

**TASK ORDER NO. 6
TO
ENGINEERING SERVICES AGREEMENT
CITY OF NEWPORT
NEWPORT MUNICIPAL AIRPORT

RUNWAY 16-34 REHABILITATION
DESIGN AND SERVICES DURING CONSTRUCTION**

Included herein is TASK ORDER NO. 6 to the Engineering Services Agreement dated March 18, 2010, hereinafter called Agreement, between the CITY OF NEWPORT, (OWNER), and PRECISION APPROACH ENGINEERING, INC., (ENGINEER).

AIP Project No. 3-41-0040-021

The work for this Project, hereinafter called (PROJECT) will include:

RUNWAY 16-34 REHABILITATION

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the parties mutually agree as follows:

A. SCOPE OF SERVICES

OWNER agrees to utilize the services of ENGINEER and ENGINEER agrees to perform the following engineering services to the PROJECT.

1. ENGINEER shall perform the scope of services identified in Exhibit A – Scope of Work.

B. OWNER'S RESPONSIBILITIES

1. OWNER shall pay publishing costs for advertisement of notices, public hearings, and other similar items; pay for all permits and licenses that may be required by local, state, or federal authorities; and secure the necessary land, easements, rights-of-way, required for the project, if applicable.

C. COMPENSATION

1. OWNER shall pay ENGINEER for ENGINEERING DESIGN SERVICES as described in Exhibit A, attached, a not-to-exceed fee of **Four Hundred Eleven Thousand Four Hundred Forty One Dollars and Fifty Four Cents (\$411,441.54)**.
2. OWNER shall pay ENGINEER for SERVICES DURING CONSTRUCTION as described in Exhibit B, attached, according to the labor rates shown in Exhibit C and direct nonsalary expenses at actual cost. The not-to-exceed total cost for these services

is **Six Hundred Twenty Eight Thousand Three Hundred Fifty Two Dollars and Two Cents (\$628,352.02).**

3. Any amount over the maximum estimated cost for the services as set forth in Items C1 and C-2, as described in Exhibits A and B, because of scope of work changes will be negotiated and agreed upon between OWNER and ENGINEER in writing prior to beginning additional work.
4. In the event additional engineering services are required to complete this Project that exceed the budget and such services will extend beyond 2013, the hourly rates set forth in Exhibit C may be increased by ENGINEER with prior written notice to OWNER.
5. ENGINEER's direct non-salary expenses are defined as the costs incurred on or directly for the PROJECT, other than payroll costs. Such direct non-salary expenses shall be computed on the basis of actual purchase price for items obtained from commercial sources and on the basis of usual commercial charges for items provided by the ENGINEER. Direct non-salary expenses shall include, but not be limited to, necessary transportation costs, including mileage at the current rate per mile allowed by IRS when automobiles are used and standard rates per passenger mile when aircraft are used; meals and lodging; equipment rental; and computer services, printing, binding, and copying charges.
6. The ENGINEER will apply a 5-percent markup for engineering subconsultant services when invoicing OWNER.

D. MISCELLANEOUS

All terms and conditions of the Agreement apply to this Task Order as though fully set forth therein. In the event of a conflict between this Task Order and the Engineering Services Agreement, the terms of this Task Order shall apply.

The parties do mutually agree to all mutual covenants and agreements contained within this Task Order No. 6.

CITY OF NEWPORT

By: 
Title: City Manager
Date: 6/3/13

PRECISION APPROACH ENGINEERING, INC.

By: 
Title: President
Date: May 29, 2013

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EXHIBIT A
to
TASK ORDER NO. 6
SCOPE OF SERVICES FOR
RUNWAY 16-34 REHABILITATION - DESIGN
NEWPORT MUNICIPAL AIRPORT
AIP Project No. 3-41-0040-021

PROJECT BACKGROUND

A predesign study was performed during the winter and spring of 2013 for the proposed improvements and rehabilitation of Runway 16-34. The purpose of the predesign was to gather information and document the existing conditions, features, and facilities at the Airport that were affecting or influencing the proposed improvements. In general, a topographic survey, geotechnical investigation, electrical locates, and storm sewer investigation were conducted to gather information and evaluate existing facilities within the runway project area and associated environments.

During the predesign study, four separate methods of rehabilitation were developed and evaluated. Each method of rehabilitation was assigned an Alternative Number (i.e., 1, 2, 3, and 4). Each Alternative evaluated material quantities, cost, potential impacts to the Airport, and constructability. Alternative Number 4 was chosen for final design.

The entire findings from the predesign study are described under a separate report entitled, **“Predesign Study of Existing Facilities and Recommendations for Rehabilitation.”**

The storm sewer investigations performed during the predesign study determined that most of the existing airport storm sewer system is deteriorated and has generally reached its serviceable life. Much of the existing storm sewer drainage system is approximately 70 years old. Most of the pipes and many of the inlet structures indicate need of repair or replacement. Methods of repair or replacement were evaluated during predesign. Due to several factors including the estimated high cost of repair or replacement of the network of pipes and storm sewer system on the Airport, it was decided to limit the amount of repair or rehabilitation of the storm drainage system to the areas associated with or directly affected by the Runway 16-34 rehabilitation project. Storm sewer improvements needed elsewhere at the Airport will be prioritized and included in future projects as appropriate.

