



TO: Mayor Shaun Sipma
Members of the City Council

FROM: Rick Feltner, Airport Director

DATE: July 20, 2020

SUBJECT: CARGO APRON BID AWARD AND CONTRACT

I. RECOMMENDED ACTION

1. Recommend the Notice of Award of the Cargo Apron Reconstruction and Expansion project to Bluestone Construction as the low bidder.
2. Approve the Agreement for construction of the project
3. Authorize the Airport to utilize budgeted funds for the project, until FAA grant funds are received.
4. Authorize the Mayor to sign the necessary documentation.

II. DEPARTMENT CONTACT PERSONS

Rick Feltner, Airport Director, 857-4739

III. DESCRIPTION

A. Background

The Cargo Apron Reconstruction and Expansion project was approved by City Council on April 20, 2020 as part of the FAA's 2020 Airport Improvement Program (AIP) grant funding. Per the CARES Act, the FAA has committed to fund the project at 100% with no local matching funds required. In order to begin construction, approval of the Notice of Award, Agreement, and authorization to utilize budgeted funds until grant funding is released is necessary.

B. Proposed Project

Reconstruct and Expand Cargo Apron - Reconstruct cargo apron approximately 3,400 SY, Reconstruct taxiway approximately 800 SY, Construct taxiway approximately 1,400 SY, Expand cargo apron approximately 13,500 SY. Install and reconfigure taxiway signs and edge lighting. Install cargo apron lighting. Project Justification: 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 existing pavement is showing significant signs of wear and the condition is beyond rehabilitation. The apron is experiencing severe longitudinal and transverse cracking, alligator cracking, bleeding, rutting and severe weathering/raveling. The latest pavement condition report for the Minot International Airport was completed in 2018. At that time, the pavement condition index (PCI) for the cargo apron was between 26 and 29 out of 100. This report estimated the PCI for this pavement to be 20 in 2020 and has projected a continual downward number. The report indicates a PCI score of 36 for taxiway E in 2018 and estimated a PCI score of 32 in 2020. Typically, a PCI below 40 is recommended to be reconstructed.

C. Consultant Selection

Ulteig, the Airport's engineer of record provides consulting services on this project.

IV. IMPACT:

A. Strategic Impact:

The existing cargo apron is undersized for aircraft that are utilizing the airport. Minot is presently serviced by FedEx, UPS, and other smaller regional cargo companies. FedEx utilizes the cargo apron on the south side of the airport and UPS utilizes a portion of the GA apron on the north side of the airport. Following this project, the airport intends to move both carriers to the cargo apron on the south side of the airport. Both major carriers have flights that arrive in the morning, offload their packages, and remain in Minot until they unload their packages in the evening. Both carriers then depart Minot in the evening. One of the carriers has an aircraft that comes in late and overnights in Minot. Cargo aircraft currently utilizing the airport include: the ATR- 42, Fairchild Metroliner III, Cessna 208, Beech 1900 and smaller twin engine aircraft. Minot is also listed as an alternate airport for the ATR-72 in the FedEx fleet. Minot receives occasional use from this aircraft. FedEx has given notice to the airport that in the near future the Cessna 408 SkyCourier will be joining their fleet and will be utilizing the Minot International Airport. There are multiple cargo aircraft that land and remain at the airport each day. It will be crucial for the new cargo apron to have the room to park and maneuver multiple aircraft at one-time.

B. Service/Delivery Impact:

Improved service to both Cargo and General Aviation Operation. Improved safety to aircraft and personnel.

C. Fiscal Impact:

The project described above has been previously approved by City Council and included in the 2020 budget.

Project Costs and Funding

Budgeted Project Costs:

<u>Reconstruct, Expand Cargo</u>	\$3,359,466
Total	\$3,359,229*

Project Funding:

Federal Share	\$3,359,229
City Share	0
<u>State Share</u>	0
Total	\$3,359,229

Division 1 of the project is to be completed in 2020 at a cost of \$2,147,400. Division 2 will be completed in 2021 at a cost of \$1,211,829.

V. ALTERNATIVES

Council could elect to wait until grant funding has been disbursed until approving the Award and the Agreement.

VI. TIME CONSTRAINTS

Timely approval will allow construction to begin on July 27, 2020 as scheduled and make the most of the 2020 construction season.

VII. LIST OF ATTACHMENTS

- A. Notice of Award – Blue Stone
- B. Bid Tab – Cargo Apron
- C. Blue Stone Construction Agreement
- D. Construction Contract Appendix
- E. Bid Form