design Phase                     | \$461,700.00        |
| b. AGIS Survey Design Phase         | \$111,100.00        |
| c. <u>Geotechnical Design Phase</u> | <u>\$ 18,655.00</u> |
| Total Estimated Fee                 | \$591,455.00        |

4. The Nebraska Department of Transportation (NDOT) contracted with Airport IFE Services, Inc. for the completion of an Independent Fee Evaluation (IFE), dated May 5, 2025, broken down as follows:

|                                     |                     |
|-------------------------------------|---------------------|
| a. Design Phase                     | \$ 528,700.00       |
| b. AGIS Survey Design Phase         | \$ 165,000.00       |
| c. <u>Geotechnical Design Phase</u> | <u>\$ 31,300.00</u> |
| Total Estimated Fee (rounded)       | \$ 725,000.00       |

5. The Sponsor and Consultant held a conference call on May 15, 2025, to discuss the draft engineering agreement and the fees presented from both the Consultant and Airport IFE Services. With the Consultants fees below the IFE, discussions included areas where the fees may have differed including but not limited to the connector taxiway relocation, draitile along existing pavement, and the removal and replacement of the asphalt patches within the middle of the runway. These discussions also led to clarification on the scope to ensure it included the following critical design components:
  - a. Beacon replacement: The Airport Authority has expressed interest in investigating potential options for relocating the beacon away from Highway 133 as part of this project. Olsson will work with the Sponsor early in the design phase to identify these potential options and submit 7460s for FAA evaluation.
  - b. Asphalt patches: The importance of an in-depth review of the condition of the existing asphalt patches and underlying concrete within the middle of the runway to ensure consideration of the long-term maintenance is part of the design analysis.
  - c. Midfield connector: Evaluation of the removal/relocation of the midfield connector and its direct apron access and potential of occupying the middle third of the runway. Olsson will evaluate early in the design process with FAA and NDOT to address safety concerns.
  - d. Edge Drains: Evaluation associated with edge drains along the existing pavement section. Olsson will have Geotechnical Engineer provide recommendations.

- e. Discussed the funding sources for this project.
- 6. The Consultants proposal was below the Independent Fee Analysis and the fee proposal is considered reasonable by the Sponsor. The payment provisions in the Consultants' contract were reviewed and are acceptable to the Sponsor.
- 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 May 20, 2025 meeting. Approval of the Engineering Agreement and Record of Negotiations will be contingent upon FAA and NDOT concurrence.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_