Electrical circuits at the Airport were located and documented by survey. The Airport has three basic circuits servicing the runway lights and guidance signs. Other low voltage circuits provide power to the AWOS, wind cone, and rotating beacon.

FAA-owned and maintained equipment impacted by the project will be replaced or relocated. Design and construction of those NAVAIDs will be coordinated by Airway Facilities under separate reimbursable agreement.

A geotechnical investigation to explore and document subsurface conditions was conducted on the runways, taxiways, and median areas within the project area. Pavement coring, test pits, and boreholes, were used to sample and document the subsurface conditions. Selected material samples were then taken

to a laboratory for further testing. A Geotechnical Report was provided and included in the Predesign Report.

EXISTING RUNWAY

Runway 16-34 is the primary runway at Newport Municipal Airport at a length of 5,398 feet and a width of 150 feet. Runway 2-20 is considered the secondary cross wind runway at a length of 3,001 feet and a width of 75 feet. Runway 2-20 crosses (bisect) Runway 16-34 at approximately half distance (2,700 feet from the north end) or at mid-field. Five taxiways connect to Runway 16-34. They are Taxiways A, B near the northern end of Runway 16, Taxiway C on both sides of Runway 16-34 approximately 1,350 feet from the north end, and Taxiway E at the south end of Runway 34.

The Runway 16-34 pavement section consists of approximately 5.25 to 7.5 inches of asphalt on 4.0 to 9.0 inches of base course. The subgrade consist of approximately two types of material. One type of subgrade classifies as predominantly silt with varying sand and clay content with a FAA/USCS classification of ML to MH and is located near both ends of the runway. The other subgrade type predominantly a fine to medium sand with trace silt with a FAA/USCS classification of SP to SM. The recommended California Bearing Ratio for design is 5%.

DESIGN ASSUMPTIONS

Meetings and discussions with the FAA and City of Newport during the predesign phase support the feeling that the future Airport Reference Code B-III indicated in the Master Plan is no longer applicable. Instead the Airport, primarily applicable to Runway 16-34, will likely operate at an Airplane Design Group (ADG) B-II with not lower than $\frac{3}{4}$ mile approach visibility minimums for the near future. However, to protect for the potential future of the Airport obtaining approach visibility minimums lower than $\frac{3}{4}$ mile, it was decided that the runway pavement width dimension should be reduced from 150 feet wide to 100 feet wide instead of 75 feet wide. For similar reasons, it was decided to design the RSA grading where practical to meet the anticipated future need of B-II with lower than $\frac{3}{4}$ mile standards.

Other decisions made during the course of the project development were that the existing runway pavement transverse shed slope configuration with the high side along the east edge of pavement, then sloping downward to a swale gutter near the western edge of pavement, would be removed and rebuilt. In other words, the existing transverse shed cross slope would be removed and reconstructed to a crowned cross-section with the high point symmetrical about the runway centerline. Grades of the new transverse section would be designed to meet current FAA gradient standards where applicable.

Narrowing of the runway pavement width from 150 feet wide to 100 feet wide will also impact other NAVAIDS. The existing High Intensity Runway Light (HIRL) system will need to be replaced and relocated compatible to the narrowed runway width.

Existing taxiways connecting to Runway 16-34 will be reconfigured to meet Taxiway Design Groups 2 and 3 standards.

All existing guidance signs on the Airport will be replaced. Existing concrete foundations and sign face panels will be evaluated for reuse if location and configuration is compatible with current standards.

Runway 16-34 Distance Remaining Signs will be replaced and relocated compatible with the narrowed runway width.

Other NAVAIDS and equipment owned and maintained by FAA will be replaced or relocated by separate reimbursable agreement. Although design and construction of FAA-owned facilities will be under separate document, coordination and incorporation of FAA's improvements will be included in PAE's bidding document.

During predesign, it was noted that the existing Electrical Equipment Building (EEB) penetrated the FAR Part 77 Primary and 7:1 Transitional Imaginary Surfaces. Discussion and cost evaluations for abandonment and removal of the existing EEB and construction of a new EEB near mid-field, clear of the imaginary surfaces, was entertained. It was decided that because the existing EEB would facilitate the future needs of the Airport and was already documented as an obstruction to airspace, that the building would not be removed and relocated during this improvement project.

New pavement edge drains (underdrains) meeting AC 150/5320-5C standards will be included in this design.

The existing storm sewer system that parallels Runway 16-34 along both sides will be removed and replaced with a new system compatible with RSA grading and upstream influences. Other existing storm sewer pipes and structures that have failed or are critical to the integrity and function of the overall storm sewer system or for the safety of the airport operations will be replaced or repaired.

