



TO: Mayor Shaun Sipma
Members of the City Council

FROM: Rick Feltner, Airport Director

DATE: April 5, 2021

SUBJECT: CARGO APRON RECONSTRUCTION AND EXPANSION PHASE II (2021500003)

I. RECOMMENDED ACTION

1. Recommend approval of construction contract with Blue Stone Construction, Inc. - Cargo Apron Reconstruction and Expansion Phase II; and
2. Recommend approval of included budget amendment; and
3. 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 2020 Airport capital improvements budget. No contract was awarded in 2020, as such, no encumbrance could be completed at year-end. An amendment is needed to increase the 2021 Airport capital budget; the City anticipates 95% reimbursement from the FAA and State Aeronautics. Grant awards are anticipated mid-2021.

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 file 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.

Blue Stone Construction, Inc. was the successful bidder when the project was bid in 2020.

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 budgeted fully in 2020. A budget amendment is included to appropriate funds to 2021, as follows:

Federal Share* (90%):	\$ 1,057,995.82
State Share* (5%):	\$ 58,777.55
City Share (5%):	\$ 58,777.55
Contract Costs:	\$ 1,175,550.91

* Funding is anticipated, not yet awarded.

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. Construction Agreement_ Blue Stone-2021
- B. Budget Amendment