

This is a business meeting of the governing body for the City of Herington. There is no implied or expressed right for persons outside the governing body to speak or voice their opinion unless specifically recognized by the chair.

**Regular Meeting
June 1, 2021**

5:30 p.m.

1. Pledge of Allegiance
2. Call to Order
3. Consider Minutes of the Special Meeting May 11, 2021 and the Regular Meeting May 18, 2021

Motion _____ Seconded _____ Action _____
Commissioner Castleberry, Commissioner Donahue, Commissioner Bell,
Commissioner Hartman, Mayor Urbanek

4. Public Forum

5. Additional Agenda Items

6. Approval of Agenda

Motion _____ Seconded _____ Action _____
Commissioner Castleberry, Commissioner Donahue, Commissioner Bell,
Commissioner Hartman, Mayor Urbanek

7. KMU Dividend Check Update from Tandi

8. Police Update

9. Fire Update

10. City Clerk Update

11. Neighborhood Enforcement Update

12. Discuss and Action on Resolution 938 Granting Temporary Exemption from the Requirements of Chapter 5, Article 1, Section 5-110

Motion _____ Seconded _____ Action _____
Commissioner Castleberry, Commissioner Donahue, Commissioner Bell,
Commissioner Hartman, Mayor Urbanek

13. Discuss and Action on Cereal Malt Beverage License for Herington Fireworks Committee

Motion _____ Seconded _____ Action _____
Commissioner Castleberry, Commissioner Donahue, Commissioner Bell,
Commissioner Hartman, Mayor Urbanek

14. Discuss and Action on Comprehensive Plan

Motion _____ Seconded _____ Action _____
Commissioner Castleberry, Commissioner Donahue, Commissioner Bell,
Commissioner Hartman, Mayor Urbanek

15. Discuss and Action on Airport Engineering Services Agreement

Motion _____ Seconded _____ Action _____
Commissioner Castleberry, Commissioner Donahue, Commissioner Bell,
Commissioner Hartman, Mayor Urbanek

16. Discuss and Action on DJ Neuberger Application for the Planning Board Term to Expire 12/31/2024

Motion _____ Seconded _____ Action _____
Commissioner Castleberry, Commissioner Donahue, Commissioner Bell,
Commissioner Hartman, Mayor Urbanek

17. Lake Master Plan Services Update

18. Update on Airport and Hay Lease Contracts

19. Executive Session- I move the City Commission recess into executive session pursuant to the: Consultation with an attorney on matters that would be deemed privileged in the attorney-client relationship exception K.S.A. 75-4319(b)(3), To discuss potential litigation to include the following:

- Governing Body
- City Attorney
- City Manager
- _____

The open meeting to resume at _____.

Motion _____ Seconded _____ Action _____
Commissioner Castleberry, Commissioner Donahue, Commissioner Bell, Commissioner
Hartman, Mayor Urbanek

20. City Manager Comments

21. Commissioner Comments

22. Adjourn

Motion _____ Seconded _____ Action _____
Commissioner Castleberry, Commissioner Donahue, Commissioner Bell,

Commissioner Hartman, Mayor Urbanek

To join the City Commission meetings from your computer, tablet, or smartphone, go to
<https://www.youtube.com/channel/UCbvSBw6l4w85XQHSX0S1BXg>

Public Forum Comments can be dropped in the deposit box or emailed to cityoffice@cityofherington.com.
Must be received before 8:00AM the day of the meeting. Please keep statement to a maximum of 3
minutes.

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Regular Meeting
May 18, 2021
5:30 p.m.

The Board of City Commissioners of the City of Herington, Kansas met at City Hall at 5:30 p.m. on the above date – the following being present: Mayor Debi Urbanek, Commissioner Curtis Hartman, Commissioner Robbin Bell, Commissioner Vance Donahue II, Commissioner Ben Castleberry, City Manager Branden Dross, City Attorney Brad Jantz and City Clerk Megan Lawrenz. Also, in attendance Vance Donahue, Larry Mann, Glenn Catlin, PL Novick, Carl Urbanek and Eric Gares.

The meeting opened with the Pledge of Allegiance. Mayor Urbanek called the meeting to order. A motion was made by Commissioner Bell, seconded by Mayor Urbanek to approve the Minutes of the Regular Meeting May 4, 2021. Motion carried 5-0.

Public Forum Items – None.

Additional Agenda Items – None.

A motion was made by Mayor Urbanek, seconded by Commissioner Bell, to approve the Agenda. Motion carried 5-0.

Discuss and Action on Confluence’s Lake Master Plan Services – Mayor Urbanek motioned to approve and authorize the mayor to sign Confluence’s Lake Master Plan Services agreement, seconded by Commissioner Bell. Motion carried 5-0.

Discuss and Action on Resolution for KDHE Waste Site 211 N E – Mayor Urbanek motioned to approve the resolution for the KDHE Waste Site 211 N E in the next sequential order and authorize the Mayor to sign, seconded by Commissioner Bell. Motion carried 5-0.

RESOLUTION 937

A RESOLUTION REGARDING THE CLEANUP OF THE PROPERTY LOCATED AT 211 N. E, HERINGTON, KANSAS, AND PROVIDING FOR COOPERATION WITH THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT IN ACHIEVING SAID REPAIR AND CLEANUP.

Discuss and Action on Merging Planning and Zoning Boards – Mayor Urbanek motioned to approve the resolution to merge the planning and zoning boards in the next sequential order and authorize the Mayor to sign, seconded by Commissioner Bell. Motion carried 5-0.

ORDINANCE 1834

AN ORDINANCE REPEALING AND REPLACING, IN ITS ENTIRETY, CHAPTER 8, ARTICLE 2, SECTION 8-201, OF THE CODE OF THE CITY OF HERINGTON, KANSAS RELATING TO THE CREATION AND ADMINISTRATION OF THE BOARD OF ZONING APPEALS TO ALLOW THE PLANNING COMMISSION TO SERVE AS THE BOARD OF ZONING APPEALS; REPEALING CHAPTER 8, ARTICLE 2, SECTION 8-202 AND SECTION 8-203, LEAVING

BOTH NUMBERS CURRENTLY UNASSIGNED; AND REPEALING ANY OTHER CURRENT ORDINANCES OR PORTIONS THEREOF IN CONFLICT HEREWITH.

Discuss and Action on Quit Claim Deed Regarding Lot 20 at the Industrial Park – Mayor motioned to approve the quit claim deed regarding lot 20 at the industrial park and authorize Mayor to sign, seconded by Commissioner Bell. Motion carried 5-0.

A motion was made by Mayor Urbanek, seconded by Commissioner Bell to recess into executive session K.S.A. 75-4319(b)(2) pursuant to the consultation with an attorney on matters that would be deemed privileged in the attorney-client relationship to discuss potential litigation to include the Governing Body, City Attorney, City Manager and City Clerk with the regularly scheduled meeting to resume at 6:15 pm. Motion carried with all Commissioners voting “Aye”. No action taken.

City Manager Comments – Wastewater Treatment Plant is on schedule to be done in June, and there may be a possible change order. 519 N D St has been designated historic. Branden is still working on the pool house historical application. The Fire Department received a \$2400 grant. Herington may receive money to update murals and possibly create a new one for first responders from the Art Council. Staff has received a lot of good feedback about the street projects. PP&J is complete with the curb and gutter work. Budgets have been received back from the department heads. Variance application needs to be scheduled and there are two planning items.

Commissioner Castleberry – Asked if the pool would be ready for opening day Memorial Day weekend.

Commissioner Donahue – Requested revenue numbers for the lake. Hopes that the cemetery, parks and lake will be ready for Memorial Day weekend.

Commissioner Bell – Wants to work on hay contracts next week.

Commissioner Hartman – None.

Mayor Urbanek – Wants to move forward with the comprehensive plan review. And complimented the work on the roads.

Commissioner Hartman made a motion to adjourn, seconded by Commissioner Castleberry. Motion carried 5-0.

Megan Lawrenz, City Clerk

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Advisory Board Application

OFFICE USE:	
Term Length	<u>3 years</u>
Appointed Date	_____
Expiration Date	<u>12-31-2024</u>

The City of Herington is committed to citizen involvement. A significant portion of that commitment involves our area residents' participation on advisory boards. We have found that the recommendations advisory boards present to the City Commission are invaluable in the decision making process. This questionnaire is designed to assist the City Commission in filling advisory board vacancies.

Advisory Board of interest to you Planning Board

Name: D.J. Neuberger Address: _____

Ph: _____

➤ Why do you want to become a member of an Advisory Board?

^{coming}
Forth combination of The Planning Board with the zoning Appeals Board of which I was a member

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➤ If you were to suggest goals to accomplish in the coming year for the current Advisory Board for which you are interested, what would they be?

Plan on extending city limits to include lake front property and to get city infrastructure to the lake residents.

Include south side of West Broadway into this

➤ Describe any past experiences you might have that would enhance the performance of this board.

City Commissioner
Member of Board of Zoning Appeals
Herington Tree Board



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Statement of Experience, Qualifications, and Interest for

HERINGTON REGIONAL AIRPORT (HRU)
THE CITY OF HERINGTON, KANSAS

*Submitted to:
City of Herington
c/o Branden Dross
17 N Broadway
P.O. Box 31
Herington, KS 67449*

MAY 28, 2021

LOCHNER

LOCHNER

May 28, 2021

Mr. Branden Dross, City Manager
17 N Broadway
P.O. Box 31
Herington, KS 67449

H.W. Lochner, Inc.
16105 W. 113th St.
Suite 107
Lenexa, KS 66219

T 816.945.5840

hwlochner.com

**RE: Statement of Experience, Qualifications, and Interest
Airport Engineering/Architectural Services | Herington Regional Airport (HRU)**

Dear Mr. Dross and Selection Committee:

The Lochner Team is eager to continue working with the City of Herington to provide design and construction services for pavement rehabilitation, taxiway and T-hangar construction, electrical systems replacement, and taxiway expansion projects at the Herington Regional Airport. In this Statement of Experience, Qualifications, and Interest, you will find that we offer:

- » **Strong capability and highly relevant experience** providing similar aviation services for airport improvement projects. We have successfully completed numerous projects within the states of Kansas and Missouri funded by the Federal Aviation Administration (FAA) or Kansas Department of Transportation (KDOT) Division of Aviation. Our team is fully aware and experienced in the development of aviation projects, from inception through design, construction, and project close-out.
- » **A team of experts in their fields.** Our proposed leads are solely dedicated to aviation design and construction projects, offering a comprehensive understanding of issues and proven solutions for the airport's proposed developments.
- » **Established working relationships with the FAA Central Region and KDOT Division of Aviation staff** that have resulted in timely reviews and approvals on similar projects, allowing us to deliver your projects on time.
- » **An understanding of specific project improvement requirements and phasing concerns** that will need to be addressed, as well as ideas for potential approaches and solutions.
- » **Familiarity with the Herington Regional Airport** by completing numerous aviation planning, environmental, engineering, construction, and equipment acquisition projects from 2006 through present day.

To ensure the success of your projects, we team with subconsultants that are experts in their fields and with whom we have strong working relationships. We also strive to incorporate local and regional firms with knowledge of the area. For the proposed projects at the Herington Regional Airport, we are teamed with Kaw Valley Engineering, Inc. to perform topographical surveying, geotechnical and pavement investigations, and materials testing services; GHN Architects + Engineers to provide architectural design services; and DBE Plans & Goals Preparation Services (a certified DBE firm) for DBE program administration. We've teamed with these subconsultants on numerous projects at multiple airports.

