

TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: Engineering Related Project Activities

Purpose Information: **X** Guidance: Decision:

Recommendation For information only, update of May 2014 Report

Discussion

Utility Master Plan

With mapping of the utility infrastructure complete, we are starting the field investigation of the condition of the underground pipes and wires. A TV inspection of the interior of representative sanitary sewer and storm-drain pipes and the septic systems (Hangar 1 and EAA) is scheduled for the week of July 21st. As maintenance staff resources allow, excavations to inspect the exteriors of water pipes and power/communication cabling will occur. The draft Utilities Facility Report should be presented to the Board at the September meeting.

Replacement Plow Truck

The FAA notified the District that the bidding documents and technical specifications for a replacement plow truck could be circulated without formal FAA review. Staff will advertise the “project” in the *Sierra Sun*, solicit bids in accordance with FAA requirements and send the package to vendors/manufacturers of this type of equipment. Bids are due on August 19th and valid for up to 45 days to allow consideration at either the August or September 2014 Board Meetings. As of mid-July, the FAA has not committed any funding for the truck but Staff continues to “remind” the District’s new FAA Program Manager of the need for the replacement truck. There is still the possibility that some level of funding will be available as the Federal Fiscal Year comes to a close and other airports return unspent funds to the FAA.

Tahoe City Helipad

Staff is scheduled to meet with Tahoe City Public Utility District (TCPUD) staff on July 22nd to review the project in the context of the TRPA’s recent approvals of the mapping of the golf course land capability districts and impervious coverage. We’re hopeful that work on the project application(s) to TRPA and Placer County can begin in the near future with the goal of a 2015 construction start date. Staff will provide an update at Wednesday evening’s Board Meeting.

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Fuel Island and Tank Farm Corrections

Elite Power of Sacramento submitted a Time and Materials bid of \$38,240 to correct the electric code deficiencies at the Fuel Island and Tank Farm. As mentioned previously, the Contractor has constructed numerous fueling systems (tank farms, fueling stations and loading/transfer facilities) and is well-versed in the proper construction materials and methods for powering and controlling fuel handling equipment. A coordination meeting was held on July 14th to understand the limitations on outages of either system; neither the island nor farm are expected to be out-of-service for more than 24-hours and never on weekends to maximize the availability of fuel. The Contractor plans to work 4-10 hour days and expects the two-three man crew will be on-site for three to four weeks to complete the project.

Facilities Master Plan Upgrades

Maintenance Staff is soliciting proposals from coating material suppliers for direct purchase of the “paint” for Hangar Row “B”. The District requires a 10-year warranty and at least one manufacturer recommended by the Coating Consultant in the Facilities Plan has declined to submit a proposal under that condition. Once the specific product has been selected, Staff will advertise for contractors to paint the building with technical inspections (surface preparation, application and thickness) completed by the coating manufacturer as part of the 10-year warranty program. The painting will likely occur in late August or early September when the impacts to hangar tenants will be reduced.

The District received three bids for the Hangar Row “D” Roof Restoration Project. One of the bids was submitted after the deadline and the other two significantly exceeded the budget. Staff has spoken with Gabbart & Woods and Miles Construction (their metal building expert) and the recommendation is to make some minor changes to the specifications (primarily related to treatment of the attaching screws) and the project should be re-bid. We will make those changes, gather technical input from other roof coating product vendors for the specifications and solicit bids again.

As described in May, the manufacturer of Hangar Building “M” was on site in June to review the condition of the roof and address the problems with leakage. The representative reported the following:

- roof plane is installed in a workmanlike manner and seams are within tolerance

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- roof surface is in good condition w/ no apparent rust or corrosion
- fasteners are mostly snug but a few require tightening
- backup mastic at lap joints may not have been installed
- ridge caps lack some fasteners, is not well sealed/crimped
- peak cap and ridge to rake components are not installed per the detail
- hard rubber closure plugs at the eaves have openings/gaps
- panel edge under the rake fascia are not turned up or sealed at the laps
- no evidence that ice damming mastic has been applied

The report concludes: *physically the roof is in very good condition and w/appropriate attention to repairs, should last for many more years.* The report also included step-by-step instructions, including photos, of how the repairs should be made to meet the manufacturer's requirements. Rather than replace or coat the roof, staff believes it is prudent to go "out-to-bid" to correct the deficiencies in accordance with the manufacturer's written recommendations; we'll report back at the August meeting.

Americans with Disabilities Act Compliance

Staff has prepared preliminary drawings addressing the required Americans with Disabilities Act (ADA) upgrades for Hangar 1, the Hertz Car Rental and the Warehouse identified by ADA Consultant Services of Loomis. The drawings are being reviewed by Peter Beaupre to determine the cost of the improvements.

Hangar 3

Eight teams responded to the Request for Qualifications (RFQ) for Consulting Architecture/Engineering Services for the Hangar 3 project. The Ad-hoc committee and staff interviewed four of the teams and selected Mead & Hunt as the firm that best met the District's needs in terms of programming, specific design and equipment knowledge related to a cold weather environment, architectural compatibility with the community and construction cost control. The majority of the team are employees of Mead&Hunt with the notable additions of Ryan Group Architects, based in Truckee, and VJS-Lincoln, a Wisconsin based-firm whose sole focus is constructing aviation facilities. The RFQ included a preliminary five-phase process and timeline; following a telephone discussion earlier this week, the Team is preparing a detailed scope of work with an early emphasis on gathering community and user input, programming for aviation and non-aviation uses, order of magnitude

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budgeting and compliance with the CEQA process. Once there is agreement on the scope, they will determine the associated time/fee for the Board's consideration at the August 2014, meeting. As part of the discussion with Mead & Hunt re: the scope of services, we reiterated the need for the District to be able to end the project at any time for any reason with no further obligation to the Team.

Reconstruction of Apron A-4

The District received four bids for the reconstruction of Apron A-4:

<u>Bidder</u>	<u>Base Bid</u>	<u>Alternate Bid</u>	<u>Total</u>
Qualcon (Minden)	\$603,930	\$584,900	\$1,188,830
Granite (Sparks)	\$610,801	\$625,435	\$1,236,236
SNC (Reno)	\$651,007	\$694,000	\$1,345,007
Advanced (Truckee)	\$852,299	\$752,092	\$1,604,391

The low bid total was \$125,220 less than the Engineer's Estimate of \$1,314,050. The Contractor is scheduled to start work on August 4th and has 40 working days (eight weeks) to complete the project. Reinhard Brandley's office has estimated a total project cost of \$1,462,830 including \$120,000 for design and \$154,000 for construction inspection and administration.

The District's Program Manager so far has committed to pay 90% of the base construction bid (\$543,537) and will very likely fund about \$60,000 of the design and construction administration costs. Staff is still working on getting at least some portion of the alternate work funded, again as we approach the end of the federal fiscal year the likelihood of the District receiving FAA funding increases. As of July 17th, the project funding will be from the following sources assuming no additional FAA funding is forthcoming:

FAA previously committed:	\$340,000
FAA supplemental funding:	\$263,537
TTAD FY 2014 project budget:	\$366,676
TTAD pavement reserves (\$500k available):	<u>\$492,617</u>
TOTAL:	\$1,462,830

The District also has \$445,200 set aside for Grant-Eligible Non-Funded Capital Improvement Projects if the total project cost exceeded the Engineer's estimate.