



Engineering, Reimagined

STATEMENT OF QUALIFICATIONS FOR

> **Princeton Municipal Airport**
ENGINEERING, ARCHITECTURAL, AND PLANNING SERVICES

February 2022





February 18, 2022

Michele McPherson
City of Princeton
705 2nd Street North
Princeton, MN 55371

RE: Statement of Qualifications (SOQ) for Airport Engineering, Architectural, and Planning Services

Dear Michele, City Council, and Airport Advisory Board Members:

The team at KLJ enthusiastically submits our SOQ for airport engineering, architectural, and planning services at the Princeton Municipal Airport (PNM). We recognize the vital role your airport plays in economic development, providing a base for medical air transport, as well as the quality of life in the Princeton area, and we are grateful to have served as your airport partner over the last five years. With our planning and environmental team in the Saint Paul, MN office, engineering team in our West Fargo, ND office, and surveying team in Brainerd, MN, we have the airport team members, capabilities, experience, and proximity to continue to be highly responsive and dedicated to addressing the current and future needs at PNM.

KLJ was established in 1938 and we have served airports in the Midwest since 1949. We have more than 45 airport-dedicated team members across the company. We work hard to be responsive, accessible, knowledgeable, and collaborative with customer needs. These strengths each have an individual benefit to provide you with an exceptional project experience:

- » **RESPONSIVE:** Time is important and providing quick responses to your questions or issues saves time, and often money.
- » **ACCESSIBLE:** Project Manager and Airport Engineer John Glesne and Lead Airport Planner Andrew Zielike are accessible in-person or by phone, email, or text message to discuss your project.
- » **KNOWLEDGEABLE:** Federal and state airport funding and paperwork requires a professional to provide you with consistent guidance. John, Andrew, and our team of professionals will stay updated on the latest happenings in the Federal Aviation Administration (FAA) and Minnesota Department of Transportation (MnDOT) pertaining to funding options for current and future projects at PNM. Senior Airport Planner and Funding and Regulation Liaison Kent Penney, alongside John and Andrew, will put more than 30 years of airport administration and government experience to work for you.
- » **COLLABORATIVE:** Keeping an open channel for dialogue with you, providing solutions, and taking action is our approach at KLJ. We want you to feel comfortable contacting John and Andrew with any opportunities or concerns. Your satisfaction is our priority.

It would be a privilege to continue serving PNM. We are most appreciative of your continued consideration of KLJ, and we are invested long-term in your airport, the Princeton community, and Minnesota. Please feel free to reach out with any questions.

Sincerely,

Your KLJ Team

A handwritten signature in black ink that reads 'John Glesne'.

John Glesne
Project Manager and Airport Engineer
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A handwritten signature in black ink that reads 'Andrew Zielike'.

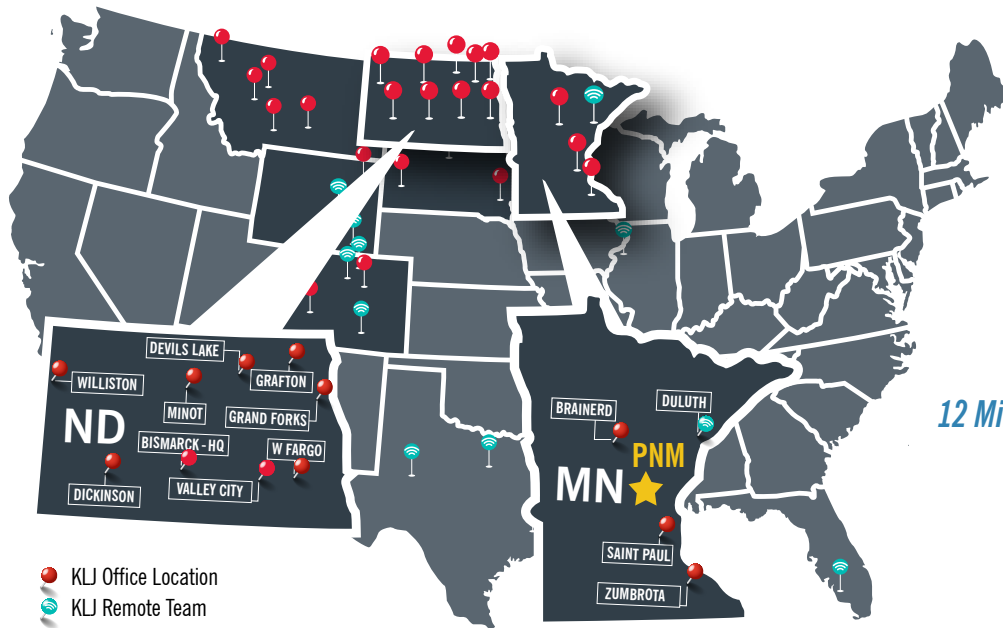
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A. GENERAL INFORMATION



*12 Minnesota and North Dakota Offices
Strategically Positioned to Serve
Princeton Municipal Airport*

1. OUR FIRM

One of the most important factors when serving Minnesota General Aviation (GA) airports, like Princeton Municipal Airport (PNM), is having an airport consultant who is fully-versed in how airport project development works in our state, the keys to gaining funding, and how to engineer projects that last in our environment. KLJ was founded in Dickinson, ND in 1938 and we have been building infrastructure for more than 80 years. Our employees are our owners. This network of more than 500 professionals understands our clients' projects are successful because of our dedication to serving as a trusted advisor.

KLJ began providing unparalleled services to airports in 1949. Our integrity and professional competence come from that experience and the clients who have given us the opportunities to serve them on a daily basis. We have 45 experienced aviation professionals dedicated to solely working on airport projects. The core of our aviation specialists are located in Minnesota and North Dakota. This means your airport will benefit from extensive resources to take on projects ranging from complete pavement reconstructions to addressing hangar space and interfacing with the Federal Aviation Administration (FAA) through a close, centrally-located team of airport professionals.

Owning, developing, and maintaining an airport facility is a diverse and unique challenge. We understand this, as we routinely assist more than 80 regional airports in making sure their facilities are maintained and have every opportunity to thrive.

We are well-known and respected by the Minnesota Department of Transportation (MnDOT) Aeronautics Office and FAA officials, including those at the FAA Dakota-Minnesota (DMA)

Airports District Office (ADO). Our established relationships include MnDOT staff members Dan Boerner, Arika Johnson, and Junior Lindsay, and FAA staff members Lindsay Butler, Gina Mitchell, and Peter Kelly. We have all necessary resources to manage your projects through every phase of development. The result is a constructed project that serves your airport well and meets all regulatory requirements.

KLJ's West Fargo, ND aviation team will provide design, survey, and project management for PNM. Construction observation and administration will be provided out of our West Fargo and Grand Forks, ND offices. Airport planning efforts will be led out of our Saint Paul, MN office, with additional support from aviation planners in Rapid City, SD, while airport surveying efforts will be led out of our Brainerd, MN office.

KLJ DIFFERENTIATORS

One of the Largest Combined In-House Minnesota and North Dakota Airport-Specific Engineering and Planning Teams

Full Airport Planning Capabilities led by FAA Experts and Former Airport Executives

Complete GIS and Environmental Planning Services

Integrated Government Relations Team for Funding Strategy

The Only Phone Call or Email You Need to Make to Solve Airport Engineering and Planning Issues

2. IN-HOUSE ENGINEERING EXPERTISE

KLJ will complete all civil engineering design for your airport's facilities and pavements, as well as provide airport planning, construction administration and observation, GIS, survey, environmental planning, electrical engineering, and land acquisition services using our local in-house staff. This partnership provides you a distinct advantage, as ability to undertake all major work through KLJ as a single consultant results in better project management, engineering and planning, and the knowledge that we have all the tools needed to complete your projects.

