p 303.872.5756 2696 South Colorado Blvd, Suite 330 f 303.353.4068 Denver, CO 80222 dibblecorp.com

November 11, 2024 (Rev 2)

Harriet Alexander Field – Salida Airport 9255 County Rd. 140 Salida, CO 81201

Attention: Mr. Zechariah Papp Airport Manager

RE: ENGINEERING SERVICES PROPOSAL Airport Project Task No.: 8 Design Change Order Request No. 1 <u>New Fuel Farm – Bulk Refueling Re-Design</u>

This change order proposal has been prepared in accordance with communication and coordination with the County and ANK over the past several weeks regarding additional design associated with bulk refueling and 480V 3 Phase power. The items in this change order were discussed during initial scoping of this project and intentionally excluded from the proposal dated February 1, 2024, due to budgetary constraints. After the 75% design submittal, ANK has asked to include these items in the final design of the project. The scope of work for this change order includes the following:

Bulk Refueling:

- 1. The Jet-A system will be provided with an independent 200 gpm "bulk" loading/unloading and recirculation skid.
- 2. The AVGAS system will be provided with an independent 200 gpm "bulk" loading/unloading and recirculation skid.
- 3. The new tanks will be provided with a singular truck loading/unloading "sized" containment system to meet EPA 40 CFR Part 112 SPCC regulations.
- 4. Additional scope details are provided in the attached revised design services proposal. New scope information is shown in red, while scope services that have already been completed on the existing contract are screened back.

<u>Electrical</u>:

- 1. Utility Coordination to request a new 480V, 400A, 3 Phase, 4 Wire, Metered Utility Service for the Fuel Farm.
- 2. Design of a three-phase power distribution service entrance section and power distribution system.

Proposals from fueling specialists and electrical subconsultants are included in this proposal. Dibble, as the prime consultant, is proposing to complete the change order scope of work on a Time-and Materials (T&M), Not-to-Exceed (NTE) basis as follows:

COR No. 1 Services:

	Total	\$48,100.38
2.	CR Engineers (Electrical Engineering)	<u>\$5,600.38</u>
1.	Argus (Fueling Specialists)	\$42,500.00



Transmitted herewith are full subconsultant proposals for your review. If you need additional information or have questions, please do not hesitate to contact us.

Sincerely,

Joh J. Cerra

Jared Bass, P.E. Vice President – Group Leader

John Cessar, P.E. Sr. Project Manager





ARGUS CHANGE ORDER

CHANGE ORDER NO:	01	PROJECT NO:	3-08-0049-023- 2023
PROJECT NAME:	ANK Salida Airpor	t New Fuel Farm	
DATE OF ISSUANCE:	10/28/2024	EFFECTIVE DATE:	
OWNER:	Chaffee County, Co	olorado	
CONTRACT NO.:	1019104.08		
PROJECT MANAGER:	John Cessar - Dibbl	le	

The following is provided to identify a scope change. This work will not be initiated until this form has been signed and returned by the Owner.

Description:

This change order includes design fee to provide additional fuel system scope items as follows:

- The Jet-A system will be provided with an independent 200 gpm "bulk" loading/unloading and recirculation skid.
- The AVGAS system will be provided with an independent 200 gpm "bulk" loading/unloading and recirculation skid.
- The new tanks will be provided with a singular truck loading/unloading "sized" containment system to meet EPA 40 CFR Part 112 SPCC regulations.
- Additional scope details are provided in the attached revised design services proposal. New scope information is shown in red, while scope services that have already been completed on the existing contract are screened back.

Reason for Change Order: Additional Scope of Services per Owner Direction

Attachments: Revised Design Services Proposal

Change in Contract Price	Change in Contract Times			
Original Contract Price	Original Contract Times			
\$ 120,500	Substantial Completion:			
	days or dates			
Net change from previous Change Orders	Net change from previous Change Orders			
No. <u>0</u> to No. <u>0</u>	No to No			
\$				
	days			
Contract price prior to this Change Order	Contract times prior to this Change Order			
\$ 120,500	Substantial Completion:			
	days or dates			
Net increase (decrease) of this Change Order	Net increase (decrease) of this Change Order			
\$ 42,500	dava			
	uays			
Contract price with all approved Change Orders	Contract times with all approved Change Orders			
\$ <u>163,000</u>	Substantial Completion:			
	days or dates			
The change described in this Change Order is made a part of the indicated professional services				
agreement between the Owner and Design Firm. All provisions of the Agreement shall remain in force				
and affect.				

