

LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
JULY 6, 2016
MINUTES

The Logan-Cache Airport Authority Board convened in a regular session on July 6, 2016 at 7:30 a.m. in the Cache County Historic Courthouse, County Council Chambers, 199 North Main, Logan, Utah.

ATTENDANCE

Members of the Airport Authority Board in Attendance:

John Kerr – Chairman

Val K. Potter – Cache County Council
H. Craig Petersen – Logan City Mayor
Jeannie F. Simmonds – Logan City Council
Gar Walton

Members of the Airport Authority Board Absent:

Craig W Buttars – Cache County Executive
Bill Francis

Also in Attendance:

Lee Ivie - Airport Manager
Matt Bunnell – Utah State University
Aaron Dyches – Utah State University
Scott Weaver – Leading Edge Aviation
Nate Gnehm – Mountain Ridge Helicopters
Matt Smith – Mountain Ridge Helicopters
Bryan Congdon – Harris Air
Clayton Gefre – Herald Journal
Russ Kirkham
Janeen Allen

CALL TO ORDER

Chairman John Kerr called the meeting to order at 7:31 a.m.

ITEMS OF BUSINESS

Approval of Minutes

ACTION: Motion was made by Walton and seconded by Potter to approve the minutes of May 4, 2016. The vote in favor was unanimous, 5-0 with 2 absent

ITEMS FOR DISCUSSION

Manager's Report – Lee Ivie (Attachment A)

Ivie presented his report which is part of these minutes as "Attachment A."

Receipt and Award of Bid for 10/28 Project

Kerr referred to a letter from Armstrong Consultants which is part of these minutes as "Attachment B." Two bids were received: Staker Parson Companies for \$934,780 and LeGrand Johnson Company for \$826,867.95. Both bids were reviewed for accuracy and conformance to requirements and it was recommended by Armstrong that the award of bid go to LeGrand Johnson Company.

Kerr noted that there are two options for the runway surface:

- Make it 75 feet wide and not cover the full length of the runway
- Make it 60 feet wide and go the full length of the runway

Board members discussed the two options and decided to go with the 60 foot wide option.

ACTION: Motion was made by Potter and seconded by Walton to award the bid for the Runway 10/28 Project to LeGrand Johnson Company. The vote in favor was unanimous, 5-0 with 2 absent

Committee Reports

Audit & Finance – Craig Buttars

No report

Operations Committee

No report

Capital Improvements - Bill Francis

No report

Economic Development / Public Relations – Gar Walton

Walton reported that they have had three opportunities to share the message of the airport to the community. He spoke to two service clubs: Rotary and Kiwanis and

appeared on KVNU in a live interview. He appreciated the opportunity to share how vital the airport is to our community. He said there has been good response and people have become more aware of what is available at the airport.

Kerr noted that according to a report compiled by Leading Edge Aviation, the fuel sales for local use historically has been about 10%, but is now down to under 4%. This dispels the notion that the airport is merely a country club for locals. Simmonds added that fuel sales overall are up indicating that the sales are going to external customers.

Open Items

Matt Bunnell reminded the board of two upcoming events at the airport:

- July 16th – 5K Run on runway 10/28. It will coincide with the shutdown for construction
- September 20th – Girls in Aviation Day for local middle school and high school girls
- October – Regional Intercollegiate Flying Association Competition. Hosting 35 to 40 aircraft and 150 contestants from schools in Montana, Colorado, and Utah.

Bunnell addressed the board with some safety concerns that he has with the airport. There has been increased activity on Charlie and Juliet in the last six months by unauthorized vehicles. He has also observed people on bicycles on the runways and people doing burnouts in cars. Construction equipment with booms left up that could potentially catch a helicopter rotor blade causing injury and/or fatalities.

He also reported an incident involving a truck on Runway 10/28 with no lights on and one of his aircraft touching down right next to the truck not seeing it there. A near miss that could have resulted in a crash and potential injuries or fatalities.

Simmonds asked what the reason is for these people being on the runway. Ivie said the majority of the incidents involve construction workers. He has warned crews about being in movement areas, but they haven't been very cooperative.

Ivie said one problem he sees is the giving out of the access code on the gate too freely. He proposed changing access to a card system because people are much more reluctant to give their card to someone else.

Nate Gnehm said he has observed quite a lot of close calls with construction workers and their families getting too close to aircraft in movement areas.

