

TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: 2013 Pavement Maintenance Project

Purpose	Information:	Guidance:	Decision: X
Recommendation	<p>Authorize staff to proceed with pavement maintenance projects as proposed in the Pavement Management Plan, including modification of the scope of work as described below, and release of pavement maintenance funds budgeted for FY2012-2013 totaling \$853,400.</p> <p>Staff also recommends allocating an additional \$298,600 from the Pavement Maintenance Unrestricted Net Asset Fund to fund the increased scope of work.</p>		
Last Action	<p>The Board of Directors adopted the Pavement Evaluation Study and Maintenance/Management Plan in November of 2011. The Board reviewed the 2013 Pavement Projects as part of the budget process and budgeted \$853,400 in the FY2012-2013 Budget. The Board also set aside an additional \$500,000 in unrestricted net assets for future pavement maintenance projects.</p>		
Discussion	<p>The November 2011 <i>Pavement Evaluation Study and Pavement Maintenance/Management Plan</i> (Plan) prepared by Reinard Brandley included a 20-year maintenance program for the District's paved surfaces. The proposed schedule was based on a review of multiple criteria:</p> <ul style="list-style-type: none">• subgrade geotechnical conditions• pavement structural section configurations• Falling Weight Deflectometer test results• visual evaluation of the pavement condition• forecast traffic impacts• frost (weather) impacts <p>The Plan is an excellent analysis of the condition of the pavement and provides important guidelines and recommendations with respect to the timing of both maintenance and reconstruction activities. That said, the report also recognizes that an effective maintenance program requires updating on a relatively frequent basis using the following techniques:</p> <ul style="list-style-type: none">• annual visual observation• five-year interval of detailed visual inspection• 10-year deflectometer and fatigue analysis		

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Maintenance/Management Plan 2013 Project Scope

The 2013 Maintenance and Rehabilitation Schedule contained in the Plan identified the following work:

- Mill & Fill approximately 178,000 sf. of the east ramp; 100,000 sf. generally in front of Sierra Aero and 78,000 sf. in front of Hangar 1 with an estimated cost of \$455,000.
- Crack Repair and Sealing of the Jet Ramp/Apron west of Hangar Row "A" at an estimated cost of \$40,000.
- Saw & Seal new joints to supplement the existing joints in Hangar Rows A, B and the west side of C, cost \$45,000
- Remark (striping) of airfield pavements as needed, budgeted at \$176,000.

The total 2013 construction cost using the unit prices contained in the Plan is estimated to be \$716,000. In addition to the construction cost, staff recommends budgeting approximately 15% for soft costs related to plan preparation, submittals to the FAA, project bidding and construction administration bringing the Plan's 2013 project total to \$823,000,

Proposed 2013 Project Scope Modifications

During the last week, staff reviewed the surface conditions of the ramp and hangar areas and is recommending modification of the 2013 program:

- Mill & Fill approximately 271,000 sf. of the ramp; the 100,000 sf. of the east ramp originally proposed by the Plan plus 171,000 sf. of the west ramp. The easterly area includes the pavement subject to traffic taxiing from the jet ramp and transient parking circles. The western section, described best as the northern portion of the primary "light" General Aviation transient parking area, was added this year because of increasingly poor surface conditions including raveling, thermal block cracking and increasing signs of deep-seated distress. The southerly portion of the west ramp is used to a lesser extent and in relatively better shape although its 2011 PCI was slightly less than the north area. The estimated cost of all 2013 Mill & Fill is \$705,000. The entire west ramp is scheduled for reconstruction in 2017.
 - The remainder of the east ramp (258,000 sf.) extending to the EAA Building is proposed to receive a Fog or *Reclamite* Seal Coat to correct surface distress problems that are not as significant as seen on the west ramp. The estimated cost of the seal is \$36,000. This area is currently proposed for Mill & Fill in
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2014 and reconstruction in 2020.

The remainder of the Plan's proposed 2013 maintenance work at the Jet Ramp, hangar rows and airfield striping will not change (\$261,000). The construction cost of the 2013 project is now estimated to be \$1,002,000 due to the increased Mill & Fill area and addition of the sealing.

The addition of approximately 15% for soft costs related to plan preparation, submittals to the FAA, project bidding and construction administration bringing the total project budget to \$1,152,000.

Fiscal Impact

As described in the preceding discussion, the total cost of the recommended project has increased to \$1,152,000. The District's 2012-2013 budget includes \$853,400 for this year's pavement work, leaving a shortfall of \$298,600. Based on staff's discussions with the FAA it's likely that up to \$455,000 (plus design and construction management expenses) could be funded by that FAA, any amount greater than the shortfall would be beneficial to the District. Staff has submitted these projects to the FAA for AIP funding. We hope to hear back from the FAA by mid to late March.

In order to proceed as planned, staff requests the Board release the \$853,400 as budgeted and programmed for FY2012-2013 and allocate an additional \$298,600 from the Pavement Maintenance Unrestricted Net Asset Fund. The current fund balance is \$500,000.

Attachments

2013 Pavement Management Project Summary Exhibit