Chris Flageolle and I visited the airport and discussed the proposed projects with you and Mr. Merlin Oswald, Airport Manager. We also reviewed our past work at the airport and future projects listed in the Notice

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Mr. Branden Dross, City Manager
Page 2
May 28, 2021

to Airport Consultants. From our past experience on projects at your airport, site visits, and discussions, we have a thorough understanding of the requirements for your proposed projects. Quality of services represents one of the fundamental principles upon which Lochner was founded. Our firm maintains a written procedural manual for quality control of our projects. Our commitment to providing quality services is demonstrated by our repeat clients and the number of projects we successfully deliver. We encourage you to contact the clients included with the project experience descriptions contained within this SOQ, and we will be happy to provide additional references upon request.

Our team is committed to meeting your goals for improvements to your airport and we are excited about this opportunity to provide our professional aviation services to the City of Herington. On behalf of our entire project team, thank you for reviewing this submittal. We look forward to hearing from you soon.

Regards,

H.W. Lochner, Inc.

A handwritten signature in blue ink, appearing to read "Ry M DaMetz".

Ryan M. DaMetz, PE
Project Manager
Aviation Services

A handwritten signature in blue ink, appearing to read "Chris Flageolle".

Christopher V. Flageolle, PE
Vice President
CEI Group Manager

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FIRM PROFILE: TEAM INTRODUCTION AND EXPERTISE

Lochner Firm History

Founded in 1944, H.W. Lochner, Inc., (Lochner) provides planning, environmental, design, and construction management services for aviation, surface transportation, rail, and transit infrastructure clients. The employee-owned firm has over 600 professionals throughout the U.S. who are client-focused and performance-driven. Lochner provides the City of Herington and Herington Regional Airport with aviation engineering, planning, and construction expertise. The aviation staff and past projects featured in this submittal demonstrate the firm's capability to work collaboratively with agencies to develop and implement innovative design and construction strategies that provide significant schedule, budget, and end-user benefits.

Lochner excels at delivering aviation solutions for both commercial and general aviation facilities. With a history of pioneering innovative approaches, project teams collaborate with public and private industry clients to plan, evaluate, design, and implement progressive concepts that maximize budgets, expedite schedules, extend asset life spans, and provide efficiencies through impact and maintenance reductions. This history has allowed Lochner to develop well-respected working relationships with the FAA staff and state agencies.

Our team of professionals is responsive to the initial project scope and to changes that may arise over the life of a project. These individuals are also dedicated to developing strong relationships with clients that last beyond the successful completion of a project. As the City's airport consultant, we assist you with anything that might arise throughout the duration of the selection to ensure the airport has the necessary guidance for interacting with funding and regulatory agencies. With more than 15 airport sponsors in the state of Kansas retaining Lochner as their airport consultant for a decade or longer, our longtime clients are evidence of our quality of service.

The wealth of experience gained by Lochner's aviation staff on projects throughout the FAA Central Region has allowed us to refine our design and planning procedures, resulting in efficient, economical airport projects. As the Prime Consultant, Lochner leads our team of qualified professionals. Airport development, from concept through construction, is a specialty of our firm and constitutes a large portion of our total annual workload. We strive to provide the best available service in every aspect of airport development. Our success in this regard is evidenced by our long list of projects and high percentage of repeat clients. We propose utilizing the following primary disciplines in the performance of your projects:

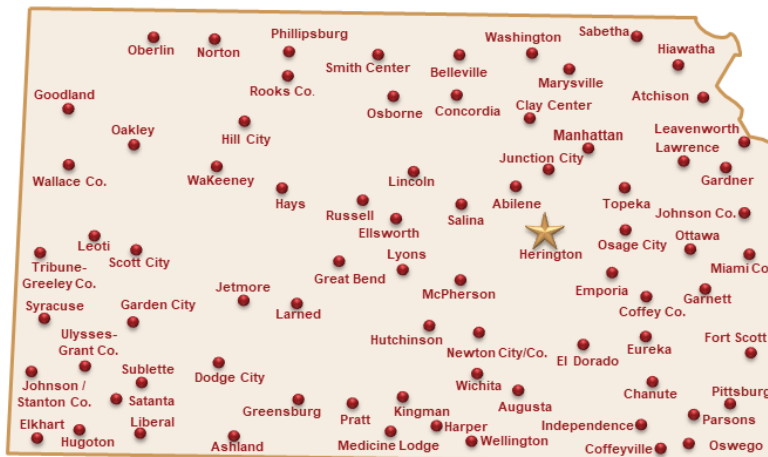
- » Topographical Surveying
- » Pavement and Geotechnical Investigations
- » Civil Engineering
- » Electrical Engineering
- » Planning
- » Architectural Design
- » Mechanical Engineering
- » Structural Engineering
- » Construction Observation and Materials Testing

Lochner is a multi-discipline firm with a great depth of talent and experience. Your projects will be performed from our Kansas City Metro office located in Lenexa, Kansas, where we maintain our aviation staff of 20 engineers, planners, environmental specialist, technicians, and construction observers. In addition, we have aviation design services in our Dallas and Oklahoma City offices available for use on your projects if needed. The Lochner file structure and set-up for our aviation design projects allow our team to work-share among multiple office locations in a seamless manner. This fluid inter-office network enables the team to operate as one unit throughout the duration of the design project. Schedule and budget control, monthly progress reports, and strict quality assurance is employed.

Responsiveness to client needs is key to Lochner's success in providing aviation planning, engineering, construction, and environmental services. By combining Lochner's national aviation experience with our teaming partners, we are fully capable of handling the proposed airport improvement projects for the Herington Regional Airport.

Professional quality continues to characterize Lochner. Substantial year-by-year growth and an expanding list of repeat clients are strong testimony to the firm's integrity and expertise. The business and reputation continue to be built on these four basic principles:

1. The services performed are of professional quality.
2. Projects are produced and delivered on time.
3. Plans, specifications, and reports are accurately prepared and presented in an organized and thoroughly understandable manner.
4. An officer of the firm is personally involved in the services performed for each client.



Lochner's Airport Experience in Kansas

Subconsultant Qualifications



Kaw Valley Engineering, Inc. (KVE) is a consulting engineering firm established in 1982 that offers surveying, civil engineering, geotechnical engineering, and materials testing. With offices located in Junction City, Emporia, and Salina – among others – KVE has the geographical proximity to provide the topographical surveying, geotechnical and pavement investigation, and materials testing services needed to assist the City in a timely manner with its airport development projects.



GHN | Architects + Engineers is a multi-discipline architecture and engineering firm located in Springfield, Missouri that has been in continuous operation since 1930. GHN is a focused team of building planners committed to providing long-term value in the construction industry. Their team of architects, engineers, and interior designers specialize in sensibly integrating proven technology with quality construction approaches for lasting results. GHN also provides electrical, mechanical, and structural design services associated with vertical design.

DBE Participation

Lochner has teamed with DBE Plans & Goals Preparation Services, a KDOT certified DBE firm, in a good faith effort to provide DBE participation.



DBE Plans & Goals Preparation Services specializes in preparing Disadvantaged Business Enterprise (DBE) Programs, goals, and small business elements for submission to the Federal Aviation Administration (FAA) as required by 49 CFR Part 26 in order for airports to obtain Airport Improvement Program (AIP) funding. They partner with airports and engineering firms to provide assistance in understanding the responsibilities associated with the administration of DBE Programs and goals, which includes assisting with annual reporting requirements.

Maintaining Continuity

Maintaining continuity amongst team members throughout the life of a project allows for ease in decision making, ownership and accountability of responsibilities, established connectivity, and a clear understanding of project and client goals with no hesitation. These individuals have the ability to call upon additional staff within their corporations as necessary to meet project demands. Past projects that Lochner has teamed with the proposed subconsultants on include:

Subconsultant	Airport	Location
Kaw Valley Engineering, Inc.	Herington Regional Airport	Herington, KS
	Emporia Municipal Airport	Emporia, KS
	Russell Municipal Airport	Russell, KS
	Rooks County Regional Airport	Stockton, KS
	Smith Center Municipal Airport	Smith Center, KS
	Belleville Municipal Airport	Belleville, KS
	Freeman Field Airport	Junction City, KS
GHN Architects + Engineers	Rooks County Regional Airport	Stockton, KS
	Stanton County Municipal Airport	Johnson, KS
	Ulysses Airport	Ulysses, KS
	Omar N. Bradley Airport	Moberly, MO
	Neosho Hugh Robinson Airport	Neosho, MO
	Sedalia Regional Airport	Sedalia, MO
Syracuse-Hamilton County Airport	Syracuse, KS	

Subconsultant	Airport	Location
DBE Plans & Goals Preparation Services	Syracuse-Hamilton County Airport	Syracuse, KS
	Kingman Airport-Clyde Cessna Field	Kingman, KS
	Russell Municipal Airport	Russell, KS
	Hutchinson Regional Airport	Hutchinson, KS
	Tribune Municipal Airport	Tribune, KS
	Coffeyville Municipal Airport	Coffeyville, KS
	Elkhart-Morton County Airport	Elkhart, KS
	Emporia Municipal Airport	Emporia, KS
	Independence Municipal Airport	Independence, KS

FIRM EXPERIENCE ON SIMILAR PROJECTS

Geographic Familiarity & Related Experience

Lochner assembled a team of local experts to successfully meet your airport improvement project needs. With offices in Lenexa, Kansas, and Oklahoma City, Oklahoma, we are able to promptly address your project requests, meet with decision-makers and stakeholders on-site at the airport, and monitor project activities. We bring a local and regional understanding of the needs of the City of Herington, as well as the needs of the user.

Lochner has provided Herington with aviation planning, engineering, environmental, land acquisition, equipment acquisition, and construction services since 2006. The projects we have worked on include numerous pavement, grading, and electrical improvements along with equipment acquisition. The design files that we have accumulated as part of these past projects significantly reduce the familiarization effort required for the proposed projects and allows the Lochner Team to be more efficient with our approach to your proposed improvements. The projects that we have been associated with at Herington Regional Airport are summarized in the following table.

Lochner Project Experience Summary at HRU

2019	Install MITL System and Primary Wind Cone
2017	Rehabilitate Apron, Taxiways, and Airport Entrance Road
2014	Acquire Snow Removal Equipment
2012	Construct Partial Parallel Taxiway
2009	Install Runway 17-35 PAPI and REIL Systems
2007	Reconstruct Runway 17-35, Install MIRL System



Runway 17-35 Paving Operations



Primary Wind Cone and Segmented Circle

Recent Experience in Airport Projects



Herington Regional Airport (HRU)

Herington, KS | Owner: City of Herington

The existing Medium Intensity Taxiway Lighting (MITL) system that aided aircraft accessing the apron via the connecting taxiway exceeded its useful life and needed to be replaced. Additionally, the south connecting taxiway lacked any lighting system to guide aircraft utilizing the Runway 35 end of Runway 17-35. This project, funded by the FAA airport improvement program, consisted of Lochner preparing the design, plans, contract documents, and technical specifications for removing the existing MITL system and installing a new MITL system with energy-efficient LED Lighting. The airport also lacked a primary wind cone. This project featured a new primary wind cone and segmented circle installed near the apron and connecting taxiway.

In addition to design services, Lochner provided grant administration and bidding phase services, construction administration, construction observation, and materials testing.

