

Carrabassett Valley Selectmen's Meeting 4:30 p.m. Monday June 13th, 2016 at the Library

Agenda:

Review and sign 2016 Payroll Warrant(s):

Review and sign 2016 Town Expenditure Warrant(s):

1. **MINUTES** of the previous Selectmen's meeting (May 16th, 2016) and Airport Fuel Farm Public Hearing (held in conjunction with the Selectmen's Meeting) are attached.

2. **QUOTES FOR PAVING WALKWAY/DRIVE AT THE OUTDOOR CENTER:** The project would involve paving a 10' wide by 93' long walkway that would extend from the circular drop off area to the front entrance (the new front entrance) of the building. This would better facilitate A.D.A. compliance and would be useful to drive (back up) to the entrance for unloading for events, etc.. We received two quotes (\$1,750 from Western Maine Paving (Mike Brown) and \$3,110 (that would be deducted by \$500 if they received both bids from Fine Line Paving (see next agenda item). We recommend the low bid of Western Maine Paving if the Board wishes to pursue this project. We will have the written quotes at the meeting. There is \$52,753 currently in the Outdoor Center Facility Reserve Account with expectation of adding \$10,000 to that soon as revenue for the 2015/16 lease with Sugarloaf.

3. **QUOTES FOR WIDENING AND PAVING THE MOUNTAINSIDE DRIVE (which also accesses the Library and AGC):** Mountainside Grocery owners have agreed to pay one half of this project which would widen out the shoulders (both sides) of the driveway entrance off Rt. 27. The paved ditch would be removed and replaced and the driveway would then be repaved. The two quotes received were \$3,250 from Western Maine Paving and \$5,155 (with \$500 off if also given the bid for the Outdoor Center). We recommend the low bid of Western Maine Paving if the Board wishes to approve it. One half of this amount (\$1,625) is substantially lower than what we budgeted for under the Summer Roads budget account and will help make up for more than expected costs associated with grading and gravel placement on the Carriage Road.

4. **ESTIMATE FOR ADDING ADDITIONAL DECK SPACE AT THE OUTDOOR CENTER:** At the last Selectmen's Meeting we were requested to come up with an approximate cost to add additional deck space at the Outdoor Center that would tie together the deck in the back of the building with the front entrance deck area. We talked with a local contractor and we were told "high teens". This is substantial project that would cost approximately \$15,000 to \$20,000. We will provide pictures of this area. This project can certainly wait and needs discussion about "cost/benefit".

5. **NORDIC SKI TRAIL 22 RE-ROUTE AT THE OUTDOOR CENTER:** As per the discussion at the last Selectmen's Meeting, Sugarloaf wishes to bring Nordic Ski Trail 22 (the highest lateral traverse on the public lot) back into the cross country ski system. This will require a re-route of a portion of the trail to eliminate wet areas in the trail and repairs to the existing trail. Most of the re-route area will be using previous timber harvesting "skid" trails that may be reused in the future. Therefore, the project will require only a minimal amount of tree removal. We have attached a copy of the project request and description from Chris Parks, Sugarloaf's Winter Outdoor Center Manager, and a copy of a map showing the reroute. The request is for the Town to pay for the materials for replacing approximately eight trail bridges at an estimated cost of approximately \$8,000. Sugarloaf will supply the equipment and manpower to complete the work which is estimated to cost more than the Town's proposed \$8,000 commitment.

The Town Manager has walked the entire trail (and re-route) and we will provide photos of the area. Regaining Nordic Ski Trail 22 has been a priority for several years. The \$8,000 commitment from the Town would need to come from the Public Lot Account which has a current balance of \$238,386 (some addition expenditures in 2016 will be needed to pay for closing out last winter's timber harvest off the Highland Road (best guess \$6,000) and for quarterly payments (\$800 ea.) for the American Forest Management Co. contract).

If approved, the trail work is scheduled to be completed in July.

6. **ADDITIONAL COST AND AMENDMENT NEEDED FOR THE AIRPORT CONSULTANT CONTRACT WITH HOYLE, TANNER FOR THE AIRPORT FUEL FARM PROJECT:** Please see attached explanation and information. The additional cost is \$9,600 is to cover their expenses related to completing a D.E.P. Variance which was not anticipated in the original "scoping" of the project which was signed off on by the F.A.A., MDOT and the Town. The additional cost will be added to the project cost and is subject to F.A.A. (90%) and State (5%) reimbursement.

