MEMORANDUM

TO: Airport Board
FROM: Patrick Dame, C.M., Executive Director
DATE: June 23, 2020
RE: Change Order #2, Airport Project #18-5283
    Vertical Circulation Improvements

Change Order #2 is attached in the amount of $22,045.71. This change order includes removal of unforeseen electrical work located under the roof, installation of a roof drain, modifications at the new shuttle counter, and elimination of the helical piers. Additional detail on the modifications can be found in the change order.

This project is funded through our 2019 FAA Airport Improvement Program Grant, with a 5% match from SDDOT and 5% from the airport.

Original Contract: $2,944,300.00

Change Order 1 (3/10/20): $11,807.20
Change Order 2 (Today): $22,045.71
Total Change Orders: $33,852.91
Total Final Contract: $2,978,152.91

FAA (90%) $2,680,337.62
SDDOT (5%) $148,907.65
Airport (5%) $148,907.65
Total Final Contract: $2,978,152.91

STAFF RECOMMENDATION: Staff recommends board approval of Change Order #2 in the amount of $22,045.72 with a total contract price of $2,978,152.91.
Change Order No. 2
Date May 27, 2020

Airport Name Rapid City Regional Airport
Location Rapid City, South Dakota
Contract Description Terminal Rehabilitation Phase II - Passenger Terminal Vertical Circulation Improvements
Contract Date March 12, 2019

AIP Project # 3-46-0048-052-2019
Airport Project # 18-5283
KLJ Project # 1805-01246

Owner
Rapid City Regional Airport
4550 Terminal Road - Suite 102
Rapid City, SD 57703

Contractor
MAC Construction Co., Inc.
4440 Universal Drive
Rapid City, SD 57702

Engineer
KLJ Engineering, LLC
330 Knollwood Drive
Rapid City, SD 57701

General Reason for Change (quantify and explain details in sections 2 and 3)
CO 2-1 Unforeseen Electrical Conditions
CO 2-2 Lantern Area Roof Drain and Shuttle Counter Electrical Modifications
CO 2-3 Helical Pier Modifications

<table>
<thead>
<tr>
<th></th>
<th>AIP</th>
<th>Non-AIP</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Contract Amount Prior to this Change Order</td>
<td>$2,956,107.20</td>
<td>$-</td>
<td>$2,956,107.20</td>
</tr>
<tr>
<td>Change Resulting from this Change Order</td>
<td>22,045.71</td>
<td>$-</td>
<td>22,045.71</td>
</tr>
<tr>
<td>Total Contract Amount After this Change Order</td>
<td>$2,978,152.91</td>
<td>$-</td>
<td>$2,978,152.91</td>
</tr>
</tbody>
</table>

Working Days
Completion date prior to this Change Order June 30, 2020
Revised completion date resulting from this Change Order July 10, 2020

Change Order approved by:

Date
Rapid City Regional Airport

Date
MAC Construction Co., Inc.

Date
KLJ Engineering, LLC

Date
SDDOT Office of Air, Rail and Transit
### Summary of Changes

**Change Order No. 2**

**Section 2**

**KLJ Project # 1805-01246**

<table>
<thead>
<tr>
<th>Airport Name</th>
<th>Rapid City Regional Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Rapid City, South Dakota</td>
</tr>
<tr>
<td>AIP Project #</td>
<td>3-46-0048-052-2019</td>
</tr>
<tr>
<td>Contractor</td>
<td>MAC Construction Co., Inc.</td>
</tr>
</tbody>
</table>

#### SCHEDULE 1  GENERAL CONSTRUCTION

<table>
<thead>
<tr>
<th>Item #</th>
<th>Spec #</th>
<th>Item</th>
<th>Planned</th>
<th>Revised</th>
<th>Change</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Revised Cost</th>
<th>Changed Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>Vertical Circulation Improvements</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>L. Sum</td>
<td>$2,560,000.00</td>
<td>$2,560,000.00</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>Disposal of Contaminated Groundwater (As Needed)</td>
<td>1,000</td>
<td>1,000</td>
<td>-</td>
<td>Gallon</td>
<td>$4,000.00</td>
<td>$4,000.00</td>
<td>-</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>Disposal of Contaminated Soils (As Needed)</td>
<td>30</td>
<td>30</td>
<td>-</td>
<td>C.Y.</td>
<td>$130.00</td>
<td>$3,900.00</td>
<td>-</td>
</tr>
</tbody>
</table>

**TOTAL GENERAL CONSTRUCTION**

- $2,567,900.00

#### ADD ALTERNATE 1 - RELOCATE INFORMATION CENTER / CONSTRUCT SHUTTLE COUNTER

<table>
<thead>
<tr>
<th>Item #</th>
<th>Item</th>
<th>Planned</th>
<th>Revised</th>
<th>Change</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Revised Cost</th>
<th>Changed Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Relocate Information Center / Construct Shuttle Counter</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>L. Sum</td>
<td>$32,400.00</td>
<td>$32,400.00</td>
<td>-</td>
</tr>
</tbody>
</table>

