



**TO:** Mayor Shaun Sipma  
Members of the City Council

**FROM:** Rick Feltner, Airport Director

**DATE:** October 30, 2019

**SUBJECT: CARGO APRON RECONSTRUCTION AND EXPANSION (AIR076)**

**I. RECOMMENDED ACTION**

1. Recommend approval of Ulteig Work Order No. 1 – Cargo Apron Reconstruction and Expansion – Design Services; and
2. Authorize the Mayor to sign any applicable documentation.

**II. DEPARTMENT CONTACT PERSONS**

Rick Feltner, Airport Director 857-4724

**III. DESCRIPTION**

A. Background

This project was approved as part of the 2019 Airport capital improvements budget. The FAA and State Aeronautics approved grants, that allow for 95% of the expenses to be reimbursed to the City.

B. Proposed Project

The existing pavement for the cargo apron and Taxiway E was originally constructed in 1953 with an asphalt overlay completed in 1987. This makes the original pavement and gravel base material over 65 years old and the overlay pavement over 30 years old. This is well past the design life of the asphalt pavement. The engineering services for this work order shall include preliminary design, final design, and closeout.

Project Description:

- Reconstruct and rehabilitate existing Taxiway E. Total reconstruction and rehabilitation area is approximately 56' long by 50' wide.
- Reconstruct and rehabilitate existing apron area. Total reconstruction and rehabilitation areas is approximately 3,800 SY.
- Expand apron area. Total expansion area is approximately 14,300 SY.
- Construct new connector taxiway. Total new taxiway area is approximately 181' long by 50' wide.
- Taxiway filet design will meet FAA design circular requirements.
- Markings, signage, taxiway lights, and apron safety lighting will meet FAA design circular requirements.
- Pavement section will be designed using FAARField and FAA design circular requirements. A concrete pavement section is planned for this project. As part of this project, a life cycle cost analysis will be completed.
- Drainage design will meet FAA design circular requirements.
- Aircraft deice fluid containment for the cargo apron area is planned for this project. The deicing facility will meet FAA design circular requirements. Potentially utilizing or

adding onto the existing commercial service apron deice containment will be researched as part of this project.

C. Consultant Selection

Ulteig Engineers are the engineer of record for the Minot International Airport; they were selected through a request for qualification, bidding, and interview process in 2016.

**IV. IMPACT:**

A. Strategic Impact:

The airport will be able to better serve the community and strengthen operations at the airport with the completion of this project.

Contract Costs:

Preliminary Design	\$80,588.00
Final Design	71,056.00
Closeout	4,325.00
Total Engineering Fees:	\$155,969.00

City Share of Engineering Fees: \$7,798.56

B. Service/Delivery Impact:

The airport will be able to better serve the cargo aviation sector with the improvements to be made to the cargo apron. High-quality, safe operations are what enable the airport to provide exemplary pilot and passenger experiences; the completion of this project will allow for continued strength in daily operations.

C. Fiscal Impact:

This project will be funded 95% by the FAA, 5% by State Aeronautics, and 5% the City. The City share will be paid with 2019 sales tax improvement funds.

**V. ALTERNATIVES**

Alt 1. The project could be halted at this time. Federal and State grants would be cancelled.

**VI. TIME CONSTRAINTS**

Timely approval of the recommended action will allow the Airport to move forward with this project as planned.

**VII. LIST OF ATTACHMENTS**

- A. Procurement Checklist
- B. Work Order No. 1 – Cargo Apron Reconstruction and Expansion – Design Services