Note: A request has been made to the D.E.P. (as provided in the process) by Carrabassett Valley resident Stan Tinley for the D.E.P. to hold a public meeting/hearing regarding the Town's request for the D.E.P. variance. The variance is required due to the fact that fuel farm will be sited over a mapped aquifer, the area which has now been documented by the Town's engineering research as low to moderate yield. We are awaiting D.E.P.'s response as to when a meeting will take place in CV.

7. **LEASE NEGOTIATIONS FOR THE OUTDOOR CENTER AND THE GOLF COURSE WITH SUGARLOAF:** The Town has authorized the Selectmen to negotiate another five-year lease with Sugarloaf to operate the Outdoor Center. Discussions are underway (Selectmen Bob Luce and Lloyd Cutter are involved) with Sugarloaf. We hope to have a draft lease for the Board to review within the next month. As you know, the Town has also authorized the Selectmen to renegotiate the Golf Course lease with Sugarloaf, specifically the issues (1) pertaining to the threshold amount that is required before funding from the Golf Course Reserve can be used for needed capital maintenance repairs and projects and (2) the amount of money both the Town and Sugarloaf annually put into the Golf Course Reserve Fund (after paying all the bills related to the Cart Path project of approximately \$17,000) and with both the Town's and Sugarloaf's 2016 contribution of \$5,000 each there will be approximately \$55,000 in this fund). Selectmen Bob Luce and John Beaupre are involved in these discussions. We have started to come up with some concept agreements and hope to have a draft of proposed changes in near future.

**TOWN OF CARRABASSETT VALLEY
MINUTES OF SELECTMEN'S MEETING
May 16, 2016**

Board Members Present: **Bob Luce** **Jay Reynolds**
 Lloyd Cuttler **Tom Butler**
 John Beaupre

Others Present: **Dave Cota** **John Ober**
 Dee Menear **John Debiase**

Bob Luce opened the meeting at 4:51 p.m., following the prior public hearing, and welcomed those present

Payrolls warrant # 19 for \$20,645.39 was reviewed and signed by Selectmen.

Expense warrant #20 for \$49,679.86 was reviewed and signed by Selectmen.

The minutes of the April 11, 2016 Selectmen's Meeting were reviewed. A motion was made by Jay Reynolds to accept the minutes as written. Tom Butler seconded the motion. Motion approved.

Dave Cota discussed a Sugarloaf mountain bike "connector trail" project request, which will be added to the town warrant for up to \$15,000 (with equal match from Sugarloaf) to start this project. Tom Butler and committee members met on May 13th to come up with a conceptual idea, knowing that the total for the project could be between \$60,000 to \$80,000 and this could be a multi-year project. The committee thinks it could be built as a "green" level (beginner/low intermediate) trail, staying up on higher ground and tying in to Nordic Ski trails #21, 23 or 24. They would like to try to move from the bottom and work their way up, but try to connect to something within the first year to deliver some sort of product. There will be more info available by June 7th Town meeting. Bob Luce asked if the trail going to Snowbrook would be left intact. Dave Cota said it would be, and it would eventually even be improved upon. Most of the new trail will be east of Brackett Brook. Tom Butler said that, ideally, the trail would be laid out in the summer, and cutting would start in the fall, with building underway next year. Dave Cota added that this project would be coordinated with the Town's public lot forestry plan, as well.

Dave Cota discussed a potential cross-country ski trail project to reuse and re-route portions of Trail #22 at the Outdoor Center. The trail has not been in used for 3-4 years because of wet conditions and safety concerns, but Chris Parks has done some work to develop a recommendation for re-routing this. Funding would come from the public lot fund, with Sugarloaf providing men and equipment to do this. Tom Butler said that Chris Parks is at the Outdoor Center every summer for about a month doing trail work, and this would be their recommended plan for this summer. Tom will confirm pricing, but it is preliminarily \$20,000 for the total. Bob Luce said this is why the wood harvesting money from the Public Lot is set aside, and it would be nice to have this trail back in service. The item will be tabled for now, and it will be re-visited at a later meeting. Lloyd Cuttler asked if this trail would be used for skiing and biking. Dave Cota said the trail committee wants to look at it, in terms of making some connections but it remains to be seen (as the location of the proposed "Sugarloaf Connector" bike trail. Trail 22 is the highest traverse across from the base lodge. Ski trails have not been used for skid trails in the forestry plan previously, but it is possible they will be (especially in this case) in the future and then restored for ski trails when the forestry work is done.

