



TO: Members of the Charlottesville Albemarle Airport Authority

FROM: Melinda C. Crawford, Executive Director

DATE: September 23, 2015

SUBJECT: **Action Item #4** – Pedestrian Access Study - Alternatives

RECOMMENDATION: Review the findings of the Pedestrian Access Study and provide staff with guidance of which alternatives to pursue. Also authorize the Executive Director to negotiate the scope of work and fee for the design of the selected alternatives with Talbert & Bright in an amount not to exceed \$100,000. Authorize the Executive Director to execute the work authorization and bring the work authorization back to the November meeting for ratification.

BACKGROUND: Three of the four sets of steps (two of the southernmost sets and the northernmost set in the long-term parking lot) that provide access to the terminal from the long-term parking area have failed. Talbert & Bright has completed the Pedestrian Access Study and has provided the following alternatives:

- Rebuild one or more of the existing sets of stairs for approximately \$75,000 per set.
- Rebuild existing stairs to include a cover/canopy that will also account for winter precipitation for an additional amount approximately \$15,000 per set.
- Rebuild existing stairs to include in-pavement heating systems for an additional amount approximately \$8,000 - \$12,500 per set
- Construct a new ADA compliant covered ramp with the location of the top and bottom landings being constructed near the existing elevator access for approximately \$210,000 (for construction) plus \$37,000 for lighting, and \$20,000 - \$40,000 for an in-pavement heating system.

PRIOR ACTION: January 2015 – Board awarded a Professional Engineering Service contract to Talbert & Bright.
July 2015 – Board approved a work order with Talbert & Bright for the Pedestrian Access Study.

FUNDING: This project will be funded by the Virginia Department of Aviation and the Airport Coverage Account.

FINANCIAL IMPACT: The FY-16 Capital Improvement Plan contains a \$500,000 project “Improve North & South Ingress/Egress for Parking” and \$500,000 project for “Covered Sidewalks/Ticket Spitters”.

ATTACHMENTS: Attachment #1: Talbert & Bright – Pedestrian Access Study

PRESENTATION: Pedestrian Access Study - Findings

Charlottesville-Albemarle Airport

Pedestrian Access Study *Draft*



August 2015



TALBERT & BRIGHT

ENGINEERING & PLANNING CONSULTANTS
10105 KRAUSE ROAD, SUITE 100
CHESTERFIELD, VIRGINIA 23832
PHONE: 804-768-6878 FAX: 804-768-6871

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Appendix B – Example Canopy Photographs

Appendix C – Access Ramp & Step Cost Estimates

Introduction & Background

Located in the foothills of the Blue Ridge Mountains, the Charlottesville-Albemarle Airport (CHO) has steadily grown and observed an increase in ridership since its initial service was offered in 1955. The airport facilities on both the airside and landside have expanded over the last 60 years and for fiscal year 2015 CHO has observed passenger traffic increase to over 520,000 customers. This passenger increase directly impacts the airside facilities as well as the landside parking and pedestrian access points to the commercial service terminal building.

Along with the increase in passenger traffic, the physical location of CHO has played a factor in the service life of the airport's infrastructure. Cold winters along with ample precipitation create a repetitive condition for the airport's maintenance staff where snow clearing and continued use of ice melt are required.

Foot traffic and chemical reactions between the ice melt and the brick/mortar construction materials utilized in the steps leading up to the terminal building from the long-term parking lot have deteriorated the steps to the point where the northern most and southern most staircases are currently closed due to unsafe conditions. It is this condition that prompted the Airport Authority to commission a pedestrian access study for the terminal building.

Talbert & Bright was tasked with investigating the following focus points as part of the pedestrian access study:

- Constructing a new Americans with Disabilities Act (ADA) compliant covered ramp that is wide enough for two-way traffic at all portions along the ramp including required landings. The preferred location for the top and bottom landings associated with the ramp being near the existing elevator access.
- Rebuilding existing stairs considering materials that will hold up better to winter weather as well as chemicals used to treat winter precipitation, identifying preferred types of chemicals to use for treating winter precipitation, investigating benefits of an underdrain system in the stair foundation, and identifying a secure way to anchor the handrail systems associated with the stairs.
- Rebuilding existing stairs to include a cover/canopy that will also account for winter precipitation.

