REQUEST AUTHORIZATION FOR MAYOR AND FINANCE OFFICER TO SIGN
PROFESSIONAL SERVICES AGREEMENT OR AMENDMENT
Date: May 7, 2018

Project Name & Number: Rapid City Regional Airport Water Transmission Main Loop
CIP #: 50892
Project No. 11-1992
Project Description: To provide professional engineering services for the Rapid City Regional Airport Water Transmission Main Loop.

Consultant: Banner Associates, Inc.

Original Contract Amount: $591,894.00
Original Contract Date: December 20, 2011
Original Completion Date: October 31, 2012

Addendum No: Two

Amendment Description: Amendment for additional professional services that were necessary for the successful completion of the above described project.

Current Contract Amount: $628,870.00
Change Requested: $52,770.00
New Contract Amount: $681,640.00

Current Completion Date: December 28, 2012
New Completion Date: April 1, 2015

Funding Source This Request:

<table>
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<th>Amount</th>
<th>Dept.</th>
<th>Line Item</th>
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<td>4223</td>
<td>602</td>
<td>Water Enterprise</td>
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<td>$52,770.00</td>
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Agreement Review & Approvals

Project Manager: 5/8/18
Division Manager: 5-10-18
Compliance Specialist: 5-9-18
Department Director: 5-11-18
City Attorney: 5-9-18

ROUTING INSTRUCTIONS
Route two originals of the Agreement for review and signatures.
Finance Office - Retain one original
Project Manager - Retain second original for delivery to Consultant
cc: Public Works
Engineering
Project Manager

FINANCE OFFICE USE ONLY
(Note to Finance: Please write date of Agreement in appropriate space in the Agreement document)

<table>
<thead>
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<th>Appropriation</th>
<th>Date</th>
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<td>Cash Flow</td>
<td>5/11/18</td>
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AMENDMENT NO. 2 TO AGREEMENT

Project: Rapid City Regional Airport Water Transmission Main Loop Project No. 2011-1992 / CIP No. 50892

Background Data: Effective Date of Agreement: December 20, 2011
Owner: City of Rapid City
Engineer: Banner Associates, Inc.

Nature of Amendment: This amendment includes additional services provided by the Engineer and includes the following: Realignment after completion of final design of Project 1 to accommodate request of other utilities; a significant re-route of Project 2 after development of preliminary plans; Project 5 revised from a rehabilitation of existing cathodic protection systems (CPS) to designing two new CPS at new locations; failed easement acquisition leading to relocating Project 2 including additional coordination for moving power lines and unforeseen design complications due to critical fiber optic and site limitations. Revision to the contract completion date.

Current Contract Amount: $628,870.00  Current Completion Date:
Change Requested: $ 52,770.00  December 28, 2012
New Contract Amount: $681,640.00  New Completion Date:
                    April 1, 2015

Owner and Engineer hereby agree to modify the above referenced Agreement as set forth in this Amendment. The $52,770.00 compensation shall be considered as a Lump Sum compensation amount. All provisions of the Agreement not modified by this or previous Amendments remain in effect.

CITY OF RAPID CITY:
By: ______________________________
    Mayor
Date Signed: ______________________

ATTEST:
By: ______________________________
    Finance Officer
Date Signed: ______________________

ENGINEER:
By: ______________________________
    Banner Associates, Inc.
Date Signed: May 8, 2018

REVIEWED BY:
By: ______________________________
    Stacey Titus, PE
    Operations Management Engineer
Date Signed: 5/8/18
AMENDMENT NO. 2 TO EXHIBIT A
Rapid City Regional Airport Water Transmission Main Loop
Project No. 2011-1992 / CIP No. 50892

The scope items outlined in the following paragraphs and pages are modified as noted. All other changes to the original scope still apply. The general nature of the changes include:

TASK 1 – PRELIMINARY DESIGN SERVICES (Project 2):

A determination made during Preliminary Design was to locate the 16” water transmission main in easements on the east side of Anderson Road north of Longview Road. Preliminary alignment was established and parcel identification and ownership contacts were underway. Utility locates and field surveys were performed for the proposed alignment. Two significant issues became evident: 1) some landowner resistance to considering an easement (one landowner refused survey permission), and 2) many of the homes on the east side of Anderson Road had septic systems in their front yard which wouldn’t allow proper separation for a water line without being in the roadway. One of the significant landowners indicated a willingness to locate the water line on the ¼ section line to the east of Anderson Road. City direction provided on October 9, 2012 was to realign Project 2 to this new location. As of that date, additional design services were tracked until this realigned portion of Project 2 reached the approximate same level of completion as the originally proposed alignment (65%-75% complete). Additional services included legal research along the changed alignment, field survey of the new route, conceptual horizontal and vertical alignment of a new road that would be coincident with the water line, and design modifications of the water transmission main for this realignment. The new route also resulted in several meetings with City Planning and Engineering staff to evaluate the possible impact to the Major Street Plan with the possible new road (and not using Anderson north of Longview as an arterial). Numerous meetings also were attended with the landowner and their attorney in efforts to acquire easements and/or right-of-ways and determine other considerations to allow this alignment to move forward for final design. The resulting increase in man-hours required to complete the new designs and plans results in a compensation adjustment of $11,516.00.