Dave Cota reported that there was recently an inspection, conducted by Pat Cyr, Chris Parks and himself at the Outdoor Center. There is a large fixed window that needs to be replaced, which would be the Town's expense as a capital repair. The cost is estimated at \$2,000 to \$2,500. There were other maintenance items that were cited in the inspection, which will be repaired by Sugarloaf. John Ober asked about access to the Outdoor Center, specifically exterior lighting to make access safer. Selectmen agreed that this would be important, as well as potentially paving the area coming in from the parking lot (turn-around area). Dave Cota will get an estimate to get this work done.

Dave Cota reported that Plymouth Engineering with Sugarloaf Golf Course management looked at the drainage and cart path repairs needed on holes 2-5. We have received a revised quote of \$11,861 to pave these areas. There is also an estimate of \$5,000 for a backhoe and labor for two weeks to do drainage, by Sugarloaf, in advance. This expense will come from the Golf Course Reserve Account. The account will have about \$77,000 available to do this work. Dave provided a copy of Plymouth Engineering's report, which he reviewed in detail. This is a priority project to complete as early in the season as possible. A longer-term cart path plan will be researched. Jay Reynolds made a motion to approve the project as described. Lloyd Cuttler seconded the motion. Motion approved.

There was discussion regarding the appointment of a Community Block Grant Committee, as part of the oversight of the implementation of the Micro Enterprise Business Grant that the Town will be awarded. Following discussion, the following were appointed: John Beaupre, Dave Cota, Jon Lyons, John Ober. Jay Reynolds made a motion to accept these appointments. Bob Luce seconded the motion. Motion approved. Dave Cota noted that there will be a public hearing on this project next Monday, May 23rd at 4:30.

The warrant for the June 7 Town Meeting was reviewed for approval. Dave Cota reviewed each of the articles. There was some wording amendments made, based on discussions, to clarify that Article 11 state that the land purchase be used only for the purpose of providing adequate set-back. Lloyd Cuttler made a motion to accept the warrant with a minor change made to the wording on Article 11. Jay Reynolds seconded the motion. Motion approved.

Dave Cota discussed a desire to hire a part-time person to work at the Town Office two days per week and fill in for vacations. This would be primarily just a summer position, and there is enough money in the existing budget to work with. With the amount of activity in prior summers, particularly last summer, Dave feels this position is warranted. This person will also assist with some of the assessing clerical work. The Selectmen agreed that this would be prudent.

Informational:

In discussion with the MDOT, Dave Cota learned that there are no immediate plans for repairs to Route 27 until at least 2019, due to lack of State funding. He will be asking them to at least remove the broken pavement on the shoulders and shim some of the bad sections.

Dave reported that he requested bids for several projects (staining Library logs, mowing of town properties, and clean-up of all town facilities and road sweeping). Those project bids have been awarded to the low bidders in each category.

Meeting adjourned.

Respectfully submitted,

Lynn Schnorr

**TOWN OF CARRABASSETT VALLEY
MINUTES OF PUBLIC HEARING REGARDING A REQUEST FROM
THE TOWN FOR A D.E.P. VARIANCE FOR SITING A NEW ABOVE
GROUND FUEL FARM AT THE AIRPORT
May 16, 2016**

Board Members Present: **Bob Luce** **Jay Reynolds**
 Lloyd Cuttler **Tom Butler**
 John Beaupre

Others Present: **Dave Cota** **John Ober**
 Dee Menear **Evan McDougal**
 Tom Fahy **Sawyer Fahy**
 Chris Parks

Bob Luce opened the public hearing at 4:30 p.m. and welcomed those present. The purpose of the public hearing was to hear public comments concerning the Town's request for a variance from the State of Maine Dept. of Environmental Protection to construct a fuel farm at the Sugarloaf Regional Airport due to the fact that the fuel farm will be located over an identified aquifer that is a drinking water supply. Dave Cota noted that the notice of the public hearing was published in the 'Irregular', the local weekly newspaper, and notices were sent to abutting landowners as required. Dave also noted that Evan McDougal, of Hoyle/Tanner Associates the Town's Airport Consultant, was present to assist with any questions.

