

SWECKER Mitch T * ODA

From: CUMMINGS Christopher * ODA [christopher.cummings@state.or.us]
Sent: Wednesday, April 07, 2010 8:26 AM
To: HEDLUND Doug * ODA; SWECKER Mitch T * ODA; PONCE Steve T * FACL PCM
Cc: christopher.cummings@state.or.us
Subject: Joseph Runway Reconstruction

Doug/Mitch/Steve,

At the last management meeting Steve mentioned the concept of possibly delaying for one year the Joseph Runway Reconstruction project scheduled for this summer. The concern was twofold: ODA's need for additional limitation to complete the project successfully and ongoing organizational restructuring demands. I was asked to investigate the impact that such a delay would have on federal funds and the existing runway.

Our current plan is to reconstruct the runway, taxiway connectors, part of the taxiway leading to the apron, and the apron. The amount of work completed will depend on the bid results. The runway and connectors will be given priority. The engineer's estimate (received Friday) for the total project including contingency and engineering is \$2,402,778. I suggest ODA request limitation authority for \$2.5 million. FAA has suggested that ODA design, bid, and request grant funds for the project now on the assumption that increased limitation authority beyond \$1.5 million will not be received in May. Based on engineer estimates \$1.5 million will not be sufficient to complete the runway and connectors. Inasmuch, we have structured the bid documents with 2 bid schedules and an additive alternative to allow ODA to award only within its expenditure limitation. Should expenditure limitation not be increased, this bid method will more than likely allow for reconstruction of only half the runway. The remaining work will need to be completed in 2011. Additional costs associated with an extra season of work will be incurred. Additional costs may cause the deletion of bid items (i.e. apron) depending on bid prices and final expenditure limitation. Additional expenditure limitation for the total amount will eventually be necessary if we complete the project in either one or two seasons. If ODA receives the additional expenditure authority in May 2010, the total project will proceed as planned.

I recently spoke with Dave Roberts of the FAA about the thought of delaying the project until summer of 2011. Dave did not have an issue with a delay. Furthermore, Dave and I both agree that the delay will not cause the loss of aging entitlement funds if we are able to continue with our planned GA entitlement projects for 2010 (we will shift old funds to those projects). We will lose approximately \$160,000 if we do not receive our cap construction and GA

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entitlement approvals in May. Dave did mention that Carol Suomi may have an issue with ODA carrying forward approximately \$3 million of unobligated entitlement funds.

I also spoke with our engineer to ascertain what impacts we can expect from a year delay. He suggested that we close connectors A4 and A5 as these are the worst areas. He also suggested that we take care with plowing and other heavy equipment on the pavements. Should we take these steps the pavement will withstand another year.

Although I am reluctant to delay a project I believe there is merit in this suggestion. Given the anticipated workload associated with restart of delayed projects and new projects, as well as the department's restructuring efforts, it may be prudent to delay this project for a year. I need to submit the grant application for Joseph in the next few weeks. So we will need to decide the proper course as soon as possible. If ODA decides to delay this project we will put it out to bid in January 2011, receive our grant in March, and begin work as weather permits. Also, prior to finalizing this decision we should have a conversation with Carol Suomi.

Let me know if you have any questions.

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