



City of Rochelle

Airport Manager
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Memo

To: Dave Plyman
From: Mark Delhotal
Date: 03/17/2014
Re: Contract Amendments

Attached you will find three documents, all for different phases of different projects.

1. Amendment related to the runway extension. This is the inclusion of aerial imaging that was inadvertently excluded from the original agreement that is necessary as part of the documentation of the new approach and establishes the runway end coordinates. It's expensive as a result of the extensive requirements of the Advisory Circulars related to this task, and associated with the AGIS program. This element of work (the amended portion) is specialized and will be performed by a sub consultant that Hanson has worked with on several projects, Quantum Spatial (formerly Aerometric). <http://quantumspatial.com/> The Division has reviewed and approved the amount of \$30,625.
2. Amendment related to environmental efforts to Update Airport Layout Plan. This was an environmental effort that was required toward the end of the runway extension project design phase (but considered applicable to the planning and environmental efforts leading up to the extension), prior to the letting, but was just recently approved by Mr. Schaddel at IDOT DOA. The Division has reviewed and approved the amount of \$16,000.
3. Amendment related to the AMCORE acquisition. After the actual acquisition and over the course of the review of the environmental above the CHI-ADO questioned the 7.7 acres of land outside of the boundary of the EA. They required it be additionally cleared, the tasks are identified. It is my understanding Mr. Schaddel at IDOT DOA has approved the amount of \$8,000, and that it is an eligible item for reimbursement. This is a phase addition, i.e. addition of special services phase to original agreement that did not have a Special Services phase included, hence the \$0 in agreement, pp. 2.

Each of these amendments are on a cost plus fixed fee basis – no lump sums. So what is incurred is all that will be billed. With respect to how it will affect local share, it may balance out without an additional amendment of the agency agreements depending on the use of contingencies in the project – at least on 1. and 2. On No. 3 it would be my goal to request some apportionment be added to the project to cover this relatively minor amount in the grand scheme, or that it be included within the taxiway project as a line item in the future should the contingency in that project not be utilized. The contingencies are not always used because change orders are generally small and seldom due to the DOT expectations and view of changes. Either way, it's all eligible. And on items that are currently funded the local share would be the 5% if at the end the overall project budget is eclipsed the total would be \$2,731.25.