Kerr observed that most helicopters have gone from a right-hand pattern to almost exclusively left-hand and wondered what prompted that change. Bunnell said the biggest concern with the right-hand pattern is the potential crossing of final paths. He will continue to explore this issue, but recommends that fixed wings stay outside the numbers 1-0 on the downwind and helicopters stay inside the numbers 1-0 in a tighter pattern.

Kerr asked Bunnell what the business outlook is for his pilots. Bunnell said it looks really good. Historically, the average annual hours of flight training has been 6,000. This fiscal year that just ended June 30th, they have recorded over 11,000 hours. Currently there are between 160 and

200 active students with an additional 50 students coming in. Gnehm added that they have purchased two additional helicopters to accommodate the new students.

Kerr said he has heard that the job market for both fixed wing and helicopter pilots is very good right now. Bunnell agreed saying they have had 100% placement over the last 3 years.

Kerr expressed appreciation to Bunnell for working with Ivie on the safety issues. He said the key will be better communication to those who are gaining unauthorized access to restricted areas.

Bunnell thanked the board for their concern and asked them to consider Ivie's suggestion of moving to card access through the gates resulting in better control of over unauthorized access. He also agreed with Kerr that better communication and education of the construction workers will help solve the problem.

Kerr said that users need to be retrained on proper airport procedures.

A brief discussion about the keypad versus card access issue followed with various viewpoints expressed and pros and cons about the access options.

Next Meeting

August 3, 2016 at 7:30 a.m.

Adjournment

The meeting adjourned at 8:22 a.m.

**LOGAN – CACHE AIRPORT AUTHORITY BOARD
JULY 6, 2016**

ATTACHMENT A



June 2016 Manager's Report

1. Current AIP Projects.

Bids were opened on June 29 for the construction phase of Runway 10/28 and the pavement preservation of Runway 17/35 and taxiways B, A1, B1, B2, B3, B4, B5, and D. There were two contractors competing for this job, one being Staker Parson, and the other Legrand Johnson. The details of bid amounts and the recommendation of the contractors' qualifications based on a review of bids by Armstrong Consultants will be discussed later as outlined in the items on the agenda.

2. Buildings, Grounds, and Vehicle Maintenance.

- a. A second application of herbicide was sprayed in the safety areas north and south of Runway 17/35 to kill weeds that the first treatment failed to destroy. In addition to these safety areas being treated, certain ditch banks on the airport, and other areas along roads and around hangars were sprayed to eradicate noxious weeds.
- b. The PAPIs on the east side of Runway 17 are still having electrical problems. The lamps are burning out about every two weeks, and sometimes less than that. These bulbs cost about \$35.00 a piece, and should definitely have a longer life than that. I've made arrangement for Cache Valley Electric to send a technician to the airport to trouble shoot this problem.
- c. The first cutting of grass in safety areas and along fence lines is nearly completed. Mowing operations near the hangars and at the airport entrance have been performed three times.
- d. The Southwest Gate that services the old hangar area is currently out of service. That gate is close to twenty five years old, and the operator that runs the gate needs to be replaced. I have two bids for a replacement unit and the labor for installation of the component. The local company's (Custom Fence) bid price was \$4,300.00, and a company from Salt Lake City called Prices Guaranteed Doors came in at \$3,365.00. I've contacted Mr. Price to schedule a time to replace the operator.

3. FAA Part 139 Safety Inspection.

An eight hour training course in wildlife management was conducted at the airport for personnel responsible to inspect the facility. This training took care of the one item that the airport staff neglected to do to meet our part 139 requirements. There are still two items dealing with a fuel truck and the fuel farm that need to be addressed.

4. MV-22 Osprey Testing Operations.

MV-22 Osprey operations will commence on July 11, 2016 and we anticipate that their flight test team will be here for two months. These test procedures will be staged in the same area of the airport as they were the last time the Osprey was here. The daily lease rate for the abandoned Runway 05/23 will be \$250.00

5. 2017 Airport Budget.

The draft budget for operational, development, and maintenance expenses at the airport for the year 2017 needs to be submitted by mid- July of this year. The Airport Authority Board Members' comments or suggestions if any are welcome.

LOGAN – CACHE AIRPORT AUTHORITY BOARD
JULY 6, 2016

ATTACHMENT B



June 30, 2016

Mr. Lee Ivie
Logan-Cache Airport Manager
199 North Main
Logan, UT 84321

Re: Recommendation of Award
Logan-Cache Airport
Schedule I – Resurface Runway 10-28;
Schedule II – Pavement Preservation Runway 17-35 and Taxiways

Dear Mr. Ivie,

As you are aware, bids were received on the above noted project on June 29, 2016. Two bids were received on the project. A bid tabulation is attached reflecting the bids along with the Engineer's Cost Estimate.