Access Ramp

An option for an access ramp from the long term parking lot should be considered for several reasons. First, given a condition where the existing elevator goes out of service for maintenance or repair, an access ramp will provide customers seeking long term parking access to the terminal without having to carrying luggage up the steps or obtain separate ground transportation back up to the terminal building. Second, providing a back-up ADA compliant access way to the elevator would enable CHO to consider redistribution of the handicapped parking spaces that currently take up nearly 50% of the short term parking lot. A redistribution of these spaces would increase capacity for short-term parking and potentially provide increased revenue. Third, if properly constructed the access ramp would be easier to maintain during inclement winter weather than would a set of steps.

ADA criteria for an access ramp includes a minimum ramp width of 36 inches between railings, a maximum rise of 30 inches over 50 feet between safety landings, and a cross-slope of no more than 2%. Safety landings are to be a minimum of 5 feet in length with no gain in elevation. The elevation difference between the loop road at CHO and the surface of the long term parking lot is approximately 12 feet; therefore the biggest challenge for installing an access ramp would be the length (run) needed to accomplish the elevation difference. As per the study focus point, the ramp is to be wide enough for 2-way traffic with consideration given to customers with luggage. With these factors in mind, an 8 foot ramp width was established between railings. For ADA compliance, in order to use railings an edge protection factor of 12 inches on each side of the ramp width is required to prevent wheelchair casters or crutch tips from slipping off the ramp surface. Therefore a 10 foot width of ramp for layout options was utilized.

Three alternative layouts were developed for the Airport Authority's consideration and can be viewed in Appendix A. Building materials for the ramp would be predominantly concrete for the walking surface, with any required retainage walls in a red brick finish to match the existing architectural design of the adjacent staircases and to meet the Albemarle County Architectural Review Board (ARB) requirements. The three alternative layouts are discussed in detail in the following sections:

Alternative 1 includes a ramp with landings near the elevator access point, at both the parking lot (bottom) and the loop road (top). The Alternative 1 layout works with the existing slope to minimize the size of any retaining wall(s), and only includes one switchback. This option impacts the existing staircase on the immediate north side of the elevator in order to provide ADA compliant access at the top landing. In order to take advantage of the existing speed table that is also utilized as the handicapped cross-ramp from the terminal building, the top landing for

the ramp must tie-in at the same location currently served by the staircase. The stairs at this location could potentially be reconfigured to work in conjunction with the ramp.

Configuration option - the Alternative 1 layout could be shifted to the right (northeast) provided that either new ADA compliant curb access ramps were installed on each side of the loop road to create a new cross-walk, or if the existing speed table was expanded to include a connection point to the top landing of the ramp. Expansion of the speed table would be required across both traffic lanes of the loop road.

Alternative 2 includes a ramp with top and bottom landings at the same locations of Alternative 1, but the ramp includes a series of switchbacks in order to keep the ramp in a confined location, visually closer to the elevator access. This alternative would require a more substantial retaining wall as the ramp does not utilize the existing slope to its advantage. Impacts of this configuration include the same staircase impacts as Alternative 1, plus additional impacts to the sidewalk and approximately 9 parking stalls within the parking lot. As currently shown, 4 parking stalls could be regained by marking them as parallel spaces.

Configuration option - the Alternative 2 layout shares the same configuration options as Alternative 1.

Alternative 3 includes a ramp with a bottom landing immediately northeast of the existing staircase (adjacent to the elevator) and a top landing at the northern most speed table cross-walk along the loop road. This option includes no switchback and would work well with the existing slope to minimize the size of the associated retaining wall. No impacts to the staircase near the elevator would be required, however impacts to the northern most staircase would be made to provide space for the top landing and direct connection into the existing speed table. The existing staircase would likely be reduced from a double set of stairs to a narrower single set of stairs for this ramp configuration, or the double set of stairs would have to be shifted to the north. A deterrent to this ramp configuration is that the top and bottom landings are not in the same location, therefore if the elevator were to go out of service on a customer their only option to get to the ramp would be to cross back over the loop road towards the terminal building, continue further north on the sidewalk, then cross the loop road again. It is assumed that most customers prefer to take the shortest access route available to reach the parking lot, therefore it is likely that the ramp in this configuration would seldom be used.