Reference

Merlin Oswald, Airport Manager
785.285.2877
merlinoswald@sbcglobal.net



Kingman Airport – Clyde Cessna Field (9K8)

Kingman, KS | Owner: City of Kingman

Lochner was contracted to provide design, including an engineer's design report, construction safety and phasing plan (CSPP) report, construction plans, and contract documents/specifications for the rehabilitation and remarking of the concrete pavement for Runways 18-36 and 11-29. Rehabilitation for Runway 18-36 consisted of resealing joints, spall repair, pop-out repair, and full and partial panel replacement for the length of the runway, including turnarounds. All of the markings for Runway 18-36 were replaced. The Runway 11-29 rehabilitation did not include joint resealing, but only spot repairs of spalling and panel replacement. Only the numerals were remarked on Runway 11-29.

Complex phasing – including multiple access points – was required for the project to minimize the amount of time the airport would be closed to operations. The majority of the project was completed with Runway 11-29 remaining open to accommodate local and itinerant aircraft.

In addition to design, Lochner assisted in the bidding phase and updating the City's DBE Program and was also responsible for construction administration and observation.

Reference

Greg Graffman, City Manager
620.532.3111
graffman@cityofkingman.com



Ulysses Airport (ULS)

Ulysses, KS | Owner: Grant County

Lochner provided design and bidding phase services for the construction of a six-unit T-Hangar and pavement approaches along previously constructed taxilanes. Lochner prepared construction plans and contract documents/specifications, coordinated with the architect and their construction plan and technical specification preparation, and provided administrative assistance and construction phase services throughout the project. This project also required coordination with local utility companies to provide necessary utility service for the T-Hangar.

Lochner partnered with GHN to provide architectural design services for this project.

Reference

Sheila Brown, County Clerk
620.356.1335
clerk@pld.com



Atkinson Municipal Airport (PTS)

Pittsburg, KS | Owner: City of Pittsburg

In 2018, Lochner completed a KDOT Division of Aviation funded project for the construction of a partial parallel taxiway for Runway 17-35. The project included preparation of a Stormwater Pollution Prevention Plan (SW3P) that detailed project phasing, erosion control methodology, designated a contractor staging area and haul route, and provided construction requirements for the contractor. As part of the SW3P, Lochner also assisted the City of Pittsburg in obtaining a land disturbance permit from the Kansas Department of Health and Environment.

In 2013, the City of Pittsburg received federal funding for a number of electrical improvements at the Atkinson Municipal Airport. Lochner prepared plans, specifications, and estimates for a base bid and two add alternates. The base bid included the replacement of the Runway 16-34 edge lights and the REIL units; the addition of holding position and distance remaining signs on Runway 16-34; the replacement of the REIL units on crosswind Runway 4-22; the addition of supplemental wind cones at Runways 16, 4, and 22; and the replacement of the regulators and controls in the electrical vault required by the electrical upgrades. Energy-efficient LED lights were specified for the new edge lighting and guidance signs. The add alternates involved the replacement of existing edge lights with new LED lighting on the connecting taxiway and/or the hangar taxilanes. The full base bid and the add alternate option for the connecting taxiway and both hangar taxilane areas were awarded.

The airport serves a significant amount of jet traffic used for business purposes. Therefore, Lochner's staged construction plans enabled Runway 16-34 to remain open from 6:00 to 9:00 a.m., and from 8:00 to 11:00 p.m. every weekday. The existing lighting was maintained until the new lighting was installed and ready for operation.

In addition to design, Lochner assisted in the bidding phase and was responsible for construction administration and observation. Lochner also updated the Airport's DBE program.

Reference

Bill Pyle, Airport Manager
620.231.5760
william.pyle@pittks.org



Liberal Mid-America Regional Airport (LBL)

Liberal, KS | Owner: City of Liberal

Since 1992, Lochner has enjoyed a long working relationship with the City of Liberal in regards to numerous airport improvement projects. Over the past 10 years alone, Lochner has provided design, bidding, and construction services for:

- Reconstruction of Runway 4-22 and construction of new connecting Taxiway C
 - » Mitigated a "hot spot" (location with a history of potential risk of collision)
 - » Recycled existing concrete pavement for use as base material
- Reconstruction of parallel Taxiway A and connecting Taxiway C
 - » Recycled existing asphalt pavement for use as subbase material
 - » Realigned runway threshold connections at right angles
- Acquisition of snow removal equipment (SRE)
- Reconstruction of existing T-Hangar taxilanes
 - » Installation of trench drains near T-Hangar improved surface drainage
- Installation of wildlife/security perimeter fence
- Remarketing of Runway 4-22 and connecting Taxiway E

Lochner is currently providing comprehensive engineering services under a 5-year master on-call contract for projects at Liberal Mid-America Regional Airport and was recently selected to provide planning services for an Airport Master Plan update.

Reference

Brian Fornwalt, Airport Manager
620.626.0188
brian.fornwalt@cityofliberal.org



Russell Municipal Airport (RSL)

Russell, KS | Owner: City of Russell

Federal funding, through the FAA Airport Improvement Program (AIP), was granted for the replacement of the runway and taxiway lighting systems at the Russell Municipal Airport. Lochner prepared PS&E for a base bid that included the replacement of the Runway 17-35 edge, threshold, and connecting taxiway edge lights with energy-efficient LED lighting, as well as the Runway End Identifier Lights (REIL) systems for each runway end with new LED REILs. Lochner also prepared PS&E for an add alternate, replacing the runway holding position signs with new LED signs; the base bid and add alternate were both awarded. Lochner’s design included installing the edge lighting fixtures on L-867 cans and electrical conductors in PVC conduit. This set-up provides electrical cable protection and easy system maintenance. Counterpoise wire was also installed, providing underground cables with protection from energy produced by lightning strikes.

Reference

Rich Krause, Public Works Director
785.483.6311
rich@russellcity.org

Lochner calculated the proposed load of the runway lighting circuit for the base bid and add alternate improvements. The calculated load was 6.6kW, or 44% of the load on the existing 15kW Constant Current Regulator (CCR) located in the electrical vault room. Lochner determined that the 12-year-old existing CCR was in good operating condition, located in an air-conditioned room, and still serviceable by the manufacturer. These findings meant the existing CCR could be utilized for the new electrical system and provided for cost savings to the project.

Lochner additionally assisted in the bidding phase and was responsible for construction administration and observation services for this project.

As part of a 2020 project funded by the FAA airport improvement program, Lochner prepared the design, plans, contract documents, and technical specifications for airfield concrete pavement rehabilitation at the Airport. Runway 17-35, originally constructed in 2004, needed preventive maintenance to further extend the life of the pavement.

Pavement repair methods consisted of full and partial concrete panel replacement, joint spalling repair, concrete joint re-sealing, and re-marking of the entire airfield. Due to heaving and resettlement near large areas of pavement markings, the runway landing designation numerals and aiming point markings were re-marked in a striated fashion. This allows for a more consistent freezing/thawing of the pavement for those areas below and adjacent to the markings. In addition, a portion of failed underdrain along the edge of the runway was replaced, allowing subsurface water to leave the subgrade.

In addition to the runway, the connecting taxiway and aircraft parking apron was also rehabilitated. Incorporating these other pavements allowed all of the pavement at the airport to be on the same maintenance cycle, reducing mobilization costs and pavement closures in the future.



Hutchinson Regional Airport (HUT)

Hutchinson, KS | Owner: City of Hutchinson

Lochner has worked with the City of Hutchinson on many improvements to their Airport. Projects include the rehabilitation of Runway 13-31 (7,004’ x 100’), replacement of the High Intensity Runway Lighting (HIRL) system for Runway 13-31, replacement of guidance signs, replacement of the airport lighting control system, installation of supplemental wind cones, and installation of a heat source in the electrical vault building. The rehabilitation of the runway consisted of cold milling 0-2” of the existing surface (92,055 SY), installing a paving fabric interlayer, and constructing a 2” bituminous surface course overlay (11,709 tons).

Reference

Pieter Miller, Airport Manager
620.694.2692
pieterm@hutchgov.com

In 2019, Lochner provided design, bidding, and construction services for improvements to Runway 17-35 and 4-22. The design included reconstruction of the Runway 17-35 pavement and replacement of the Medium Intensity Runway Lighting (MIRL) system and various guidance signs. The runway’s previous length of 4,252’ was reduced to 4,012’ to provide the requisite

clearance over 4th Avenue, just south of the airport. Lochner's plans also included the reduction of the 6,000'-long Runway 4-22 to 4,400' to remove the existing "hot spot" between the two runways.

To complement the length reductions of the two runways, Lochner designed the reconstruction of approximately 600' of the south connecting Taxiway B to the new Runway 35 threshold, as well as the relocation and replacement of the Runway 35 PAPI and the Runway 4 Visual Approach Slope Indicator (VASI). Both the navigational aids were owned and maintained by FAA, and Lochner coordinated with the agency for approval of the relocation plans. Lochner also performed a new airport airspace analysis survey to develop new instrument procedures for Runway 17-35 and amend the existing procedures for Runway 4-22 that incorporated the revised runway lengths. Lochner developed the project's SW3P, land disturbance permit, and categorical exclusion checklist, in addition to updating the Airport's DBE program for federal fiscal years 2016 to 2018.

The object free area of Runway 13-31 and the ultimate object-free area of Runway 17-35 did not meet FAA standards. The principal obstructions were the 4th Avenue roadway, the airport perimeter fencing, and the localizer antenna and vault equipment. In 2012, Lochner provided services to prepare design and construction plans to realign 4th Avenue in order to clear obstructions from these areas, in line with FAA requirements. Prior to this project, Lochner assisted the City with land acquisition and environmental services.



Syracuse-Hamilton County Airport (3K3)

Syracuse, KS | Owner: Syracuse-Hamilton County Airport Commission

Lochner provided design and bidding phase services for the resealing of the concrete pavement joints for Runway 18-36, turnarounds, and the south connecting taxiway pavements at the Syracuse-Hamilton County Airport. The pavement was originally constructed in 2006 and in need of routine preventive maintenance. In addition, panels were heaving adjacent to large runway markings. The concrete pavement joints required cleaning and resealing, along with re-marking. The large markings (runway numerals and aiming points) adjacent to the heaving were repainted as striated markings to allow for a more consistent freezing/thawing of the pavement for those pavement areas below and adjacent to the markings.

Lochner prepared a design report, construction plans, and contract documents/specifications during the design phase, and provided administration assistance throughout the project.

Reference

Steve Phillips, Airport Manager
620.384.5835
3k3@pld.com



Stanton County Municipal Airport (JHN)

Stanton County, KS | Owner: Stanton County

Stanton County Municipal Airport had a waiting list for on-site aircraft storage and received federal funding to construct new T-Hangars to meet the demand. Lochner prepared plans, specifications, and estimates for two base bids: the first for the construction of T-Hangar taxilanes, and the second for the construction of a six-unit T-Hangar, sized for Group 1 aircraft.

Additionally, Lochner provided bidding phase services for the project, prepared the stormwater pollution prevention plan, obtained the land disturbance permit, completed the categorical exclusion checklist, and provided construction phase services.

GHN was Lochner's architectural subconsultant for this project.

Reference

Sandy Barton, County Clerk
620.492.2140
stclerk@pld.com



Freeman Field Airport (3JC)

Junction City, KS | Owner: City of Junction City

Federal funding, through the FAA airport improvement program, was granted for runway and taxiway lighting improvements at Freeman Field in Junction City. Lochner prepared plans, specifications, and estimates for a base bid that included the replacement of Runway 18-36 edge and threshold lights and connecting taxiway edge lights with energy-efficient LED lighting, as well as a new electrical vault building and electrical controls. Lochner also prepared plans, specifications, and estimates for an add alternate: the installation of 2-Box Precision Approach Path Indicators (PAPI) on Runways 18 and 36. The base bid and the add alternate were both awarded. Lochner's construction phasing plans enabled at least one of the airport's three runways to remain operational throughout the entire construction period, minimizing business impacts to the airport.

