

## **Michael J Smith Field Airport Update – April 2021**

### **ALP Update and Narrative Report**

- No change. TBI is awaiting acceptance from the FAA on the ALP Update and Narrative Report sent to them on 1/28. TBI will provide the Airport with a revised report and drawings once final approval is given by the FAA.

### **Fuel Farm Construction**

- *Site Work*
  - A Final Walkthrough was completed on 3/2 to verify completion of punch list items. There were additional punch list items found during this walkthrough which have been coordinated with Sunland. TBI is awaiting update from Sunland on status of punch list items.
  - TBI is waiting on construction closeout documents from Sunland Builders.
  - Letter was sent to Sunland Builders on 4/8 regarding costs for failed QA tests on the project. Per the project specifications, the Contractor is required to pay for any retesting costs due to failed tests.
- *Fuel Systems*
  - Project was substantially completed on 2/26.
  - Fuel farm is fully operational and in use by Airport.
  - Contractor has begun to send compile and send construction closeout documents.

### **T-Hangars and Taxilanes**

- *General*
  - The Site Certificate Form submitted to the EDA for approval on 1/15 was approved on 4/6. With the approval of this document, the EDA is able to give the official okay to approve the various phases of each individual project.
  - Design and Construction of this project is divided into 3 projects: Airfield Electrical Vault Procurement, Airfield Vault Electrical Utilities, and T-Hangars & Taxilanes.
- *Airfield Electrical Vault Procurement*
  - TBI accepted the vault shop drawings on 4/6. The vault is now on the schedule to be fabricated and is scheduled to be ready for delivery mid-May.
- *Airfield Vault Electrical Utilities*
  - Bids were opened on 4/9 and four bids were received. Low bidder was Rifenburg Construction with a bid of \$213,380. Engineer's cost opinion was \$250,500.
  - TBI reviewed all bids received and sent a recommendation to the Airport on 4/12 to award the project to Rifenburg.
  - The Airport Authority voted to award the project to Rifenburg on 4/14, pending approval of bids by the EDA. EDA approved the bid results on 4/15 allowing for the project to move forward.
  - TBI finalized the construction contracts and sent to Rifenburg on 4/15 for their execution. Contracts will be sent to the Airport after for final execution.

- Construction schedule to be coordinated with Rifenburg once contracts are executed.
- T-Hangars & Taxilanes
  - 60% Design Plans were submitted to the Airport for review on 3/11. TBI received review comments from the Airport on 4/9. TBI is currently working to address the comments.
  - In lieu of a 90% submission, TBI will host a meeting with Mr. Joyce and Mr. Parker to go over the revised design and get go ahead to proceed with bid documents. Timing of the meeting will be coordinated with attendees.

#### **Runway 21 Pavement Issues**

- Ameriseal was onsite on 3/30 to remove loose Grip-Flex materials on the Runway 21 threshold. After loose materials were removed it was determined that compromised material is located primarily in a 9'x90' area, though there are small pockets elsewhere.
- After reviewing findings from the removal efforts, Ameriseal expressed concerns that the delaminated areas were too thick for their product to be applied and did not feel that their product is the right one to place on this area without a high likelihood of short-term failure. They recommended having someone place asphalt in the area to level out the area and, if the Airport is still interested, Grip-Flex could be installed over this new surface.
- After these discussions with Ameriseal, TBI reached out to the NCDOA to determine if their maintenance department could assist with a mill and overlay of this area. The maintenance department indicated that they are discussing repair alternatives on their end. TBI is still awaiting final word.
- After repair work is completed, the NCDOA Maintenance Department is still committed to re-marking Runway 3-21 in its entirety.