Our team will be supplemented with outside expertise for a select group of specialized services, including geotechnical engineering, mechanical engineering, and architectural services that will prove beneficial to project completion. We routinely work with several geotechnical firms that may be utilized as subconsultants, if necessary. Our use of subconsultants is minimal compared to other firms. As the following sections of our proposal will show, we bring PNM the capability to lead all aspects of airport improvements to FAA standards as your dedicated advisor and consultant.

GEOTECHNICAL TESTING

- » Terracon – Minneapolis/Saint Paul, MN
- » Northern Technologies (NTI) – Fargo, ND and Eagan, MN
- » Independent Testing Technologies – Waite Park, MN

DEDICATED CLIENT SERVICE

We know selecting a consultant can be nerve-wracking. KLJ has historical and operational knowledge of your airport and the experience serving GA airports in Minnesota to reduce that worry.

Providing dedicated, responsive service is critical for your airport consultant. Your KLJ team specializes in GA airports, meaning that we can provide you with high-quality, timely services. We have experts that specialize in environmental planning, airport planning, and airfield design to make sure we provide a high-quality product on every project.

KLJ's commitment to PNM goes well beyond each individual project. We strive to provide outstanding client service. Our commitment to you includes:

1. Sending monthly project status reports to provide work transparency.
2. Participating in regular Airport Board meetings to build strong working relationships.
3. Delivering projects that have undergone extensive internal quality control review to avoid costly changes later.

3. INNOVATIVE PLANNING APPROACH

PLANNING

KLJ brings you a planning staff of well-versed aviation and environmental specialists to complete all aspects of Airport Layout Plans (ALP) and airport master plans. Our aviation planners' backgrounds include a variety of career paths consisting of state agency experience, commercial and GA airport management, airfield operations, and fixed-base operations (FBO). This makeup, which also includes pilots, allows us to see unique perspectives and consider a multitude of elements as we approach every planning project. Our team understands the challenges airports face through our significant experience, while also recognizing we need to constantly innovate.

As we listen to our airport clients, we look for new innovative methods and tools that can be adapted to meet client needs and help deliver that important messaging to airport stakeholders and the broader community. An example of this is how our planning team has created a "functionally focused" airport master plan. Airports are looking for an easy-to-digest plan and this simplified approach provides a document that breaks the study components into functional areas, such as the runway/taxiway and terminal area, rather than the more traditional structure focused only on the steps in the process.

Another innovation KLJ brings is in analysis. Wind and meteorological conditions are one of the most important elements that affect the functionality and usability of airports. KLJ has created a robust analytical approach to looking at weather data, which provides valuable insights to decision-makers, such as optimal runway heading and analysis of instrument approach improvements by specific ceiling and visibility. The result of this approach provides understandable visualizations that can be grasped by the aviation community and general public with ease.

UNMANNED AIRCRAFT SYSTEMS (UAS)

UAS is an emerging technology and is rapidly evolving and integrating into our society. While it is important to assure the safe operation of airport facilities and engage in thoughtful dialogue with the UAS community, we also recognize that UAS can be a valuable tool in supporting the airport's operation and vision.

KLJ recognizes the value of UAS and has deployed its use across our many disciplines. With the ability to effectively convey an issue or story and the efficient collection of data, UAS has proven to bring value to our clients. The integration of UAS into airport environments requires a thoughtful approach and careful coordination. Our experienced aviation staff understands the complexities of airport environments and ensures that UASs are handled safely and seamlessly as we collect imagery and data.

KLJ has found that through the use of video, photography, and renderings, UAS easily portrays information to decision-makers and the community. It can efficiently capture the condition of pavement, markings, fixtures, and facilities providing both documentation, as well as enabling follow-up desktop reviews by our experienced staff of engineers and planners. This minimizes staff time on the airfield and reduces the occupancy of the runway. As construction is underway, our UAS team can capture a holistic view of the process at critical times and provide superior documentation. When the need arises to gather obstruction height of a focused area, UAS can efficiently collect the data and provide valuable detail in a 3D space for the applicable design surface evaluation.

4. ALPS, SAFETY CRITERIA IN AIRSPACE, AND DESIGN STANDARDS

ALP AND AIRSPACE COMPLIANCE

KLJ completes more FAA planning projects than any other firm headquartered in Minnesota and the Dakotas. We bring you a full-service airport and environmental planning staff versed in completing all aspects of ALPs and airport master plans. The combination of our airport planners and engineers creates a pool of knowledge that will result in sound development and completion of your ALP and other planning projects.

Understanding FAA airspace and airport design requirements is critical during development of your ALP, as well as during the design of new facilities or modifications to existing facilities. Whether assessing appropriate height and placement of new buildings or addressing surrounding land use compatibility and development, our staff understand the FAA's safety requirements and review process. KLJ has worked on several unique studies for airports in the region.

Our team is proficient in all FAA grant assurances, current regulations, laws, and FAA Advisory Circulars. We utilize innovative technological tools, including customized Google Earth visualizations, to communicate topics to project stakeholders. In addition, our team has built relationships and credibility with MnDOT Aeronautics Office, environmental resource agencies, and FAA DMA-ADO. The large number of regional FAA planning projects we have completed over the past few decades has allowed us to build credibility and develop an effective working relationship with numerous agency personnel. Our credibility, experience, and relationships will facilitate successful projects for PNM.

FAA DESIGN STANDARDS AND SAFETY

We utilize many additional FAA regulations and Advisory Circulars to complete complex projects for our clients, but have chosen to highlight the following to provide a brief demonstration of our understanding. A basic outline of key FAA requirements concerning project development and design follows.

Design Standards

Airport design geometrics and critical area standards are outlined in FAA Advisory Circular 150/5300-13A – Airport Design to include Change 1. The standards help assure your airport will function efficiently and provide a safe operating environment. Compliance with the standards is necessary for FAA grant eligibility.

The FAA has announced that a new version of Advisory Circular 5300-13 will be released in 2022. KLJ's design team has been in contact with the FAA and is prepared to incorporate these new standards into our designs once the new advisory circular is published.

Construction Specifications

Airport construction and materials criteria is followed as defined in Advisory Circular 150/5370-10H – Standard Specifications for Construction of Airports. Airport material specifications are unique and differ from highway parameters many local contractors are accustomed to. Our construction personnel work with the materials daily and understand differences and testing requirements necessary to achieve a quality project. Specifications will also address any other federal, state, or local requirements, such as solicitation of Disadvantaged Business Enterprise (DBE) participation, labor rate requirements, environmental permitting, FAA Buy American criteria, and other applicable regulations.

Airport Operations, Safety, and Security

KLJ fully understands airport operations, safety, and security. We employ professionals with extensive backgrounds in airport operations. Our experience includes preparing and implementing maintenance plans, airport certification manuals, security plans, and related documents, all meeting applicable FAA regulations and Advisory Circulars. We hold safety as one of our highest standards, so we utilize FAA Advisory Circular 150/5370-2G – Operational Safety on Airports During Construction and related documents for guidance to minimize risks.

FAA Safety Management System

KLJ is abreast of anticipated new requirements for FAA's Safety Management System (SMS) and has completed an operational SMS for Sloulin Field International Airport under an FAA Pilot Study Program. Our staff is ready to implement FAA's SMS when it is deployed by the agency.

