



**TO:** Mayor Tom Ross  
Members of the City Council

**FROM:** Jennifer Eckman, Airport Director

**DATE:** March 18, 2024

**SUBJECT: SEH CONTRACT FOR TAXIWAY C/C3 RECONSTRUCTION FINAL DESIGN (CITY PROJECT NUMBER #2024500005/ AIP 3-38-0037-72-2024)**

#### **I. RECOMMENDED ACTION**

1. Direct staff apply for state and federal funding to assist with the financing and rehabilitation of Taxiway C/C3 project; and
2. Approve the supplemental letter agreement with Short Elliott Hendrickson Inc. (SEH) to design the rehabilitation of Taxiway C/C3 in form; and
3. Upon receipt of federal and/or state funding, authorize the Mayor, Airport Director, and City Attorney to execute grants and the Supplemental Agreement.

#### **II. DEPARTMENT CONTACT PERSONS**

A. Jennifer Eckman, Airport Director	857-4724
B. Maria Romanick, Airport Operations Manager	857-4724

#### **III. DESCRIPTION**

##### **A. Background**

Taxiway C and C3 at the Minot International Airport (MOT) are experiencing deterioration and needs repair. The 2021 Pavement Condition Index (PCI) report for these sections range from 39 – 57, with the PCI projected to deteriorate to 31-52 by 2025 when the reconstruction is anticipated to take place, warranting repair. Pavement distresses noted in the last PCI inspection include alligator cracking, depressions, longitudinal and transverse cracking, raveling, and weathering.

The construction of the southern half of Taxiway C South (between TW C4 and C5) was completed in 2002, and the northern half of TW C south (between RW 8/26 and TW C4) was last constructed in 1998 (4" overlay). Taxiway C3 was constructed in 2002.

Rehabilitation is necessary to provide adequate and safe access to and from the terminal facilities to Runway 13/31, the primary runway for the Minot International Airport.

##### **B. Proposed Project**

The proposed final design project includes project formulation, completion of the Engineer's Design Report, Final Design, Plans and Specifications, Bidding and Award, and FAA coordination. The project will consist of a rehabilitation of the taxiway pavement, including a four-inch mill and overlay of the bituminous pavement.

The construction project will include the pavement repairs discussed above and also the replacement of associated electrical systems, edge lighting and signage. The existing electrical systems have reached the end of their useful life and need replacement to prevent failure. The existing systems will be replaced with new LED lighting systems.

While under construction, access will remain to Runway 13/31. Temporary closures of Taxiway C and C3 will be necessary during construction and a phasing plan will be determined minimize impacts to air traffic. Alternative taxi routes will be provided during these periods, so access is maintained throughout construction.

C. Consultant Selection

SEH is the engineer of record for MOT airport development as was approved at the City Council meeting on May 17, 2021.

#### IV. IMPACT:

A. Strategic Impact:

Safe use of the taxiways is of utmost importance to providing safe and efficient aviation transportation for the Minot Community.

B. Service/Delivery Impact:

By designing a solution to address the deteriorating structural components of the airport's taxiways, this project will allow for continued safe operations for general aviation and emergency vehicles at the Minot International Airport.

C. Fiscal Impact:

The anticipated cost of this project is outlined below, and it is included in the 2024 CIP for the Minot International Airport:

Project Costs:

Project Final Design and Labor	\$ 318,800.00
<u>Direct Expenses</u>	\$ 25,600.00
<b>TOTAL</b>	<b>\$ 344,400.00</b>

Project Funding

The funding will come from the FAA Airport Improvement Program (AIP). The airport receives approximately \$1.6M of AIP entitlement funding annually, in addition to the carry-over from previous years. Project funding beyond the available AIP funding will be funded with FAA discretionary funding. The preliminary design effort will scope the project accordingly to match City, NDAC, and FAA budgets. It

is projected that the City of Minot share will be 5 percent of total project costs.

#### **V. CITY COUNCIL ASPIRATIONS**

The City Council aspirations that are achieved by adopting the proposed recommendation and completing this project include providing a safe and welcoming environment at the Airport.

#### **VI. ALTERNATIVES**

An alternate the City Council could recommend that this project be postponed or denied, resulting in a delay for repairs and the potential for structural failure of the airport's taxiways. Poor pavement condition could result in taxiway closure, causing delays for air traffic control's ability to taxi aircraft efficiently.

#### **VII. TIME CONSTRAINTS**

The following project schedule is intended to accommodate City and FAA funding and grant schedule requirements:

1. March 18 - City Council approves final design
2. March – April 2024 – Complete Final Design
3. April 2024 – Bidding and award.
4. Fall 2024/Summer 2025 – Construction

#### **VIII. LIST OF ATTACHMENTS**

- A. SEH Proposal - Supplemental Letter Agreement – Taxiway C/C3 Rehabilitation