ARGUS APPROVED

CLIENT/OWNER APPROVED

By:	Seth Newbold			
Sign:	Soth MMM	Project Manager		
-		(Signature)		
Date:	10/28/2024			

By: Owner (Authorized Signature) Sign:

(Signature)

Date:



November 8, 2024

Mr. Jared Bass, PE Senior Project Manager – Vice President Dibble Corporation 2696 South Colorado, Suite 585 Denver, CO 80222 Jared.Bass@dibblecorp.com

RE: Proposal for Professional Engineering Services – CHANGE ORDER 01 Harriet Alexander Field Airport (KANK) Salida, Colorado Self-Serve Fuel Station and Storage Facility Argus Proposal No. 20241014

Dear Mr. Bass,

We appreciate the opportunity to provide this proposal for professional engineering services for the site conceptual layout, detailed design, and bidding support for a new self-serve fuel station and storage facility at Harriet Alexander Field Airport (KANK) to better serve the aviation community and airport tenants of Salida, Colorado. At Argus, we strive to be recognized as the trusted leader in the planning, engineering, and management of fuel handling systems. With over 30 years of experience in aviation fuel systems across the country and specialized expertise in civil, mechanical, electrical, controls, and environmental engineering, we can certainly add value to the future project.

For this project, we would site adapt our General Aviation Fueling System Standards along with any specific airport and local jurisdiction requirements that apply. Argus Consulting initially developed our General Aviation Fueling Standards for TXDOT Aviation Division in 2010. Since that time, we have continued to develop and modernize these standards and applied them to dozens of general aviation facilities nationwide.

This proposal is based upon our current understanding of the project and can be revised following further discussion or after the kickoff meeting. For the purpose of this proposal Argus will be referred to as the "Engineer", the Airport will be referred to as the "Owner," and Dibble will be referred to as the "Client." It has been assumed that the project will be primarily controlled by the Client, the Client is contracted with the Owner, Argus will be directly contracted with the Client, and all communication will follow that protocol.

OVERALL SCOPE OF THE PROJECT

We understand the Owner is interested in providing a new fuel facility to replace their existing system. The following represents our understanding of the project scope.

- A. The new facility will include aboveground, double wall fuel storage tanks (UL-2085) with selfservice over-wing fuel dispensing skid. The tanks will be piped aboveground to the dispensing skid. It is anticipated that two 12,000-gallon storage tanks will be included at the facility, one designated for Jet-A and one for AVGAS 100LL.
- B. The new tanks will be configured to allow the transport delivery truck to deliver fill directly into the tanks.





Typical Aboveground Storage Tanks

Typical Combined Fuel Dispensing Skid

- C. The fuel dispensing skid will be comprised of a 30gpm over-wing dispenser with credit card reader for pilots to purchase fuel 24 hours a day. The dispensing skid will be designed for ease for pilots, airport staff, and fuel delivery personnel alike. Provisions will be provided to allow for the use of a single point style nozzle (and associated equipment, i.e. deadman, quick disconnect adapters, etc.) when required for under-wing loading aircraft. The skid will be based upon Engineer standard design, and Owner preferences for the point-of-sale system.
- D. The Jet-A system will be provided with an independent 200 gpm "bulk" loading/unloading and recirculation skid. At a minimum the skid will include a pump, filtration, static relaxation chamber, meter, flow computer, overfill prevention and grounding verification, loading hoses, control valve and other associated mechanical equipment. This skid will be used to offload transport delivery trucks, re-circulate fuel within the system to filter the fuel if desired, and to load refueler trucks.
- E. The AVGAS system will be provided with an independent 200 gpm "bulk" loading/unloading and recirculation skid. At a minimum the skid will include a pump, filtration, static relaxation chamber, meter, flow computer, overfill prevention and grounding verification, loading hoses, control valve and other associated mechanical equipment. This skid will be used to offload transport delivery trucks, re-circulate fuel within the system to filter the fuel if desired, and to load refueler trucks.
- F. All piping and infrastructure are anticipated to be designed and installed aboveground to reduce the need for secondary containment and/or a cathodic protection system.
- G. The new tanks and dispensing skid will be placed on a curbed concrete containment pad which will provide for general containment of the piping and dispensing equipment as required by the EPA 40 CFR Part 112 SPCC regulations. The tanks themselves will be double walled, which provides for stand-alone secondary containment.