In addition to design, Lochner assisted in the bidding phase and was responsible for construction administration and observation. Lochner also updated the airport's DBE program as part of this project.

Reference

Allen K. Dinkel, City Manager
785.238.3103
allen.dinkel@jcks.com



Emporia Municipal Airport (EMP)

Emporia, KS | Owner: City of Emporia

In this FAA-funded project, Lochner prepared the design plans for the panel repair, resealing, and re-marking of the concrete pavement on the Runway 1-19 parallel taxiway, the connecting taxiway, and the aircraft parking apron at the Emporia Municipal Airport.

Pavement repair methods consisted of full panel and partial panel removal and replacement, joint spall repair, and diamond grinding. New reflectorized pavement markings included runway holding position, taxiway centerline and apron tie-down markings.

During the design phase, Lochner prepared a construction safety and phasing plan to allow runway access through as much of the construction period as possible so that airport operations could continue. In addition to design, Lochner provided grant administration and bidding phase services, construction administration, observation and materials testing.

This year, in 2021, Lochner assisted the City with design and bidding phase services for various airfield electrical improvements. The project plans and specifications were prepared to include a base bid for the replacement of the Runway 1-19 edge lighting system, guidance signs, and primary wind cone and an add alternate for the replacement of the Runway 1-19 PAPI systems. LED runway lighting fixtures, signs, and PAPIs were specified, and the design included installing base mounted edge lights and electrical duct for the new conductors. Significant electrical vault improvements were also included with the project in addition to replacing the control cables from the vault to the switch panel in the terminal building. Both the base bid and the add alternate were awarded.

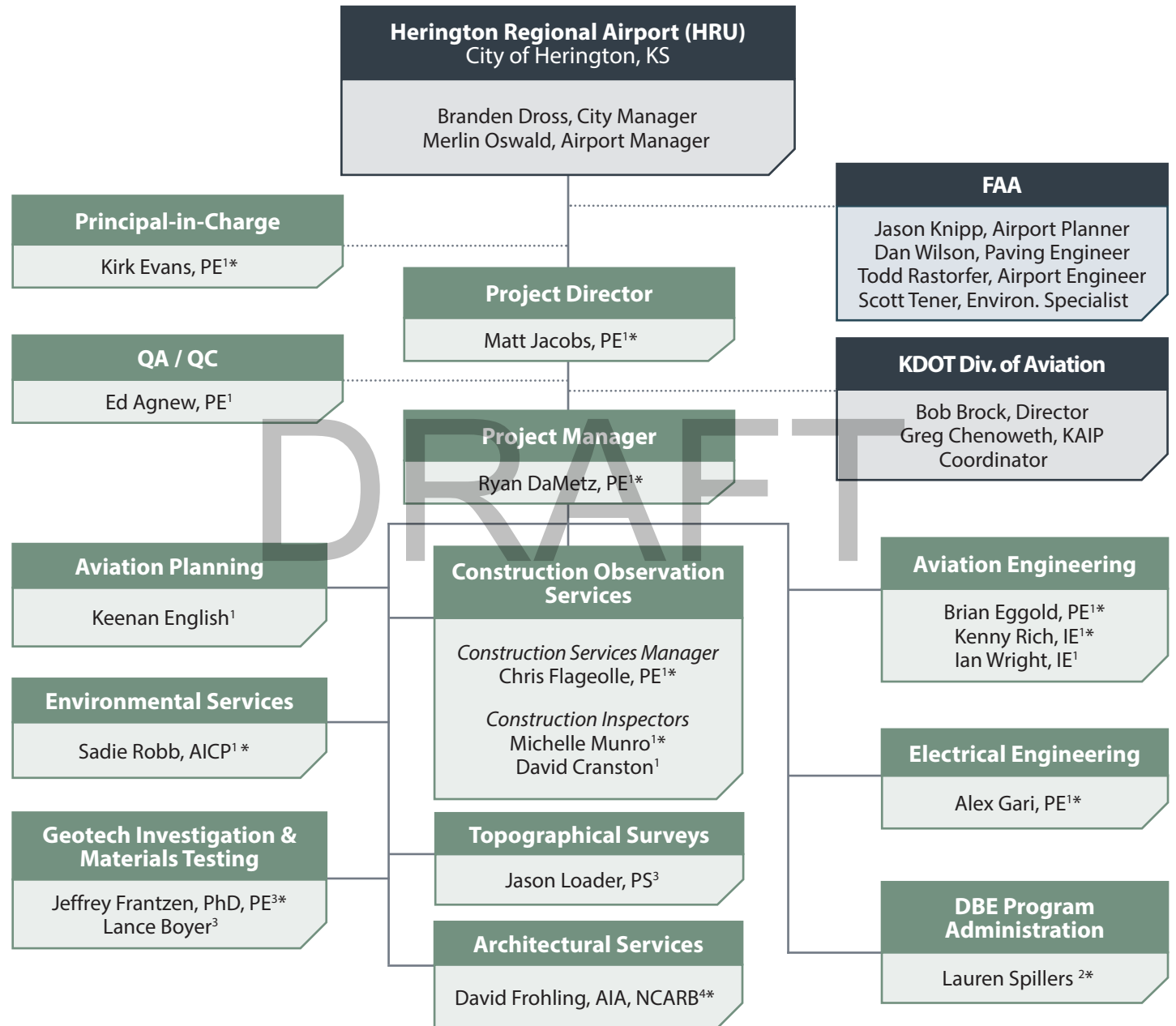
Reference

Ken Adams, Airport Manager
620.343.5600
kadams@emporia-kansas.gov

TEAM ORGANIZATION/STAFF ASSIGNED TO THE PROJECT

Organizational Chart

Our team is comprised of aviation experts, familiar with FAA and KDOT Aviation Division staff and procedures. The organizational structure depicted below identifies key staff members and their roles. The Project Manager and point of contact for this procurement is Ryan DaMetz, PE.



Project Team

- (1) - H.W. Lochner, Inc
- (2) - DBE Plans & Goals Preparation Services (DBE)
- (3) - Kaw Valley Engineering, Inc.
- (4) - GHN | Architects + Engineers
- * - Denotes Resumes Included



KIRK EVANS, PE

Principal-in-Charge

Kirk is Lochner's National Director of Aviation. He provides services for commercial and general aviation projects throughout the southwest region ranging from project management, design, engineering, and construction management. As part of the design team, he has prepared design reports, preliminary and final plans, specifications, and estimates for a full range of air and landside projects. In the role of Construction Manager, Kirk has managed and driven the project schedule by coordinating and maintaining communication with owners and contractors, conducting pre-construction and progress meetings, preparing contracts, reviewing and approving shop drawing submittals, contractor pay requests, schedules, and safety plans.

Kirk has been instrumental in implementing Lochner's use of mobile technology throughout construction. The implementation and management of Lochner's aviation mobile platform have greatly enhanced the firm's ability to provide instant communication with the client and contracting staff.

EDUCATION

BS in Civil Engineering,
Oklahoma State University

REGISTRATION

PE: OK, FL, TX

AFFILIATIONS

American Association of Civil
Engineers

RELEVANT EXPERIENCE

- **Herington Regional Airport Aircraft Parking Apron Rehabilitation; Herington, KS.** Project Manager.
- **Herington Regional Airport Snow Removal Equipment Acquisition; Herington, KS.** Project Manager.
- **Dallas Fort Worth International Airport Wayfinding/Signage Master Plan Implementation; Dallas (DFW), TX.** Project Manager.
- **Dallas Fort Worth International Airport Wayfinding/Signage Master Plan Development; Dallas (DFW), TX.** Project Manager.
- **Ardmore Municipal Airport Taxiway A Rehabilitation; Ardmore, OK.** Project Manager.
- **Ardmore Municipal Airport Taxiway A Reconstruction; Ardmore, OK.** Project Manager.
- **Davis Field Regional Airport Taxiway C Reconstruction and Construction of New Connectors; Muskogee, OK.** Construction Manager.



MATT JACOBS, PE

Project Director

With over 24 years of experience in airport engineering, Matt has worked on over 130 design, engineering, and construction management projects at airports in six states, ranging from general aviation airfields to larger regional airports with commercial service flights. To his project management roles, he brings a wealth of experience gained through his many years as a lead airport engineer and designer; he still maintains active technical involvement in all his projects. His expertise includes the design of airport pavement facilities (runways, taxiways, and aprons), T-Hangars, lighting, navigational aids, drainage, and fencing.

RELEVANT EXPERIENCE

- **Atkinson Municipal Airport Runway 16-34 Edge Lighting; Pittsburg, KS.** Project Manager.
- **Wellington Municipal Airport Runway 17-35 Extension and Re-Designation; Wellington, KS.** Senior Project Manager.
- **Wichita Dwight D. Eisenhower National Airport Airfield Pavement Rehabilitation and Electrical Improvements; Wichita, KS.** Senior Project Manager.
- **Kingman Airport-Clyde Cessna Field Airfield Pavement Rehabilitation and Remarkings; Kingman, KS.** Senior Project Manager.
- **Independence Municipal Airport T-Hangar Taxilane Reconstruction; Independence, KS.** Project Manager.
- **Stanton County Municipal Airport New T-Hangar and Taxilanes Construction; Stanton County, KS.** Project Manager.

EDUCATION

BS in Civil Engineering,
Kansas State University

REGISTRATION

PE: KS, MO, NE, TX

AFFILIATIONS

National Society of Professional
Engineers



RYAN DaMETZ, PE

Project Manager

Ryan is a Project Manager with Lochner's aviation group. He joined the firm in 2011, bringing with him six years of experience in civil site design. Ryan has worked on numerous runway, taxiway, and apron projects, including airport maintenance, joint and crack repair and sealcoat surface treatment of existing pavements, and stormwater drainage analysis and improvements. Ryan has designed site layout, roadways, drainage facilities, sanitary and stormwater collection systems, water distribution systems, and street lighting for multiple residential and commercial developments. In addition to design, he is also experienced in construction inspection, predesign survey, drafting, and agency coordination.

EDUCATION

BS in Civil Engineering,
University of Kansas

REGISTRATION

PE: KS, MO

AFFILIATIONS

National Society of Professional
Engineers

RELEVANT EXPERIENCE

- **Herington Regional Airport Taxiway Edge Lighting System and Primary Wind Cone Installation; Herington, KS.** Project Manager.
- **Sedalia Regional Airport Aircraft Parking Apron Reconstruction; Sedalia, MO.** Project Manager.
- **Syracuse-Hamilton County Airport Rectangular Hangars Construction; Syracuse, KS.** Project Manager.
- **Russell Municipal Airport Airfield Pavement Rehabilitation and Remarkings; Russell, KS.** Project Manager.
- **Russell Municipal Airport Runway and Taxiway Edge Lighting System Replacement; Russell, KS.** Project Manager.
- **Tribune Municipal Airport Partial Parallel Taxiway Construction; Tribune, KS.** Design Lead.
- **Omar N. Bradley Airport Taxiway and T-Hangar Construction; Moberly, MO.** Design Lead.

DRAFT



CHRIS FLAGEOLLE, PE

Construction Services Manager

Chris oversees projects at general aviation and commercial airports throughout the Midwest. His responsibilities include the supervision of construction observation and materials testing personnel; field engineering; and contract administration, such as change orders, payment processing, grant requirements, and project documentation. His project experience encompasses the new construction, reconstruction, and rehabilitation of runways, taxiways, aprons, and access roads; installation of lighting, guidance signs, fencing, and NAVAIDs; and the construction and renovation of terminal buildings, aircraft hangars, and electrical vault facilities.

