Exhibit A

Overview

LXT Eastside Development

LEE'S SUMMIT MISSOURI

Project Overview

Recognizing a steady increase in aircraft operations, the build-out of the previous Master Plan, significant interest in parcels owned by the Airport that provide airfield access, and the Airport's designation as a reliever for Kansas City International (MCI), Lee's Summit Municipal Airport (LXT) initiated a Master Plan Update in 2019 and completed it in 2021.

As part of Phase I, the Master Plan and accompanying Business Plan provided a vision for the Airport in the short, medium, and long-term timeframes of up to 20 years. Phase I focused on completing a holistic review, analysis, and planning for the Airport going forward. Phase II focused on the development of supporting FAA deliverables such as the Airport Layout Plan (ALP), Exhibit "A" Property Map, AGIS data, an Air Traffic Control Tower (ATCT) siting study, and a Precision Approach Assessment for Runway 36.

As part of Phase I of the LXT Master Plan Update (MPU), a preferred alternative was presented for the development of the eastside of the airfield. The preferred airfield alternative is the product of several planning efforts such as the forecast of aviation demand and the assessment of the need for future aeronautical and non-aeronautical facilities at LXT. Additionally, the preferred airfield alternative is the result of continuous communication, coordination, and workshops between the Airport, the consulting team, the City of Lee's Summit, and various Airport stakeholders.

It is now time to plan and prepare the Airport for the development of the eastside of the airfield. Currently, the westside of the airfield is near capacity in terms of hangar space and there is a waitlist of private developers and tenants seeking to build hangars at LXT. For this reason, it is in the best interest of the Airport to start the planning and design of the eastside to allow for future aeronautical and non-aeronautical development.

The Airport Business Plan discussed the capacity of airfield's eastside to host facilities which can generate economic development activities for the City of Lee's Summit. The preferred airfield alternative proposes the development of aeronautical and non-aeronautical facilities on the east side of LXT. Furthermore, there are commercial developers that have expressed their interest in the development of the eastside at LXT. For this reason, the design for the development of the eastside will not only focus on aeronautical facilities but also on non-aeronautical facilities which will bring non-aeronautical revenue to the Airport.

The scope contained herein provides proposed task items associated with the planning, programming, and design of the eastside of LXT. This project will be completed in coordination with FAA-compliant deliverables including the Airport Layout Plan (ALP) and Exhibit "A" Property Map.

Project Formulation & Management

1.1. Project Scope Preparation

A Scope of Work will be prepared describing each item of work required for completion of the east side of the airfield based on guidance provided by LXT and in accordance with appropriate and most current FAA Advisory Circulars, local City of Lee's Summit specifications, local City of Lee's Summit development processes, and Missouri Department of Transportation (MoDOT) specifications where applicable.

Each task within in the Scope of Work will be evaluated to determine the appropriate level of man-hours and personnel classifications to complete each individual task. Estimates will also be prepared for direct expenses such as travel, subsistence, materials, printing, and any other necessary costs related to the project. This task includes efforts necessary to mobilize the project, including the development and execution of necessary consultant and Subconsultant agreements.

1.2. Quality Assurance Plan

Following a Notice to Proceed from the sponsor, a Quality Assurance Plan (QAP) will be developed that will serve as the program guidance for the Consultant's implementation of the project scope. The purpose of the QAP is to minimize errors and the need for re-work, provide for the continuous improvement of CMT's planning, programming, design, and construction management processes, provide quality services, and facilitate client satisfaction. The QAP includes a description of the project team, a written project plan, a quality control plan, a post project evaluation plan, project checklists, project forms, and a proposed project schedule.

1.3. Project Progress Meetings

To keep the project progressing on schedule and ensure continued coordination throughout the project, a weekly teleconference will be held by the project team (CMT, LXT, and Wellner). It should be noted that the consultant project manager will remain in regular coordination with the Sponsor regarding the status of the scope tasks.

1.4. Project Administration/Coordination

Necessary for the success of any project is the myriad of functions related to project administration that are not accounted for in individual work elements. These tasks include on-going monitoring of project budget and schedule (see attached schedule), internal project team meetings, quality assurance/control reviews, project staffing, coordination with subconsultants, etc. These work elements are necessary to ensure proper completion and delivery of the project deliverables.

Planning Efforts

2.1. Space Programming

As part of the development of the east side of the airfield, the consultant team will provide space design support, guidance, and planning which will aid the Airport in the layout and distribution of parcels. As mentioned in the project overview of this scope of work, there are private and commercial developers interested in the construction of facilities on the east side of the airfield. For this reason, it is crucial that the Airport develops an effective layout and design for the siting of future facilities.