Dave indicated that extensive testing of the aquifer was performed to provide information on the capacity of the aquifer and it was determined that it is a "low to moderate yield" aquifer. As part of D.E.P. application process for a variance a public hearing is required. Approval of the design of the fuel farm has been received from the State Fire Marshall's Office.

There will be two fuel tanks installed at the airport to service airplanes, and the details are further described in the application that Dave Cota provided for those in attendance.

Evan McDougal further explained that because this project is federally funded, we had to go through an initial environmental assessment. Because this is a moderate yield aquifer, there is the ability to do this project with the appropriate safeguards built into the project. There were even some additional safeguards put in to the planning for this project, which includes a surveillance camera.

John Beaupre asked about public access and managerial oversight. Evan explained that there is no federally mandated control, but it would be up to the Town. Dave Cota said that resident and abutting landowner (to airport property) Stan Tingley reviewed the draft variance document to look at the plans and expressed concern about his well, which is nearby. Stan had indicated to Dave that his well had a 50-gallon-per-minute capacity. Stan could not attend, but asked that his comments be included in tonight's hearing.

Evan McDougal said that there will be a concrete pad under the double-walled steel tanks, and there will be leak alarms and pads available to address any kind of spills. There will be an

emergency shut-off, which shuts everything down and automatically notifies the Communication Center (which has 24/7 dispatch). The concrete pad extends past the tanks and pumps. Bob Luce suggested that they be shaped with the low point to the center to better contain any kind of spill. Dave Cota said that, during the site visit, there was some concern about ice build-up. Dave indicated that fueling facility would face toward the taxiway.

Tom Fahy said that he would anticipate that there would be small containers for airport customers to use for any minor spillage. Evan McDougal said he anticipates that the control of the system will be at the Town Office, but the alarm system will communicate with the Communication Center.

There being no other comments, the public hearing closed at 4:51 p.m.

Respectfully submitted,

Lynn Schnorr
Secretary for the Board of Selectmen

Sugarloaf Outdoor Center

Trail 22 Rehabilitation and Upgrade

Trail 22 – on its west end it connects with Trail 21 and on its east end, with Trail 50. The trail creates a connection within the network to allow larger loops to be skied and allows users to connect from the alpine base area across to access 50 and the Redington Loop (Trail 8) without have to descend most of the way to the Nordic Lodge as is currently required.

The trail has seen minimal maintenance in recent years, largely due to several existing areas that hold a lot of water and make snow retention and grooming difficult, and due to the fact that 7 existing bridges have rotted and are not safe to cross on foot, let alone with machinery.

Sugarloaf is proposing significant upgrades to the trail that will improve drainage and allow high quality grooming that exists across the remainder of the Nordic Trails. We are looking to relocate portions of the trail onto adjacent skid roads that were created when this area was logged several years ago, and have discussed that idea with AFM Timber Management Staff. AFM indicate that they won't want the Town to lose the ability to reuse the skid roads during future harvests, and that there would be some aesthetic damage to the vegetation along the sides of the trail, but as long as the Town and Sugarloaf Staff are agreeable to share the trail as dual use and are willing to manage the post-harvest cleanup, it would be suitable at the Town's discretion. An existing portion of the trail that would be abandoned is a steep section with a lot of water runoff occurring that would be very difficult to correct without a lot of effort and changes to the natural environment.