RELEVANT EXPERIENCE

- **Russell Municipal Airport Edge Lighting Replacement; Russell, KS.** Construction Manager.
- **Wichita Dwight D. Eisenhower National Airport Airfield Pavement Rehabilitation and Electrical Improvements; Wichita, KS.** Construction Services Manager.
- **Hutchinson Regional Airport Runway 17-35 Reconstruction and Runway 4-22 Shortening; Hutchinson, KS.** Construction Manager.
- **2016 Missouri Airport Pavement Maintenance Program; MO.** Project Manager.
- **Neosho Hugh Robinson Airport; Neosho, MO.** Project Manager. Recent projects include the construction of T-hangar taxiways to accommodate four ten-unit T-hangars, the rehabilitation of Runway 1-19 and taxiways, replacement of MIREL edge lighting, PAPI, REIL, and wind cone systems, as well as construction of a new terminal building.

EDUCATION

BS in Civil Engineering,
University of Missouri - Rolla

REGISTRATION

PE: KS, MO, OK, TX

CERTIFICATION

HazMat Certification
Nuclear Guage Safety



BRIAN EGGOLD, PE

Aviation Engineer

Brian specializes in aviation design and has substantial roadway engineering and water/wastewater experience. His more than 38 years of experience encompasses the analysis and design of new and reconstruction projects in multiple southern states. Brian's responsibilities include the preparation of construction plans, design reports, specifications, and cost estimates for runways, taxiways, aprons, and hangars; lighting and pavement markings for runways and taxiways; lighted guidance signs; navigational aids; pavement design; storm drainage; and automated weather observation systems.

RELEVANT EXPERIENCE

- **Wellington Municipal Airport Runway 17 Extension and County Road Realignment; Wellington, KS.** Airport Engineer.
- **Emporia Municipal Airport Runway 1-19 Overlay; Emporia, KS.** Airport Engineer.
- **Hutchinson Regional Airport Runway 17-35 Reconstruction and Runway 4-22 Shortening; Hutchinson, KS.** Airport Engineer.
- **Wichita Dwight D. Eisenhower National Airport Airfield Pavement Rehabilitation and Electrical Improvements; Wichita, KS.** Airport Engineer.
- **Jesse Viertel Memorial Airport Parallel Taxiway Extension; Boonville, MO.** Airport Engineer.

EDUCATION

BS in Civil Engineering,
University of Kansas

REGISTRATION

PE: KS

AFFILIATIONS

American Society of Civil Engineers

DRAFT



KENNY RICH, IE

Aviation Engineer

Kenny joined the Lochner Aviation Team in 2015 with over 10 years of civil engineering experience within the transportation industry. Kenny has been involved in design for the new construction, reconstruction, and rehabilitation of residential and collector roadways, with design responsibilities including horizontal and vertical alignment, cross sections, concrete and asphalt pavements, signing, pavement marking, and traffic control. He is also experienced in the design of storm sewers, sanitary sewers, and water distribution systems, as well as civil site design for medical, educational, commercial, and sports facilities. He has acted as liaison between clients, subconsultants, and utility providers and has provided construction inspection services on a number of roadway improvement and site development projects. As a part of Lochner's Aviation Team, Kenny has been involved in the design of various airport pavement reconstruction and rehabilitation projects along with multiple drainage improvement projects and an airport industrial center roadway reconstruction project at the Salina Regional Airport that replaced a significant amount of storm sewer pipe and structures.

RELEVANT EXPERIENCE

- **Salina Regional Airport Industrial Center Beechcraft Road Reconstruction; Salina, KS.** Civil Engineer.
- **Jesse Viertel Memorial Airport Runway 18-36 Reconstruction and Obstructions Mitigation; Boonville, MO.** Civil Engineer.
- **Hutchinson Regional Airport Runway 4-22 Pavement Maintenance; Hutchinson, KS.** Design Engineer.
- **Independence Municipal Airport Taxiway Reconstruction; Independence, KS.** Civil Engineer.

EDUCATION

BS in Civil Engineering,
Kansas State University

REGISTRATION

EIT: KS

CERTIFICATION

Nuclear Gauge Safety



ALEX GARI, PE

Electrical Engineer

Alex is an electrical engineer in Lochner's national Intelligent Transportation Systems (ITS) group. He has more than 12 years of experience in electrical engineering design and transportation infrastructure project management, bringing a wealth of experience with 3D modeling for complex roadway lighting interchanges, electrical calculations for a variety of applications, furnishing cost estimates, utility coordination, and inspections of commercial, industrial, and residential facilities. He has worked on several lighting designs and signalization improvement projects for Departments of Transportation (DOT) and municipal clients, as well as electrical engineering for alternative delivery projects. Alex excels in taking complex transportation projects and delivering them on schedule and within budget.

EDUCATION

BS in Electrical Engineering,
Georgia Institute of Technology

REGISTRATION

PE: KS, MO, OK, IL, FL, NC, MT, PA, TX,
KY

CERTIFICATION

American Society of Civil Engineers

RELEVANT EXPERIENCE

- **Waco Regional Airport Terminal Building Remodel and Various Airfield Improvements; Waco, TX.** Electrical Engineer.
- **Coffey County Airport Runway 18-36 Reconstruction; Burlington, KS.** Electrical Engineer.
- **Omar N. Bradley Airport Runway 18-36 Reconstruction and New Lighting System; Moberly, MO.** Electrical Engineer.
- **Alpine Municipal Airport Airfield Electrical Improvements; Alpine, TX.** Electrical Engineer.
- **Kingman Airport - Clyde Cessna Field Replace Runway 18-36 PAPI; Kingman, KS.** Electrical Engineer.
- **Ardmore Downtown Executive Airport Runway Rehabilitation and Lighting Design; Ardmore, OK.** Electrical Engineer.
- **Multi-Airport Lighting Replacement at Seven State-Funded Airports; MoDOT Aviation.** Electrical Engineer.

DRAFT



SADIE ROBB, AICP

Environmental Services

Sadie serves Lochner as an Environmental Planner specializing in transportation and aviation projects. Her responsibilities include management of NEPA studies, natural resource studies, environmental constraints analysis, and environmental site assessments. She is experienced in stream assessments, technical writing, and NEPA documentation associated with transportation and site development projects. In addition, she is experienced in various facets of transportation planning. As a certified FAA Wildlife Biologist, Sadie specializes in identifying threatened and endangered species and wildlife hazards. She has respected working relationships with the Kansas Department of Wildlife, Parks and Tourism and the US Army Corps of Engineers representatives. Sadie's career also included serving as Assistant Planner for a city in Kansas. Her city planning experience provides her with a unique public sector perspective, allowing her to tailor environmental and planning solutions that best meet the needs of her aviation clients.

EDUCATION

BA in Environmental Studies,
University of Kansas
MS in Transportation Planning,
University of Kansas

CERTIFICATION

American Institute Certified Planners
FAA Qualified Wildlife Biologist

AFFILIATIONS

American Planning Association

RELEVANT EXPERIENCE

- **Atkinson Municipal Airport Partial Parallel Taxiway Extension; Pittsburg, KS.** Environmental Planner.
- **Waco Regional Airport Wildlife Hazard Management Training; Waco, TX.** Wildlife Biologist.
- **Ardmore Municipal Airport Taxiway A Reconstruction; Ardmore, OK.** Environmental Planner.
- **Wellington Municipal Airport Runway 17 Extension and County Road Realignment; Wellington, KS.** Environmental Planner.
- **Jesse Viertel Memorial Airport Runway 18-36 Reconstruction and Obstructions Mitigation; Boonville, MO.** Environmental Planner.
- **Hutchinson Regional Airport Runway 17-35 Reconstruction and Runway 4-22 Shortening; Hutchinson, KS.** Environmental Planner.



MICHELLE MUNRO

Construction Observer

Michelle has over 31 years in the construction industry, with 23 of those years in observation and inspection. Her responsibilities have included field and laboratory testing of soils, concrete and asphalt pavement densities, mix designs for concrete and asphalt, flexural and compressive strength of concrete specimens, and pavement smoothness (profilograph evaluation). Her duties also include the daily assurance and documentation of contractor compliance with project plans and specifications, accurate measuring and recording of pay item and change order quantities, and overall contractual compliance by the contractor. She has extensive experience in the inspection of soils, drainage systems, asphalt pavement, concrete structures and pavement, lighting systems, and pavement markings.

CERTIFICATION

KDOT Certified Inspector Training, Level IIAC

ACI Certification Program

Troxler HazMat

RELEVANT EXPERIENCE

- **Hamilton County Airport Airfield Pavement Rehabilitation; Syracuse, KS.** Construction Observer.
- **Elkhart-Morton County Airport Rehabilitate Runway 4-22; Elkhart, KS.** Construction Observer.
- **Liberal Mid-America Regional Airport Taxiway and Taxiway Reconstruction; Liberal, KS.** Construction Observer.
- **Tribune Municipal Airport Pavement Joint Repair & Marking; Tribune, KS.** Construction Observer.

DRAFT



DAVID FROHLING, AIA, NCARB

Architect Services



David provides building design and architectural engineering coordination services as a consultant to Lochner's aviation group. He is a Project Architect at GHN | Architects+Engineers, which practices across the Midwest from their office in Springfield, MO.

As a design professional, Mr. Frohling serves as Project Architect & Manager at GHN. He manages all aspects of building and renovation projects from inception to completion. His ability to interact with the customer and translate ideas into reality makes him a valuable asset. He specializes in construction document coordination, building envelope design details, and construction administration. David serves as GHN's in-house representative for LEED® Accredited projects.

RELEVANT EXPERIENCE

- **Rooks County Regional Airport SRE Storage Building Construction; Stockton, KS.**
- **Stanton County Municipal Airport T-Hangar Building Construction; Johnson City, KS.**
- **Omar N. Bradley Airport T-Hangar Building Construction; Moberly, MO.**
- **Ulysses Airport T-Hangar Building Construction; Ulysses, KS.**
- **Syracuse-Hamilton County Airport Rectangular Hangars Construction; Syracuse, KS.**
- **Sedalia Regional Airport Box Hangar Construction; Sedalia, MO.**
- **South Grand Lake Regional Airport Box Hangars Construction; Ketchum, OK.**

EDUCATION

BS, Architecture, Drury University



JEFFREY FRANTZEN, PhD, PE

Geotechnical Investigation & Materials Testing



Jeffery has more than 38 years of experience in geotechnical and materials engineering. His current responsibilities involve pavement design, concrete, asphalt, and aggregate materials engineering, and general geotechnical engineering work. Jeffrey maintains experience in Superpave and Marshall methods of asphalt mix design and ACI and Shilstone methods of concrete mix design. He has experience with AASHTO, Asphalt Institute, PCA, FAA, and PCASE methods of pavement design for asphalt and concrete pavements. He is also actively involved in routine and advanced materials and geotechnical testing at the Lenexa laboratory. Jeffreyco-authored a large portion of the Kansas Department of Transportation's Geotechnical Manual, a manual that is still in use today.

