

**WORK ORDER NO. 1 – Cargo Apron Reconstruction and Expansion - Design Services – 18.01362**

In accordance with this Work Order No. 1, made and entered into this 27th day of August, 2019, **ULTEIG ENGINEERS, INC.**, a North Dakota corporation (hereinafter “Ulteig”) agrees to perform and complete the following services (the “Services”) for **CITY OF MINOT** (hereinafter “Client”), in accordance with the terms and conditions of the Master Professional Services Agreement (the “Agreement”), dated July 27, 2016, all of which terms and conditions are incorporated herein by reference:

Project Location: Minot International Airport, Minot, ND

Project Description: Cargo Apron Reconstruction and Expansion – Design Services

Scope of Services: See Attachment A

Services Compensation and Method of Payment:

Services Description	Services Compensation	Method of Payment
Preliminary Design	\$ 80,588.00	Ulteig shall receive a Flat Fee
Final Design	\$ 71,056.00	Ulteig shall receive a Flat Fee
Closeout	\$ 4,325.00	Ulteig shall receive a Flat Fee
Total Engineering Fees	\$155,969.00	

Note: Ulteig shall commence work after the Owner has given notice to proceed. Ulteig shall commence billing of services as work progresses.

Schedule:

Description	Date
Engineering Agreement	October 15, 2019
Ground Survey Complete	October 31, 2019
Engineering Report Completed	January 31, 2020
Submit CSPP/7460	January 31, 2020
Engineering Design/Specs Submitted to FAA	January 31, 2020
Closeout Complete	December 14, 2020

Other Considerations/Requirements:

- Closeout costs assumes that all projects list in the Pre-App will move forward and will be combined in the same grant.

The Signature Page Follows

**ULTEIG ENGINEERS, INC.**

**CITY OF MINOT**

BY: \_\_\_\_\_

BY: \_\_\_\_\_

Print Name: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

**Attachment A**  
**Detail Scope of Services**  
**Cargo Apron Reconstruction and Expansion - Design**  
**Minot International Airport**  
**Minot, ND**  
**AIP No 3-38-0037-55-2019**  
**September 2019**

The existing pavement for the cargo apron and taxiway E was originally constructed in 1953 with an asphalt overlay completed in 1987. This makes the original pavement and gravel base material over 65 years old and the overlay pavement over 30 years old. This is well past the design life of the asphalt pavement.

The existing pavement is showing significant signs of wear and the condition is beyond rehabilitation. The existing pavement is experiencing severe longitudinal and transverse cracking, alligator cracking, bleeding, rutting and severe weathering/raveling. The latest pavement condition report for the Minot International Airport was completed in 2015. At that time, the pavement condition index (PCI) for the cargo apron was between 24 and 28 out of 100. This report estimated the PCI for this pavement to be 13 in 2019 and projected a continual decline. The report indicates a PCI score of 41 for taxiway E in 2015 and estimated a PCI score of 31 in 2019. Typically, a PCI below 40 is recommended to be reconstructed.

During this project, the drainage of the existing cargo apron, cargo apron expansion and surrounded area will be reviewed. Improvements will be completed in order to maintain proper drainage away from buildings, off of the apron area and into the airport drainage system to meet FAA requirements.

Project Description:

- 1 Reconstruct and Rehabilitate existing Taxiway E. Total reconstruct and rehabilitate area is approximately 56' long x 50' wide. Taxiway to be designed to TDG 3 specifications. TDG 3 required for ATR 42.
- 2 Reconstruct and Rehabilitate existing apron area. Total reconstruct and rehabilitate area is approximately 3,800 SY.
- 3 Expand apron area. Total expansion area is approximately 14,300 SY.
- 4 Construct new connector Taxiway. Total new taxiway area is approximately 181' long x 50' wide.
- 5 Taxiway file design will meet FAA design circular requirements.
- 6 Markings, signage, taxiway lights and apron safety lighting will meet FAA design circular requirements.
- 7 Pavement section will be designed using FAARField and FAA design circular requirements. A concrete pavement section is planned for this project. As part of this project a Life Cycle Cost analysis will be completed.
- 8 Drainage design will meet FAA design circular requirements.

9. Aircraft deice fluid containment for the cargo apron area is planned for this project. The deicing facility will meet FAA design circular requirements. Potentially utilizing or adding onto the existing commercial service apron deice containment will be researched as part of this project.