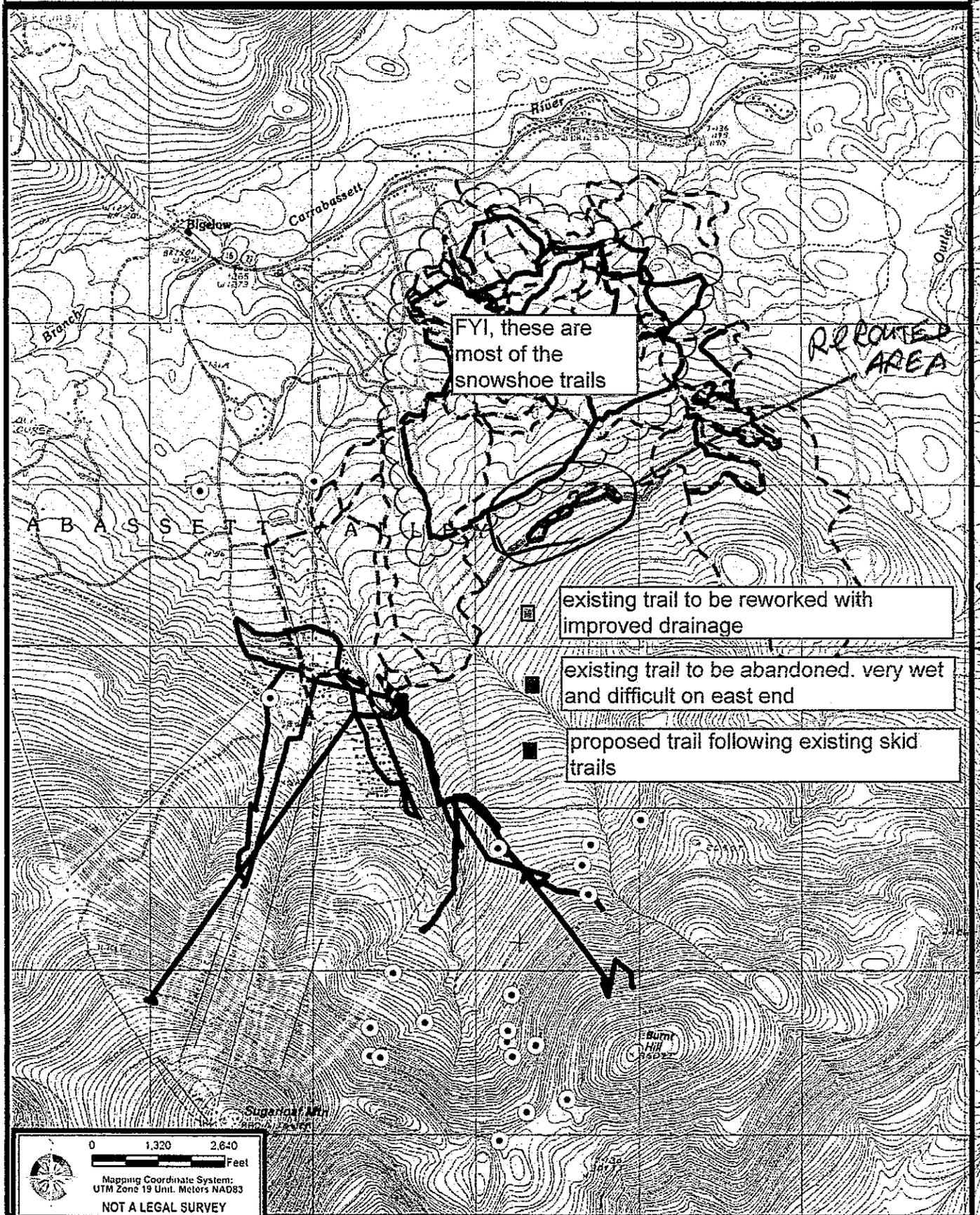
Sugarloaf would like to partner with the Town where the Town would provide the raw materials required to reconstruct 6 existing bridges (1 existing will be omitted as it is unnecessary) and add 2 more. Budget pricing for the bridges (assuming a 14' span and constructing to a 16' width, made of rough-sawn hemlock but laying of pressure treated sills) indicates that it will run around \$800-1,000 for each bridge (w/o tax as the Town would be exempt.) Using the conservative value, 8 bridges could incur up to \$8,000.

Sugarloaf would be providing labor, equipment, and managing erosion control and restoration. Current estimates would be for 2 weeks of large excavator use with operator @ \$75/hr (\$6,000), 2 staff on chainsaw and hand tools for 4 Weeks @ 20/hr (working on Trail 22 as needed and then spending remainder of time across other trails at the Center) (\$6,400), along with silt fence, hay mulch & seeding as needed to manage erosion and sedimentation controls. The Sugarloaf commitment would more than match the Town's contribution of the bridge materials.