Project schedule is to complete design and advertise for bids on June 11, 2013. Bid opening is planned for July 10, 2013, with construction starting mid-August 2013. It is anticipated that the construction period will be approximately 142 calendar days.

A Cultural Resources Survey (CRS) of the project area was determined to be performed late during the predesign phase. PAE's predesign contract was amended to have those services performed. The CRS work will not be performed or findings presented until late during the Final Design phase of work. Because of the unknowns, no additional environmental scope of work or fees are included in this Final Design contract. If it is determined that additional environmental work is necessary, the contract will be amended upon satisfactory agreement of scope and fee by the City and the FAA.

PROJECT DESCRIPTION – DESIGN ELEMENTS

Final Design for Runway 16-34 Rehabilitation includes the following airport improvements:

1. Narrowing the existing runway pavement width from 150 feet to 100 feet. The revised pavement width will be designed to Runway Design Code (RDC) B-II-2400 assuming compatibility with the airport future category.
2. Reconfiguration of the existing runway transverse slope from a shed section (high side on the east, low side on the west) to a crown section with the high point at the existing runway centerline.
 - a. The existing pavement in areas to be rebuilt to a crown section will be removed.

- b. After removal of the existing asphalt pavement, the crown reconfiguration will be built using varying depths of additional granular base materials to conform to the gradient criteria.
 - c. In some areas, excavation of existing base will require rebuild of a complete new pavement section.
 - d. Approximately 4 inches of P-401 Bituminous Surface Course will be used to provide the new pavement surface.
 - e. Mid-field intersection area with Runway 2-20 will remain a shed section. An asphalt overlay will be applied and Runway 2-20 longitudinal gradient modified meeting appropriate design criteria
3. Provide pavement edge drains (underdrains) in conjunction with the runway rehabilitation.
4. Providing a new High Intensity Runway Light (HIRL) system compatible with the narrowing of the runway. This work will also include home run circuit to the existing Electrical Equipment Building (EEB) and provide new regulator as appropriate. The lighting system circuit will be placed in new buried underground conduit similar to the existing system.
5. Grading improvements along the sides and off the ends of Runway 16-34 will be established for the current applicable Runway Safety Area (RSA) grading standards meeting RDC B-II-2400 requirements.
6. Earthwork along the east side of the runway will be necessary for inclusion of the proposed RSA grading and impacted drainage requirements. This work will also include removing approximately 25 feet of the existing pavement nearly the full length of the runway in order to achieve the required grading.
7. A new storm sewer system will be constructed on the east side of the runway to collect surface water and pavement underdrain flow and disperse it into the existing airport storm sewer system, as applicable. The existing storm sewer system will be removed where not applicable or conflicting with new improvements.
8. The existing west side paved runway gutter swale and storm sewer system consisting of catch basins, manholes, and pipe are to be abandoned and removed. The area will be regraded for compatibility with the narrowed runway and applicable RSA grading standards meeting RDC B-II-2400 requirements. West side storm drainage and underdrain flows will be collected in a new or revised drainage system and reconnected to the existing storm sewer system connecting to existing outfalls as appropriate.
9. The west side pavement abandoned by narrowing the runway will also be removed (25 feet wide) for nearly the full length of the runway. This includes the gutter swale indicated in Item 8.
10. New pavement underdrains on both sides of the runway will be designed in association and compatibility with the crowned cross slopes.

11. Grading, rehabilitation, and/or reconstruction of pavements in intersection areas with Runway 16-34 at Runway 2-20 and five connecting taxiways.
12. Existing guidance sign frames, mounting legs, and transformers will be replaced throughout the airport signage system; estimated to include 41 lighted signs. The existing guidance sign circuit consisting of direct buried power cable will be abandoned and replaced with a new underground circuit placed in PVC conduit, including the runs to and from the EEB. New handholes and junction cans will be designed and installed as applicable. The existing sign faces will be reused where applicable. New signs, foundations, and base cans will be installed where existing sign locations or format are not compatible with the new and revised guidance sign system or if determined not to be economical to salvage.
13. New Runway Distance Remaining signs are to be provided to replace the existing signs along the east side of Runway 16-34 due to the deterioration of the existing signs and the need to be relocated applicable with the narrowed runway width; estimated to include 4 signs. Power for the signs is intended to be provided by the sign circuit.
14. Pavement marking will be revised for compatibility with the narrowed Runway 16-34, connecting taxiways, and crosswind Runway 2-20.
15. Three existing Airport-owned electrical circuits, indicated as "Primary, Secondary, and Sign" circuits that were field located during predesign, will be replaced as applicable. Re-routing of the affected circuits will be designed to provide the most economical routes to and from the EEB and ease of maintenance for the Airport.
16. Electrical Equipment Building (EEB) equipment improvements as necessary or appropriate for the improvement project. Power regulators and associated equipment will be evaluated and replaced or reused as appropriate for new circuit loads.
17. A new emergency generator to provide power for basic service to Runway 16-34 will be designed (with weather protection) and located adjacent to the existing EEB.
18. The Airport's existing emergency generator will be relocated to the Airport Terminal Building. A pad and weather protection for the generator will be designed. Work for bringing power to the wall of the terminal building is AIP eligible. Improvements inside the Terminal Building are not AIP eligible and will be paid for separately by the Owner.