**TOTAL ADD ALTERNATE 1**

- $32,400.00

#### ADD ALTERNATE 2 - LEVEL 1 WEST TERMINAL FLOORING

<table>
<thead>
<tr>
<th>Item #</th>
<th>Item</th>
<th>Planned</th>
<th>Revised</th>
<th>Change</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Revised Cost</th>
<th>Changed Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Level 1 West Terminal Terrazzo Flooring</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>L. Sum</td>
<td>$268,000.00</td>
<td>$268,000.00</td>
<td>-</td>
</tr>
</tbody>
</table>

**TOTAL ADD ALTERNATE 2**

- $268,000.00

#### ADD ALTERNATE 3 - ELEVATOR GLASS DOORS

<table>
<thead>
<tr>
<th>Item #</th>
<th>Item</th>
<th>Planned</th>
<th>Revised</th>
<th>Change</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Revised Cost</th>
<th>Changed Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Elevator Glass Doors</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>L. Sum</td>
<td>$76,000.00</td>
<td>$76,000.00</td>
<td>-</td>
</tr>
</tbody>
</table>

**TOTAL ADD ALTERNATE 3**

- $76,000.00

#### CHANGE ORDER NO. 1

<table>
<thead>
<tr>
<th>Item #</th>
<th>Spec #</th>
<th>Item</th>
<th>Planned</th>
<th>Revised</th>
<th>Change</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Revised Cost</th>
<th>Changed Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO 1-1</td>
<td>PD 4</td>
<td>Add Temporary Power to New Escalator</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>L. Sum</td>
<td>$1,528.21</td>
<td>$1,528.21</td>
<td>$1,528.21</td>
</tr>
<tr>
<td>CO 1-2</td>
<td>PD 5</td>
<td>Miscellaneous Architectural, Structural and Electrical Clarifications</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>L. Sum</td>
<td>$10,278.99</td>
<td>$10,278.99</td>
<td>$10,278.99</td>
</tr>
</tbody>
</table>

**TOTAL CHANGE ORDER NO. 1**

- $11,807.20

#### CHANGE ORDER NO. 2

<table>
<thead>
<tr>
<th>Item #</th>
<th>Spec #</th>
<th>Item</th>
<th>Planned</th>
<th>Revised</th>
<th>Change</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Revised Cost</th>
<th>Changed Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO 2-1</td>
<td>PD 6</td>
<td>Unforeseen Electrical Under Roof to be Removed</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>L. Sum</td>
<td>$21,363.64</td>
<td>$21,363.64</td>
<td>$21,363.64</td>
</tr>
<tr>
<td>CO 2-2</td>
<td>PD 7</td>
<td>Roof Drain and Electrical Modifications at Shuttle Counter</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>L. Sum</td>
<td>$1,242.07</td>
<td>$1,242.07</td>
<td>$1,242.07</td>
</tr>
<tr>
<td>CO 2-3</td>
<td>PD 8</td>
<td>Modifications at Helical Piers</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>L. Sum</td>
<td>$(1,242.07)</td>
<td>$(1,242.07)</td>
<td>$(1,242.07)</td>
</tr>
</tbody>
</table>

**TOTAL CHANGE ORDER NO. 2**

- $22,045.71

**TOTAL AIP CHANGE**

- $2,978,152.91

**TOTAL NON-AIP CHANGE**

- $33,852.91

**TOTAL CHANGE**

- $2,978,152.91

- $33,852.91

**NOTE:** The items highlighted above in tan are items that are funded 100 percent non-AIP and 0 percent AIP.
Explanation of Changes

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CO 2-1</strong></td>
<td>Project Directive 6 - Unforeseen Electrical Under Roof to be Removed</td>
</tr>
<tr>
<td><strong>CO 2-2</strong></td>
<td>Project Directive No. 7 - Roof Drain and Electrical Modifications at Shuttle Counter</td>
</tr>
<tr>
<td><strong>CO 2-3</strong></td>
<td>Project Directive No. 8 - Modifications at Helical Piers</td>
</tr>
</tbody>
</table>

**Reason for Change**

**Item No. CO 2-1**
During the demolition of the roof in the new lantern area, electrical conduits and power feeds to the central door units of the terminal building were encountered which were not per available record drawings. The conduits were underneath the exterior roofing assembly and needed to be relocated to raise the roof in this area. Facilities encountered included the power feed to both sets of sliding doors, emergency lighting for the entrance and a heating unit in the entrance, and a video line associated with the security system. Extra efforts were required to identify the units encountered and find an acceptable route to relocate the facilities through the existing roof and soffit systems. This work delayed some of the demotion activities associated with the interior and exterior of the structure. An additional ten calendar days was added to the project schedule for this work. The proposed cost and related time extension appear to be allowable, allocable and reasonable.

**Item No. CO 2-2**
To facilitate the demolition of the roof in the new lantern area, an existing roof drain at Grids D and 13 needed to be removed and relocated to accommodate the new roof line in this area. Additionally, the power to the new shuttle counter was fed from an existing floor box in the area which resulted in a lower initial installation cost. The proposed cost appears to be allowable, allocable and reasonable.

**Item No. CO 2-3**
Due to the rocky soils conditions encountered at the site, the installation of the planned helical piers could not be installed. Modifications were made to the escalator pits to provide the desired foundation system which resulted in some cost savings to eliminate the installation of the helical piers. The proposed cost appears to be allowable, allocable and reasonable.