Sugarloaf Staff would undertake work efforts in July, if suitable dry, or wait to August if needed. We hope that the Town is interested in joining us to rehab this trail back into the network in an improved capacity so that it can be easily maintained and enjoyed for years to come. If the Board of Selectmen approve this concept, we would suggest a site visit with the Town Manger and anyone else wishing to join us in the coming weeks to review the existing trail and the proposed adjustments onto the skid trail.

Respectfully submitted,
Christopher Parks, Nordic Manager
Sugarloaf Outdoor Center

Forest Property Map



Carrabassett Fuel Farm Contract Amendment Justification

This document is intended to help justify a contract modification to allow Hoyle, Tanner & Associates to recover costs associated with completing a MaineDEP permit variance requirement that was unknown to be needed at the time of the scoping meeting and therefore omitted in the initial Scope of Work and contract. If this document is retained in its original format in the documentation folder the links below are live and will provide additional background detail.

The Town originally sought a 2015 Grant to fund a two tank airport fuel farm but was unable to approve the project until a March 2015 Town Meeting and on 3/16/15 the FAA said it would not support a 2015 grant.

Email 1 from Evan to Dave Cota **3/16/15**. – “we need to have the survey, geotech, design, and permitting done by 31 December of 2015. (we can’t get a permit from the State Fire Marshal without the design and we can’t do the design without the geotech and survey)”

On **5/27/15** Evan worked with Sean Dougherty, MaineDEP and first learned of the possibility of the requirement for a variance if the underlying aquifer was a moderate yield (10-50 GPM) and the need to contract with a Maine Certified Hydrogeologist to determine the aquifer flow.

On **5/27/15** Evan passed the aquifer map and possibility of needing to seek a variance on to Town, FAA, State, and Subs for info.+

A scoping meeting for the Fuel Farm effort was held via Telcon on 5/27/15.

A Scope of work was put together and submitted for all to review on 9/3/15. A **Contract** was signed on 10/20/15. Article III under Design and Permitting - Hoyle Tanner held only 12 Hours to coordinate with the ColbyCO Subcontractor to apply for an Above Ground Storage Tank Permit **from the State Fire Marshall. No mention or consideration was made for a MDEP Variance although it was well known that the hydrogeology exploration would be required to determine aquifer capacity.**

LABOR ESTIMATE		Article III - Design and Permitting						
CLIENT: Town of Carrabassett Valley, Maine								
PROJECT: Self Service Fuel Farm								
Hoyle Tanner Project # 390206								
TASK DESCRIPTIONS	HOURS BY LABOR CLASSIFICATION					TOTAL HOURS	TOTAL LABOR COST	
	Principal \$50.00 /HR	Project Manager \$48.00 /HR	Project Engineer \$38.00 /HR	CADD Tech \$38.00 /HR	Admn. Support \$25.00 /HR			
4.Coordinate with Mechanical and Electrical Subconsultant to apply for AST permit from State Fire Marshall.		4	4	4		12	\$496.00	

Above is extracted from the signed contract between the Town of Carrabassett and Hoyle Tanner. It is apparent that the additional effort and time needed for public notification of abutters, drafting and submittal of a Draft DEP Variance, advertising and attending a public meeting on the variance was not included and could not be done in the total of 8 hours planned for the PM and Engineer for this task. (The CAD tech supports by creating graphics only) The 8 hours was for direct coordination with the M&E sub who completed and submitted the State Fire Marshall AST permit.

The Town should look at the IFE completed by MaineDOT, Tim LeSiege to see if his anticipated permitting effort carried sufficient hours for all the additional efforts the Variance requires. It is highly unlikely that it did as the Scope did not mention a DEP Variance task.

ColbyCO did not have the MDEP Variance in their scope of work either although in a 2/25/16 email from Evan to ColbyCo and cc'ing the Town, Evan assumed the sub was submitting the variance as part of the State Fire Marshall Permit.

ColbyCO submitted the electronic Fire Marshall Application on 3/24/16 and the Hard copies on 3/25/16.

On 3/29/16 ColbyCO in an email to Evan indicated the State Fire Marshall was processing the check and "transmitting the package to the DEP for their review and variance" So ColbyCO, as the Sub responsible for the State Fire Marshall Permit, was also under the impression the variance was satisfied by the submitted hydrogeological report and additional engineering controls.