B. AIRPORT ENGINEERING UNDERSTANDING

From working closely with PNM and City of Princeton staff throughout recent years, KLJ has developed an awareness of how to best prioritize airport development moving forward. We realize that the airport plays a significant role in the community as it provides a base of operations for critical medical air transport and forest firefighting efforts, while also serving local businesses and recreational flying. However, at the same time KLJ appreciates that the City of Princeton has a duty to serve the interests of all its constituents when allocating taxpayer funds and will factor this in when planning for future development at the airport. We will work closely with City officials to ensure this obligation is upheld and that together we are acting as responsible stewards of local resources.

Bearing that in mind, KLJ understands the immediate needs that face the airport in the coming years as you look for strategic opportunities of development. The replacement and relocation of the existing Automated Weather Observation System (AWOS) and expansion of the GA apron to better serve the Minnesota Department of Natural Resources (DNR) are just two prime examples of this.

AWOS RELOCATION

The AWOS is an airport weather system that continuously measures weather conditions on the airfield and provides real-time information and reports to air traffic facilities and pilots. These weather reports provide current conditions that aircraft can expect when touching down and helps pilots make informed decisions about flight planning and operations. The existing AWOS at PNM is a certificated AWOS-III system that is owned by the state of Minnesota. The equipment has reached the end of its useful life and its location does not meet current siting standards, meaning a replacement unit would need to be repositioned to meet these standards. A new location will need to be determined through a focused planning study, and the ALP will need to be updated before the project can move into design. KLJ has already laid some of the planning groundwork for the relocation of the AWOS by analyzing potential locations that abide by both FAA and MnDOT siting standards and initiating conversations with the agencies to collect preliminary feedback.

DNR APRON EXPANSION

Every spring, the Minnesota DNR engages in aerial fire preparedness and suppression operations across the state as they work to conserve and manage the state's vast natural resources. PNM serves as one of the many springboards for these annual operations. Recently, the DNR has expressed great interest in partnering with the airport to provide for

additional space on the current GA apron. This additional apron area would allow the DNR to continue efficiently serving the surrounding communities, while maintaining adequate pavement space for local and itinerant pilots to navigate and park at the airport. KLJ has also facilitated conversations with Minnesota DNR officials regarding next steps on how to best tackle a potential DNR-driven apron expansion.

UNDERSTANDING OF AIRPORT PLANNING

Proper airport planning is essential prior to initiating design and construction processes. Understanding that these types of FAA and state-funded projects don't happen overnight, the following steps highlight our capabilities to guide the airport through multi-year programs of any size and scope.

Project Development

Capital improvement planning helps define your airport's future by identifying and prioritizing future projects and needed improvements to keep operations running smoothly and promote future development. We work closely with Minnesota Airport Sponsors, MnDOT Aeronautics Office, and FAA DMA-ADO to identify, prioritize, justify, and prepare construction estimates and budgetary information on an annual basis. We understand and use grant administration guidelines published by the ADO to facilitate funding for your projects, while remaining in compliance with all regulations. This also means being knowledgeable in Airport Improvement Program (AIP) legislation and guidance materials found in the FAA's AIP Handbook 5100.38D. We will work with you to begin this process by preparing for and assisting you with your annual Capital Improvement Plan (CIP) meeting with FAA and MnDOT Aeronautics Office. Then we assist you in preparing the required FAA preapplication package, as well as accompanying environmental documentation. We then follow up with appropriate grant applications to FAA and MnDOT Aeronautics Office as funding becomes available.

ALP Updates and Master Plans

With the changes facing the aviation industry, it is important to plan for the future. Major objectives of airport planning typically fall into the following categories:

- » Complying with FAA and state design standards
- » Accommodating existing and future demand
- » Preventing incompatible land uses
- » Maximizing federal and state funding participation
- » Developing a prudent financial plan

A successful plan requires community acceptance, and we strive to engage the public and build consensus throughout the process. Our staff also builds effective relationships with airport sponsors, tenants, community leaders, MnDOT Aeronautics Office, and FAA officials.

Environmental Planning and Development

KLJ employs the most proficient group of environmental planners who specialize in environmental documentation for air transportation projects in accordance with federal, state, and local requirements. All federal actions fall into one of three classes of actions: Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CATEX). An EIS is required for major federal actions significantly affecting the human and natural environment. Under certain circumstances, a project can be categorically excluded from preparing an EIS. For projects with uncertainty as to whether there is a significant impact, an EA is prepared. If there are no significant impacts, a Finding of No Significant Impact (FONSI) is prepared; however, if the EA indicates significant impacts, an EIS must be prepared.

Other environmental planning services KLJ has assisted our airport clients with include wetland delineations, archaeological/architectural history review and documentation, and wildlife surveys and environmental-based permits.

Land Acquisition

KLJ's land acquisition professionals have been involved with all phases of land acquisition and have acquired properties in both simple fee and easements for clients in Minnesota, North Dakota, South Dakota, and Montana. We have been involved with agricultural, residential, and commercial property acquisition, as well as relocation of single-family homes and business owners. A successful land acquisition project requires adherence to regulations defined in the Uniform Act of Land Acquisition and FAA Advisory Circular 150/5100-17, Land Acquisition and Relocation Assistance for AIPs, and conformance to the National Environmental Policy Act (NEPA). We work within these guidelines on a regular basis and are familiar with FAA and recent changes to the Uniform Act.

Minnesota Land Use Compatibility and Planning

KLJ employs aviation planners who have both experience with land use on and around airports, and Minnesota zoning requirements related to the general land use planning and zoning conducted by communities. Minnesota Statutes Chapter 360 (Sections 360.061 to 360.074) contains laws granting power to political subdivisions to establish zoning to protect airspace and land uses within airport hazard areas. KLJ's planning staff has assisted in development and implementation of airport land use policies and zoning at numerous Minnesota airports.

FAA grant assurances hold airport sponsors responsible for airspace protection and land use compatibility on lands surrounding the airport. We will help make sure your

community does not violate federal requirements. Land use compatibility within the Runway Protection Zones (RPZ) and MnDOT Safety Zones are usually a primary focus.

UNDERSTANDING OF FAA DESIGN AND ENGINEERING

Our airport engineers and planners understand FAA design requirements because it is a part of their daily lives; they design and plan airport projects alongside airport staff and will lead you through each project. Our design engineers use the latest changes and updates to FAA airport design information in Advisory Circular 150/5300-13A. Design criteria is a critical component in the design process and must be considered during planning phases to make sure the proposed development can be built to meet current design standards, and also maximize functionality for your airport.

Preliminary Phase

Our design process begins with helping you identify project parameters that best meet your needs. We recognize the need to maximize FAA participation in the project's cost. Once the project is identified and you are ready to begin, we will present a scope of work to FAA DMA-ADO for review and concurrence. Following acceptance of the scope of work, a schedule of our design fees, in a contract format complying with FAA grant assurances, will be developed. The next step in our design process is a thorough topographic survey of the construction site.

At this point, with our initial due diligence completed, we will prepare and certify the Engineering Report and begin the preliminary design and construction safety phasing plan.

During preliminary design and construction safety phasing plan development, we will facilitate collaborative sessions with your airport staff and users to gain additional input and concurrence with the preliminary design direction and our recommendations.

Once preliminary design and construction safety phasing plans are completed and ratified by the airport sponsor, we will coordinate a preliminary review with FAA DMA-ADO to gain input prior to formal submittal of construction safety plans, which are now completed online. This additional step will help make sure the plans are promptly adopted by FAA.

Design and Bidding Phase

The design process results in preparation of design plans, construction specifications, and bid documents to prepare your project for the bid process. Airport managers and contractors appreciate the thoroughness of our construction documents. Even though the effort is greater to put the documents together, the benefit is a smooth construction process with a lower bid cost and less potential for change orders. As we prepare plans and specifications, a quality assurance and quality control (QA/QC) process begins, which involves assigning a task leader and a senior-level engineer to perform QA/QC reviews at set milestones throughout project work. Milestones are typically

performed at 30, 70, and 90 percent. The senior engineer must approve reviews by signing all design documents prior to release for bidding.