TASK 2 – FINAL DESIGN SERVICES (Project 2):

In early January 2014, after prolonged negotiations on the realignment discussed above, progress on reaching an agreement with the landowner on easements and other considerations was not apparent, and the City made the decision to withdraw that alignment from further consideration in an effort to move the Airport Water Transmission Main Loop Project forward. Project 2 had been in final design at that point, so re-evaluation of a water line route began. Similar to the above discussed situation, Banner began tracking additional design services for evaluating and designing for a changed water main route. The re-route selected was to place the water transmission main on the west side of Anderson Road from just north of the Hawthorne Ditch to Longview Road. To avoid the potential of further delaying the overall completion of the Airport water main loop, it was decided to place the water main within the section line right-of-way to avoid having to further negotiate easements in that vicinity. During the conceptual design phase, the decision had been made to not consider the west side of Anderson Road for the following main reasons: 1) the City’s preference for water mains is on the east side of a road; 2) the west side of Anderson Road is in Rapid Valley Sanitary District (RVSD) and it was anticipated RVSD would provide water service to the west side; 3) overhead power lines/poles were in conflict with the likely location for a water main. Since previously the west side appeared not to be an option, field surveys had not conducted for a water main in that corridor. Additional design services included field surveys and utility locates, design of the water main along this route including conceptual Anderson Road profile evaluation so the water main’s proper cover is maintained when Anderson Road, as an arterial road, is likely lowered when transitioned from a rural section to and urban section. Additional utility coordination meetings were necessary for gas line conflict resolution and for
coordinating with West River Electric to relocate power poles further west. Also, with the water main within the section line right-of-way, additional permits/approvals and coordinate was necessary with the County as half the asphalt road would be removed and have to be repaved. Traffic control planning was also complicated by work within the ROW—Anderson Road is currently a narrow dead-end road north of Longview without any alternate egress. Due the restricted construction limits, lack of easements and a critical fiber optic line, the intersection of Anderson and Longview Roads presented some complexity in lay-out and design. The resulting increase in man-hours required to complete the new designs, plans and permitting results in a compensation adjustment of $21,097.00.

TASK 2 – FINAL DESIGN SERVICES (Project 5):

Exhibit A of the Agreement, Task 2, Paragraph 2.10 states “A fifth bid package will be prepared to rehabilitate [also noted under General section, third paragraph] the cathodic protection stations [CPS] in Jackson boulevard vicinity that were installed to protect the City’s 30” steel water main.” During the course of investigation of the existing stations, it was determined it was not viable to rehabilitate the two existing stations. As a result, additional services were incurred to evaluate alternate locations, design two new CPS locations, additional coordination with City Water Department and City Parks for new selected locations, site field surveys (not needed/budgeted for rehabilitation of existing sites), obtain permits and additional drafting to develop final documents for bidding. It was estimated that the rehabilitation set of plans would be approximately 15 sheets. Development of the two new CPS at two different sites resulted in a plan set of 22 pages with more extensive specifications. Permitting of the selected sites added some complexity due to the sites being in a floodplain and a City floodplain development permit was required. Additionally, both selected locations were in the greenway established after the 1972 flood, and permit applications/approvals were required from the US Army Corps of Engineers in Omaha (flood control dikes) and from the National Park Service. The resulting increase in the number of man-hours required to complete the new designs, plans and permitting results in a compensation adjustment of $20,157.00.

Amendment No. 2 modifications to Contract Completion Date:
This amendment extends the Contract Completion Date of December 28, 2012 to April 1, 2015. The change in completion date was due to external conditions and beyond the control of the Engineer.
AMENDMENT NO. 2 TO EXHIBIT B

Rapid City Regional Airport Water Transmission Main Loop
Project No. 2011-1992 / CIP No. 50892

TASK 1 – PRELIMINARY DESIGN SERVICES:
Task 1.03 (Project 2): Increase by $3,510.
Task 1.07 (Project 2): Increase by $1,000.
Task 1.12 (Project 2): Increase by $5,143.
Task 1.13B (Project 2): Increase by $1,863.
   Total re-align approx. 1,300' east of Anderson Rd. = $11,516.00

TASK 2 – FINAL DESIGN SERVICES:
Task 2.02 (Project 2): Increase by $4,517.
Task 2.10.2 (Project 2): Increase by $9,972.
Task 2.12 (Project 2): Increase by $3,105.
Task 1.03 (Project 2 route change): $3,503.
   Total re-route to west side of Anderson Rd. = $21,097.00

Task 2.10.5 (Project 5): Increase by $20,157.00

Amendment #2 Total = $52,770.00*

*Amendment #2 compensation shall be considered as a Lump Sum compensation amount.