#### **Task A – Preliminary Design Services**

1. **Project Scoping Meeting** -The engineer will attend project scoping meetings. The engineer will plan for one (1) in-person meetings for discussions about the project with FAA, NDAC, and the airport. Any additional meetings will be done by teleconference. Should an in-person project scoping meeting be required, hourly rate(s), drive time, and expenses will be billed.
2. **Project Development and Scoping** - The engineer will complete project development services. These services include review of the CIP, review of the ALP, research project and cost and constructability, meeting FAA standards for existing air cargo fleet for the next 5-10 years. The engineer will scope the project for review by FAA and the Airport. The Airport and the FAA each will be provided with one (1) Adobe PDF format copy. This project is a two (2) phase AIP project. Phase 1 Design will include initial testing, NEPA, planning, design (plans and specifications). Phase 2 will include construction.
3. **Budget and Work Order** – The engineer will develop a project budget and work order based on the scope of work reviewed by FAA and the Airport. The Airport and the FAA each will be provided with one (1) Adobe PDF format copy.
4. **Internal Kickoff Meeting** -The project will be coordinated in house. Tasks will be assigned to those working on the project and the project schedule will be discussed. The project lead will monitor project development and meet with staff as needed to confirm progress. The project lead will also keep track of current and upcoming tasks to ensure staff follows through on each task listed in the scope of services
5. **Preliminary Schedule** – The engineer will develop a preliminary project schedule based on timeline for bids, grant award and notice to proceed. Changes to the schedule that will impact the completion date will be noted and provided to the airport as needed. Phase II project schedule will include construction in 2020.
6. **Environmental Documentation** – Ulteig will prepare a Documented Categorical Exclusion (Documented CATEX) for submittal to the FAA. This task includes reviewing relevant studies, assessing the environmental impacts of the proposed project, preparing exhibits and completing the Documented CATEX form.
7. **Tribal Coordination** – Not Included.
8. **Primary Topographic Survey** - The engineer will complete a topo survey of the area where the project will occur. This includes ground shots at break points and inverts and locations of known culverts and pipe inlets.

- 9. Create and Submit FAA Pre-Application** – The engineer will develop the FAA grant pre-application to be submitted no later than June 1, 2019. The pre-application will include the FAA pre-application checklist, FAA forms SF-424, 5100-100 Part II, III, IV, project schedule, project summary of costs, project justification, and project map (as needed).
- 10. Design Report** – A project design report will be completed addressing all FAA requirements. The report will follow FAA recommended guidelines for this report.
- 11. Life Cycle Cost Analysis** – The engineer will complete a life cycle cost analysis for the pavement surface of the Cargo Apron. The life cycle cost analysis will compare asphalt pavement surface to Portland cement concrete pavement surface. The final report for the life cycle costs analysis will follow FAA guidelines.
- 12. Preliminary Opinion of Costs** -A preliminary opinion of costs will be generated and updated as the project progresses. Project costs will be based on historical construction costs, inflation, FAA/ACRP guidance of Cargo Apron design and airport/FAA input.
- 13. Preliminary Plans and Specifications** – The engineer will develop preliminary plans and specifications. The specifications will include Legal and Procedural Documents and Technical Specifications.
- 14. QA/QC** – The engineer will perform in-house quality control and design review utilizing experienced personnel of the engineer. The engineer will provide independent analysis of the specifications and opinion of costs to ensure clarity, accuracy and completeness. All findings will be compiled and discussed by the team and the recommendations of the review team will be incorporated into the final specifications and opinion of costs.
- 15. Project Management/Invoicing**-The project will be managed throughout the preliminary design phase to adhere to the schedule and scope of work. Project management will include reviewing completed work tasks and identifying additional information needs. Project file organization will also be established. All invoices will be referenced with the project number and reviewed for contractual compliance. Additional task items may include: scheduling, grant applications, Geo-tech or other sub-work, grant tracking payment or other task as assigned by the airport. Coordination of design with airport and cargo apron users and their company planners to insure aircraft and space is adequate for moving of vehicle trucks and planes. Coordinate fueling and deicing access and meeting local or state fire or water quality standards.
- 16. Coordination with FAA and NDAC** – The engineer will complete coordination with the FAA and NDAC as needed during the project and as directed by the airport. It is anticipated that the majority of the coordination will be completed via phone and emails.
- 17. Meetings / Conference Calls with MOT and Funding Agencies** - It is estimated that one (1) in-person meetings will be required for this portion of the project. All other communication will be handled via phone and email. Should additional in-person meetings be requested by the airport, UEI's hourly rates, travel, and expenses will be billed.
- 18. Client / Project Coordination and Discussion** – The engineer will routinely update and coordinate the progress of the project with the client. The engineer will submit questions as

needed to the client. It is anticipated that this will be completed with phone and emails. The engineer will submit a digital copy of the scope of work and fee calculation worksheet (hours removed) to the client for purposes of an Independent Fee Review. DBE compliance will be required on this project since the AIP Grant will exceed \$250K. The airports DBE Plan Liaison office will review the ND DOT DBE Certification List of DBE/WBE consulting firms. Review of the guidance to seek sub-contracting or Good Faith Efforts.