The Variance process was confirmed to be needed only after the Hydrogeology study revealed the moderate underlying aquifer flow and the DEP brought the issue back up during the final Fire Marshall Permitting review. Initially everyone involved was trying to find another way to prove a less than moderate aquifer existed including examining nearby well outputs. No one read into the DEP rules to the last few paragraphs where the variance requirements and procedures were spelled out on page 10, Section 5. In addition, John Dunlap, Maine DEP person responsible for making decisions on Variance requirements was on medical leave for the initial stages when the decision to require a Variance would have been appropriate.

The additional costs imposed by the MDEP required permitting Variance tasks are an eligible cost of completing the project and should not be shouldered by the engineering firm who quickly responded and completed the tasks once it became known that additional tasks were required. Those additional tasks include:

1. Additional coordination with State Fire Marshall and John Dunlap at MDEP to ascertain level of effort and components necessary for variance.
2. Preparing the Draft Maine DEP Variance application
3. Drafting, mailing and tracking certified notifications to Abutters
4. Drafting and advertising for a public hearing
5. Traveling to and attending at Public Hearing
6. Printing and Postage costs for the draft and final variance applications and the abutter letters

Finally, in an email date 6/15/15 from MaineDOT Tim LeSiege pointed out discrepancies on the Airport Exhibit A property Map based on his research into an Easement Deed from a LEO Tague. Additional hours were required to research the deed and CADD technician time was required to update the Airport's property Map as required by FAA.

MODIFICATION #1 TO PROJECT CONTRACT UNDER GCA

AIRPORT Contact Person: Dave Cota, Town Manager

Type of Services: Self Service Fuel Farm

Project Location: Sugarloaf Regional Airport	Modified Project Contract Negotiated Price: <u>\$130,920.00</u>
	Project Contract Begin Date:
	Modified Project Contract Expiration Date: <u>March 31, 2017</u>
	GCA Agreement Number: <u>Hoyle, Tanner Project # 390205</u>
Federal Tax I.D. #: <u>01-0325267</u>	GCA Ordering Period Dates: <u>11/25/13 – 11/24/17</u>

This Modification hereby amends a Project Contract executed on October 20, 2015 by Town of Carrabassett Valley, Maine (for the Sugarloaf Regional Airport) and Hoyle, Tanner & Associates, Inc., for the above referenced project as follows:

Exhibit A-Scope of Work Changes for Modification No. 1: completing a Maine DEP permit variance requirement that was unknown to be needed at the time of the scoping meeting and therefore omitted in the initial Scope of Work and contract.

MODIFICATION DESCRIPTION: addition of the following previously omitted tasks:

1. Coordination with Maine DEP, Fire Marshall, and Determination of Modified Scope of Work for Variance Application
2. Preparing the Draft Maine DEP Variance application, efforts including:
 - a. Compile Deed information
 - b. Compile Hydrogeological Evaluation Report
 - c. Compile Project Maps, Soil Boring Logs, Hydraulic Conductivity Sampling Results
 - d. Compile Site Plans
 - e. Prepare Project Narrative
3. Drafting, mailing and tracking certified notifications to Abutters
4. Drafting and advertising for a public hearing
5. Traveling to and attending at Public Hearing
6. Printing and Postage costs for the draft and final variance applications and the abutter letters
7. Updating the Airport Property Map due to MainesDOT deed research results

Exhibit D-Estimate of Cost Changes:

The attached Exhibit D defines the level of effort.

The above described changes in Scope will increase the overall fees in the total amount of Ninety Six Hundred Dollars and 00/100 (**\$9,600.00**). Therefore, the mutually agreed upon **Negotiated Price** of the Project Contract plus Modification #1 increases to One Hundred Thirty Thousand, Nine Hundred Twenty Thousand and 00/100 (**\$130,920.00**).

Adjustments to the New Negotiated Price shall not be made unless there is a change in scope, subject to the mutual agreement of the Parties.

All other terms and conditions of the original Project Contract shall remain in effect. This Modification hereby becomes part of the Project Contract. **Town of Carrabassett Valley, Maine and Hoyle, Tanner & Associates, Inc.** by their duly authorized representatives have executed this modification to said original Project Contract, which shall become effective on the date last signed below.