One of the main facilities to be developed on the east side of LXT will be the second community hangar or "Hangar 2". This facility will be 40,000 square feet and will be used as an indoor aircraft storage facility. Hangar 2 will also provide office space for the FBO (10,000 SF) and classroom space for an Aviation Technology Center (10,000 SF directly above the FBO).

An effective space design and layout for the east side will allow the Airport to maximize space utilization and allow for efficient traffic control of aircraft, vehicles, and people. The space design task of this project will involve the following activities:

- *Complete an evaluation of the needs of potential eastside developers. This includes identifying the nature, purpose, and size of the potential facilities*
- *Develop a preliminary layout plan to address the appropriate size and configuration of the potential eastside facilities/parcels*
- *Design a final layout for the east side of the airfield which will maximize land utilization and movement of aircraft, vehicles, and people traffic*

2.2. Stakeholder Engagement

To develop an effective layout for the east side of the Airport, it will be key to understand the needs and space requirements of potential private and commercial developers in addition to the City's needs. For this reason, the consultant team will coordinate individual engagement sessions with each potential developer. This will include an assessment of facility needs and space requirements.

Additionally, a series of meetings will be conducted between the consultant team and the City of Lee's Summit to ensure proper layout of facilities, accommodation of potential users and tenants, and provision for utility and roadway infrastructure to future developments.

In addition, the consultant team will provide best practices to manage and lease parcels to private and commercial developers.

Eastside Design

3.1. Site Development

3.1.1. Utility Design

The development of the east side of the Airport will require several utility exploration and evaluation activities prior to the design. The first phase of the utility design will consist of evaluation activities to understand the current state of utilities on the east side of the Airport. The second phase will consist of utility preparation and design activities.

UTILITY DESIGN PHASE I – EAST UTILITIES ASSESSMENT

3.1.1.1. *Coordinate with known public utility companies (electric, water, gas, communication, sewers) to validate existing utility infrastructure within and adjacent to the project site study limits as shown in* Figure 1 *below.*

3.1.1.2. *Review available record drawings and GIS information to supplement the topographic information collected in the survey for the entire study area.*

3.1.1.3. *Work with each utility to confirm existing infrastructure condition and capacities within the study area.*

3.1.1.4. *Assist the City in determining future development requirements for the study area and provide a general master plan for utility infrastructure development within the study area.*

UTILITY DESIGN PHASE II – EAST UTILITIES DEVELOPMENT

3.1.1.5. *Provide design and construction documents for City owned utilities (water, sanitary, storm) only within the project limits shown in* Figure 1 *below in red. Utilities will be sized accordingly to serve the immediate and future development within the entire study area.*

3.1.1.6. *Coordinate with 3rd party utilities (gas, electric, communications) to provide necessary infrastructure within the study area. Assume design of 3rd party utilities will be completed by others.*

3.1.1.7. *Provide assistance to the City in permitting proposed utility infrastructure within the project limits (EPA for water and sewer). Assumes all permit fees will be paid by others.*