FAA REIMBURSABLE AGREEMENT ELEMENTS OF WORK - BY OTHERS

Numerous NAVAIDs at the Airport are owned and maintained by the FAA. FAA-owned equipment impacted by the improvement project will be replaced or relocated under separate reimbursable agreement with the FAA Airway Facilities (A/F).

Airway Facilities will be responsible for the design and construction of their facilities improvements. A separate construction document will be provided by their department.

The elements of work are assumed to be:

1. Remove and replace the Runway 16 end threshold light bar compatible with the new crowned runway section in association with the MALSR.

2. Remove the existing Runway 16 end VASI-4 system (west side of runway) and replace with a PAPI-4 system compatible with the narrowed runway and RSA grading along the east side of runway.
3. Remove and replace the existing Runway 34 end REILs compatible with the narrowed runway and RSA grading.
4. Relocate or replace the existing Runway 34 end PAPI-4 system compatible with the narrowed runway and RSA grading.
5. If applicable, calibrate and recertify the existing ILS due to revised grading within the critical glide slope/antenna area.
6. Perform flight checks as required for certification of all impacted NAVAIDS.

COORDINATION WITH FAA REIMBURSABLE AGREEMENT WORK - THIS CONTRACT

Although the above elements of work will be designed and constructed by A/F, PAE's design and bid document will need to include influences of the FAA Airway Facilities work. It is assumed that improvements provided by A/F will also be shown in the PAE's document and indicated as "Work by Others." The Construction Safety and Phasing Plan will include the reimbursable work and indicate the effects on construction activities. Further coordination will be necessary of new power routing in order to avoid conflicts between FAA-owned equipment and City of Newport Airport-provided facilities.

Design information will be provided to A/F early during final design efforts so their improvements will be compatible with the overall improvements at the Airport. Information will include, but not be limited to:

1. Runway 16 and 34 end coordinates at centerline
2. Elevation on centerline at the ends of runway
3. Elevations of finish grade along runway centerline (longitudinal profile)
4. Transverse grades of the new runway pavement and shoulders
5. Proposed median grades of the Runway Safety Area (RSA) along the sides of the runway

DESIGN ELEMENTS OF WORK

Task 1 – Project Administration/Management

Manage internal project efforts, and coordination with the City of Newport, FAA, airport users, and subconsultants in the development of the project. PAE's specific responsibilities/activities consist of:

- a. Provide detailed scope of work for project design, omitting costs, to Owner for independent fee estimate (IFE) by a separate consultant
- b. Provide detailed scope of work and associated graphics for Subconsultants as necessary
- c. Provide subcontracts for outside services as applicable

- d. Assist City with FAA Grant Application and associated sketches
- e. Provide guidance and assistance to the City for required implementation and development of the project through Owner/FAA requirements
- f. Review and adjust DBE goal opportunity for project specific elements.
- g. Administer subconsultant contracts
- h. FAA communication and coordination
- i. Airport users communications
- j. Project team meetings
- k. Provide project schedule to City and FAA (up to 3 revisions)
- l. Develop and maintain in-house project file management and invoicing system
- m. On-site meetings with City staff, airport users, and FAA representatives (up to 2)
- n. Phone conference meetings with FAA Airway Facilities (up to 2)
- o. Phone conferences with City of Newport representatives (as necessary)
- p. Meeting preparation and coordination, including written agendas
- q. Maintain record of meeting discussions
- r. Conduct in-house quality control for each element of design

Task 2 – Quality Assurance/Quality Control

PAE will provide in-house quality assurance and quality control procedures for review of design elements and will incorporate QA/QC findings into final design. PAE's specific QA/QC activities and responsibilities consist of:

- a. Provide submittal of plans and specification including estimated quantities and cost opinion to FAA and City for review at 90%
- b. Review of design elements of work by senior staff to evaluate compliance with FAA standards

Task 3 – Erosion and Sediment Control Plan (Sub Consultant)

Erosion and sediment control design tasks associated State and Federal erosion control requirements consist of the following elements:

- a. Mark clearing limits
- b. Establish construction access
- c. Install sediment controls
- d. Stabilize soils
- e. Protect slopes
- f. Protect drain inlets
- g. Stabilize channels and outlets
- h. Control Pollutants
- i. Control Foreign Object Debris (FOD) and dust
- j. Control De-Watering

- k. Maintain BMP's
- l. Prepare permit application and assist the City in obtaining required State of Oregon DEQ NPDES General Permit 1200-C
- m. Manage the project

Task 4 – Drainage

Use existing storm drainage system information and findings obtained during the predesign for inclusion into final design. Design improvements will include:

- a. Abandonment and removal of existing storm sewer pipes and structures not compatible for use in this design
- b. Repair and reconditioning of storm sewer pipes and structures intended for reuse
- c. Evaluate airport storm system and repair or replace features on a priority basis as necessary to maintain the integrity of the overall storm sewer system
- d. Provide new storm sewer pipe, catch basins, and manholes running parallel along both sides of Runway 16-34 as necessary for the runway improvements
- e. Provide grading of drainage swales and ditches conforming to requirements of new Runway Safety Area (RSA)
- f. Provide pavement edge drains (underdrains) on both sides of Runway 16-34

Task 5 - Demolition

Provide demolition drawings indicating removal or modification of features not compatible with the intended finish design

Demolition items will include but not limited to:

- a. Pavement removal by grinding for narrowing the runway, taxiway connections, or pavement notches
- b. Placement of pavement grindings on perimeter roads or other areas designated by the Owner
- c. Lighting equipment including HIRL system, signs, handholes, junction cans, circuits, and EEB equipment
- d. Storm sewer pipe, catch basins and manholes
- e. Pavement marking

Task 6 – Excavation and Embankment

- a. Geotechnical evaluation of proposed disposal site
- b. Incorporate geotechnical recommendations for engineered fill of disposal site

Task 7 – Pavement Design

The pavement reconstruct alternative (Alternative Number 4) selected during Predesign will be used for Final Design when reconstructing the crown pavement section on Runway 16-34.

Taxiway connections to Runway 16-34 will be designed meeting applicable grading requirements with asphalt overlay for smooth transition from the runway finish grades to the existing taxiway pavement. The overlay grading transition will be notched into the existing pavement.

Portions of Taxiway C, east of Runway 16-34, will need to be removed and reconstructed in order to meet grading and layout standards.

Runway 2-20 crossing Runway 16-34 will receive an asphalt overlay compatible with the longitudinal grades of Runway 16-34. The overlay will continue along Runway 2-20 (on both sides of Runway 16-34) in order to provide the appropriate smooth transition meeting Runway 2-20 longitudinal gradient criteria. The match points of the overlay will be notched into the existing pavement.

Task 8 – Electrical

Nearly all existing electrical systems owned and maintained by the Airport will be replaced with the exception of the Medium Intensity Runway Light (MIRL) system on Runway 2-20. Electrical improvements will include, but not limited to:

- a. Replacement of Runway 16-34 HIRL system
- b. Replacement or renovation of all guidance signs
- c. Replacement of 3 electrical circuits
- d. Primary circuit - Runway 16-34 HIRL
- e. Secondary circuit – Runway 2-20 MIRL from EEB to runway edge lights
- f. Sign circuit – Guidance and Distance Remaining Signs
- g. EEB improvements including regulators and other miscellaneous equipment
- h. New emergency generator, pad, and weather cover/protection
- i. Relocate existing emergency generator to adjacent to Terminal Building
- j. New power circuits to AWOS and Wind Cone
- k. Spare bank of electrical conduits crossing Runway 16-34 near mid-field for future
- l. Subconsultant services for review of technical specifications and electrical drawing details

Task 9 – Pavement Marking

Paint Runway 16-34 with precision layout marking. Re-establish marking on Runway 2-20 where disrupted by construction activities. Other marking as applicable on taxiways for new configurations or disrupted existing marking.

Task 10 – General Tasks

- a. Assist City in determining potential permitting requirements and associated costs including: State of Oregon DEQ NPDES General Permit 1200-C.
- b. Provide a revised Airport Diagram outlined in Order 7910.4C.
- c. Construction Phasing - Coordinate objectives with the City and submit Plan for review. Incorporate revision as part of the final Construction Safety and Phasing Plan (CSPP) submittal to the FAA.
- d. Provide CSPP in accordance with AC 150/5370-2F.
- e. Prepare Design Report per FAA Northwest Mountain Region 6/14/2011 Predesign Checklist.
- f. Finalize sponsor's DBE plan and goal for project.
- g. Coordination with FAA and reimbursable agreements

Task 11 - Construction Documents

Documents for construction will incorporate consultant final design elements of work for bidding and construction of project. Other elements of the document will include legal and technical specifications and wage rates applicable at the time of bidding.

The document will include legal and technical specifications, and half-size construction drawings with estimated construction quantities.

- a. Prepare Construction Drawings (approximately 100 sheets) incorporating elements of design
- b. Technical specifications using FAA AC/150/5370-10F including latest Regional Notices (90% and Final Submittal)
- c. Draft Legal Specifications to City for legal review then finalize for bid document
- d. Construction Quantities (90% and Final Submittal)
- e. Construction Cost Opinion (90% and Final Submittal)

Task 12 - Bidding Services

Provide prebid services to complete construction document package. PAE's specific responsibilities/activities consist of:

- a. Assist the City with text for bid advertisement. Assume bidding will be posted and administered on ORPIN

- b. Compile and print contract document (assume 25 sets)
- c. Print Full-size drawings (5 sets)

GENERAL DESIGN EXCLUSIONS

This Scope of Services is completed with delivery of Contract Documents to City of Newport. It is anticipated that a Bidding and Services During Construction contract will be executed with the City that will cover construction-related activities required during the bid period, project construction, and project close-out as described in Services During Construction Scope and Task.