Harriet Alexander Field Airport – DESIGN AND BID PHASE SERVICES 11/8/2024 Page 3 of 10

- H. The new tanks will be provided with a singular truck loading/unloading "sized" containment system to meet EPA 40 CFR Part 112 SPCC regulations. This will include a "drive-in" curbed containment pad, remote containment basin for impounding, underground containment piping and pump out capabilities. The truck position will be sized for both over-the-road (OTR) delivery trucks and the airports existing refueler trucks (however not used simultaneously). The refueler loading position can also serve as a contained parking position for the truck when not in use.
- I. The self-service fueling skid, bulk loading/offloading skids, and electrical rack will be provided with canopies to protect the equipment and operators from the elements.
- J. Provide electrical power and communications to the new facility equipment. It is assumed that sufficient electrical power is available in the new facility location vicinity, or that the Client will assist in coordination with the Owner to provide a new electrical service as required.
- K. A new Emergency Fuel Shutoff (EFSO) system will be provided that will trip all power to the new fuel system when activated to stop the flow of fuel in an emergency event.
- L. An automatic tank gauging and electronic monitoring system for liquid levels will be incorporated with outputs that can be read from the adjacent electrical rack and at the terminal building via a cloud based monitoring system.
- M. Overhead lighting will be incorporated into the canopy on the dispensing skid as well as additional overhead lighting to provide sufficient lighting of the tank area, unloading, and dispensing operations.
- N. It is assumed that no fire protection is required at the new tank facility and hence, fire protection design is not included other than a skid mounted fire extinguisher.
- O. A survey of the site will be completed by the Client or by other means. The Client is responsible for establishing or providing all property limits, overall property site layout, architectural structures, survey control and benchmarks, etc. The survey shall provide an accurate representation of the facility location as well as collection of the topographic and elevation data. The survey generated background file(s) shall be converted for use in AutoCAD version 2018 or newer and provided to the Engineer. All visual utilities and surface features within the project area will be surveyed. The survey will be conducted and set up on a real world or arbitrary site-specific coordinate and elevation system.
- P. All necessary Geotech reports and information will be provided to the Engineer by the Client.
- Q. The proposed facility location will be finalized during the kick-off meeting and is assumed to be adjacent to the existing GA apron.
- R. It has been assumed that this project will be a stand-alone construction package and will not be combined with any other work, and that the construction drawings will be set up using the Client's CAD drawing and specification standards. Also, the technical specification will be written and prepared by the Engineer and will cover all equipment and materials required for this project. All front-end documents including the general conditions, special conditions, contract, bid forms, etc. will be prepared by the Client.

SCOPE OF SERVICES

To simplify this project, we propose conducting professional engineering design services in a singular phase, as shown below, incorporated into our fee and described in this section:

- 1. Design Services Phase
 - Project Kick-off Schematic 15% Design

- Detailed Design 75% IFR, 100% IFC Deliverables
- Change Order 01 Construction/Bid Documents
- Bidding Support

Project Kick-off/Schematic 15% Layout

After receiving written notice to proceed (NTP) with the Project Kick-off/Schematic Layout task, the Engineer will:

- A. Travel to and participate in a project kick-off meeting with various attendees from the Airport, City, Owner and any other necessary stakeholders. The primary purpose of this trip is to fully understand the scope of the project, familiarize ourselves with the airport, start preliminary discussions regarding the overall design of the system, review available data and to define the project scope, schedule and Owner requirements. The Engineer will prepare a list of key decisions and topics required to advance the fuel facility design. In conjunction with this site visit, general coordination with survey team will be completed if required.
- B. Prepare a preliminary schematic layout plan of the proposed fuel storage and self-service facility for use in sighting the facility and preliminary approval from Authorities Having Jurisdiction (AHJ) including:

Fixed based operators

Fire Marshal

- Owner(s)
 - Airport staff
 - port sturi
- C. This is to be considered a 15% design package.