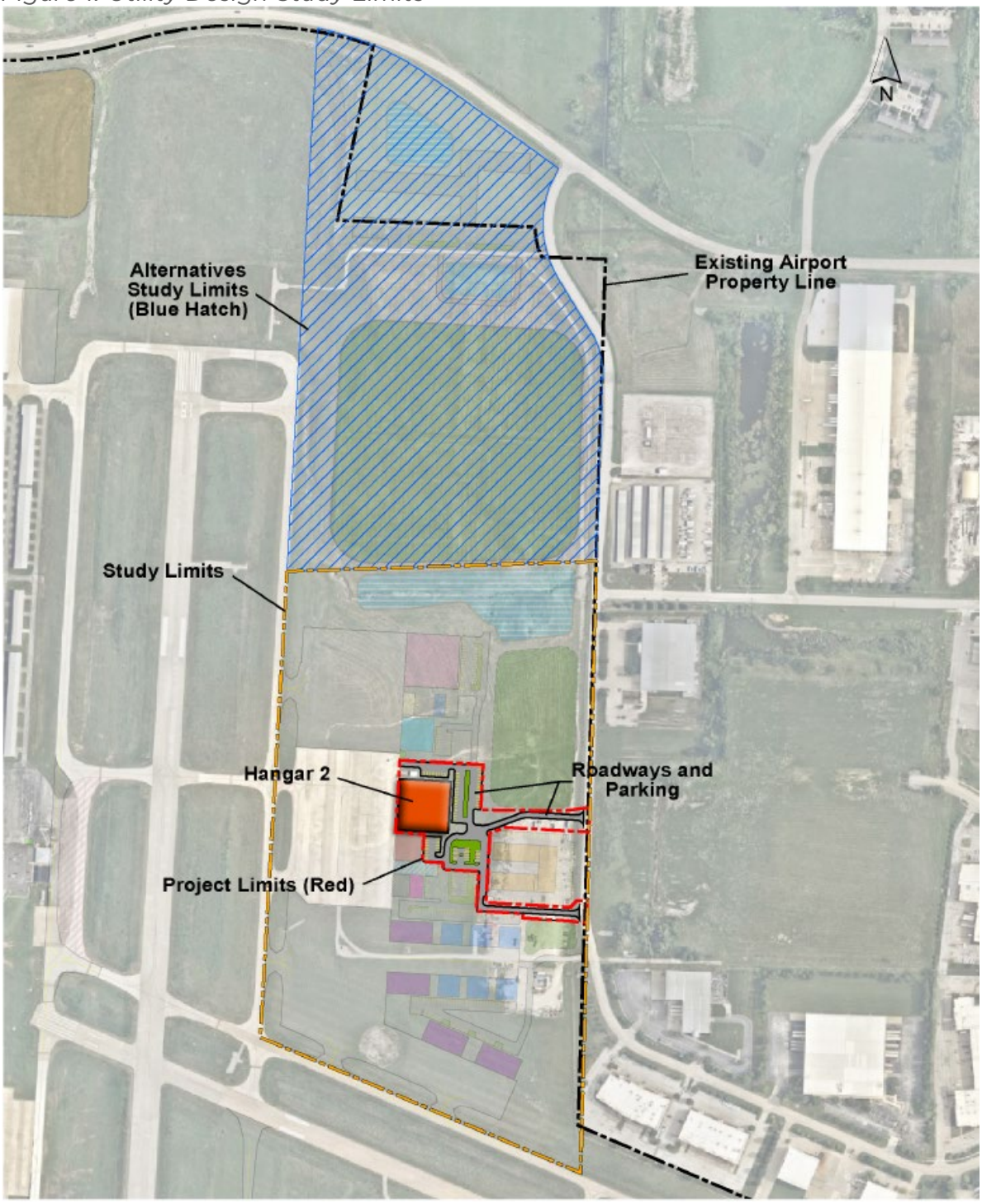
UTILITY DESIGN ASSUMPTIONS

3.1.1.8. *Assumes utility infrastructure outside of the project study area will be able to support the project and no public utility relocations or upgrades will be required outside of the study area.*

3.1.1.9. *Assumes construction staking of any proposed utility work will be provided by the contractor.*

3.1.1.10. *Assumes no utility potholing or subsurface investigations will be required.*
3.1.1.11. *Assumes design of lift stations (storm or sanitary) will not be required.*
3.1.1.12. *Assumes design of a water storage tank to serve proposed fire protection systems (foam or other) will not be required.*

Figure 1: Utility Design Study Limits



Source: CMT

3.1.2. Roadway Programming & Design

The intent of the Roadway Programming & Design is to provide the Airport with a set of Contract Documents including Project Manual and Plan Sheets for bidding purposes. Design services will be completed in accordance with all applicable design standards, including FAA and MoDOT where required or allowed. The following is a summary of the major design phase components to be included as part of the design:

KICKOFF AND SITE INVESTIGATION

3.1.2.1. *Conduct Design Kickoff Meeting (including preparation & distribution of meeting agenda and minutes)*

3.1.2.2. *Compile and review applicable as-built and record drawings*

3.1.2.3. *Conduct site visit and collect photos of key features of the site*

3.1.2.4. *Gather plans, agreements, and other existing information regarding future development on Airport property from City staff*

3.1.2.5. *Full Topographic survey (Anderson Surveying Company) of project site, including coordination of survey (CMT) to be completed upon selection of a preferred alternative or path forward*

3.1.2.6. *Geotechnical investigation (Kruger Technologies, Inc.) of project site to be completed upon selection of a preferred alternative or path forward*

ROADWAY DESIGN

3.1.2.7. *Develop and distribute project goal ranking document to City staff and stakeholders (one round of ranking to occur)*

3.1.2.8. *Perform preliminary traffic study for Airport Road and future development*

3.1.2.9. *Conduct parking needs analysis and summary memo*

3.1.2.10. *Develop Conceptual Design Report to include:*

- *Description of work*
- *Proposed design standards and criteria*
- *Summary of alternative design concepts and conceptual construction cost estimates based on project goal ranking feedback and overall available construction budget*
- *Proposed lighting alternatives for the entrance road and parking lot*
- *Recommendation of preferred design alternative*