A canopy system for **all alternative layouts** has many options available in itself, such as building materials, mounting options, roof slope, lighting, etc. Several photographs of example

canopy systems are included in Appendix B. It is recommended that the slope of the roof be pitched in the same direction as the existing hillside, to prevent rain and/or snow melt from dripping off of the canopy and onto the ramp. Canopy materials for use at CHO would be recommended as metal, with anticipated purchase costs in the vicinity of \$10 per square foot. A sustainable feature in one of the example photographs is solar panels, which could be used as both the canopy as well as the lighting energy source for the ramp canopy.

For **all alternatives**, it is recommended that an open hand rail system (versus closed wall) be installed for ease of drainage and snow removal, as well as reduced installation costs. Several options are available for inclusion of an elevated wall between the top and bottom rails which could be made of fabric, plastic, or metal. These options would have to be coordinated with Albemarle County ARB for approval, however the benefits of the wall system would be seen during the winter by reducing the amount of snow that could blow onto the ramp. Fabric would likely be the least favorable option for longevity if permanently installed, however it could be an option if the elevated walls were only desired or approved by the ARB for use during the winter months. Talbert & Bright will make contact with Albemarle County prior to finalization of this study.

A second recommendation for installation of a ramp would be inclusion of subsurface drainage provisions, likely in the form of an underdrain system. The need for the system would be justified through a geotechnical analysis during the design phase of the ramp installation, however an underdrain system would only help to increase the lifespan of the ramp and reduce the likelihood of cracking in the surface due to subgrade moisture issues. With the existing storm sewer system in the vicinity of the ramp locations being considered, it would be easy to terminate the underdrain system into an existing drainage manhole.

The construction estimate for a ramp with canopy is on the order of \$250,000.00. Please see Appendix C for items included in this estimate.

Replacement Steps

Replacement of the existing brick steps leading to the terminal building from the long term parking lot will be necessary for safe use of the steps by pedestrians over the next several years. For the central steps on either side of the elevator, it is likely that full demolition and replacement is not feasible or reasonable due to cost implications. The existing brick at the front of each step in these staircases has a bullnose finish, where the leading edge of the outermost brick on each step extrudes past the brick on the vertical face below it. Talbert & Bright's opinion is that this situation is leading to some of these bricks coming loose from a cantilever

action created when the leading edge of the brick is loaded under pedestrian traffic. This situation is further compounded in the winter months when the use of de-icing chemicals is required. The chemicals likely infiltrate into the mortar surrounding the brick and over time deteriorate the bond between the mortar and brick. Consideration should be given to replacing at the least the leading row on each step (the bullnose bricks) with a standard square-edge shaped brick that does not extrude past the vertical face below it. Any replacement brick utilized should be produced to industry standard, such as American Society for Testing and Materials, and should be manufactured to withstand severe weather conditions (brick grade SW or SX). These two factors will add to the quality control and useful life of the steps.

The remaining 3 staircases, further north and further south of the elevator are good candidates to consider an alternate construction material from brick. The use of concrete for the replacement steps is recommended as it will make winter and long-term maintenance easier. With a light broom texture finish, the concrete steps will have much less deviation in surface area for water, snow, and ice-melt chemicals to sit and create problems. Shoveling of snow from a concrete surface is generally easier than a comparable brick and mortar surface where the edge of the shovel will catch on the joints between the bricks. Care will be needed during construction for the finishing of the horizontal surface of the step to ensure that it retains a friction surface and does not become completely smooth. In order to satisfy Albemarle County ARB requirements, either a brick veneer or stamped colored concrete option would have to be considered for the vertical face of the steps. The stamped concrete option should be given preference as it would eliminate the joint between the concrete vertical face and mortar required for the brick veneer application. Eliminating this joint would eliminate the ability of water and/or de-icing chemicals from deteriorating the steps. Talbert & Bright will make contact with Albemarle County prior to finalization of this study.