Detailed Design

Based on the findings and Owner direction from the previous task and after receiving written notice to proceed (NTP) with the Detailed Design task, the Engineer will:

- A. Prepare construction documents consisting of all drawings (100% complete) and technical specifications. The Engineer shall furnish draft design documents for review. Drawings, specifications will be prepared in conformance with the Client's standards and contract documents will be prepared in conformance with standards provided by the Owner.
- B. The Engineer will provide complete detailed design of the proposed facility for the following disciplines:

-	Civil Engineering (within fuel facility footprint)	-	Electrical Engineering (excluding new utility service or feed to fuel facility)
-	Structural Engineering	-	Communications/Controls Engineering
_	Mechanical Engineering	-	Environmental Engineering

C. The following represents the proposed drawing and specification list:

Preliminary Drawing	Primary responsibility	
1. COVER SH	EET	Client
2. LEGEND A	ND ABBREVIATIONS	Argus, Client
3. GENERAL	NOTES	Argus, Client
4. EXISTING	OVERALL SITE PLAN	Client
5. OVERALL	FUEL SITE PLAN	Argus
6. SITE PART	IAL PLANS	Argus
7. OVERALL	GRADING PLAN	Client
8. OVERALL	PAVING PLAN	Client

9. CIVIL DETAIL SHEETS (typ. of 3) 10. CIVIL SIGNAGE	Argus, Client Argus, Client
11 STRUCTURAL FOUNDATION PLAN	Argus
12. STRUCTURAL FOUNDATION SECTIONS AND DETAILS	Argus
	0
13. MECHANICAL LEGEND AND ABBREVIATIONS	Argus
14. MECHANICAL FLOW DIAGRAMS	Argus
15. OVERALL MECHANICAL SITE PLAN	Argus
16. MECHANICAL PARTIAL PLANS	Argus
17. SKID SECTIONS AND ELEVATIONS	Argus
18. TANK SECTIONS AND ELEVATIONS	Argus
19. MECHANICAL DETAIL (typ. of 3)	Argus
20. MECHANICAL SIGNAGE	Argus
21. ELECTRICAL LEGEND AND ABBREVIATIONS	Argus
22. HAZARDOUS AREA PLAN	Argus
23. ELECTRICAL GROUNDING PLAN	Argus
24. OVERALL ELECTRICAL SITE PLAN	Argus, Client
25. ELECTRICAL PARTIAL PLANS	Argus
26. ELECTRICAL DETAILS (typ. of 3)	Argus
27. ELECTRICAL WIRING DIAGRAMS	Argus
28. ELECTRICAL SCHEDULES	Argus
Preliminary Specification List	
1. COVER SHEET	Client
2. TABLE OF CONTENTS	Client
3. CERTIFICATION PAGE	Client
4. REQUESTS FOR INTERPRETATION (RFI'S)	Argus
5. SUBMITTAL PROCEDURES	Argus
6. CLOSE-OUT SUBMITTALS	Argus
7. SITE PREPARATION AND EARTHWORK	Argus, Client
8. CAST IN PLACE CONCRETE FOR STRUCTURES	Argus
9. FIELD MOLDED JOINT SEALANTS	Argus, Client
10. FUEL SYSTEM COATINGS	Argus
11. FUEL SYSTEM ABOVEGROUND HORIZONTAL TANK(S)	Argus
12. FUEL SYSTEM SKID(S)	Argus
13. FUEL SYSTEM GENERAL PROVISIONS	Argus
14. FUEL SYSTEM INSTALLATION, TESTING AND FLUSHING	Argus
15. FUEL SYSTEM ELECTRICAL REQUIREMENTS	Argus, Client
16. FUEL SYSTEM CONTROLS	Argus

- D. Engineer shall furnish the Construction Documents listed above and will be submitted to the Client and Owner in the following packages:
 - 1) Schematic Design (15%)
 - 2) Issued for Review (75%)
 - 3) Changer Order 01 Issued for Construction (100%) Used for bidding and permitting.