EDUCATION

PhD, Civil Engineering,
University of Kansas
M.S., Civil Engineering,
Kansas State University
B.S., Civil Engineering,
University of Nebraska

REGISTRATION

PE: KS

RELEVANT EXPERIENCE

- **Phillip Billard Airport and Forbes Field Resurfacing of Runway 13-31; Topeka, KS.** Geotechnical Engineering.
- **Phillip Billard Airport and Forbes Field ANG Aircraft Parking Apron Repair; Topeka, KS.** Geotechnical Engineering.
- **Marshall Army Airfield Reconstruction; Fort Riley, KS.** Geotechnical Engineering.
- **Phillip Billard Airport and Forbes Field Runway & Taxiway Reconstruction; Topeka, KS.** Geotechnical Engineering.

DRAFT



LAUREN SPILLERS

DBE Specialist



For more than 18 years, Lauren has specialized in preparing more than 275 Disadvantaged Business Enterprise (DBE) Programs and Goals submissions to the FAA Office of Civil Rights as required by 49 CFR Part 26 for airports to obtain AIP funding. Her firm maintains a 100% FAA Office of Civil Rights approval rating.

RELEVANT EXPERIENCE

- **Emporia Municipal Airport; Emporia, KS.**
- **Hutchinson Regional Airport; Hutchinson, KS.**
- **Russell Municipal Airport; Russell, KS.**
- **Elkhart-Morton County Airport; Elkhart, KS.**
- **Coffeyville Municipal Airport; Coffeyville, KS.**
- **Kingman Airport-Clyde Cessna Field; Kingman, KS.**
- **Syracuse-Hamilton County Airport; Syracuse, KS.**
- **Independence Municipal Airport; Independence, KS.**

EDUCATION

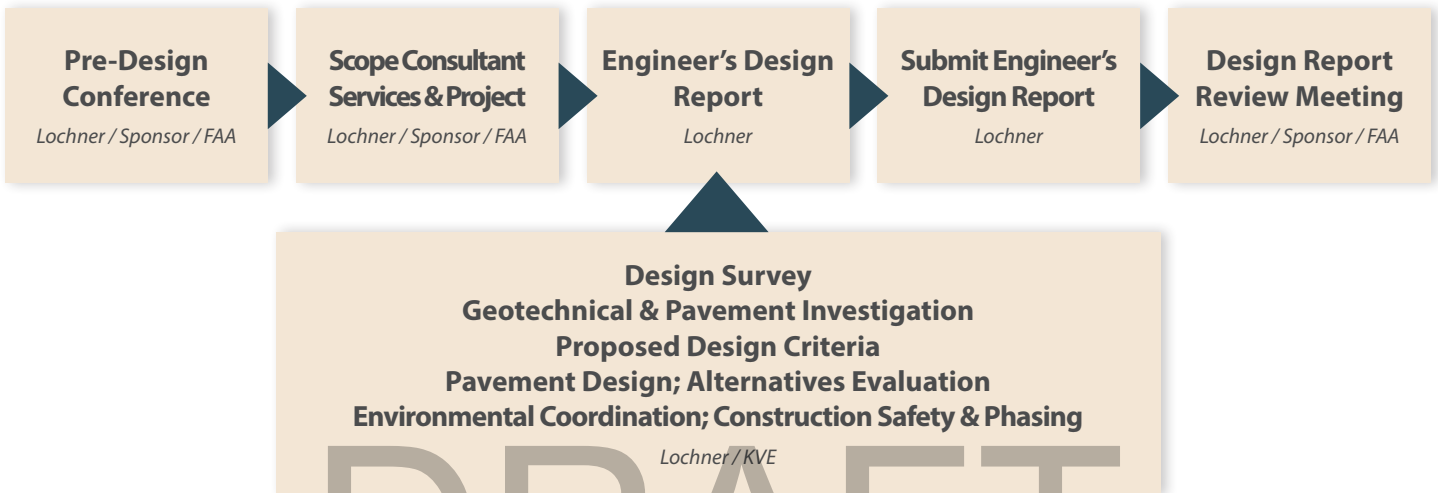
MBA, University of North Texas
BSA, Louisiana Tech University

FAMILIARITY WITH FAA PROCEDURES

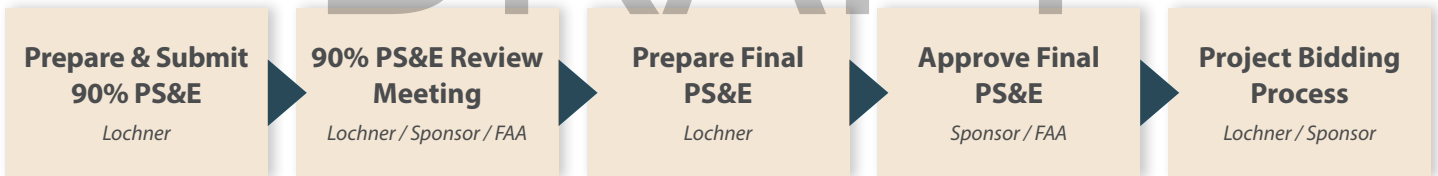
Our team is experienced in delivering airport projects that are funded through FAA and/or state funding programs. We bring a thorough knowledge of applicable regulations, policies, and procedures. Additionally, we have a well-respected working relationship with the FAA Central region, as well as with the KDOT Aviation Division staff. Our Lenexa office is located near the FAA Central Region Downtown Kansas City, Missouri offices. This proximity has been a proven advantage to clients in the past.

Typical Steps for FAA Funded Design & Construction Projects

Phase I - Design Report



Phase II - PS&E Bidding



Phase III - Construction



PROJECT UNDERSTANDING

Rehabilitate Aircraft Parking Apron

The aircraft parking apron was last rehabilitated in 2017. An asphalt surface overlay was applied to the existing concrete pavement in order to extend its useful life and eliminate the foreign object debris (FOD) that was accumulating. Due to the underlying concrete joint panels, the asphalt overlay was sawed and sealed to minimize the amount of reflective cracking in the new surface. Based on the Pavement Condition Report completed by Applied Research Associates, Inc. (ARA) in June 2019, the aircraft parking apron had a Pavement Condition Index (PCI) value of 92 in 2018. This value constitutes a “good” rating for pavement condition.

Even though the pavement is in “good” condition, asphalt pavement still requires routine maintenance frequently to preserve its integrity. Over time, cracks begin to form, vegetation grows through the openings, and the pavement begins to oxidize. Approximately every five to seven years, the cracks and joints should be resealed and the pavement surface should receive a sealcoat in order to maintain the pavement’s “good” condition. New markings are also applied to the rehabilitated surface as the existing markings need to be removed in order for the sealcoat to properly adhere to the surface. Given the pavement’s “good” condition, a crack seal and sealcoat is an appropriate form of rehabilitation at this time. The 1-1/2-inch surface course that was applied in 2017 is not meant to be a long-term solution, however, so eventually the apron will need more exhaustive rehabilitation methods (e.g. mill and overlay, reconstruction).



Aircraft Parking Apron with Vegetative Growth



Crack in Aircraft Parking Apron Asphalt Surface

Construct Taxilanes and T-Hangar

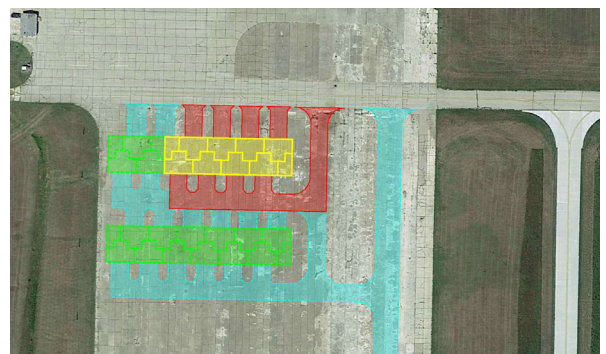
While the construction of taxilanes and T-hangars are eligible for participation with the AIP, these projects typically receive a low National Priority Rating (NPR); thus, the airport’s non-primary entitlement (NPE) funds must be utilized to fund this type of development. NPE funds consist of \$150,000 per year that can be “banked” up to a maximum of four years. Due to this funding cap, construction of the taxilanes and T-hangar are typically separated into two projects.

Maintaining the minimum recommended clearance between T-hangars (79 feet for Taxiway Design Group 1 aircraft) will be taken into account during the design phase. Taxilanes supporting T-hangars for smaller aircraft should be no less than 25 feet wide. Individually paved approaches to each hangar stall are eligible for grant participation. While this option is less costly, it is less desirable than paving the entire length of the T-hangar as it creates turf “islands” between each stall. Should the City wish to pave the “islands” as well for ease of drainage and maintenance, Lochner will include that option as an Add Alternate. While it would not be eligible for AIP participation, it is an option the City could consider during the design phase.

Future hangar areas should achieve a balance between maintaining an unobstructed expansion area, minimizing pavement development, and allowing convenient access. For planning purposes, hangars should accommodate at least 95% of all based general aviation aircraft. Typically, single-engine aircraft demand 1,000 to 1,200 square feet, twin-propeller aircraft require 1,200 to 3,000 square feet, and business turboprop aircraft require approximately 3,000 square feet. T-hangars are typically constructed for use by smaller single-engine aircraft with wingspan of less than 49 feet.



Typical Nested T-Hangar Building



T-Hangar Development Layout

Utilizing pre-engineered T-hangar manufacturer sizing charts based on aircraft, the appropriate T-hangar model can be specified and erected. T-hangars can be standard or nested. Standard T-hangars produce a longer and narrower building while nested T-hangar configurations optimize the developable space and reduce the amount of required taxilane pavement, resulting in a shorter and

wider building. With the hangar design experience that **GHN Architects + Engineers** can offer, coupled with Lochner's vast experience with taxilane construction, our team's efforts will provide a cost-effective and efficient building specification that will be flexible and expandable for the future.

Rehabilitate Runway 17-35

While more durable than asphalt pavement, concrete pavement still requires a maintenance cycle in order to achieve its intended lifespan. Based on our extensive airfield pavement experience, this maintenance is typically performed 10 to 15 years after initial construction. Runway 17-35 was reconstructed in 2007, so even though it is still performing well, it would typically be due for rehabilitation. While there are a few cracked panels that need addressing, our site visit revealed that the joint sealant is holding up remarkably well – it is not drying out and cracking creating voids for water to penetrate – and the Pavement Condition Report listed the PCI of the runway pavement as 100 in 2018. Thus, this project may be able to wait until after the apron is addressed and the taxilanes and T-hangars are constructed. We will continue to monitor the condition of the runway pavement and adjust the order of projects as necessary to ensure it fulfills its intended lifespan.

It is important to reseal the concrete joints periodically, as cyclical seasonal weathering causes the sealant to pull away from the face of the joint, become brittle, and crack, allowing vegetation to grow and water to penetrate the newly created opening. Ensuring that water cannot penetrate the joint keeps the subgrade from holding water and ultimately failing due to repeated freeze and thaw cycles. Additionally, a small percentages of panels will crack over time, causing potential foreign object debris (FOD). Performing this routine maintenance keeps the pavement accessible to based and itinerant aircraft more often without risking their safety or damaging property. During this maintenance project, the markings are also reapplied as they tend to wear out over time as well.

Replace Runway 17-35 Lighting and NAVAIDs

The Runway 17-35 MIRL system was originally installed in 2007 with the reconstruction of the runway, while the PAPI and REIL systems were installed in 2009. As noted in Table 3-7 of the AIP Handbook, airfield lighting and signage have a minimum useful life expectancy of 10 years, while navigational aids (NAVAIDs) have an expected life of 15 years. Both the lighting and NAVAIDs for Runway 17-35 will have exceeded their required life expectancy before the commencement of this project.