3.1.2.11. *Conduct meeting with City staff and stakeholders to discuss Conceptual Design Report to determine a preferred design alternative*

3.1.2.12. *Conduct coordination meetings with appropriate MoDOT personnel throughout project duration, as required*

3.1.2.13. *Design Submittals will be delivered at 30%, 90%, and 100%*

- *30% Submittal shall include 30% Construction Plans and 30% Engineer's Opinion of Probable Construction Costs*
- *90% Submittal shall include 90% Construction Plans and 90% Engineer's Opinion of Probable Construction Costs*
- *Conduct plans in hand field check and QC review at 90% stage*
- *100% Submittal shall include 100% Construction Plans and 100% Engineer's Opinion of Probable Construction Costs*
- *A Design Submittal Review Meeting will take place upon completion of each City review period following the applicable Submittal*

3.1.2.14. *Develop Construction Plans (.dwg format) for various milestones. The plan set will generally include the following sheets or sheet sets:*

- *Title Sheet*
- *General Notes & Overall Site Plan*
- *Typical Sections and Details*
- *Summary of Quantities*
- *Demolition Plan*
- *Roadway Plan & Profile*
- *Signing & Striping Plan*
- *Construction Phasing and Detour Plan*
- *Grading Plan*
- *Drainage Plan & Details*
- *Temporary Erosion Control Plan & Details*
- *Lighting Plan*
- *Utilities Plan*
- *Roadway Cross Sections*

3.1.2.15. *Prepare Contract Documents and Technical Specifications for roadway, stormwater, utility, grading, lighting and architectural design components.*

3.1.2.16. *Contact private and public utility owners and coordinate utility relocations, if necessary*

BIDDING PHASE SERVICES

3.1.2.17. *Attend the Pre-bid meeting and record Meeting Minutes*

3.1.2.18. *Respond to contractor questions, requests for information and requests for clarification as necessary pertaining to the Construction Plans and Contract Document/Technical Specifications during the Bidding Phase.*

3.1.2.19. *Prepare and distribute contract Addenda as necessary*

3.1.2.20. *Review contractor's qualifications and make recommendation of contract award to Sponsor*

3.1.3. Storm Water Design

Storm Water design will be required for the preparation of the east side at LXT. This design will be centered around studying the overall stormwater management system for the entire project study area.

The individual tasks for this design will be the following:

3.1.3.1. *Review all readily available mapping information (topo surveys, GIS data, aerial mapping, etc.) to determine watershed boundaries to be impacted by the proposed development.*

3.1.3.2. *Prepare stormwater management design & mitigation for the entire project study area based upon the City of Lee Summit requirements, including a drainage report for review and approval by the City.*

3.1.3.3. *Provide construction documents for only the portion of the study area that will be immediately impacted by the project limits in red (Figure 1).*

1. *A phased approach to construction of the overall stormwater management system will be considered.*
2. *Design of the entire study area will not be required.*

STORM WATER DESIGN ASSUMPTIONS

3.1.3.4. *Assumes no upgrades required to public storm system outside the study area and all downstream sewers / waterways are suitable for use as outlets by the proposed project.*

3.1.3.5. *Assume no floodplain or wetland mitigation will be required.*

3.2. Architectural Design

The first facility to be designed and develop on the east side at LXT will be the second community hangar of "Hangar 2". Hangar 2 will be a 40,000 square foot facility utilize for aircraft storage, FBO administration, and Aviation Technology Center classroom space. The City of Lee's Summit is in the process of coordinating with a local educational provider to house classroom space inside Hangar 2. The FBO administration office space will be 10,000 square feet. The classroom space will also be 10,000 square feet and located on the second floor above the FBO administration space. There will also be consideration given to airport administration space on the second floor.

3.2.1. Programming, Planning, and Preliminary Design

- 3.2.1.1. *Project Start Up: collect information and schedule (includes Airport FBO visits)*
- 3.2.1.2. *Discuss design guidelines and project understanding (1 meeting in person)*
- 3.2.1.3. *Kickoff meeting and site visit to tour east side*
- 3.2.1.4. *Develop preliminary floor plan and finish alternatives*
- 3.2.1.5. *Coordinate with MEP/FP/IT engineers*
- 3.2.1.6. *Review architectural and engineering system alternatives with LXT (1 meeting in person)*
- 3.2.1.7. *Finalize layout, materials and finishes, and systems*
- 3.2.1.8. *Determine furniture to be included in bid*
- 3.2.1.9. *Determine landscaping improvements required*
- 3.2.1.10. *Develop preliminary drawings*
- 3.2.1.11. *Engineering narratives for MEP/FP/IT systems*
- 3.2.1.12. *Outline specifications noted on drawings*
- 3.2.1.13. *Prepare preliminary design deliverable for cost estimating*
- 3.2.1.14. *Cost Estimate*