Construction Phase

After investing a significant amount of time working with our design engineers to plan and design your future projects, the expectation is that the constructed project will meet your airport’s vision and need. We employ full-time construction reviewers because the construction phase is essential to your airport. We make sure the project we design is constructed properly and to specifications.

Our construction review personnel are involved from project inception. Throughout the design process, our construction review staff review plans and specifications to make sure they are realistic. On more complicated projects, a pre-bid meeting is held with the owner and prospective contractors, and a construction review person attends the meeting to begin building the owner/engineer/contractor relationship.

The construction process begins with a mandatory pre-construction meeting with the prime contractor and subcontractors. As part of the meeting, the senior engineer and our construction reviewer communicate all safety and project requirements the contractors are held accountable to. Our preference is to provide full-time construction observation to make sure the project is carried out according to specifications.

Our survey crew sets control and project staking at construction start. Our full-time reviewer and survey crews periodically monitor each construction phase to make sure the project is built according to plans. Materials testing is also completed under our observation, and we monitor testing to make sure the contractor meets contract specifications; this is something we will discuss with you for each project to make sure we meet your expectations.

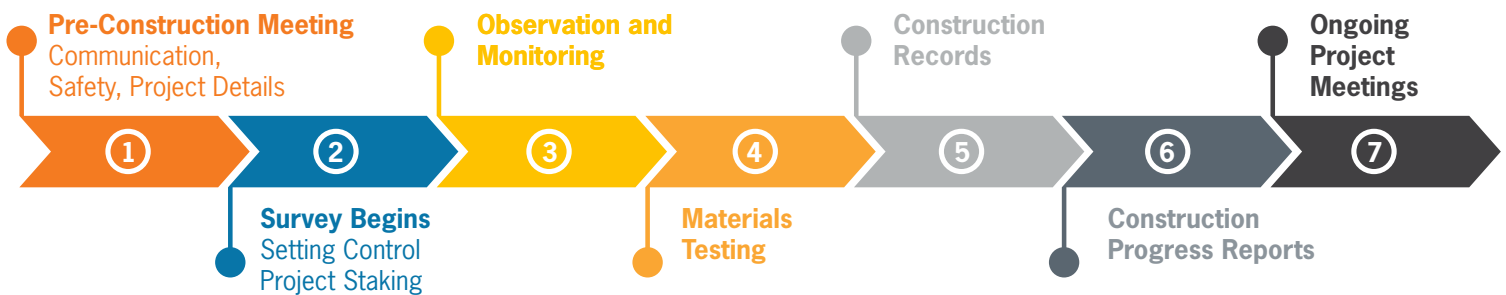
FAA Testing Requirements

KLJ’s aviation staff work on airport projects 100 percent of the time. As a result, we obtain detailed knowledge of project requirements, including construction testing on the project – our construction staff guide both the owner’s testing firm and contractor’s testing personnel through the project’s testing requirements. This is critical as FAA could take funding away from projects where testing requirements are not met. We consider all testing critical; any testing not closely monitored or performed according to FAA requirements could jeopardize federal eligibility of construction costs. All project phases, from planning to project closeout report, are critical to project success.

Project Documentation

Completing FAA paperwork and tracking submittals is vital when accepting federal funds for your airport. KLJ has completed hundreds of FAA-funded projects, and our staff is extremely proficient in meeting these requirements. We assist with preparation of FAA grant paperwork, including the CIP, FAA project programming papers, grant requests, and grant closeout. KLJ maintains records of all construction documentation, including certifications, pavement mix designs, submittals, testing results, and weekly payrolls. Our staff experience with FAA projects allows your project to be managed effectively.

SAFETY, COMMUNICATION, QUALITY CONTROL



ONGOING QUALITY CONTROL

C. STATE AND FEDERAL FUNDING EXPERIENCE

Ninety percent of all airport project work KLJ completes is FAA-funded. Our team understands each phase of the project development process, from FAA pre-application and environmental documentation through design, construction, and project closeout. We have engineered hundreds of airport projects in Minnesota and the surrounding states. We are a regional leader in airport development and produce engineering plans and specifications for projects ranging from \$75,000 to \$40 million every year. Completed projects include more than 80 airports, ranging from GA airports to commercial service airports.

Our staff has completed all phases of environmental, planning, design, and construction engineering, including site selection, NEPA documents, master plan updates, land use planning, airspace analysis, land acquisition, fencing, obstruction removal, airport lighting and electrical design, airport drainage facilities, access roads, terminal layout and runway, taxiway, and apron design and construction.

KLJ manages all project phases necessary to complete a project using federal and state funds. This includes grant applications, environmental clearances, ALPs, Preliminary Engineering Reports (PER), procurement of testing services, preliminary survey work, project design, plans and specifications preparation, bid opening, award recommendations, pre-construction meetings, construction staking, detailed construction observation, final engineering reports, federal audits, and all other work included in an FAA project.

We know and follow FAA's process for achieving funding eligibility and structure justification documents so your projects have the best potential to gain funding and become a reality. Our team includes experts in the process of writing and administering grants. FAA grant assurances that commit the airport to FAA regulations and requirements must be precisely followed to assure continued grant funding and avoid penalties. KLJ is well-versed in obtaining MnDOT Aeronautics state funding for your airport. We have obtained substantial funds for all airports, including state-only funded grants. We will assist you in maximizing state funding for your airport projects.

Record keeping is also an essential part of FAA-compliant projects. Each airport sponsor has an FAA obligation to complete project closeout reports in a timely fashion after project completion. KLJ recognizes this need and maintains full-time records administrators to complete this work. Current FAA reimbursement policy requires withholding the remaining 10 percent of your federal funds until the project is substantially completed. FAA also withholds the final 2.5 percent of federal

funds until their office has received and accepted the project closeout report. We are prepared to complete project closeout reports without delay so you can receive federal funding reimbursement as quickly as possible.

ADVOCATING TO SECURE FUNDING

Obtaining funding can be difficult as needs often outweigh available dollars. KLJ will be your advocate to help you secure FAA and state funding in the most expedient timeline possible.

KLJ has extensive resources to help airport sponsors obtain funding. We have the relationships required to advocate for your projects and help you navigate the entire FAA system. We do this by preparing briefing papers, contacting key FAA officials, and building local support for your project.

Another funding option includes non-primary entitlement transfers from other airports. KLJ has been successful in brokering such transfers, sometimes with no payback obligation. We will work with you and the FAA at the beginning of the fiscal year to contact other Minnesota airports that may have expiring funds.



D. EXECUTIVE SUMMARY

1. SIMILAR PROJECTS

Perham Municipal Airport – Airport Master Plan – Perham, MN

Perham Municipal Airport is a GA airport located in central western Minnesota supported by local and state resources for improvements. The airport plays a vital role in community access, serving air medical operations and accommodating increased tourism activities during the summer months. With a constrained footprint between roadways and surrounding land uses, the airport sought to evaluate airfield expansion opportunities and future hangar development. KLJ was hired in 2018 to develop the airport's first Airport Master Plan study and update the 35-year old ALP.

As a non-National Plan of Integrated Airport Systems (NPIAS) airport, the planning effort did not require the extensive and costly aeronautical survey as part of the master plan study. To evaluate the more critical safety and airspace surfaces at the airport, KLJ recommended the use of UAS to collect terrain and obstacle data over the airport property and inner approach surfaces. This was a cost-effective approach that provided accurate detail of objects on and near the airfield and helped the airport identify and prioritize removal of obstacles to airspace.