The construction estimate for replacing one set of the existing brick double width staircases with a concrete staircase including canopy is on the order of \$80,000.00, or approximately \$240,000.00 for replacing the three existing double staircases. Please see Appendix C for items included in this estimate.

Handrails

Handrails used for an access ramp or replacement staircase will need to be capable of not only supporting pedestrian usage, but also maintaining their structural integrity during the winter weather conditions. The condition of the existing handrails along the closed stairways indicates the handrails were not mounted adequately, were therefore affected by moisture, and likely deteriorated more quickly than expected with the addition of de-icing chemicals. Talbert &

Bright's research points to two options being available for handrails moving forward. The first option involves the use of aluminum handrails in lieu of coated steel. Aluminum is not susceptible to oxidation or moisture damage, making it a preferred material for use. The second option involves a dual-system coating of steel, where the handrail would first be galvanized and then painted or powder-coated to the desired color. Proper application of this dual-system coating will provide an anticipated 1.5 to 2.3 times the service life of galvanizing or painting alone.

Two types of "anchoring" of the handrail system are common. First is the core-mount method (direct setting in concrete or brick) to a depth of approximately 6 inches. Based on the current condition of the existing handrails that were installed with this method, a deeper embedment would be recommended for a brick step application that should extend into a concrete footing. With the core-mount method, a ½-inch elevated lip around the core opening is recommended to prevent moisture intrusion. Also, if corrosive chemicals in concrete are suspected a primer coat of zinc-chromate or equivalent should be applied around the base of the handrail post prior to installation into the concrete. The second anchoring method is top-mount that requires the handrail post to include a base flange that secures onto the concrete or brick surface with four anchor bolts. The Virginia Department of Transportation (VDOT) standard handrail includes the base flange option secured into concrete. Any hardware used for securing of the base flange should be similar in finish to the handrail. It is also recommended to require a base cap to cover up the base flanges. This will help to keep moisture and any de-icing chemicals away from the anchor bolts. Talbert & Bright will continue researching anchoring options and add additional findings prior to finalization of this study.

A construction planning figure of approximately \$125 per linear foot should be anticipated for construction costs involved with each handrail system.

Construction Inspection

It is highly recommended that construction of an access ramp and replacement of the steps be observed by a qualified inspector. It is also recommended that all materials involved in the construction meet industry quality control standards (i.e. ASTM). The presence of the inspector will provide quality assurance to make sure the contractor performing the work does not cut any corners. The inspector will also provide timely answers to on-site questions that may arise during construction, which will further minimize the likelihood of an unintentional mistake.

De-icing Chemicals

Research on de-icing chemicals is still on-going and further coordination with CHO Maintenance Staff is required. Preliminary information identified indicates avoiding the use of de-icing products that include calcium chloride. Involved with stormwater permits, the Virginia Department of Environmental Quality (DEQ) recommends minimizing the use of de-icers that include urea and glycol-based products. Virginia DEQ along with researched information points to a recommendation for the use of de-icers that include magnesium-acetate. One particular product that was identified is called "Safe Thaw" (also marketed as "Safe Paw" for the pet industry), and it appears to have successfully gone through FAA testing for use on airport runways. This product claims to be non-corrosive and includes non-conductive properties that would make it a favorable product for use at CHO provided that the price is reasonable. Another commercially available product that includes a low corrosion, non-chloride based formula is Cryotech CF7. Talbert & Bright will gather more information on these products, as well as pricing information, prior to finalization of this study.