3.2.2. Construction Documents and permitting

- 3.2.2.1. *Final drawings (architectural, MEP/FP/Comm)*
- 3.2.2.2. *Specify furniture included in bid, prepare specifications*
- 3.2.2.3. *Technical Specifications on drawings as required*
- 3.2.2.4. *Final Code Review and permitting process*
- 3.2.2.5. *Identify alternates, if needed*
- 3.2.2.6. *Coordinate Division 0 bid documents*
- 3.2.2.7. *Provide Division 1 specifications on drawings*

3.2.2.8. *Coordination with engineers*

3.2.2.9. *Final Cost Estimate*

3.2.2.10. *Review documents and estimate with LXT (1 meeting online)*

3.2.2.11. *Submit for permit, respond to comments, update bid documents*

3.2.3. Architectural Bidding Services

3.2.3.1. *Submit drawings to CMT for coordination of bidding*

3.2.3.2. *Attend Prebid Meeting*

3.2.3.3. *Answer bidders' questions via addenda*

3.2.3.4. *Review bids and provide recommendation*

3.2.4. Services Not Included in Architectural Design

3.2.4.1. *Civil Engineering*

3.2.4.2. *Development Plan Submittal for City approval*

3.2.4.3. *Permit Fees*

3.2.4.4. *LEED Registration or Submittal*

3.2.4.5. *Advertising for bid*

3.2.4.6. *Material Testing or Special Inspections during Construction*

3.3. FAA Support Tasks

3.3.1. FAA Airspace Submittal – 7460

CMT will use all applicable design information to prepare and electronically submit a "FAA 7460-1 NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION – ON AIRPORT" form through the FAA Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) website. CMT will track progress of the 7460 once it is in the OE/AAA System and will report all correspondence and/or determination letters related to the submittal. Two separate submittals will be made:

1. *The first submittal will detail the permanent points associated with any new edges of pavement and elevations of the roadway, parking areas, or exterior terminal features.*

2. *The second submittal will include the placement and height of any construction equipment, the construction duration, the location of any staging and storage areas, and their distance to applicable airspace surfaces.*

3.3.2. Environmental Documentation

This task includes effort to conduct the appropriate level of environmental documentation required by the several tasks to develop the east side of LXT.

Prior to submitting environmental documentation to the FAA, it will first be necessary to submit a Section 163 Determination to the FAA Central Region to determine environmental determination jurisdiction. Following a review and determination by the FAA, an assessment of roadway alternatives will be completed, and an environmental desk review will be conducted to identify any known environmental resources which could be impacted by the proposed development.

Following the selection of the preferred entrance roadway configuration to the east side of the Airport and the development of Hangar 2, a Categorical Exclusion (CatEx) will be prepared and submitted to FAA for review. The CatEx documentation will cover any long-term roadway developments should the project be phased due to funding constraints.

Note, this scope of work does not include wetland delineation, threatened and endangered species surveys, archeological surveys, or specific field work.

EXHIBIT IV

DERIVATION OF CONSULTANT PROJECT COSTS

LEE'S SUMMIT MUNICIPAL AIRPORT
LEE'S SUMMIT, MO
EAST SIDE DEVELOPMENT
BASIC SERVICES - DESIGN
September 9, 2022

1 DIRECT SALARY COSTS:

TITLE	HOURS	RATE/HOUR	COST ($)
Principal	0	$89.91	$0.00
Senior Project Engineer	96	$72.91	$6,999.62
Project Manager	80	$56.76	$4,540.48
Senior Engineer	978	$42.66	$41,718.65
Engineer	1232	$32.69	$40,270.44
Senior Planner	84	$41.64	$3,497.55
Planner	72	$32.80	$2,361.60
Registered Land Surveyor	20	$43.10	$861.95
Senior Technician	62	$40.40	$2,504.73
Technician	0	$28.87	$0.00
Administrative Assistant	0	$27.53	$0.00
	2,624		

Total Direct Salary Costs = $102,755.01

2 LABOR AND GENERAL ADMINISTRATIVE OVERHEAD:

Percentage of Direct Salary Costs @ 166.84 % = $171,436.46

3 SUBTOTAL:

Items 1 and 2 = $274,191.47

4 PROFIT:

15 % of Item 3 Subtotal = $41,128.72

Subtotal $315,320.19

5 OUT-OF-POCKET EXPENSES:

a. Mileage	3600	Miles @	$0.63	/ Mile =	$2,250.00
b. Meals	8	Days @	$45.00	/ Day =	$360.00
c. Motel		Nights @	$112.00	/ Night=	$0.00
d. Printing and Shipping				=	$5,000.00