## **Task B – Final Design, Bidding and Contract Services**

**1. Project Plans, Specifications and Contract Documents** -The engineer will prepare final plans, specifications, and contract documents. The specifications will establish the requirements for the project in accordance with the current version of and changes to FAA 150/5300-13 – Airport Design and FAA AC 150/5370-10 Standards for Specifying Construction of Airports, including general provisions and technical specifications. The Construction Safety & Phasing Plan (CSPP) will be developed in accordance with the current version of and changes to FAA 150/5370-2 – Operational Safety on Airports During Construction.

a. The contract documents will include but not limited to:

- Ad for Bid
- Instructions to Bidders
- Bid Form
- Non-Segregated Facilities
- DBE Requirements
- Buy American Guidance
- CSPP and SPCD Documents
- Notice of Award
- Contract Agreement
- Performance and Payment Bonds
- FAA General Provisions
- Special Provisions
- Insurance Requirements
- FAA Required Contract Provisions
- FAA Construction Safety Advisory Circular
- Federal Wage Rate Requirements
- Technical Specifications
- Final Review and Acceptance
- Environmental Permitting

b. The engineer will distribute the preliminary and final plans, specifications and contract documents to the Airport and the FAA. The Airport and the FAA each will be provided with one (1) Adobe PDF format copy of preliminary and final specifications and contract documents

**2. QA/QC** -The engineer will perform in-house quality control and design review utilizing experienced personnel of the engineer. The engineer will provide independent analysis of the plans, specifications and opinion of costs to ensure clarity, accuracy, and completeness. All

findings will be compiled and discussed by the team and the recommendations of the review team will be incorporated into the final equipment specifications, and opinion of costs.

- 3. Final Opinion of Costs** -The engineer will prepare final opinion of costs for the itemized construction costs based on the specifications. The estimates will be distributed, as needed, to the Airport and the FAA for review and modification.

**Note:** The final opinion of costs will be based on the engineer's opinion of probable construction costs and will reflect the engineer's experience with comparable projects. It must be understood that the engineer has no control over actual costs and market conditions for labor, equipment, and materials during the competitive bidding process. The engineer cannot guarantee the accuracy of the opinion of costs estimates when compared to the contractor's actual bid.

- 4. NDAC Grant Application** – The engineer will complete the NDAC grant application. The NDAC grant application will include the NDAC Request for State Airport Aid form, an opinion of costs, project justification and a project map.
- 5. Update Schedule** – The engineer will update the project schedule. Changes to the schedule that will impact the completion date will be noted and provided to the airport as needed.
- 6. Bidding Services** - Not Included
- 7. Bid Questions and Addenda** – Not Included
- 8. Bid Opening** – Not Included
- 9. Bid Tabs, Recommendation and Bid Sureties** – Not Included
- 10. Buy American Review** – Not Included
- 11. Final FAA Grant Application** – The engineer will develop the final FAA grant application. The application will include updated FAA forms SF-424, 5100-100 Part II, III, IV, project schedule, project summary of costs, project justification, and project map (as needed).
- 12. Contract Documents** – Not Included
- 13. Shop Drawing Review** – Not Included.
- 14. Equipment Procurement Schedule** – Not Included.
- 15. Project Documentation** - The engineer will process the following project documentation for the project:
  - Pay Requests
  - Change Orders
  - Buy American
  - City of Minot Procurement Checklist

**16. Procurement Administration** – Not Included.

**17. Project Management** -The project will be managed throughout the final design phase to adhere to the schedule and scope of work.

**18. Coordination with FAA & NDAC** – The engineer will complete coordination with the FAA and NDAC as needed during the project and as directed by the airport during this phase of the project. It is anticipated that the majority of the coordination will be completed with phone and emails. Should additional in-person meetings be required, UEI's hourly rates, travel and expenses will be billed.

**19. Meetings/Conference Calls with MOT and Agencies** – It is estimated that no in-person meetings will be required for this portion of the project. All communication will be handled by phone and email. Should additional in-person meetings be requested by the airport, UEI's hourly rates, travel and expenses will be billed.