- E. Make revisions to the Construction Documents as may be required after review by the Owner following the Issue for Review (75%) submittal. This will be accomplished in a one-time effort to incorporate any and all comments.
- F. Furnish an Engineers Estimate of Probable Cost based on the Drawings and Specifications
- G. Support the Client with fuel facility specific modifications to the existing Spill Prevention, Control and Countermeasures (SPCC) plan.
- H. This is to be considered a 100% design package.

Bidding Support

During the bidding and permitting support task, and after receiving written notice to proceed (NTP) with this task, the Engineer will provide the following services:

- A. Pre-Bid Conference: Participate and support the Client on hosting the pre-bid conference, with the accompaniment of the Owner, Airport personnel, potential contractors, subcontractors, suppliers, etc. For the Engineer this meeting will be conducted virtually.
- B. Bidding and Permitting Support: It has been assumed that the Owner/Client will provide the majority of the bidding services for the project, and the Engineers involvement will be minimal. However, the Engineer will provide the following:
 - a) Review and respond to Contractor's technical questions during the bidding phase.
 - b) Prepare Addendums as deemed necessary to address bidder questions and related design changes. It is anticipated that all questions, changes and comments will be addressed in a single Addendum.
 - c) Review bids from potential contractors, evaluate and provide observations and recommendations on bid award to the Client and Owner.
 - d) For bidding support the Engineer has included 30 hours in the fee, and if this limit is met the Engineer and Owner must enter into negotiations for continuing these services.

DELIVERABLES

The following deliverable will be made for each phase:

Project Kick-off/Schematic Design

- A. Project kick-off meeting discussion topics
- B. Preliminary schematic layout plan
- C. Engineers Estimate of Probable Cost

Detailed Design

- A. Design documents for each submittal package listed in Scope of Services section.
- B. Engineers Estimate of Probable Cost

Bidding Support

- A. Design document addendums, as needed.
- B. Pre-Bid Conference discussion topics

Harriet Alexander Field Airport – DESIGN AND BID PHASE SERVICES 11/8/2024 Page 7 of 10

ASSUMPTIONS

The following assumptions have been made with respect to the project and preparation of this proposal:

- A. The actual surveying of the site will be completed by the Client or by other means to allow development of CAD drawings and backgrounds for the project. It is proposed to use AutoCAD 2022 or later for the development of the drawings.
- B. All efforts associated with obtaining final building and fire code permits will be the full responsibility of the Client and/or awarded contractor. Permitting prep/assistance has not been included in this proposal.
- C. Any design associated with civil/paving surrounding the fuel facility footprint, as well as water, sanitary, storm and fire protection utilities are excluded and will be executed by the Client. The design does not include any major utility relocation.
- D. The design of the overall system, tank and skid will be based upon Argus General Aviation Fueling Standards while also adhering to all local and state fire, building, and safety codes.
- E. The designed system will have motive fuel dispensing capabilities only. Connections, pumping, filtration, etc. for bulk loading into refueler trucks or similar vehicles/vessels are not included at this time.
- F. It is assumed the electrical service and transformer size is adequate to provide service to the new facility and in near proximity to the proposed location. Design of new power service from origination to proposed site will be provided by the Client.
- G. It is anticipated that there will be geotechnical data or studies available for the proposed site and that geotechnical services will be provided by others for this project.
- H. The duplication and distribution of the construction contract documents to prospective bidders shall be by the Client or Owner.
- I. The design of the tanks and skids will be based upon the Engineer's standards complying with International Fire Code, NFPA 407, NFPA 30, NEC and state and local municipal building and fire codes. Any Owner driven variations to the Engineer's standards will result in additional fee and schedule. <u>The applicable adopted fire code for this location and project has been identified as the</u> <u>2021 International Fire Code</u>.
- J. It is assumed that no fire protection is required at the fuel facility beyond the provision of a skid mounted portable fire extinguisher(s).
- K. This scope does not include adding, to the construction documents, any pertinent environmental reporting, sampling, notification, etc. requirements dictated by the state as necessary.
- L. This project will not be phased in any sort or variation, and all work will be constructed in a single sequence by one awarded contractor.
- M. The Client and/or Owner will advertise and obtain bids from potential contractors, prepare bid tabulation sheets, evaluate bids and recommend bid award. These services can be provided by the Engineer, but for this proposal have not been included. A maximum of 30 hours has been included for bid support in the Scope of Services section of this proposal.