Total Out-of-Pocket Expenses = $7,610.00

6 SUBCONTRACT COSTS:

a. Wellner Architects, Inc.	=	$534,881.00	
b. Anderson Survey Company, Inc.	=	$4,000.00	Time and Expense
b. Kruger Technologies, Inc.	=	$6,500.00	Time and Expense
		=	$545,381.00

7 MAXIMUM TOTAL FEE:

Items 1, 2, 3, 4, 5 and 6 (ROUNDED) = $869,000.00

Exhibit V

DERIVATION OF CONSULTANT PROJECT COSTS
LEE'S SUMMIT MUNICIPAL AIRPORT
EAST SIDE DEVELOPMENT
BASIC SERVICES - PRELIMINARY, DESIGN AND BIDDING
LEE'S SUMMIT , MO
Septemeber 9, 2022

Classification: Gross Hourly Rate:		Principal $275.91	Senior Project Engineer $223.74	Project Manager $174.16	Senior Engineer $130.90	Engineer $100.31	Senior Planner $127.77	Planner $100.65	Registered Land Surveyor $132.25	Senior Technician $123.97	Technician $88.59	Administrative Assistant $84.46	Other Costs
A. DESIGN SERVICES													
1. Project Formulation & Management													
1.1. Project scope preparation				4	4			16					
1.2. QAP					4			8					
1.3. Project progress meetings				8	20			20					
1.4. Project administration/coordination				40									
Total hours =	124	0	0	52	28	0	0	44	0	0	0	0	(1,2,3,4,5)
Total =	$17,150.47	$0.00	$0.00	$9,056.57	$3,665.20	$0.00	$0.00	$4,428.69	$0.00	$0.00	$0.00	$0.00	
2. Planning													
2.1.1. Evaluation of potential developer needs							8	16					
2.1.2. Preliminary layout plan for facilities/parcels					8	16				16			
2.1.3 Final layout design					8	12				16			
2.2.1. Individual developer engagement sessions					8		16						
2.2.2. Assessment of facility needs and space requirements							8	12					
2.2.3. City engagement sessions				8	8		16						
2.2.4. Manage/lease parcels to private and commercial developers				20			20						
Total hours =	216	0	0	28	32	28	68	28	0	32	0	0	(1,2,3,4,5)
Total =	$27,347.73	$0.00	$0.00	$4,876.62	$4,188.80	$2,808.55	$8,688.45	$2,818.26	$0.00	$3,967.05	$0.00	$0.00	
3.1 Site Devlopment													
3.1.1. Utility Design													
3.1.1.1. Coordinate with known public utility companies			4		20	16							
3.1.1.2. Review available record drawings and GIS					16	8							
3.1.1.3 Confirm existing infrastructure condition and capacities					20	12							
3.1.1.4. Determine future development requirements			4		16	4	8						
3.1.1.5. Design and Construction documents - city owned utilties					120	160							
3.1.1.6. Coordinate with 3rd party utilities			4		16	8							
3.1.1.7. Permitting assistance for proposed infrastructure			4		16	8							
3.1.2. Roadway Programming & Design													
3.1.2.1. Design kickoff meeting			4		4	4							
3.1.2.2. Compile and review as-builts					8	16							
3.1.2.3. Conduct site visit with photos					8	16							
3.1.2.4. Gather plans, agreements, and other existing info regarding future development			2		8	20							
3.1.2.5. Full topographic survey									20	30			
3.1.2.6. Geotechnical Investigation						40							
3.1.2.7. Develop and distribute project goal ranking to city and stakeholders			4			8	8						
3.1.2.8. Perform preliminary traffic study for Airport Road and future development					12	16							
3.1.2.9. Conduct parking needs analysis and summary memo					8	24							
3.1.2.10. Develop conceptual design report			4		24	24							
3.1.2.11. Conceptual design report meeting with city and stakeholders			4		4	4							
3.1.2.12. Conduct coordination meetings with MoDOT			24		24	24							
3.1.2.13. Design submittals													
30% construction plans			4		80	120							
30% OPC					2	4							
90% construction plans			4		80	120							
90% OPC					2	4							
90% QC review and plans in hand field check			4		8	8							
100% construction plans			4		120	160							
100% OPC					2	4							
3.1.2.14. Develop construction plans for various milestones					120	160							
3.1.2.15. Contract documents and technical specifications (roadway, stormwater, utility, grading, lighting and architectural)			4		40	24							
3.1.2.16. Contact private and public utility owners and coordinate relations as necessary			2		24	16							
3.1.2.17. Attend pre-bid meeting and record meeting minutes			2		4	4							
3.1.2.18. Respond to contractor questions and RFI's			2		16	8							
3.1.2.19. Prepare and distribute contract addenda					16	8							
3.1.2.20. Review contractor's qualifications and made recommendation of contract award			2		8	8							
3.1.3. Storm Water Design													
3.1.3.1. Review available mapping information to determine watershed impacts			2		8	24							
3.1.3.2. Prepare stormwater management design & mitigation, including drainage repoort			4		24	40							
3.1.3.3. Prepare construction documents for area impacted by project limits			4		40	80							
Total hours =	2,284	0	96	0	918	1204	16	0	20	30	0	0	(1,2,3,4,5)
Total =	$288,932.00	$0.00	$21,479.45	$0.00	$120,166.34	$120,767.72	$2,044.34	$0.00	$2,645.03	$3,719.11	$0.00	$0.00	$18,110.00
3.2 Architectural Design													
3.2.1. Programming, planning, and preliminary design													