References

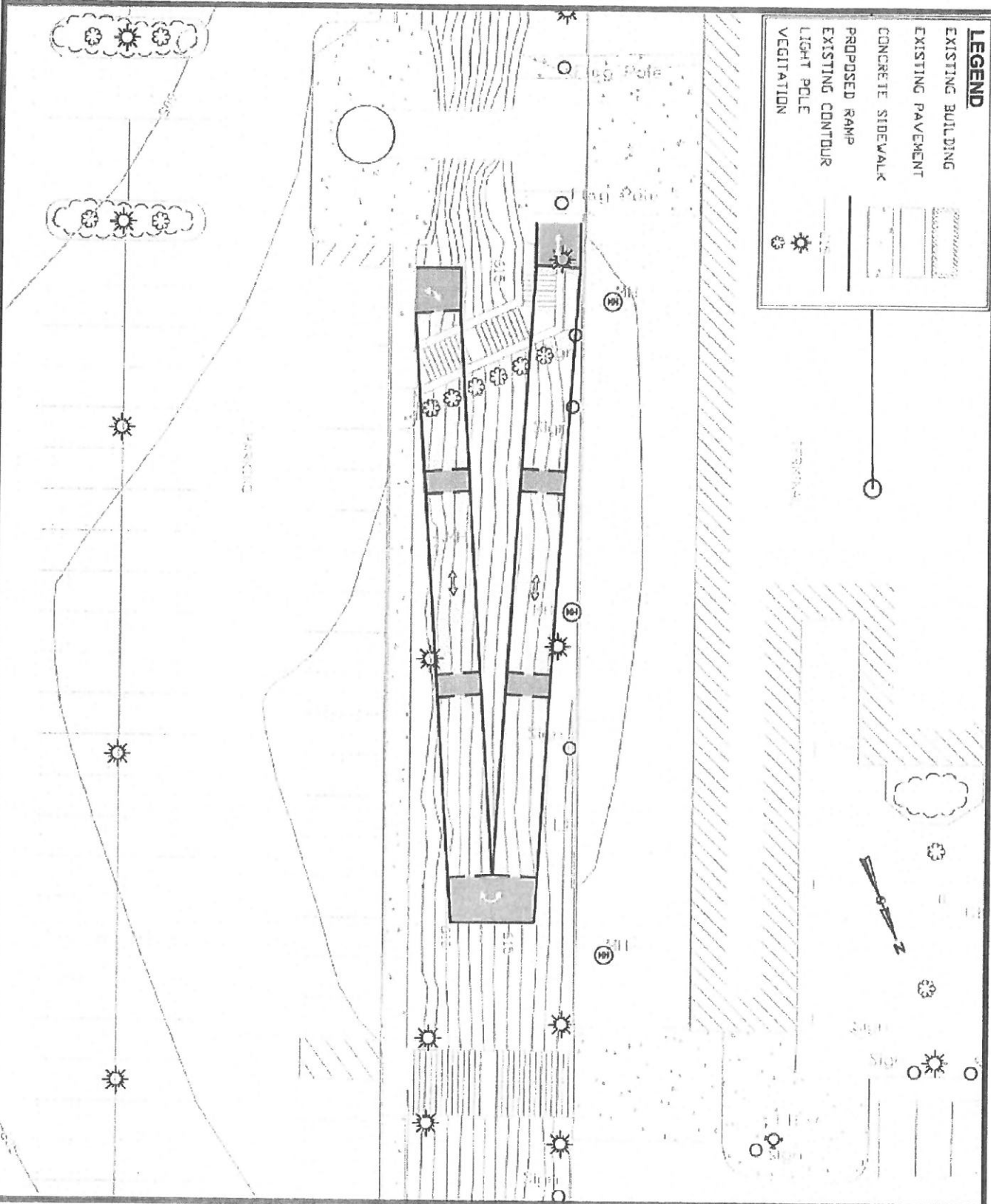
1. Charlottesville-Albemarle Airport Operating Statistics Fiscal Year 2015, www.gocho.com
2. Technical Notes on Brick Construction 9A, www.gobrick.com/Portals/25/docs/Technical%20Notes/TN9a.pdf
3. Technical Notes on Brick Construction 9B, www.gobrick.com/Portals/25/docs/Technical%20Notes/TN9b.pdf
4. ADA Aluminum Handrail, <http://architecturalhandrail.hollaender.com/?page=ada-railing>
5. Corrosion Protection, www.galvanizeit.org/corrosion/corrosion-protection/duplex-systems
6. Ice Melt, www.safepaw.com/about.html
7. Deicing Technology, www.cryotech.com/cryotech-cf7-commercial