The terminal area was evaluated in three different portions that included the main apron, small hangar area, and large hangar area. Alternatives were developed for each portion, which allowed the preferred option to be selected independently of the other areas. This resulted in a preferred development plan that best suited the needs of each functional area.

After careful review and consideration, the airport stakeholders and sponsor determined that the existing runway length of 4,100 feet was sufficient and would remain the same going forward. The existing zoning and land use standards around the airport were maintained for the city to protect the investment the community has in the airport. In addition, the Master Plan study and the process provided community leaders with the information and rationale to guide them in future actions for maintaining and improving the airport. The planning study was completed in early 2021.



Contact: Jonathan Smith, City Manager

Phone: 218-346-9799

Email: jsmith@cityofperham.com

INCEPTION THROUGH COMPLETION SERVICES



Eveleth-Virginia Municipal Airport – Update Airport Master Plan, ALP, Aeronautical Survey, and Terminal Area Plan – Eveleth, MN

KLJ was selected to provide airport planning services for several airport planning projects for Eveleth-Virginia Municipal Airport to keep the airport in compliance with evolving FAA standards. Work included an Airport Master Plan Update in 2008, an FAA Aeronautical Survey (GIS) in 2009, and a terminal area plan update in 2016.

The Airport Master Plan study aimed to provide solutions to the runway configuration, including airspace obstructions and land use incompatibilities, non-standard runway configuration, runway end proximity to a residential neighborhood, and disposition of the runways as they exceeded design standards for continued FAA funding. Findings of the master plan process showed the airport was only eligible for one primary runway. Modified runway ends and width were planned to meet design criteria modified along with new taxiway configuration to meet new FAA safety criteria. This modification also addressed airspace obstructions and land use issues. The master plan provided the project justification for the airport to secure more than \$2 million in FAA grant funds in 2013 for a comprehensive runway and taxiway pavement rehabilitation project.



Contact: Gary Ulman, Airport Manager
Phone: 218-744-1428
Email: taconiteaviation@gmail.com

FAA issued new aeronautical survey requirements in 2008 that required the airport to have data collected with ground survey and aerial imagery to AGIS standards. In partnership with Quantum Spatial and Benchmark Engineering, KLJ completed one of the first AGIS surveys in Minnesota. Work included geodetic control establishment, field data collection, imagery acquisition, photogrammetric data collection, and airport airspace analysis. The project has provided all data necessary for the master planning process, as well as a base map for future airport design needs.

New FAA airspace requirements prevented Eveleth-Virginia Municipal Airport from allowing new hangar development near the Runway 27 departure area. As a result, a focused airport planning study was completed in 2016 to develop a compatible plan. A revised hangar area and apron configuration to the northeast now allows the airport to meet FAA and state safety standards. The study included a narrative report, agency outreach, and a public open house. The plan allows the Airport Authority to take advantage of new development opportunities. Through this study, Eveleth-Virginia Municipal Airport was able to secure nearly \$3 million in additional federal funding for the reconstruction of the aircraft parking apron in 2019 and 2020.

Northwood Municipal-Vince Field Airport – Land Acquisition – Northwood, ND

KLJ provided all planning, surveying, environmental, and administrative services to Northwood Municipal-Vince Field Airport to complete the acquisition of additional land for future airport development. Initially, the airport had been constructed with no additional acreage for hangar and apron development. In 2019, KLJ began work on an EA, as required by the FAA. Environmental clearances included field studies for wetland delineation and inventory for cultural resources. The EA was completed in 2020. KLJ assisted the airport throughout the land acquisition process, which included meeting with the airport and landowners, Surface Ownership Report, encumbrance review, assistance with appraisal and review appraisal, landowner negotiations, and assistance with the closing/recordation process. KLJ assisted the airport in applying for an AIP grant for this land acquisition in 2021. The airport received a 100 percent grant from the FAA for this work in August 2021. Closing was completed in October 2021.



Contact: Rick Meland, Authority Chairman
Phone: 701-567-2069
Email: rickmeland@polarcomm.com

City of Gettysburg – Gettysburg Municipal Airport AWOS III – Gettysburg, SD

The City of Gettysburg was in need of a new AWOS to replace their obsolete SuperAWOS system that was no longer supported. The primary need for the AWOS is to provide accurate weather at the airport to enable more local air ambulance flights to land during inclement weather.

KLJ prepared plans and specifications for both an AWOS AV and an AWOS III system. AWOS AV's were the typical AWOS installation that was approved for FAA funding. However, FAA began consideration for funding the AWOS III model in 2020, which provides all the same functions as an AWOS AV plus cloud ceiling, cloud density, and sky condition. KLJ also completed all the necessary applications and coordination for obtaining new ultra high frequency (UHF) and very high frequency (VHF), certifying the installation and registering the AWOS on the NADIN system to publish the weather data to online pilot services.

Bids were received for both the AWOS AV and AWOS III systems and the FAA approved funding of the AWOS III. KLJ provided construction inspection and FAA closeout services for construction of the AWOS towers, equipment, and central processing unit.

The AWOS III project was completed on budget and certified in fall 2021. The new AWOS III system enhances pilot safety by providing on-airfield real-time weather data for the many pilots flying in and out of the Gettysburg Municipal Airport.

Contact: Sheila Schatz, Finance Officer
Phone: 605-765-2733
Email: cogburg@venturecomm.net



Chan Gurney Municipal Airport – Apron Reconstruction and Expansion and Taxilane Reconstruction – Yankton, SD

KLJ provided all environmental, planning, engineering, and construction administration and observation services to complete the EA, ALP update, design, and construction for the project.

The airport was in need of increased aircraft parking spaces to accommodate increasing demand for large aircraft parking on the apron. Additionally, the existing apron did not have sufficient space for safe movement of aircraft, such as loading/unloading, parking and fueling. In the initial stages of the project, it was identified that a historic tile hangar was located adjacent to the existing apron area pavements. Our environmental and planning group worked together to develop alternatives for the proposed apron expansion in accordance with FAA Order 1050.1F prior to recommending a preferred alternative for the project. Ultimately, it was determined that the apron expansion would require the demolition of the historic tile hangar as it was unsafe for further use due to age and deterioration and was also within the preferred alternative apron expansion footprint. KLJ and the City of Yankton worked closely with the FAA to receive a FONSI for the EA with the commitment to mitigation efforts to preserve the history of the tile hangar in a local museum.



Contact: Dave Mingo, Community and Economic Development Director
Phone: 605-668-5252
Email: DMingo@cityofyankton.org

In addition to the need for an expanded apron area, a portion of the existing apron had severe distresses and required reconstruction. Also, due to the change of use of pavements adjacent to the existing hangar taxilane, it was determined a portion of the existing hangar taxilane would also require reconstruction to meet current FAA slope requirements. The design of the apron expansion ultimately included the reconstruction of a portion of the existing apron and hangar taxilane, as well as the demolition/relocation of three hangars. KLJ assisted the City in working with the FAA and the South Dakota Department of Transportation (SDDOT) Aeronautics to secure state apportionment funds above and beyond their annual entitlement funds to construct the project. The new apron and taxilane pavements consisted of approximately 8,900 square yards of concrete pavement. The project was strategically phased for minimal closures of the hangar taxilane to reduce the impact to hangar tenants. The construction was completed on-time and under budget. The project is a great example of how KLJ can assist our clients from start to finish on complex projects.

E. OUR CLIENTS

Please see the list of our current and former airport clients for the past five years below. Current clients are listed in **bold**.