3.2.2. Construction documents and permitting													
3.2.3. Architectural bidding services													
Total hours =	0	0	0	0	0	0	0	0	0	0	0	0	(1,2,3,4,5)
Total =	$534,881.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$534,881.00
Total hours =	2,624	0	96	80	978	1232	84	72	20	62	0	0	(1,2,3,4,5)
Total =	$315,320.19	$0.00	$21,479.45	$13,933.19	$128,020.35	$123,576.28	$10,732.79	$7,246.95	$2,645.03	$7,686.16	$0.00	$0.00	

TOTAL = **$868,311.20**

ROUNDED GRAND TOTAL = **$869,000.00**

(1) Mileage, Motel and Meals
(2) Equipment, Materials and Supplies
(3) Computer Services
(4) Vendor Services
(5) Printing and Shipping

Exhibit V-1

WELLNER architects
802 Broadway, 4th Floor . Kansas City, MO . P. 816.221.0017 . E. wai@wellner.com . www.wellner.com

August 4, 2022

ANDY BODINE, PE, CM | Aviation Group Manager
Crawford, Murphy & Tilly | **Engineers & Consultants**
1627 Main Street, Suite 600 | Kansas City, MO 64108
w 816.272.8363 | m 314.775.6420 | abodine@cmtengr.com

Re: A/E Fee Proposal
Lee's Summit Airport (LXT), Hangar, FBO, and Flight School

Andy,

Wellner Architects, Inc., and our consultants Olsson Engineers, are pleased to provide this fee proposal for A/E services for a new Hangar and Flight School at LXT. Our services will include architectural, MEP/FP/IT, Structural foundation and specifications for a PEMB, an allowance for landscape design, and an allowance for structural services for potential vertical circulation, or framing and details in addition to the PEMB capabilities. We understand the approximate project cost is $6.0M, not including the potential 2nd level for the flight school. And the project size is a 40,000sf footprint comprised of 30,000 sf of hangar space, and 10,000 sf of FBO, with a potential 10,000sf second level for the flight school.

Scope:

Preliminary Design:

- Gather existing conditions information and Airport development standards
- Programming Meeting with Stakeholders
- Program Documentation of Space Requirements
- Site Placement
- Code Review
- Building Layout Alternatives
- Building Plan and Section
- 3d building imaging
- Structural Narrative
- MEP/FP/IT Narrative
- Landscape Narrative or dwg
- Cost Estimate
- Design Review Meetings

Final Design:

- Building Plan, RCP, Sections, Details
- MEP/FP/IT Drawings and Details
- Structural Design
- Technical Specifications
- Cost Estimate
- Design Review Meetings

Bidding and Permitting:

- Submit to Lee's Summit Codes for Plan Review
- Respond to City comments
- Attend Pre-bid with Biddings
- Respond to Bidder's Questions
- Review Bids

Construction Phase Services

- Submittal Review
- RFI Responses
- 20 Progress Meeting Attendance
- Substantial Completion Punch List
- Review O&Ms and Record Drawings

Not Included

- Environmental Survey
- IT Equipment Selection
- Plan Review or Building Permit Fees
- Development Plan Fees (if required)
- Testing and Inspections
- Furniture Design or Specifications
- Site Visits (beyond 20 progress meetings)
- Final Completion Punch List

Fee:

We propose a lump sum fee of $534,881.00. (See attached spreadsheet).