- N. The total number of meetings/site visits has been estimated in our fee as the following:
 - 1) Project Kick-off/Schematic Layout
 - Project Kick-off Meeting Site Visit
 - Preliminary schematic layout plan review Teleconference
 - 2) Detailed Design
 - Issued for Review (75%) Submittal Owner Comments Teleconference
 - 3) Bidding Support
 - Pre-Bid Conference Teleconference

Total Trips = 1

- O. Additional site visits, beyond the aforementioned list, at the request of the Owner or Client, will be on a time and materials basis and the Engineer shall be compensated accordingly.
- P. The overall construction budget will be established and communicated, by the Client and/or Owner.
- Q. If available, the Owner will provide any and all as-built information for existing facilities and utilities which may be affected by this project.
- R. All front-end documents including the contract, general conditions, special conditions, bid forms, etc. will be prepared and are fully responsible by the Client and/or Owner.
- S. <u>Construction support services have not been included in the proposal. This includes compliance</u> <u>submittal review, RFI's, site inspections and construction oversight, commissioning and start-up,</u> <u>training, and as-built drawing preparation. A separate proposal will be created to capture these</u> <u>services.</u>

PROGRAM SCHEDULE

For planning purposes, we offer the following preliminary schedule for the proposed project and will be revised throughout the process.

Project Kick-off/Conceptual Layout/Basis of Design	2 Months
Design Services	3 Months
Changer Order 01 Design	1.5 Months
Bidding	1 Month (estimated)
Construction Admin/Awarding/Contracting/NTP	TBD
Construction Support Services	TBD

Estimated Design and Bidding Phase

8 Months

Harriet Alexander Field Airport – DESIGN AND BID PHASE SERVICES 11/8/2024 Page 9 of 10

FEE FOR SERVICES

Based upon the scope of the project and services previously stated, the following represents our fee for these professional services.

- A. To accomplish each task of this project, Argus will provide the professional services stated in this proposal up to a maximum of 8 <u>months</u> from NTP. Assuming a NTP in the first quarter of 2024, all of the conceptual layout/detailed design/bidding services are anticipated to be performed in 2024.
- B. To accomplish this Work, Argus will provide all labor and expenses for the Change Order 01 Design Scope on a Time and Materials (T&M) basis. Should an additional change in scope or services be requested by the Client and/or Owner, the additional services can be provided either on a negotiated lump sum basis, or on a Time and Materials basis.
- C. The following presents our (Argus) fee for the project:

Total	\$163,000
Expenses	\$0
Bidding and Permitting Support	\$6,000
<u>Change Order 01 Design</u> Labor Expenses	\$42,500 \$0
<u>Detailed Design</u> Labor Expenses	\$81,500 \$0
<u>Project Kick-off/Schematic Layout</u> Labor Expenses	\$30,500 \$2,500

D. This proposal is valid for 90 calendar days.

Fuel system planning, design, construction, and management demand a high level of technical expertise due to their vast complexity, hazardous nature, environmental impacts and evolving technology and regulations. We are prepared to commit our experienced technical resources to your project upon your notification of award. Should you have any questions or want to discuss the scope of services in depth, please contact me at (816) 874-8236. We look forward to working with you on this project. Thanks again for the opportunity to provide our proposal for this work.

