



**AGENDA ITEM:** \_\_\_\_\_

MEETING DATE: June 17, 2016  
TO: Board of Directors  
FROM: Bill Quesnel PE, District Engineer  
SUBJECT: Projects Update

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**RECOMMENDATION:**

For information only, no Board action requested

**DISCUSSION:**

**Replacement Jet-Refueler Truck:**

A Notice of Award was issued to SkyMark Refuelers of Kansas City, Kansas, in February for a replacement 5,000 gallon Jet Refueler truck. The Contract allows up to 180 days for delivery, SkyMark has told Staff they expect to deliver the truck in July. The cost of the Refueler is \$219,000 not including sales tax, the budget is \$235,000.

**Warehouse Improvements:**

Concrete, carpentry, plumbing, drywall, electrical, paving and access improvements are underway throughout the building. The Maker Space portion should be complete by July 1<sup>st</sup> with the other work wrapped up in September. The total cost of the improvements (design, permits and construction) is estimated to be \$141,500, approximately 60% of that for Maker Space. Fifty percent of the total (60% of Maker Space cost) is budgeted for plumbing and electrical system upgrades.

An analysis of the fire sprinkler requirements for the Warehouse was completed in March by Engineered Fire Systems of Grass Valley. The Engineers provided four system options dependent upon the types of materials being stored (plastic, wood, paper, etc.) and the height of the storage systems (i.e. racks and pallets). The option that allows the tenants to maintain their current modes of operation requires triple the flow (0.6 gpm/sf) as compared to a more typical sprinkler system (0.2 gpm/sf) which places significant demands on the Airport's water distribution system. While doing fire hydrant flow tests to model the capacity of the system to deliver 2,000 gpm to the warehouse we found some of the control valves at the two TDPUD connection points were not set correctly to provide fire flows. The TDPUD provided staff and equipment to make the necessary adjustments but there are still limitations on the system's capacity due to the size/capacity of backflow prevention valves. I am working with the fire sprinkler engineer to determine the best approach to providing reliable fire protection to the Warehouse and the rest of the airport buildings.

### Maintenance Building Expansion:

Plans are 60% complete for the vehicle maintenance building addition. Given the very high cost of Public Works construction, Staff paused the project to have a cost estimate prepared by a third party before completing the documents and going out-to-bid. The estimate, including a 10% contingency, was \$373/sf with a storage mezzanine and \$270/sf without; for comparison the construction cost of the WOB is approximately \$385/sf. Eliminating the mezzanine is one option, another is to complete the design and permitting now but bidding the project with the mezzanine as an alternate during the winter when Public Works costs should decline. Staff will be prepared to discuss other options at the July 11<sup>th</sup> budget workshop. The current budget for the addition is \$420,000, to date slightly less than \$34,000 has been spent on design (Architectural, Geotechnical, Structural, Electrical, Mechanical and Civil Engineering).

### Hangar Painting

Maintenance Staff will solicit proposals from area companies to paint Hangar Rows G, H and J in late summer or early fall. The budget includes \$209,600 for painting in FY 2015/2016.

### Hangar Roof Repairs

A contract in the amount of \$153,021 for coating of Hangar Row C has been signed, materials are on site and the project will be complete by September 30<sup>th</sup> (no work during Air Show). The Contractor, Summit Roofing of Reno, is the same firm that did Hangar Row B in the summer of 2015. The FY 2015/2016 budget is \$79,500.

### Playground Expansion

A Professional Services contract was signed with High West Landscape Architects of Truckee to design an approximately 24' x 60' expansion of the playground east of the Administration Building. The Principal of High West was the designer of the existing playground when it was constructed as part of the building project. The expansion will include additional climbing apparatus and equipment geared for 6-12 year olds. Plans should be complete about the first of July with a goal of construction this fall. The project budget is \$55,000

### Tahoe City Helipad:

Applications were submitted to the TRPA and Placer County in late February for the helipad project. The County was the first to process the application and asked for additional information based on comments from other agencies and their own internal review. Follow-up documentation was provided to the County last week:

- The facility does not require a CalTrans operational permit as the use will likely be much less than the six times per month threshold according to CareFlight, CalStar and CHP
- Takeoff and landing noise levels at different distances from the helipad as modelled by BridgeNet
- Expected duration of the different phases of flight:
  - Time from cruise (about 500' agl) to landing: 1 minute
  - Shut down: 30 seconds.
  - Idle generally would not exceed 5 – 10 minutes.
  - Time for startup/run-up: 2 minutes
  - Time to climb to 500': 1 minute.
- A work stoppage plan in the event of the discovery of prehistoric or historic artifacts.

- The County also requested a cultural resources inventory (literature search and on-the-ground) and that work has been authorized

The TRPA reviewed the submittal package and the only comment received to date was “make sure the noise study addresses the TRPA Noise Threshold”. Unfortunately Chapter 68 (Noise Limitation) of the TRPA Code does not include thresholds/values for maximum noise levels for helicopters, helipad performance requirements and specifically states that emergency work is exempt from Chapter 68; clearly additional discussions with the TRPA are required.

While nothing about the County or TRPA permitting is unexpected, the District was recently notified the project will be reviewed by the California Tahoe Conservancy (CTC) and California Attorney General’s (AG) office and a Special Use Permit will be issued by the CTC to the District as approximately 40-feet of the access road is located on CTC property. The CTC and Tahoe City PUD have been working on an agreement to transfer the property to the TCPUD but the date of that transaction is now unknown.

The helipad budget is \$300,000, to date approximately \$40,000 has been spent on design and permitting

2016 Pavement Project:

Meyers Construction is progressing well with the reconstruction of the taxiways between Hangar Rows G and H and west of G. The aggregate base course is being placed the week of June 13<sup>th</sup> and asphalt paving should be completed the week of June 20<sup>th</sup>. Installation of the slotted drain and pavement marking will be the final items of work. Damon expects all construction to be complete by July 1<sup>st</sup> with a July 6<sup>th</sup> opening date before the Air Show, the contract requires completion by June 29<sup>th</sup>. There have been minor change-orders for removal of concrete around the existing slot drain and replacement of a couple of utility box concrete collars.

Teichert Construction will start work on Taxiway A and the Jet Ramp after the Air Show, likely Wednesday July 13<sup>th</sup>. The ramp widening and removal of Taxiway E are part of the Jet Ramp contract and Teichert intends to construct both projects simultaneously.

Airport Staff is removing the small areas of “high ground” penetrating the primary surface of Runway 2-20.

The FAA and California Division of Aeronautics combined have funded \$4,873,276 of the estimated \$5,146,276 total cost of the paving projects.

Facilities Master Plan:

The Facilities Master Plan was completed in September 2013. Much has been accomplished and staff believes it is time for an update of the schedules, scopes of work and budget amounts; money will be allocated in FY 2016/2017 to complete the update.