Hangar and FBO:	$402,911.00
Upper-Level Flight School:	$131,970.00
Total:	$534,881.00

Submitted by:

Julie Wellner, AIA
Wellner Architects, Inc.
jwellner@wellner.com

		FBO and Hangar Storage			Flight School					
7/29/2022	Project Manager	Project Architect	Designer	Interior Designer	Project Architect	Designer	Interior Designer	Support	Total Hours	
Preliminary Design										
Site Visit	4		4						8	$ 1,416.00
Programming Meeting, develop program, review	8		40		8	24			80	$ 13,584.00
standards)	4		8						12	$ 2,032.00
Site Plan Base Sheet	8		16						24	$ 4,064.00
Code Review	8	16	16		8	8			56	$ 9,888.00
Stairs and Elevator concept layout	2					16			18	$ 3,216.00
Building Plan Alternatives	8	16	80	16		40	16		176	$ 28,368.00
Owner Review Meeting and update plan	8		24			12			44	$ 7,408.00
Structual and Civil coordination	8		8			3			19	$ 3,360.00
M/E coordination	8		8			3			19	$ 3,360.00
IT/AV drawing coordination	4		8			3			15	$ 2,560.00
Building Plan and Sections, 3d	8	16	100	40		40	24		228	$ 35,872.00
Cost estimate coordination	8		8			2			18	$ 3,184.00
Administration								16	16	$ 1,360.00
Subtotal Arch hours and fee	86	48	320	56	16	151	40	16	733	**$ 119,672.00**
MEP/FP/IT										**$ 35,000.00**
Structural										**$ 8,775.00**
Total										**$ 163,447.00**
Final Design										
Finalize drawings - details	8	40	240	120		80	40		528	$ 81,800.00
Finalize Code Review	8	8	8		8	8			40	$ 7,248.00
Materials and Finishes Selection	8		24	16		8	16		72	$ 11,296.00
Technical specifications	8		50	16		16	24		114	$ 17,940.00
QC	8	24			8				40	$ 7,424.00
Coordinate with MEP, Structural, Civil	8		16			8			32	$ 5,472.00
Final Cost Estimate coordination	8		24			8			40	$ 6,704.00
Review with owner and update dwgs	4		24	8		16	8		60	$ 9,608.00
Administration								16	16	$ 1,360.00
Subtotal Arch hours and fee	60	72	386	160	16	144	88	16	866	**$ 148,852.00**
MEP/FP/IT										**$ 42,650.00**
Structural										**$ 10,725.00**
Total										**$ 202,227.00**
Permitting and Bidding										
Submit to City for Plan Review	2		16						18	$ 2,864.00
Respond to City Code Review Comments	2		16						18	$ 2,864.00
Attend pre-bid, respond to questions via addenda			24						24	$ 3,696.00
Review bids			8						8	$ 1,232.00
Subtotal Detailed Design Arch hours and fee	4	0	64	0	0	0	0	0	36	**$ 10,656.00**
MEP/FP/IT										**$ 2,750.00**
Structural										
Total										**$ 13,406.00**
Construction Administration - 12 months										
Review Submittals	4		60	20		40	24	8	156	$ 24,116.00
Respond to RFIs	4		120	40		40	24		228	$ 35,336.00
Site Observation (part of progress meetings)									0	$ -
Progress Meetings x 20	8		160	40					208	$ 31,560.00
Substantial Completion walk-thru and punch list	4		16	8		8	8		44	$ 6,968.00
Close-out	4		40			12	8	8	72	$ 10,984.00
Administration							8	8	16	$ 1,912.00
Subtotal CA Arch hours and fee	24	0	396	108	0	100	72	24	636	**$ 110,876.00**
MEP/FP/IT										**$ 11,500.00**
Structural										**$ 4,000.00**
Total										**$ 126,376.00**
Totals										
Architecture	$34,800.00	$ 21,120.00	$179,564.00	$43,092.00	$6,400.00	$69,520.00	$30,800.00	$4,760.00		**$390,056.00**
Sub Total Architecture	$			283,336.00	$		106,720.00			
MEP, FP, IT	$			74,150.00	$		17,750.00			**$91,900.00**
Structural Engineering	$			23,500.00						**$23,500.00**
Structural allowance for canopy entry, shade overhangs, etc				$ 5,000.00						**$5,000.00**
Structural allowance for stair, elevator							$ 5,000.00			**$5,000.00**
Survey (not included)										
Landscape Design (allowance)	$			7,500.00						**$7,500.00**
Geotechnical Exploration (not included)										
Special Inspections and Mtl Testing (not included)										
Cost Estimate (CMR)	$			7,500.00	$		2,500.00			**$10,000.00**
Expenses - WAI	$			1,000.00						**$1,000.00**
Expensees - Olsson	$			925.00						**$925.00**
Total	**$**			**402,911.00**	**$**		**131,970.00**			**$534,881.00**