This Design Scope of Services does not include performance of any further special studies or services beyond those specifically stated. Should it be found that the project requires further studies or services, a revised scope and fee additions will be proposed.

It is anticipated that survey for Airports Geographic Information System (Airports GIS) for this project will be required. However, the level of survey or specific requirements and deliverables applicable are not yet determined. Therefore, no provisions for that work are included in this scope. Advisory Circulars 150/5300-16/17 and 18 will be used for developing a separate applicable scope and fee for the City and FAA to review and evaluate. Once the scope and fee are approved, the task will be included to the Design/SDC Task Order contract by amendment or by separate Task Order Agreement.

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EXHIBIT B
to
TASK ORDER NO. 6
SCOPE OF SERVICES FOR
RUNWAY 16-34 REHABILITATION -
SERVICES DURING CONSTRUCTION
NEWPORT MUNICIPAL AIRPORT
AIP Project No. 3-41-0040-021

PROJECT DESCRIPTION

This project consists of the following principal construction elements scheduled to occur in 2013:

- Reconstruct Runway 16-34 transverse slope from a shed section (high side on the east, low side on the west) to a crown section with the high point at the existing runway centerline. Includes narrowing the existing runway pavement width from 150 feet to 100 feet (25 feet each side).
- Rehabilitate portion of Runway 2-20 and Connector Taxiways A, B, C (west) and E along Runway 16-34 (required due to grade changes associated with crown conversion).
- Reconstruct Connector Taxiway C (east) along Runway 16-34 (required due to grade changes associated with crown conversion).
- Install new underdrain system parallel to Runway 16-34 and portions of Taxiways A, B, C and E.
- Runway 16-34 Runway Safety Area grading between thresholds and beyond runway ends compatible with future Runway Design Code (RDC) B-II-2400. The existing gutter swale and associated storm sewer system will also be removed.
- Construct new parallel storm sewer system along Runway 16-34 to collect surface water and pavement underdrain flow and reconnect to the existing storm sewer system and to existing outfalls as appropriate.
- New Runway 16-34 High Intensity Runway Lighting (HIRL) system (required due to runway narrowing and grade changes associated with crown conversion).
- Install guidance sign frames, mounting legs, and transformers throughout the airport signage system. New signs, foundations, and base cans will be installed where existing sign locations or format are not compatible with the new and revised guidance sign system.
- New runway Distance Remaining Signs are to be provided to replace the existing signs along the east side of Runway 16-34 (required due to the deterioration of the existing signs and runway narrowing).

- Electrical Equipment Building (EEB) equipment improvements as necessary for the improvement project.
- New emergency generator to provide power for basic service to Runway 16-34 will be installed (with weather protection) adjacent to the existing EEB.
- Replace and re-route three existing Airport-owned electrical circuits, indicated as “Primary, Secondary, and Sign” circuits.
- New pavement marking revised for compatibility with the narrowed Runway 16-34, connector taxiways, and crosswind Runway 2-20.

CONSULTANT ELEMENTS OF WORK

The Consultant will provide professional civil engineering Services During Construction (SDC), with subconsultants, as noted, and listed in the Scope of Services below. Services During Construction will follow FAA standards and guidelines.

SERVICES DURING CONSTRUCTION (SDC) - SCOPE OF SERVICES

- Task 1 – Project Administration/Management

PAE will manage internal project efforts, coordination with the City of Newport, FAA, airport users, and subconsultants shown in this scope of services. PAE’s specific responsibilities/activities consist of:

- Project management/administration/invoicing
- FAA/Owner/contractor/user coordination
- PM site visits (1 day, every week)
- Respond to questions during bidding process
- Prepare addendums as required
- Prepare and conduct a prebid conference
- Review bid proposals, prepare bid abstract with recommendations for bid acceptance, and assist in necessary approvals for awarding the contract

Deliverables

- Monthly invoices

- Task 2 – Contract Award

PAE will assist City staff and attend onsite meetings (1) with the City, FAA, and Contractor. PAE’s specific responsibilities/activities consist of:

- Assist City with writing/issuing the Notice to Proceed (NTP)
- Prepare conforming contract documents containing contract, bonds, proposal, and other signature forms
- Prepare and conduct pre-construction conference (per FAA Preconstruction Agenda/Check-off List)
- Review and coordinate revisions to Contractor’s proposed work schedule (2)

Deliverables

- Draft NTP for City use
- Preconstruction conference agenda/check off list
- Preconstruction meeting minutes

- Task 3 – Pre-construction Work

In the event that there is a limited time period between notice of award and the start of construction, PAE will begin work prior to the start of construction. PAE's specific responsibilities/activities consist of:

- Incorporate addenda and provide electronic drawing files to Contractor – 100 drawings (requires converting CAD files prior to providing to Contractor)
- Review Contractor submittals and material certifications (estimate 50-60 submittals)
- Review Contractor-provided quality control plan and provide 1 round of comments to Contractor
- Prepare Construction Management Plan with Contractor's and testing laboratory input and submit to FAA for review and approval
- Setup construction files and field office
- Airport stakeholders and users project kickoff meeting

Deliverables

- Electronic drawing files to City and Contractor
- Quality Control Plan review comments
- Construction Management Plan to City and FAA

- Task 4 – Construction Services

- Construction Observation Management (PM) – Assume 21 work days onsite management. Management time will be required to coordinate between construction observers working different shifts and to assist with office duties. PAE's specific responsibilities/activities also include:
 - Correspondence with Contractor and Owner
 - Provide coordination between the construction observers working different shifts
 - Participate in weekly progress/safety meetings with Contractor and Owner
 - Prepare contract change orders and supplemental agreements with associated cost justifications
 - Review Tenant/Airport Operations during construction
 - Prepare and submit up to 4 revisions to the FAA National NAS Strategic Interruptions Service Level Agreement "Airport Sponsor Strategic Event Submission Form"
 - Review contract deliverable products
 - Coordinate with FAA and Airway Facilities for flight checks
 - Conduct substantial completion walkthrough
 - Prepare punch list items as necessary
 - Review Final Report
- Construction Observation and Administrative Support – Assume 142 Calendar Days of Onsite Construction (assume one, 10-hour Contractor work shift for 102 Work Days of onsite construction) - Provide up to two, full-time construction observers (two, 10-hour shifts for 102 Work Days) as required to monitor general conformance with plans and specifications. In addition to construction observation to monitor Contractor's work for

general conformance with the contract documents, day-to-day onsite construction observation also includes:

- Prepare daily and weekly inspection reports; weekly inspection reports to follow FAA format and will include four to six project construction photos
- Participate in weekly progress/safety meetings with Contractor and Owner
- Assist with preparation of pay estimates for Contractor's completed work, including inspection and CAD time to verify quantities
- Prepare monthly letter to the City recommending payment
- CAD time for verification of construction survey
- Review Contractor's quality control and acceptance testing results
- Prepare contract change orders and supplemental agreements as required
- Perform wage rate interviews
- Conduct substantial completion and final inspection walkthroughs
- Prepare punch list items as necessary

Deliverables

- Weekly inspection reports to Owner and FAA
- Weekly progress meeting minutes to Owner and FAA
- Monthly pay estimates including a letter recommending payment to Contractor
- Contract change orders/supplemental agreements if required
- Wage rate interviews
- Punch list documenting construction deficiencies noted during substantial completion inspection
- Final Report

- Task 5 – Project Closeout (per NWMR Engineering Guidance 2010-06)

- Coordinate and attend Final Inspection
- Create Electronic AutoCAD Record Drawings from Contractor-provided markups
- Review final project test results and finish grade survey
- Prepare and submit FAA-format Final Report, to include project financial information which will require coordination with City's records
- Update previously prepared electronic Pavement Strength Survey (FAA 5320)
- Update Airport Layout Plan (ALP) set to reflect project improvements – anticipate updates to 6 sheets; includes 1 draft review submittal and one final submittal

Deliverables

- Final inspection and acceptance letter
- AutoCAD record drawings to City, PDF record drawing file to FAA
- Updated electronic copy of pavement strength survey
- Draft ALP submittal in PDF format for City and FAA review
- Final ALP submittal will include paper prints, PDF, and AutoCAD files to City and paper and PDF files to FAA

- Subconsultants

It is anticipated that the services of subconsultants will be required in conjunction with the proposed improvements. The subconsultants' specific responsibilities/activities consist of:

Electrical Engineer:

- Respond to Contractor's requests for information for Contractor's electrical work

- Review of electrical submittals (estimate 30-40 submittals)
- Perform up to three site visits for observation of the Contractor's electrical work and one site visit for Final Inspection including travel time

P-401 Bituminous Surface Course Acceptance Sampling and Testing:

PAE's material testing subconsultant will provide P-401 Bituminous Surface Course Quality Acceptance sampling and testing in conformance with FAA AC 150/5370-10F and FAA NWMR Notice F-1 and meet the requirements of ASTM D 3666 or other recognized state certification as approved by the FAA. The subconsultant's specific responsibilities/activities consist of:

- Subconsultant Project Management/Administration
- Mobilization of lab including: MOB to site; setup, calibration, and maintenance of all laboratory equipment; consumables; and demobilization from project site including cleanup
- Mobile laboratory rental (5 weeks)
- P-401 Bituminous Surface Course testing (1.5 technicians/shift); each shift includes the following testing:
 - Marshall Stability and Flow set of 3 / 4 per Lot
 - Specific Gravity of Compacted Specimens - set of 3 / 4 per Lot
 - Rice Density (Maximum Specific Gravity) - 4 per Lot
 - Specific Gravity of Cores - 4 mat / 4 joint per Lot
- Assumes Paving Operations continue on a periodic basis during the course of construction; standard M-F work hours; placement of P-401 Plant Mix Bituminous Pavement is completed in shifts extending no longer than 12 hours continuously; total tonnage estimated at approximately 22,000. The paving operations will occur throughout three phases of the project.