Sincerely,

t MM

Seth Newbold, PE Project Manager Direct: 816-874-8255 <u>seth.newbold@argusco.com</u>

ANK New Fuel Farm - Change Order 01 - Detailed Fee Breakdown

Firm	Rate Classification	Role	Rate	Total Hours	Total Fee
Argus	Senior Engineer I, PE	Project Manager	\$ 210.00	32	\$ 6,720.00
Argus	Senior Engineer II, PE	Senior Structural Engineer	\$ 225.00	15	\$ 3,375.00
Argus	Senior Engineer I, PE	Senior Mechanical Engineer	\$ 210.00	15	\$ 3,150.00
Argus	Staff Engineer II, PE	Staff Electrical Engineer	\$ 196.00	20	\$ 3,920.00
Argus	Staff Engineer I, PE	Staff Civil Engineer	\$ 185.00	20	\$ 3,700.00
Argus	Engineer II	Junior Mechanical Engineer	\$ 170.00	40	\$ 6,800.00
Argus	Engineer I	Junior Electrical Engineer	\$ 147.00	40	\$ 5,880.00
Argus	Engineer I	Junior Civil Engineer	\$ 147.00	40	\$ 5,880.00
Argus	Designer II	Mechanical Designer	\$ 151.00	20	\$ 3,020.00
			TOTALS	242	\$ 42,445.00



October 24, 2024

Dibble Engineering 2696 South Colorado Blvd., Suite 330 Denver, Colorado 80222

Attn.: Mr. John Cessar, P.E.

Re: ANK New Fuel Farm Change Order Proposal for Additional Electrical Design Services CRE Project No. 24004

Dear Mr. Cessar,

We are pleased to present our design change order proposal for ANK New Fuel Farm below.

The scope of work will include the additional design for the following:

- Utility Coordination to request a new 480V, 400A, 3 Phase, 4 Wire, Metered Utility Service for the Fuel Farm
- Design of a three-phase power distribution service entrance section and power distribution system

Onsite visits for utility coordination are excluded from this scope addition.

Fee Proposal: See attached Exhibit B.

This proposal will be valid for the next ninety (90) days, and we reserve the right to renegotiate it if it has not been accepted within that period. Should conditions of the work change so as to materially affect the level of effort or the time required, then equitable adjustments to fee and schedule will be made. Consultant will notify Client when a changed condition becomes apparent. Failure of Client to provide a timely and equitable adjustment is cause for termination by Consultant.

Please do not hesitate to call if you have any questions.

Sincerely yours,

CR ENGINEERS, INC.

atten Run

Catherine Alcorn, P.E. President

16719 E. Palisades Boulevard Suite 202 Fountain Hills, AZ 85268 Telephone: 480-816-5541 Fax: 480-816-5540 Web: www.creng.com

CR Engineers, Inc. 1.0 Design Fee Proposal Worksheet

Project Name: ANK New Fuel Farm - Change Order for Three Phase Service

Date: 10/24/24

CRE Proposal No.: 24004

	Task		Project Managar	Senior	CADD Designer (Senior	Project	Total
	Description	Quantity	Manager /Engineer	Decience	Designer / Manager	Field Inspector	Aggistant	Houng
	Description	Quantity	/Eligineei	Designer	Manager	Inspector	Assistant	Hours
1.1	Meetings							
1.1.1	Kick Off Meeting							
1.1.2	Review Meetings	1	1.0					1.0
1.2	Contract Documents							
1.2.1	Electrical Drawing(s)		3.0	8.0	12.0	4.0		27.0
1.2.2	Utility Coordination		1.0	2.0				3.0
1.2.3	Cost Estimate / Quantities		1.0			4.0		5.0
1.2.4	75% Submittal		2.0					2.0
1.2.5	100% Submittal		1.0		1.0			2.0
1.2.6	Client Coordination		1.0		1.0			2.0
1.0	Totals		10.0	10.0	14.0	8.0	0.0	42.0
	Overhead Rate	150	%					
	Profit Margin	10	%					
	Labor Rates Per Hour:		\$74.50	\$43.75	\$35.40	\$44.80	\$25.40	
	Direct Labor:		\$745.00	\$437.50	\$495.60	\$358.40	\$0.00	
	Overhead:		\$1,117.50	\$656.25	\$743.40	\$537.60	\$0.00	
	Overhead + Direct Lab:		\$1,862.50	\$1,093.75	\$1,239.00	\$896.00	\$0.00	
	(OH + Direct) x Profit:		\$186.25	\$109.38	\$123.90	\$89.60	\$0.00	
1.0	Total Fees		\$2,048.75	\$1,203.13	\$1,362.90	\$985.60	\$0.00	\$5,600.38