**20. Client/Project Coordination and Discussion** – The engineer will routinely update and coordinate the progress of the project with the client. The engineer will submit questions as needed to the client. It is anticipated that this will be completed with phone and emails. Should additional in-person meetings be requested by the airport, UEI's hourly rates, travel and expenses will be billed.

**21. SF 271/ SF425 Annual Reports** – It is estimated that one (1) annual report will be required for the grant and will be divided between the projects in the grant.

**22. Quarterly Reports** - It is estimated that four (4) quarterly reports will be required for the grant and will be divided between the projects in the grant.

**Task C – Construction Administrative Services** - Not Included

**Task D – Construction Observation Services** – Not Included

**Task E – Closeout Services**

1. **Closeout Report** - The engineer will prepare and submit the final project close out report for all the projects for this FAA grant as required by FAA. The engineer will include in the closeout report all the general, fiscal, miscellaneous, engineer and equipment information, and the submissions/certifications listed on the FAA project closure summary checklist. The engineer will distribute one (1) copy of the project close out report to each the FAA, NDAC and the Airport.
2. **Record Drawings** – Not Included
3. **AGIS Update** – Not Included
4. **ALP Updates** – not included until 7480 is filed

**Task F – Expenses**

The engineer will incur project related expenses during this project which may include but not limited to: meals, lodging, mileage costs, overnight shipping, plans, photocopies, photographic materials, equipment rental, miscellaneous vendor invoices. These expenses will be included in the engineer's contract with the Airport.



ULTEIG ENGINEERS, INC.  
 Project Budget Worksheet  
 Cargo Apron Reconstruction - Design  
 Minot International Airport  
 Minot, North Dakota  
 18.01362

Task No.	Preliminary Design	Senior Engineer		Lead Engineer		Engineer		Design Engineer		Graduate Engineer		Senior Survey Technician		Survey Technician		Lead Engineering Technician		Associate Project Manager		Staff Support		Total Hrs	Total Direct Salary Cost
		Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	
1	Project Scoping Meeting	6	\$1,224	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$1,224
2	Project Development and Project Scoping	4	\$816	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$816
3	Budget and Work Order	4	\$816	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$816
4	Internal Kickoff Meeting	4	\$816	2	\$358	0	\$0	4	\$596	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	10	\$1,770
5	Preliminary Schedule	2	\$408	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$408
6	Environmental Documentation	4	\$816	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$816
7	Tribal Coordination	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
8	Primary Topographic Survey	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	32	\$4,000	16	\$1,488	0	\$0	0	\$0	0	\$0	48	\$5,488
9	Create and submit FAA Pre-Application	4	\$816	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$816
10	Design Report	16	\$3,264	0	\$0	0	\$0	16	\$2,384	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	32	\$5,648
11	Life Cycle Cost Analysis	16	\$3,264	0	\$0	0	\$0	16	\$2,384	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	32	\$5,648
12	Preliminary Opinion of Costs	2	\$408	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$408
13	Preliminary Plans and Specifications	32	\$6,528	0	\$0	0	\$0	230	\$34,270	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	262	\$40,798
14	QA/QC	16	\$3,264	0	\$0	0	\$0	4	\$596	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	20	\$3,860
15	Project Management	24	\$4,896	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	24	\$3,096	0	\$0	48	\$7,992
16	Coordination with FAA & NDAC	4	\$816	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$816
17	Meetings/Conference Calls with MOT and Funding Agencies	8	\$1,632	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,632
18	Client/Project Coordination & Discussion	8	\$1,632	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,632
<b>DIRECT SALARY COST</b>		<b>154</b>	<b>\$31,416</b>	<b>2</b>	<b>\$358</b>	<b>0</b>	<b>\$0</b>	<b>270</b>	<b>\$40,230</b>	<b>0</b>	<b>\$0</b>	<b>32</b>	<b>\$4,000</b>	<b>16</b>	<b>\$1,488</b>	<b>0</b>	<b>\$0</b>	<b>24</b>	<b>\$3,096</b>	<b>0</b>	<b>\$0</b>	<b>498</b>	<b>\$80,588</b>
<b>SUBCONTRACTOR FEE (QA TESTING)</b>																							<b>\$0</b>
<b>SUBCONTRACTOR MARKUP</b>		<b>0%</b>																					<b>\$0</b>
<b>PROJECT DIRECT TOTALS</b>																							<b>\$0</b>
<b>PROJECT TOTAL COST</b>																							<b>\$80,588</b>