The following table shows the relationship of the bids to each other and the Engineer's estimate:

CONTRACTOR	SCHEDULE I	SCHEDULE II	TOTAL
Staker Parson Companies	\$723,847.00	\$210,933.00	\$934,780.00
Legrand Johnson Co	\$631,725.20	\$195,142.75	\$826,867.95
Engineer's Estimate	\$679,480.00	\$221,176.50	\$900,656.50

The bids were reviewed for conformance to the requirements. The review included a check of the math, evidence of unbalancing, bid bond, and appropriate signatures. The bids generally appear to be responsive.

Kilgore Companies, LLC dba Legrand Johnson Construction Company appears to be the low bidder for the project. The low bidder has been determined based upon the lowest amount for combined Schedules I and II.

The project was advertised three times over three weeks in the Herald-Journal. Faxes and/or emails of the bid advertisement were sent to five potential bidders. There were four sets of documents provided to potential bidders and subcontractors, and two sets to plan rooms. At the pre-bid meeting held on June 15, 2016, there were two potential contractors that attended the meeting and site visit.

Colorado
861 Rood Avenue
Grand Junction, CO 81501
T: 970.242.0101
F: 970.241.1769

Arizona
2345 S. Alma School Road
Suite 208
Mesa, AZ 85210
T: 602.803.7079
F: 480.632.0760

New Mexico
2305 Renard Place SE
Suite 210
Albuquerque, NM 87106



The following budgets need to be developed for the project:

COST SUMMARY - UDOT DIVISION OF AERONAUTICS	
SCHEDULE I CONSTRUCTION	\$631,725.20
SCHEDULE II CONSTRUCTION	\$195,142.75
SCHEDULE II CRACK SEALING*	\$7,218.00
CONSTRUCTION COST – Combined Schedules I and II (with Crack Sealing)	\$834,085.95
DESIGN ENGINEERING COST	\$112,000.00
CONSTRUCTION ADMINISTRATION	\$54,000.00
TOTAL ESTIMATED PROJECT COST	\$1,000,085.95
UDOT SHARE (Grant Amount 90%)	\$900,077.36
LOCAL SHARE (10%)	\$100,008.59

*Crack sealing under Schedule II was performed previously under separate contract and eligible for reimbursement attributable to this project.

Based upon final accepted quantities, the extended cost may vary slightly as bid prices are based on estimated quantities at firm bid unit prices.

Based upon our review, we recommend that Schedules I and II be awarded to Kilgore Companies, LLC dba Legrand Johnson Co in the amount of \$826,867.95 upon concurrence by Utah Division of Aeronautics.

Please contact me if you have any questions.

Sincerely,
Armstrong Consultants, Inc.

Michael T. Carr
Airport Engineer

Enclosures: Bid Tabulation

cc: Craig Ide, UDOT



ARMSTRONG CONSULTANTS, INC.
861 ROOD AVE.
GRAND JCT., CO 81501

Office: (970) 242-0101 Fax: (970) 241-1769

LOGAN-CACHE AIRPORT
AIP NO.