IN WITNESS WHEREOF, the Consultant, for itself, its successors and assigns, hereby executes four (4) originals of this Contract Modification and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

**HOYLE, TANNER & ASSOCIATES, INC.
CONSULTANT**

Date

Robert M. Furey, Senior Vice President
Director, Aviation Services Group

**TOWN OF CARRABASSETT VALLEY, MAINE
SUGARLOAF REGIONAL AIRPORT
SPONSOR**

Date

David Cota, Town Manager

APPENDIX D - ESTIMATE OF ENGINEERING COSTS

**PROFESSIONAL ENGINEERING SERVICES
for**

Self Service Fuel Farm - Amended 10/8/15

**at
Sugarloaf Regional Airport
Carrabassett Valley, Maine**

	Original Contract Total	Modification No. 1 Total	Modified Contract Total	
Article I - Project Administration - Survey and Geotech	\$2,350.00	\$0.00	\$2,350.00	Lump Sum Plus Reimburseables
Article II - Survey & Geotechnical	\$23,700.00	\$0.00	\$23,700.00	Actual Cost Plus Fixed Fee
TOTAL PRE-PROJECT COST	\$26,050.00	\$0.00	\$26,050.00	
Art Iia - Project Administration - Grant Administration	\$8,500.00	\$0.00	\$8,500.00	Lump Sum Plus Reimburseables
Article III - Design and Permitting	\$40,400.00	\$0.00	\$40,400.00	Actual Cost Plus Fixed Fee
Article IIIa - Additional Work	\$0.00	\$9,600.00	\$9,600.00	Actual Cost Plus Fixed Fee
Article IV - Bidding	\$9,600.00	\$0.00	\$9,600.00	Actual Cost Plus Fixed Fee
Article V - Construction Administration	\$17,500.00	\$0.00	\$17,500.00	Actual Cost Plus Fixed Fee
Article VI - Resident Engineering	\$13,700.00	\$0.00	\$13,700.00	Actual Cost Plus Fixed Fee
Article VII - Closeout	\$4,400.00	\$0.00	\$4,400.00	Lump Sum
Profit from Article I and Fixed Fee from Article II	\$1,170.00	\$0.00	\$1,170.00	
ESTIMATED TOTAL PROJECT COST	\$121,320.00	\$9,600.00	\$130,920.00	

LABOR ESTIMATE Article IIIa - Additional Work

CLIENT: Town of Carrabasset Valley, Maine
 PROJECT: Self Service Fuel Farm
 Hoyle Tanner Project # 390206

TASK DESCRIPTIONS	HOURS BY LABOR CLASSIFICATION							TOTAL HOURS	TOTAL LABOR COST
	Principal \$50.00 /HR	Planning Manager \$48.00 /HR	Environmental Coordinator \$38.00 /HR	Construction Manager \$40.00 /HR	Staff Engineer \$30.00 /HR	CADD Tech \$38.00 /HR	Admin. Support \$25.00 /HR		
Agency Coordination, & Determine Modified Scope of Work	1	2		4			2	9	\$356.00
Maine DEP Variance preparation, efforts a-e			12	14	16			42	\$1,496.00
Abutter Letters and Tracking				2			2	4	\$130.00
Advertising for public hearing				2				2	\$80.00
Attendance at Public Hearing		4						4	\$192.00
Exhibit A Update		4		2				12	\$500.00
TOTAL HOURS	1	10	12	24	16	6	4	73	\$0.00
TOTAL DIRECT LABOR	\$50.00	\$480.00	\$456.00	\$960.00	\$480.00	\$228.00	\$100.00		\$2,754.00

REIMBURSABLE EXPENSES:

Travel (1 trips @ 3 hrs @ \$115 per hr flt)
 Postage and Printing

\$345.00
 \$400.00

DIRECT LABOR \$2,754.00
 OVERHEAD 179.45% \$4,942.05
 SUBTOTAL LABOR & OVERHEAD \$7,696.05

Expenses Total

\$745.00

REIMBURSABLE EXPENSES \$745.00

SUBCONSULTANTS: (Estimated Fees)

\$0.00

\$0.00

Subconsultants Total

\$0.00

FIXED FEE ON LABOR & OVERHEAD 15% \$1,150.00
 TOTAL ACTUAL COST NOT TO EXCEED PLUS FIXED FEE \$ 9,600.00

Hoyle, Tanner & Associates, Inc.

150 Dow Street, Manchester, New Hampshire 03101-1227