ULTEIG ENGINEERS, INC.  
 Project Budget Worksheet  
 Cargo Apron Reconstruction - Design  
 Minot International Airport  
 Minot, North Dakota  
 18.01362

Task No.	Final Design	Senior Engineer		Lead Engineer		Engineer		Design Engineer		Graduate Engineer		Senior Survey Technician		Survey Technician		Lead Engineering Technician		Associate Project Manager		Staff Support		Total	Total Direct
		Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Salary Cost
1	Project Plans, Specifications and Contract Documents	32	\$6,528	0	\$0	0	\$0	122	\$18,178	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	154	\$24,706
2	QA/QC	16	\$3,264	0	\$0	0	\$0	4	\$596	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	20	\$3,860
3	Final Opinion of Costs	4	\$816	0	\$0	0	\$0	8	\$1,192	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	12	\$2,008
4	NDAC Grant Application	2	\$408	0	\$0	0	\$0	2	\$298	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$706
5	Update Schedule	2	\$408	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$408
6	Bidding Services	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
7	Bid Questions and Addenda	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
8	Bid Opening	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
9	Bid Tabs, Recommendation and Bid Sureties	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
10	Buy American Review	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
11	Final FAA Grant Application	12	\$2,448	0	\$0	0	\$0	8	\$1,192	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	20	\$3,640
12	Contract Documents	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
13	Shop Drawing Review	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
14	Equipment Procurement Schedule	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
15	Project Documentation	24	\$4,896	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	32	\$4,128	0	\$0	56	\$9,024
16	Procurement Administration	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
17	Project Management	24	\$4,896	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	24	\$3,096	0	\$0	48	\$7,992
18	Coordination with FAA & NDAC	16	\$3,264	0	\$0	0	\$0	16	\$2,384	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	32	\$5,648
19	Meetings/Conference Calls with MOT and Agencies	16	\$3,264	0	\$0	0	\$0	16	\$2,384	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	32	\$5,648
20	Client / Project Coordination & Discussion	12	\$2,448	0	\$0	0	\$0	12	\$1,788	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	24	\$4,236
21	SF 271 / SF 425 Annual Reports	4	\$816	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$774	0	\$0	10	\$1,590
22	Quarterly Reports	4	\$816	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$774	0	\$0	10	\$1,590
<b>DIRECT SALARY COST</b>		<b>168</b>	<b>\$34,272</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>188</b>	<b>\$28,012</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>68</b>	<b>\$8,772</b>	<b>0</b>	<b>\$0</b>	<b>424</b>	<b>\$71,056</b>
<b>SUBCONTRACTOR FEE (QA TESTING)</b>																							<b>\$0</b>
<b>SUBCONTRACTOR MARKUP</b>		<b>0%</b>																					<b>\$0</b>
<b>PROJECT DIRECT TOTALS</b>																							<b>\$0</b>
<b>PROJECT TOTAL COST</b>																							<b>\$71,056</b>

PROJECT DIRECT COSTS

**ULTEIG ENGINEERS, INC.**  
**Project Budget Worksheet**  
**Cargo Apron Reconstruction - Design**  
**Minot International Airport**  
**Minot, North Dakota**  
**18.01362**

Task No.	Closeout	Senior Engineer		Lead Engineer		Engineer		Design Engineer		Graduate Engineer		Senior Survey Technician		Survey Technician		Lead Engineering Technician		Associate Project Manager		Staff Support		Total Hrs	Total Direct Salary Cost
		Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost		
1	Report	2	\$408	0	\$0	0	\$0	4	\$596	0	\$0	0	\$0	0	\$0	0	\$0	24	\$3,096	3	\$225	33	\$4,325
2	Record Drawings	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
3	AGIS update	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
4		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
5		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
6		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
7		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
8		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
9		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
10		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
<b>DIRECT SALARY COST</b>		<b>2</b>	<b>\$408</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>4</b>	<b>\$596</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>24</b>	<b>\$3,096</b>	<b>3</b>	<b>\$225</b>	<b>33</b>	<b>\$4,325</b>
<b>PROJECT DIRECT TOTALS</b>																						<b>\$0</b>	
<b>PROJECT TOTAL COST</b>																						<b>\$4,325</b>	

**PROJECT DIRECT COSTS**

No.	Item	Units	Rate	Total
1	Survey Vehicle	0	\$0.75	\$0
2	Car/Pickup by Mile	0	\$0.57	\$0
3	Postage & Printing	0	\$125	\$0
<b>PROJECT DIRECT TOTALS</b>				<b>\$0</b>