ACI # 156304

BID DATE: JUNE 29, 2016 11:00 A.M. MDT

BID TABULATION

SCHEDULE I – RESURFACE RUNWAY 10-28

ITEM	QUAN.	UNIT	ENGINEER'S ESTIMATE		STAKER PARSON CO		LEGRAND JOHNSON CO	
			UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION
GP-105 Mobilization	1	L.S.	\$ 50,000.00	\$ 50,000.00	\$ 115,000.00	\$ 115,000.00	\$ 118,000.00	\$ 118,000.00
S-2a Remove Lighted Guidance Sign	9	EA	\$ 400.00	\$ 3,600.00	\$ 325.00	\$ 2,925.00	\$ 310.00	\$ 2,790.00
S-2b Remove Medium Intensity Taxiway Light	11	EA	\$ 200.00	\$ 2,200.00	\$ 310.00	\$ 3,410.00	\$ 297.00	\$ 3,267.00
S-2c Remove Asphalt Pavement (full depth)	6,160	SY	\$ 4.00	\$ 24,640.00	\$ 2.45	\$ 15,092.00	\$ 4.10	\$ 25,256.00
S-3 Reset Medium Intensity Taxiway Light	2	EA	\$ 500.00	\$ 1,000.00	\$ 588.00	\$ 1,176.00	\$ 561.00	\$ 1,122.00
S-6 Watering	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental
S-7a Pulverize Bituminous Pavement (Full-Depth)	27,180	SY	\$ 1.00	\$ 27,180.00	\$ 1.00	\$ 27,180.00	\$ 1.71	\$ 46,477.80
S-7b Pulverized Bituminous Pavement and Aggregate Base Course (6 Inches Thick)	27,180	SY	\$ 2.00	\$ 54,360.00	\$ 1.40	\$ 38,052.00	\$ 0.50	\$ 13,590.00
P-152a Select Borrow Material	2,650	CY	\$ 40.00	\$ 106,000.00	\$ 29.60	\$ 78,440.00	\$ 30.00	\$ 79,500.00
P-152b Stabilization Fabric	8,300	SY	\$ 2.00	\$ 16,600.00	\$ 1.30	\$ 10,790.00	\$ 1.52	\$ 12,616.00
P-156 Temporary slope drains, benches, dikes, dams, and sediment basins	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental
P-401 Bituminous Surface Course (50 Blow) (3 Inches Thick)	4,500	TON	\$ 75.00	\$ 337,500.00	\$ 89.00	\$ 400,500.00	\$ 67.00	\$ 301,500.00
P-603 Bituminous Tack Coat	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental
P-610 Structural Portland Cement Concrete	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental
P-620a Runway and Taxiway Marking (Type I Reflective Media)	28,000	SF	\$ 1.00	\$ 28,000.00	\$ 0.75	\$ 21,000.00	\$ 0.65	\$ 18,200.00
L-108a No. 8 AWG Cable Installed in Conduit	480	LF	\$ 5.00	\$ 2,400.00	\$ 2.00	\$ 960.00	\$ 1.83	\$ 878.40
L-108b No. 6 AWG Cable Installed in Trench	480	LF	\$ 10.00	\$ 4,800.00	\$ 3.15	\$ 1,512.00	\$ 2.90	\$ 1,392.00
L-110 2-Inch PVC Duct (Direct Earth Burial)	480	LF	\$ 40.00	\$ 19,200.00	\$ 9.00	\$ 4,320.00	\$ 8.20	\$ 3,936.00
L-125 L-867 Splice Base	2	EA	\$ 1,000.00	\$ 2,000.00	\$ 1,745.00	\$ 3,490.00	\$ 1,600.00	\$ 3,200.00
TOTAL SCHEDULE I			\$ 679,480.00		\$ 723,847.00		\$ 631,725.20	

BID TABULATION

ARMSTRONG CONSULTANTS, INC.
861 ROOD AVE.
GRAND JCT., CO 81501

LOGAN-CACHE AIRPORT
AIP NO.
ACI # 156304
BID DATE: JUNE 29, 2016 11:00 A.M. MDT

SCHEDULE II – PAVEMENT PRESERVATION RUNWAY 17-35 AND TAXIWAYS

			<u>ENGINEER'S ESTIMATE</u>		<u>STAKER PARSON CO</u>		<u>LEGRAND JOHNSON CO</u>	
ITEM	QUAN.	UNIT	UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION
GP-105 Mobilization	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 17,100.50	\$ 17,100.50	\$ 29,500.00	\$ 29,500.00
P-608a Emulsified Asphalt Seal Coat (with sand)	100,225	SY	\$ 0.90	\$ 90,202.50	\$ 0.90	\$ 90,202.50	\$ 0.75	\$ 75,168.75
P-608b Emulsified Asphalt Seal Coat (without sand)	82,820	SY	\$ 0.70	\$ 57,974.00	\$ 0.80	\$ 66,256.00	\$ 0.70	\$ 57,974.00
P-608c Runway Friction Testing	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 5,174.00	\$ 5,174.00	\$ 4,500.00	\$ 4,500.00
P-620a Runway and Taxiway Marking (Type I Reflective Media)	18,000	SF	\$ 1.00	\$ 18,000.00	\$ 1.15	\$ 20,700.00	\$ 1.00	\$ 18,000.00
P-620b Runway and Taxiway Marking (Type III Reflective Media)	10,000	SF	\$ 1.50	\$ 15,000.00	\$ 1.15	\$ 11,500.00	\$ 1.00	\$ 10,000.00
TOTAL SCHEDULE II			\$ 221,176.50		\$ 210,933.00		\$ 195,142.75	

TOTAL ALL SCHEDULES

<u>ENGINEER'S ESTIMATE</u>	<u>STAKER PARSON CO</u>	<u>LEGRAND JOHNSON CO</u>
\$ 900,656.50	\$ 934,780.00	\$ 826,867.95