The existing lighting and NAVAID systems include direct buried cable and stake mounted light fixtures, and the electrical equipment (controls and CCR) is located in a vaulted building at the south end of the airport. The new MIRL fixtures will be LED and base mounted with conduit, providing for a completely enclosed system. The use of LED lights provides a significant reduction in maintenance and operating costs and requires a smaller regulator to power the system. Additionally, a small heating element (arctic option) is provided to keep the lenses clear during cold weather since LED fixtures emit minimal heat. The use of conduit allows for easier diagnosis and access during maintenance activities with the system. A counterpoise system that mitigates the effects of lightning strikes is already in place as part of the previously installed system. An evaluation will be made as to whether or not that system will be sufficient for the new lights or if a new counterpoise line will be required.

Similar to the lighting circuit, the PAPI and REIL systems will be completely enclosed in conduit to allow for ease of access during maintenance activities. Both systems will also utilize LED fixtures to reduce operating and maintenance costs throughout their lives. The REIL system is connected to and powered by the runway circuit, while the PAPI system is on its own circuit and be powered by its own CCR.



Runway 35 End



Cracked Panels at Runway 17 End



Runway 17 Threshold Lights



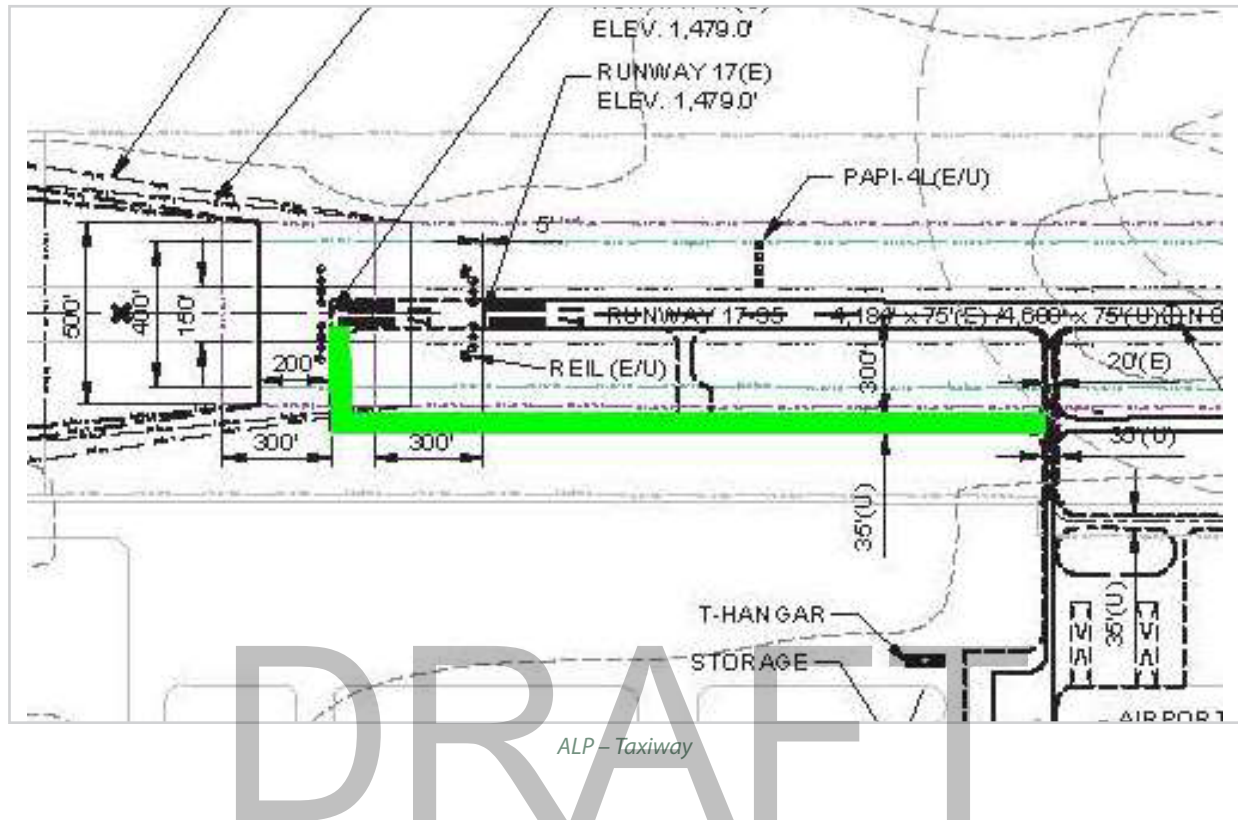
Electrical Vault



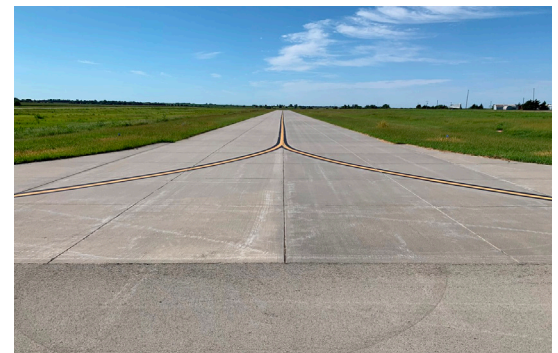
Runway 35 PAPI System

Construct Parallel Taxiway Extension and Install Lighting

The Airport Layout Plan (ALP) depicts the extension of the parallel taxiway to run the full length of Runway 17-35. The construction of a parallel taxiway extension does not compete well for discretionary funding. Similar to the taxilanes and T-hangar, the construction of the taxiway extension and installation of edge lights needs to be split into two separate projects as NPE funds are the only source of federal funding available to complete the project.



Extending the taxiway to the Runway 17 end establishes it as a full parallel taxiway, providing right angle access to both ends of the runway. A full-length parallel taxiway is necessary to avoid dangerous runway incursions and delays caused by aircraft back-taxiing down Runway 17-35. To begin the design of the taxiway extension, **Kaw Valley Engineering** conducts a topographical survey as well as performs a geotechnical investigation to be used in the design of the pavement. Lochner determines the proper pavement sections using the FAA's pavement design software, FAARFIELD, and a life cycle cost analysis (LCCA) is performed in order to determine the most economical pavement option over the life of the pavement. The taxiway will be 35 feet wide in order to accommodate Group 2 aircraft – similar to the dimensions of the existing south half. Construction phasing is established in order to minimize pavement closures and impacts to the airport's users.



South Partial Parallel Taxiway

Edge lighting was installed on the south half of the parallel taxiway in 2019. The MITL system for the taxiway extension will tie in to the existing taxiway circuit. Similar to the proposed runway lighting replacement project, LED fixtures are utilized to increase efficiency both in operating and maintenance costs. Utilizing conduit for the new circuit and base cans for the light fixtures allows for ease of access and isolation during maintenance activities. In order to mitigate the effects of potential lightning strikes, a counterpoise system is installed. All fixtures are grounded through either the counterpoise system or independently with their own grounding rod.



MITL System for Connecting Taxiway

PROJECT APPROACH

Project Development Process

Design Report – The scope of engineering services proposed for your projects provides for an engineer’s report, engineering design, preparation of construction plans and contract documents/technical specifications, tabulation of construction quantities, engineer’s opinion of probable construction cost, assistance with bidding, preparation of grant applications, construction management, materials testing, and observation services. All services are performed in accordance with applicable published design criteria of the FAA, as well as good engineering practice.

Prior to the start of the engineer’s report and during preparation of the design agreement, a pre-design conference is conducted to discuss the various project-related issues such as design parameters, airport operational safety considerations, and construction sequencing, allowing a refined project scope to be developed.

Our approach to preparing the engineer’s design report is divided into two separate phases.

- 1. Geometric Analysis and Environmental Compliance** – Prior to the implementation of the proposed construction projects, Lochner coordinates with the Airport and airport users to address various design considerations that could potentially affect the project. This evaluation is based on improvements identified on the ALP in accordance with the FAA’s current guidance and recommendations related to airport design. Lochner advises the City on how best to address these issues with airport stakeholders while providing sound advice to make decisions that maximize the financial investment in the airport and ensure continued operational efficiency.
- 2. Pavement Design and Construction Phasing** – For projects involving the reconstruction of existing pavement areas or new construction, determining the pavement section plays a vital role in proceeding with the design process. The two main components used in determining a pavement section are the aircraft fleet mix and the properties of the soil supporting the airport pavements. An aircraft fleet mix is developed based upon the types of aircraft, both based and itinerant, along with referencing other third-party data.

A pavement and geotechnical investigation is conducted to determine the thickness and overall pavement sections and the existing condition of the soil material under the runway, apron, and taxiway pavements. Kaw Valley Engineering, Inc. performs numerous borings at various locations and obtains several soil samples on the project site. The data collected from the borings and soil samples is summarized in a Geotechnical Engineering Report and also determines if any subgrade modifications are required to control the shrink / swell characteristics of the soil or to increase the bearing capacity of the soil.

Once the aircraft fleet mix, soil characteristics, and subgrade modification suggestions have been determined, Lochner then utilizes the FAA pavement design program to evaluate an asphalt and concrete pavement section for the new pavement areas. This program determines the thickness of the pavement layer, aggregate base course layer, and the subgrade modification layer to produce a pavement section that lasts for 20 years.

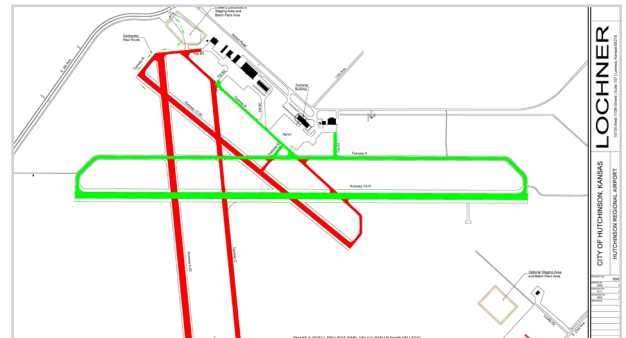
During the design process, Lochner utilizes a Life Cycle Cost Analysis (LCCA) to determine the best pavement option for construction, whether it be asphalt or concrete pavement section. We utilize FAA recommended procedures for present worth economic analysis, considering initial construction cost, maintenance costs, and salvage values, and also evaluate effects of downtime during construction and maintenance, operational constraints, and historic success data for the different alternatives. The most important aspect of a life cycle cost analysis is the experience of the project team. Since the team proposed has significant aviation experience, we can evaluate several different alternatives and provide recommendations for a wide range of projects.

Our team has applied sustainable solutions to numerous airport rehabilitation projects that we have designed. We have a significant amount of experience with incorporating LED technology into the design phase for the installation of MIRL and MITL systems. These types of systems are more sustainable since an LED system provides for a significant reduction in maintenance and operating costs.

Completing both phases of the design report (geometric analysis/pavement design) ensures all facets of the City’s needs, and the FAA’s criteria of the design project, are thoroughly discussed and adequately addressed prior to preparation of construction plans and specifications.

Construction Plans and Specifications – Lochner utilizes the design report in order to prepare the construction plans and contract documents/technical specifications, assist with bidding, and prepare the grant applications. We perform all contracted services in accordance with applicable published design criteria of the FAA, as well as good engineering practice.

As previously stated in the design report phase, construction phasing plays a crucial role throughout a project. Proper phasing not only streamlines the project to make it more cost-effective, but it also increases safety between construction equipment and aircraft while decreasing the amount of time that critical pavements are closed to the airport users. For an active airport like the Herington Regional Airport, construction phasing can end up being



Construction Phasing Exhibit

just as important as the construction project itself. Communicating the intent of the project and its phases with the airport staff and users is vital to smooth transitions between phases and eliminating surprises to the users.