KLJ AIRPORT PROJECT EXPERIENCE IN MINNESOTA

General Aviation Airports	City	Major Airport Development	Runway Rehabilitation	Taxiway Rehabilitation	Apron Rehabilitation	Airfield Lighting	Aircraft Storage Hangar	Arrival/Departure Building	Fueling/Fencing/Parking	Equipment Procurement	Land Acquisition	Master Plan/ALP/Study	Environmental Study	CIP/Funding Assistance
Eveleth-Virginia Municipal Airport	Eveleth	→	→	→	→	→			→			→	→	→
Fairmont Municipal Airport	Fairmont		→	→	→		→					→	→	→
Hallock Municipal Airport	Hallock		→	→	→	→	→						→	→
Little Falls/Morrison County Airport	Little Falls	→	→	→	→	→							→	→
Mahnomen County Airport	Mahnomen	→	→	→	→	→	→				→	→	→	→
Orr Regional Airport	Orr		→	→	→									→
Princeton Municipal Airport	Princeton	→	→	→		→							→	→
Roseau Municipal Airport	Roseau	→	→	→	→	→	→	→	→	→		→	→	→
Warren Municipal Airport	Warren	→		→	→	→	→	→	→			→	→	→
Warroad International Memorial Airport	Warroad			→	→				→				→	→

MINNESOTA

- Eveleth-Virginia Municipal Airport
- Fairmont Municipal Airport
- Hallock Municipal Airport
- Little Falls/Morrison County Airport
- Orr Regional Airport
- Princeton Municipal Airport
- Roseau Municipal Airport
- Warren Municipal Airport
- Warroad International Memorial Airport

NORTH DAKOTA

- Adams County Airport
- Ashley Municipal Airport
- Barnes County Airport
- Bismarck Airport
- Cando Municipal Airport
- Casselton Regional Airport
- Crosby Municipal Airport
- Devils Lake Regional Airport
- Dickinson Theodore Roosevelt Regional Airport
- Garrison Municipal Airport
- Glen Ullin Regional Airport
- Golden Valley County Airport
- Grand Forks International Airport
- Kenmare Municipal Airport
- Kindred Municipal Airport
- Lamoure Municipal Airport
- Larimore Municipal Airport
- Leeds Municipal Airport
- Linton Municipal Airport
- Mandan Municipal Airport
- Mercer County Regional Airport

- Mohall Municipal Airport
- Napoleon Municipal Airport
- Northwood Municipal Airport
- Parshall Municipal Airport
- Rolette Municipal Airport
- Rolla Municipal Airport
- Rugby Municipal Airport
- Tioga Municipal Airport
- Walhalla Municipal Airport
- Washburn Municipal Airport
- Watford City Municipal Airport
- Williston Basin International Airport
- Wishek Municipal Airport

SOUTH DAKOTA

- Belle Fourche Municipal Airport
- Bison Municipal Airport
- Black Hills Airport
- Canton Municipal Airport
- Chan Gurney Municipal Airport
- Cheyenne Eagle Butte Airport
- Custer County Airport
- Edgemont Municipal Airport
- Faith Municipal Airport
- Gettysburg Municipal Airport
- Graham Field/North Sioux City
- Hot Springs Airport
- Lemmon Municipal Airport
- Madison Municipal Airport
- Martin Municipal Airport
- Mobridge Municipal Airport
- Murdo Municipal Airport
- Philip Municipal Airport

- Pierre Regional Airport
- Pine Ridge Airport
- Rapid City Regional Airport
- Sioux Falls Regional Airport

MONTANA

- Baker Municipal Airport
- Big Sky Field Airport
- Big Timber Airport
- Broadus Municipal Airport
- Circle Town County Airport
- Colstrip Municipal Airport
- Ekalaka Municipal Airport
- Forsyth Airport
- Glendive-Dawson Community Airport
- Laurel Municipal Airport
- Lincoln Airport
- Miles City Airport
- Mineral County Airport
- Phillips County Reg Airport
- Plentywood Airport
- Poplar Airport
- Prairie County-Terry Municipal Airport
- Riddick Field Airport
- Scobey Airport
- Sidney Richland Regional Airport

WYOMING

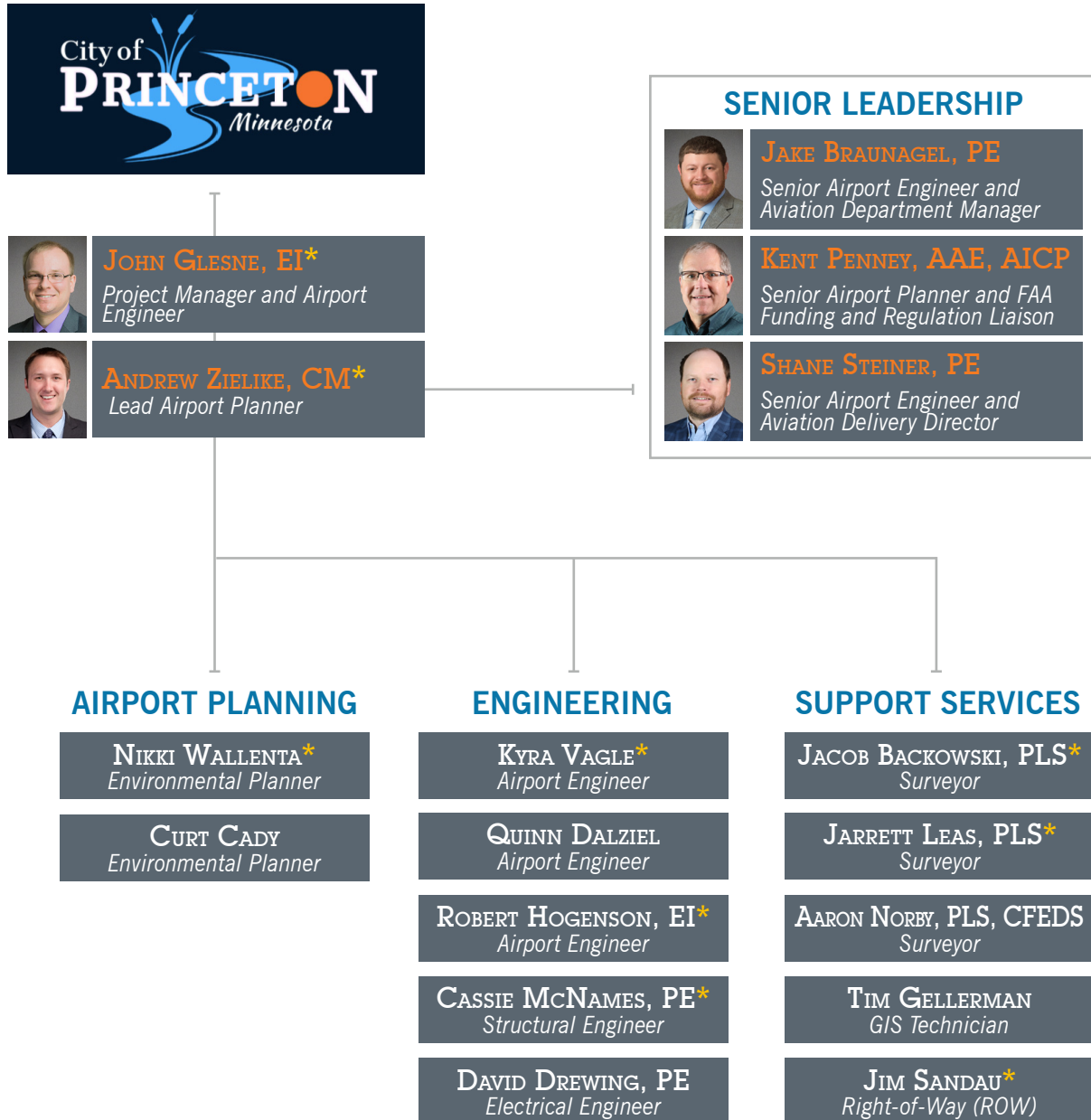
- Dubois Municipal Airport
- Jackson Hole Airport

NEBRASKA

- Gordon Municipal Airport

F. KEY PERSONNEL

Having a clear understanding of the airport professionals who will be working alongside you is important. The following organizational chart identifies your project manager and main point of contact, the leadership structure KLJ has created to provide support and quality management, and staff resources your project manager will routinely utilize. This team works together daily and has done so for years. Our staff are not isolated in offices across the country; they have expert senior engineers and planners guiding them and they work closely and collaboratively to maintain communication and deliver successful projects.