Miscellaneous Geotechnical Support:

PAE's geotechnical subconsultant will provide miscellaneous field and office geotechnical support. The subconsultant's specific responsibilities/activities consist of:

- Miscellaneous quality control and subgrade/fill inspection work as requested by Precision Approach Engineering (approximately 10 days total of on-site work)

Miscellaneous Survey Support:

PAE's survey subconsultant will provide miscellaneous field and office survey support. The subconsultant's specific responsibilities/activities consist of:

- Miscellaneous quality control and verification survey work as requested by Precision Approach Engineering (approximately 5 days total of field survey work)

EXCLUSIONS

This scope of services provides for general review of the Contractor's work for general conformance with the contract documents and does not include performance of any further special studies or services beyond those specifically stated. Should the project be found to require further studies or services, a revised scope of services and fee proposal will be required.

The following items are specifically excluded from this scope of services:

- Material Testing – Except for P-401 Bituminous Surface Course Acceptance Sampling and Testing, all other material testing is to be scheduled, paid, and performed by independent testing laboratory hired by the Contractor. Construction services associated with testing will include review of test results for conformance with project specifications.
- Project Construction Survey – Project construction survey to be scheduled, paid, and performed by Contractor.

It is anticipated that survey for Airports Geographic Information System (Airports GIS) for this project will be required. However, the level of survey or specific requirements and deliverables applicable are not yet determined. Therefore, no provisions for that work are included in this scope. Advisory Circulars 150/5300-16/17 and 18 will be used for developing a separate applicable scope and fee for the City and FAA to review and evaluate. Once the scope and fee are approved, the task will be included to the Design/SDC Task Order contract by amendment or by separate Task Order Agreement.

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EXHIBIT C

to

TASK ORDER NO. 6

CITY OF NEWPORT

NEWPORT MUNICIPAL AIRPORT

RUNWAY 16-34 REHABILITATION

PRECISION APPROACH ENGINEERING, INC.

2013 Hourly Rates

ADMIN 1	\$61.00
ADMIN 2	\$70.90
ADMIN 3	\$82.00
ADMIN 4	\$91.40
ADMIN 5	\$102.00
ADMIN 6	\$109.80
TECHNICIAN 1	\$82.00
TECHNICIAN 2	\$91.40
TECHNICIAN 3	\$102.00
TECHNICIAN 4	\$113.60
TECHNICIAN 5	\$124.70
TECHNICIAN 6	\$136.40
TECH 9 / PR MGR	\$202.80
ENGINEER 1	\$103.10
ENGINEER 2	\$114.70
ENGINEER 3	\$125.80
ENGINEER 4	\$139.10
ENGINEER 5	\$159.00
ENGINEER 6	\$180.70
ENGINEER 7	\$202.80
ENGINEER 8	\$226.60
ENGINEER 9	\$259.80

Note: Additional staff with technical background required for specific project tasks shall be billed at a rate consistent with FAA guidelines.



U.S. Department
of Transportation
Federal Aviation
Administration

Northwest Mountain Region
Seattle Airports District Office
1601 Lind Avenue S.W., Suite 250
Renton, Washington 98055-4056

May 31, 2013

Ms. Melissa Roman
City of Newport
169 SW Coast Highway
Newport, OR 97365

Newport Municipal Airport, Newport, Oregon
Airport Improvement Program (AIP) Project No. 3-41-0040-021
Engineering Services Agreement

Dear Ms. Roman:

I have reviewed the scope of work, fee proposal, and independent fee estimate for the following task items for the RW 16-34 Rehabilitation Project: Design and Services During Construction.

The fee of \$411,441.54 for design and \$628,352.02 for construction services by Precision Approach Engineering, Inc. is approved. Any changes to the approved documents and engineering contract fee will require Federal Aviation Administration (FAA) approval prior to performing the work. Please send our office a copy of the executed task order. Ninety percent of the above costs will be eligible for AIP funding on a reimbursement basis.

Federal participation is contingent upon design conforming to FAA standards and specifications, and construction conforming to the approved contract documents. In accordance with the grant assurance titled "Policies, Standards, and Specifications," the Sponsor is obligated to carry out these projects in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to the Advisory Circulars listed in the current FAA Advisory Circulars for AIP projects.

We encourage the sponsor to review its engineering services and construction agreements in detail. Under the AIP, the sponsor is the responsible authority regarding the settlement, and satisfaction of all contractual and administrative issues arising from the procurement entered into, and in support of an airport aid grant. If there are any questions regarding this subject, please call me at (425) 227-2654.

Sincerely,

Kevin Latschaw, P.E.
Seattle Airports District Office

Cc: Terry Kessler, Precision Approach Engineering, Inc.