The construction plans and specifications follow the recommendation of the design study for the pavement section, grading and drainage, lighting adjustments, and any other utility modifications that need to be made. Overall, the methods and findings used within the study help move the design phase toward the construction phase.

While the Bidding Phase wraps up the basic consulting services required by the project, it cannot be taken for granted. Similar to other consultants, Lochner utilizes standard avenues such as plan houses and news media to “get the word out.” In addition to these typical avenues, we take the extra step by e-mailing an extensive list of contractors we’ve compiled through our long history of airport projects completed in Kansas. Another unique process Lochner utilizes to ensure the most competitive bids are received, is to personally call several contractors local to the project area as well as those that specialize in the scope of the projects out to bid. A key component to the competitive bidding phase is a set of clear and concise contract documents that provides the prospective bidders with the information necessary to develop their bids without overwhelming them with superfluous information.

Construction Administration and Observation – Lochner has provided construction administration and observation on nearly every airport improvement project designed by the firm. Our construction observers have airport design experience and they are exceptionally qualified. In most cases, our construction administration team will have assisted in the design of the project. This practice essentially eliminates familiarization time, provides a basis for prompt field decisions, and maintains continuity during the course of the project.

Our team’s success with airport pavement projects has been recognized locally and nationally for both concrete and asphalt pavements. This recognition is a testament to our ability to construct high-quality paving projects, and it is a credit to our teamwork approach, which focuses on involvement and communication among the owner, contractor, and consultant throughout the duration of the project.



After a construction project has been awarded and contracts have been executed, Lochner prepares a Construction Observation Program (COP) prior to the pre-construction meeting. The COP details the procedures necessary to comply with quality control and acceptance of the construction project. It addresses the key personnel involved throughout construction and specifies the types and frequencies of necessary tests.

Upon approval of the COP by the FAA and City, a pre-construction meeting is held for all interested parties to discuss the scope of the project and its impact on airport operations. Typical participants include personnel from the City, Lochner, subconsultants (acceptance testing), prime contractor, subcontractors, and the FAA, among others. The use of our COP aids in developing a more streamlined and efficient construction process, and it increases airport safety by having everyone thoroughly understand the construction limits of any and all phases. Given the numerous aspects of the project, the pre-construction meeting is an important first step in successful construction.

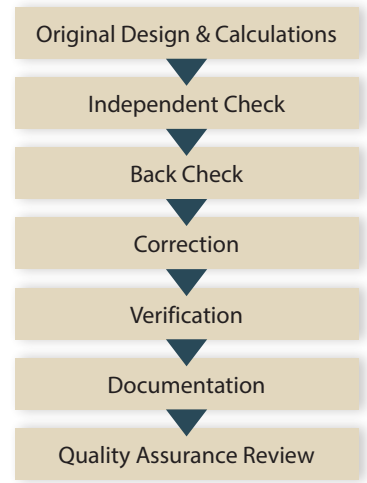
Lochner believes in open, honest, and collaborative communication among all project team members to be essential. Lochner facilitates regular meetings with the sponsor and contractor to discuss project status and issues. To further the communication throughout the project, Lochner utilizes a software application for the iPhone/iPad. This application allows our construction inspector to document activity, keep records, and communicate with office staff and clients in a live time setting. The application is available for download by any team member to view records, project photos that include a GPS stamp for location identification, and plan sheet updates. All data on the cloud-based application is protected from accidental deletion or loss of files and backed up routinely.

Upon completion of construction, the project close-out phase begins. Along with the contractor and Sponsor, Lochner conducts a final walkthrough inspection of the project to document any items that need to be finalized by the contractor. A record of the inspection is distributed to all parties. Then, Lochner completes a final construction report that documents project milestones, costs, test results, and photographs during and after construction. In addition, record drawings are completed to reflect actual construction, and any necessary revisions will be made to the ALP. As previously stated, Lochner’s continuity of personnel from start to finish makes the entire construction process efficient and cost-effective.

QA/QC Process

Lochner has an extensive quality assurance/quality control (QA/QC) process, as illustrated in the adjacent image, in place to ensure all documents are thoroughly reviewed prior to submittal to the City and FAA. Throughout the initial design and prior to the preliminary submittal, the designer performs a self-check of the project by completing a QA/QC checklist that details necessary standards for airport projects. This checklist covers all aspects a project might entail, including the safety and phasing plan, typical sections and quantities, plans and profiles, grading plan, pavement joint plan, marking and signage plan, and lighting plan. In addition, the checklist includes miscellaneous items such as demolition, addressing 5010 safety inspection reports, and verifying 7460 airspace analysis forms have been completed.

Next, a QC review is performed by the QC Manager. The documents are checked for completeness and accuracy, and the same checklist is completed by the QC Manager to confirm that everything has been addressed. The design engineer makes any necessary corrections, and the documents are then back checked by the Project Manager to verify that all necessary revisions have been completed. A QA Manager is assigned to all projects to confirm that all QC procedures are being followed thoroughly and consistently. After review comments are received from the City and FAA, those comments are incorporated into the final documents. Electronic copies of all reviews, both internal and external, are kept in Lochner's network for future reference. **Ed Agnew, PE**, oversees Lochner's QA/QC process as the QA/QC Manager.



Ability to Provide Qualified Inspectors for Construction Inspection

Design team support throughout the construction phase ensures the project's design is constructed as specified. Lochner's aviation team – planning, design, and construction – work together from project concept through close-out resulting in a design and construction phasing plan that is clearly understood with client and airport stakeholders' concerns addressed early on, putting their minds at ease.

Chris Flageolle, PE, serves as the Construction Services Manager and leads the construction effort. Chris has nearly 20 years of general civil engineering experience and 18 years of comprehensive aviation design and construction experience encompassing reconstruction and rehabilitation projects. He provides supervision of construction inspection and materials testing personnel; administration of project documentation including change orders, inspection documents, contract payments, grant requirements; and overall construction project management. While serving as the Construction Services Manager, he has been responsible for the construction of many airport improvement projects, including projects at the Herington Regional Airport. These projects have involved the construction, rehabilitation, and maintenance of runways, taxiways, aprons, and access roads and have included the construction and installation of airfield lighting, guidance signs, visual and instrument NAVAIDS, security/perimeter fencing, electrical vault facilities, as well as the construction and renovation of airport terminal buildings, aircraft hangars, and equipment storage facilities.



Lochner maintains a number of qualified personnel to perform construction inspection services for our airport projects. For your projects, **Michelle Munro** serves as Senior Construction Inspector. Michelle has over 20 years of experience in the construction industry, the last 15 of which have been dedicated solely to airfield improvements. She has performed construction inspection and materials testing acceptance for numerous airport improvement projects involving soil stabilization, pavement recycling, paving, and airfield lighting. Michelle recently served as Chief Construction Inspector for the parallel taxiway reconstruction project at the Ardmore Municipal Airport. She offers recent experience working on projects with complex phasing plans. Michelle works diligently with the client and contractors to ensure the construction delivery of a high-quality aviation project.

To assist Michelle with your complex projects, we propose Construction Inspector **Dave Cranston**. Dave joined the Lochner Team in 2014. His three decades of construction experience provide him with in-depth knowledge of the construction processes used in the transportation industry. Dave is currently serving as the Chief Construction Inspector for the airfield pavement rehabilitation and electrical improvements project at the Wichita Dwight D. Eisenhower National Airport. He leverages his knowledge of construction operations and local contractor practices to ensure appropriate construction schedules are being prepared and followed.

Ongoing Consultant Services

The Lochner Team understands the importance of being available for meetings with the Airport, City, and the public to help explain and/or educate those interested parties on projects at the airport. For many of our clients, we have guided them through the process, completed the project in its entirety, and provided education and guidance to their boards and/or commissions. This includes everything from preliminary cost estimates, sponsor certifications, contractors' progress estimates, and requests for reimbursements, to final close-out documentation and presentations to the boards and commissions. Lochner's team also offers a full spectrum of environmental services to satisfy local, state, and federal requirements. Under the guidance of **Sadie Robb, AICP**, our environmental staff is efficient in addressing environmental requirements, conducting Categorical Exclusions and Environmental Assessments for expansion projects, and assisting with required state and federal permits and wildlife hazard assessments.



Lochner is very involved with your projects; **we serve as an extension of the City's staff and member of the project team!** From the preliminary stage onward, we work closely with the City to develop a scope of work that meets the needs of the airport and is in line with available funding.

In addition to assistance with capital improvement projects, your consultant should be aware of miscellaneous services the City may require during the contract period. Lochner routinely assists our clients with various tasks required by FAA grant assurances; federal, state, and local audits; and general public involvement. Some of these tasks include:

- » Annual FAA ACIP Data Sheet Updates
- » Sponsor Audit Support Services
- » DBE Program Compliance
- » KDOT Aviation KAIP Applications
- » As-Built Pavement Management Plans
- » FAA Form 7460 Submittals for Airspace Review
- » Program Updates Analysis
- » Minimum Standards Rules and Regulations
- » Rates, Fees, and Charges Study
- » Grant Reimbursement Requests & Annual Financial Reporting

Updating the City's DBE Program will be included with the scope of services for the first project. With the assistance of our subconsultant, **DBE Plans & Goals Preparation Services**, this will involve preparing a DBE Program and goal update per guidelines acceptable by the Civil Rights Division of the FAA along with providing assistance to the City to aid in understanding your responsibilities in the administration of the Program.

COST HISTORY ON SIMILAR PROJECTS

Scheduling and Budgets

Completing projects within budget is a major factor in the success of our aviation division. Our experience provides us the ability to foresee potential problems during the planning, design, and construction phases. Cost overruns can be avoided by a definitive set of plans and specifications, flexibility built into the project during the design phase, an informative pre-construction conference to ensure conveyance of project details to prospective contractors, and rigid testing procedures. On numerous occasions, our engineering projects have had funds remaining. The following table illustrates our ability to estimate a project's cost and control overruns.

Airport	Project Description	Engineer's Estimate	Low Bidder's Estimate	Final Cost	Final Cost as % of Bid Price
Russell, KS	Rehabilitate Runway, Taxiway, and Apron Pavement	\$631,981	\$537,285	\$544,327	101.3%
Aurora, MO	Construct T-Hangar Taxilanes	\$496,000	\$464,218	\$472,054	101.7%
Neosho, MO	Construct 7-Unit T-Hangar	\$523,000	\$355,000	\$354,500	99.9%
Syracuse, KS	Rehabilitate Runway and Taxiway Pavement	\$355,803	\$187,667	\$184,707	98.4%
Pittsburg, KS	Replace MIRL and MITL Systems and Guidance Signs	\$394,492	\$356,848	\$356,638	99.9%
Tribune, KS	Construct Partial Parallel Taxiway	\$961,017	\$705,516	\$703,627	99.7%
Herington, KS	Install MITL System and Primary Wind Cone	\$274,460	\$144,101	\$144,101	100%

DESIGN TEAM AVAILABILITY

Lochner utilizes Deltek Vision software to manage contract schedules, budgets, and human resources. This system allows project managers to monitor both direct labor and direct costs for the project when actual costs are incurred and entered into the system. Staff assignments can then be manipulated as necessary in order to ensure that the project schedule is adhered to and pre-established deadlines are met. It is our understanding that the apron rehabilitation project is intended to be included with the FAA's 2022 fiscal year. Lochner has assigned the necessary personnel starting Fall 2021 (when the FAA will greenlight the project) to ensure it will be bid in time for a grant application deadline of May 1, 2022.

DRAFT

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