* Denotes staff located in Saint Paul, Brainerd, and West Fargo.

1. STAFF BIOS

KLJ provides you with a complete team of 45 aviation professionals. We will bring PNM a team of professionals with extensive experience serving airport clients throughout Minnesota. Your team is led by John Glesne, EI who will serve as the project manager and airport engineer. John will dedicate the full resources of the our aviation department to your projects.



JOHN GLESNE, EI

ROLE: Project Manager and Airport Engineer

John will be your primary point of contact for KLJ's project team. He is an aviation engineer and has been active in airport design projects across Minnesota, North Dakota, and South Dakota for five years. He has experience with design work on

light and heavy-duty airfield pavements, airfield electrical layouts, FAA Navigational Aid (NAVAID) site plans, wildlife fences, and airfield fuel systems. John has served as a resident engineer on airport improvement projects involving concrete for commercial service airports, new asphalt pavement construction and rehabilitation, and FAA NAVAIDs. He develops construction plans and specifications, cost estimates, engineering design reports, safety and phasing plans for FAA-ADO review, and more in support of a diverse range of projects. John has also been responsible for management and administration of design and construction projects.

WHY HE'S A GREAT FIT FOR YOUR AIRPORT:

John routinely communicates directly with clients in support of ongoing and future airport improvement projects and is always prepared to assist clients with practical engineering solutions. He understands your current airport improvement needs. John will be responsive to your requests, assure you a reliable product, be accessible, and will provide creative solutions to your projects.

SIMILAR PROJECTS INCLUDE:

- » Project Engineer | Taxiway Reconstruction | Princeton Municipal Airport | Princeton, MN
- » Design Engineer | Install FAA NAVAIDs and AWOS Relocation | Williston Basin International Airport | Williston, ND
- » Resident Engineer | Commercial Service Apron Construction | Williston Basin International Airport | Williston, ND

Registration:
Engineering Intern – ND

Education:
BS Civil Engineering – North Dakota State University



ANDREW ZIELIKE, CM

ROLE: Lead Airport Planner

Andrew is an aviation planner with 15 years of aviation experience, including 10 years of experience in airport management at three commercial service airports. He supports a range of planning services, including ALP updates, airport

master planning, and project justification for GA and commercial service airports. Andrew's extensive background in the day-to-day operations of an airport allows him to understand the complexities and challenges of operating an airfield and drives him to find effective solutions for the airport and its stakeholders. He is also a licensed private pilot.

WHY HE'S A GREAT FIT FOR YOUR AIRPORT:

Andrew has the hands-on experience and sound understanding of what it takes to operate and maintain a GA airport and will make sure all elements are considered throughout the planning process.

SIMILAR PROJECTS INCLUDE:

- » Airport Planner | Airport Master Plan | Perham Municipal Airport | Perham, MN
- » Airport Planner | Update Airport Master Plan, ALP, Aeronautical Survey, and Terminal Area Plan | Eveleth-Virginia Municipal Airport | Eveleth, MN
- » Airport Planner | Update of Airport Master Plan, Aeronautical Survey, Wildlife Study, and ALP | Roseau Municipal Airport | Roseau, MN

Certification:
Licensed Drone Pilot
Certified Member: American Association of Airport Executives

Education:
BBA Airport Management – University of North Dakota



JAKE BRAUNAGEL, PE

ROLE: Senior Airport Engineer and Aviation Department Manager

Jake is a registered professional engineer in Minnesota, North Dakota, South Dakota, Nebraska, and Iowa, currently serving as a project manager and aviation department manager for the

KLJ aviation team. He has been working in the civil engineering industry since 2008 with extensive experience specializing in airports. Jake is active in airport design, construction, and project management. In addition to engineering services, he also assists his clients in preparing necessary federal and state forms to obtain funding and justify projects, as well as various other documents.

WHY HE'S A GREAT FIT FOR YOUR AIRPORT:

Jake has experience in pavement design and construction of GA and commercial service airfield pavements based on the FAA Advisory Circular standards. He has served as a design engineer, resident engineer, or project manager on numerous asphalt and concrete paving projects. Jake also has extensive experience in developing complex safety and phasing plans, construction plans, cost estimates, and project specifications.

SIMILAR PROJECTS INCLUDE:

- » Project Manager | Apron Expansion | Chan Gurney Municipal Airport | Yankton, SD
- » Project Manager | Apron Expansion | Washburn Municipal Airport | Washburn, ND
- » Assistant Project Manager and Lead Designer | Construct Deicing Apron and Remain-Overnight Apron and Expand East Cargo Apron | Sioux Falls Regional Airport | Sioux Falls, SD
- » Senior Aviation Engineer | Apron Expansion | Madison Municipal Airport | Madison, SD

Registration:
Professional Engineer – MN, ND,
SD, NE, IA

Education:
BS Civil Engineering – North
Dakota State University



KENT PENNEY, AAE, AICP

ROLE: Senior Airport Planner and FAA Funding and Regulation Liaison

Kent is a senior aviation planner with an extensive background as an airport executive. He has more than 30 years of experience directing airports from the state and local level and

has maintained a passion for planning across a broad spectrum of airports. Kent has directed state system plans, economic impact studies, and airport master plans, and has been a committee member for metropolitan system planning.

WHY HE'S A GREAT FIT FOR YOUR AIRPORT:

Kent knows airports from an operations and planning perspective, which assures your airport's facilities are able to expand with optimum use of space. He has worked with a variety of GA airports as a planner, airport manager, and state director with a continued focus on meeting the airport's needs to his best ability. Kent has managed day-to-day activities of airports and takes that into consideration when crafting development alternatives and drafting plans for implementation.

SIMILAR PROJECTS INCLUDE:

- » Senior Aviation Planner | Airport Master Plan | Minot International Airport | Minot, ND
- » Airport Planner | Master Plan Phase II | Dickinson-Theodore Roosevelt Regional Airport | Dickinson, ND
- » Airport Planner | Airport Master Plan | Williston Basin International Airport | Williston, ND

Registration:
Accredited Airport Executive (AAE)
American Institute of Certified
Planners (AICP)

Education:
MA Public Administration –
University of North Texas
BBA Public Administration – Baylor
University

SHANE STEINER, PE



ROLE: Senior Airport Engineer and Aviation Delivery Director

Shane currently oversees staffing, production, and quality control. He has been working with airport planning and design since 2007. He has served as client manager/project manager for GA airports and has also performed construction observation

and design on a diverse range of airport improvement projects for KLJ clients.

Registration:
Professional Engineer – ND, SD
Education:
BS Civil Engineering – University of North Dakota

WHY HE'S A GREAT FIT FOR YOUR AIRPORT:

Shane has more than 14 years of experience working with airport planning, design, and project management. He will assist and mentor John through all of PNM's upcoming projects.

SIMILAR PROJECTS INCLUDE:

- » Project Manager | New Runway 12-30, Parallel Taxiway, Medium Intensity Runway Lighting (MIRL), Medium Intensity Taxiway Lighting (MITL), NAVAIDs, AWOS relocation, and Electrical Vault Building | Watford City Municipal Airport | Watford City, ND
- » Project Manager | New GA Apron, Partial Parallel Taxiway, Hangar Taxilane, and Relocation of AWOS and Windcone with Segmented Circle Markers | Tioga Municipal Airport | Tioga, ND
- » Project Manager | GA Apron Expansion, New Underdrain System, and Utility Relocation | Watford City Municipal Airport | Watford City, ND
- » Project Manager | GA Apron Reconstruction and Expansion, New Underdrain System, and Drainage Improvements | Crosby Municipal Airport | Crosby, ND



NIKKI WALLENTA | ENVIRONMENTAL PLANNER

BS Land Use Planning – University of Wisconsin-River Falls

Nikki has 13 years of experience working as an environmental planner. She specializes in NEPA and state regulatory requirements, including environmental inventories and analyses, documentation, agency coordination, and public engagement. Nikki has coordinated with federal, state, and local agencies in 10 states, including the Bureau of Land Management.

Nikki has demonstrated skills in reviewing, interpreting, and incorporating federal, state, and local laws, regulations, and land management prescriptions (including county/city zoning ordinances and comprehensive/general plans). She has proven herself as a technical writer, as well as effectively coordinating agency communications with project staff, including working with multiple agencies at one time. Nikki excels in developing and executing innovative public engagement plans, including participating in the meetings, allowing her to interact and work with community leaders and members of the public to facilitate purposeful conversations to better identify needs and concerns.



CURT CADY | ENVIRONMENTAL PLANNER

BS Environmental Engineering – Montana Tech

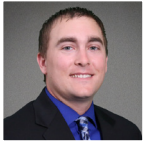
Curt is an environmental planner specializing in airport planning and environmental clearances for KLJ's aviation clients in Minnesota, North Dakota, South Dakota, and Montana. He has 17 years of experience working in project development, environmental planning, and engineering. Curt is a great fit for your airport because he has a vast background of working on environmental projects across the Midwest. Over the past decade, he has completed hundreds of projects for airports, including some of the most complex and controversial projects in North Dakota and South Dakota. Curt prides himself in simple, quick, collective, and cost-effective solutions to the environmental process.



KYRA VAGLE | AIRPORT ENGINEER

BS Civil Engineering – Minnesota State University, Mankato

Kyra recently joined the KLJ team to focus on aviation design and construction projects after previously working for MnDOT. She will aid design projects through plan production and specification development.



QUINN DALZIEL | AIRPORT ENGINEER

BS Civil Engineering – University of North Dakota; AA Liberal Arts – Lake Region State College

Quinn’s three years of experience at KLJ have been focused on aviation construction projects, particularly in inspection of construction projects. He also performs a substantial amount of design and has begun some project management. Quinn will assist you with design and surface modeling.



ROBERT HOGENSON, EI | AIRPORT ENGINEER

BS Civil Engineering – North Dakota State University

Rob is an engineer primarily serving in the civil transportation field. Most of his experience involves construction inspection, surveying, concrete testing, and aggregate lab work.



CASSIE MCNAMES, PE | STRUCTURAL ENGINEER

Professional Engineer – MN, ND, MT, SD, IA, WY, FL, TX; MS and BS Civil Engineering – North Dakota State University

Cassie is a project manager and structural engineer with more than 19 years of experience. She specializes in planning, design, and construction of aviation building infrastructure. Cassie’s experience includes hangars, Snow Removal Equipment (SRE)/Aircraft Rescue and Fire Fighting (ARFF) buildings, new terminals, and terminal rehabilitations.



DAVID DROWING | ELECTRICAL ENGINEER

Professional Engineer – CO, IA, KS, TN; BS Electrical Engineering – Missouri University of Science and Technology

David is a Professional Electrical Engineer with 20 years of well-rounded technical leadership experience providing electrical power, energy, and telecommunications solutions. His areas of expertise include transmission and distribution planning, substation design, generation interconnection, warehouse facilities, lighting, energy efficiency, smart grid, and fiber optics.



JAKE BACKOWSKI, PLS | SURVEYOR

Professional Land Surveyor – MN, MO, NM, OK, WI, IL, AL, AR; BS Land Surveying – St. Cloud State University; AAS Land Surveying – St. Cloud Technical College

Jake is a licensed surveyor in Minnesota and Wisconsin and is a GIS analyst with more than 11 years of experience. He is responsible for surveying, document creation, GIS analysis, and route map creation for electrical transmission and distribution projects. Jake’s survey experience includes topographic surveys, overhead transmission and distribution surveys, Public Land Survey System (PLSS) surveys, structural monitoring surveys, and easement surveys. His GIS experience includes route mapping, parcel creation, maintaining multiple statewide base maps, and data analysis. Jake also is trained in PLS-CAD software and integrates requirements and capabilities into KLJ’s transmission and distribution surveys.



JARRETT LEAS, PLS | SURVEYOR

Professional Land Surveyor – MN, ND, SD, KS; BES Geography-Land Surveying/ Mapping Sciences – St. Cloud State University

Jarrett has more than 28 years of experience as a land surveyor. He has advanced from crew member to crew chief and to the position of Professional Land Surveyor (PLS). Jarrett has managed large highway construction surveying projects, airport construction, large PLS section corner surveys, ROW plats, subdivision plats, and has also overseen requests and placed orders for hundreds of miles of aerial photography and LiDAR mapping projects. Jarrett has worked in the public sector as a crew chief and land surveyor for MnDOT for 12 years, and he has another 14 years of experience in the private sector. He has served as survey manager for large and small corridor-type projects requiring boundary, topographic, ROW, and construction surveys. Jarrett directly supervises survey crews, coordinates research, coordinates field surveys, and performs QA/QC for survey, CADD, and legal description work.

We **improve** the lives
of *people* and *communities*
by **engineering** progressive infrastructure
across the nation.

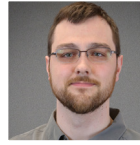




AARON NORBY, PLS, CFEDS | GIS COORDINATOR

Professional Land Surveyor – MN, ND, SD, MT, WY, TX; Certified Federal Surveyors Program (CFedS); BS Geography, Environmental Emphasis – University of North Dakota; Geography GIS-Remote Sensing Techniques – University of Texas

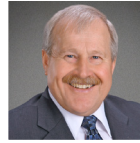
Aaron manages FAA Airport GIS (AGIS) projects and provides GIS consulting services for airports. He develops and manages AGIS data collection projects, web-based applications for airports, airspace analysis models, GIS-based ALPs, provides planning and engineering support, and has more than 25 years of experience in GIS. Aaron has served as the AGIS manager for several aeronautical survey projects in the Dakotas. He has managed these projects for the last nine years, and has led development of AGIS survey project data for ALPs.



TIM GELLERMAN | GIS TECHNICIAN

AAS Engineering Technology; AS Engineering – Bismarck State College

Tim earned an AAS in engineering technology as well as an AS in engineering and a Geographic Information Systems Technician Certificate of Completion from Bismarck State College. He is certified in FAA AGIS-IDLE Level 3.



JIM SANDAU | RIGHT-OF-WAY (ROW)

Real Estate Broker License – MN, ND, SD
BA Mass Communications – Moorhead State College

Jim is a land negotiation and acquisition specialist. He brings 15 years of experience in the land use planning field of development of comprehensive plans through client meetings, public hearings, and interaction with businesses and community and rural landowner interviews. Jim is experienced in landowner negotiation, land acquisition, title research, document preparation, relocation assistance, and presentations on multiple projects throughout the company.





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Engineering, Reimagined