Appendix A

Access Ramp Layouts

LEGEND

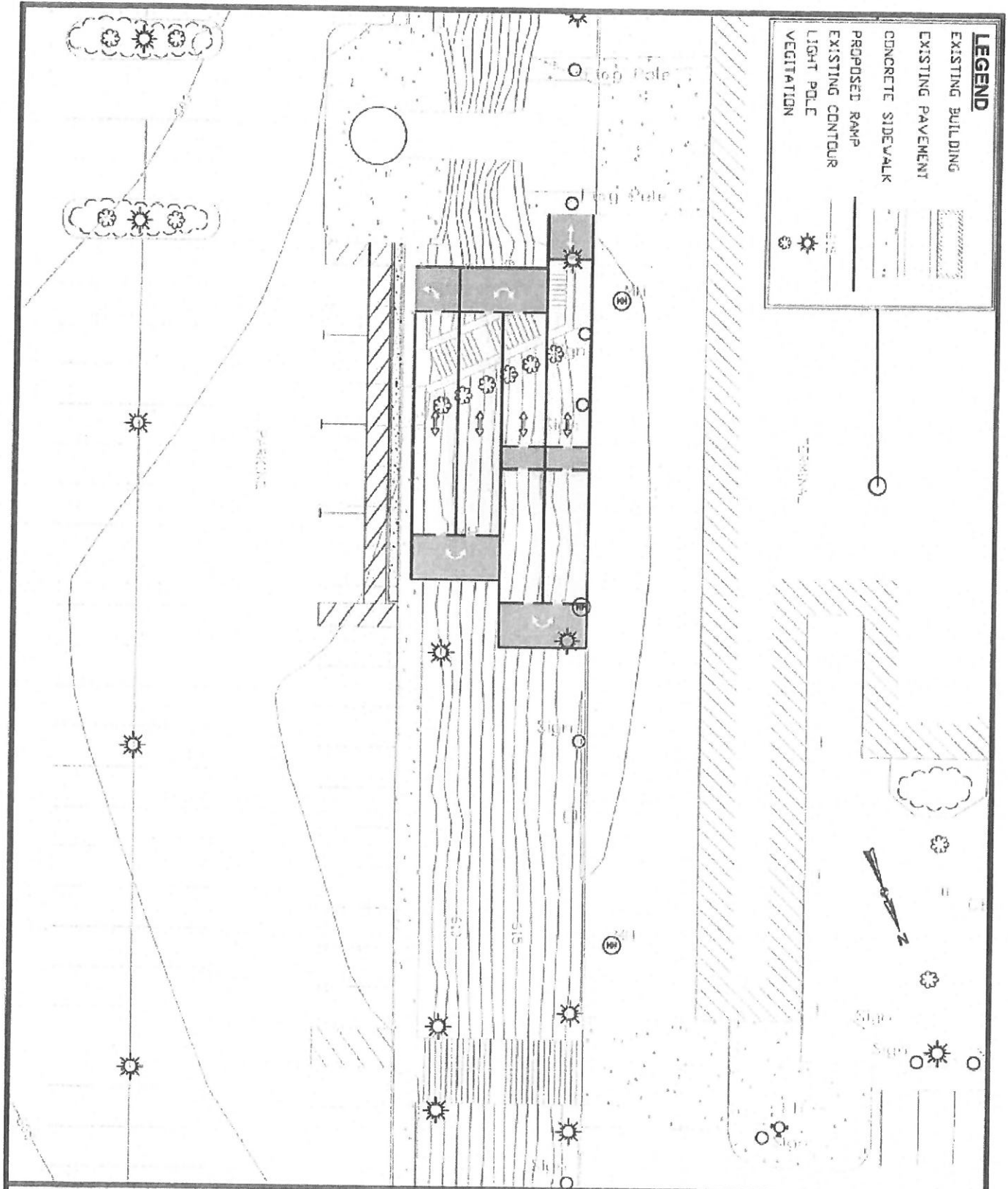
- EXISTING BUILDING
- EXISTING PAVEMENT
- CONCRETE SIDEWALK
- PROPOSED RAMP
- EXISTING CONTOUR
- LIGHT POLE
- VEGETATION



Alternative 1
 Charlottesville-Albemarle Airport
Pedestrian Access Study

Scale: 1" = 30'

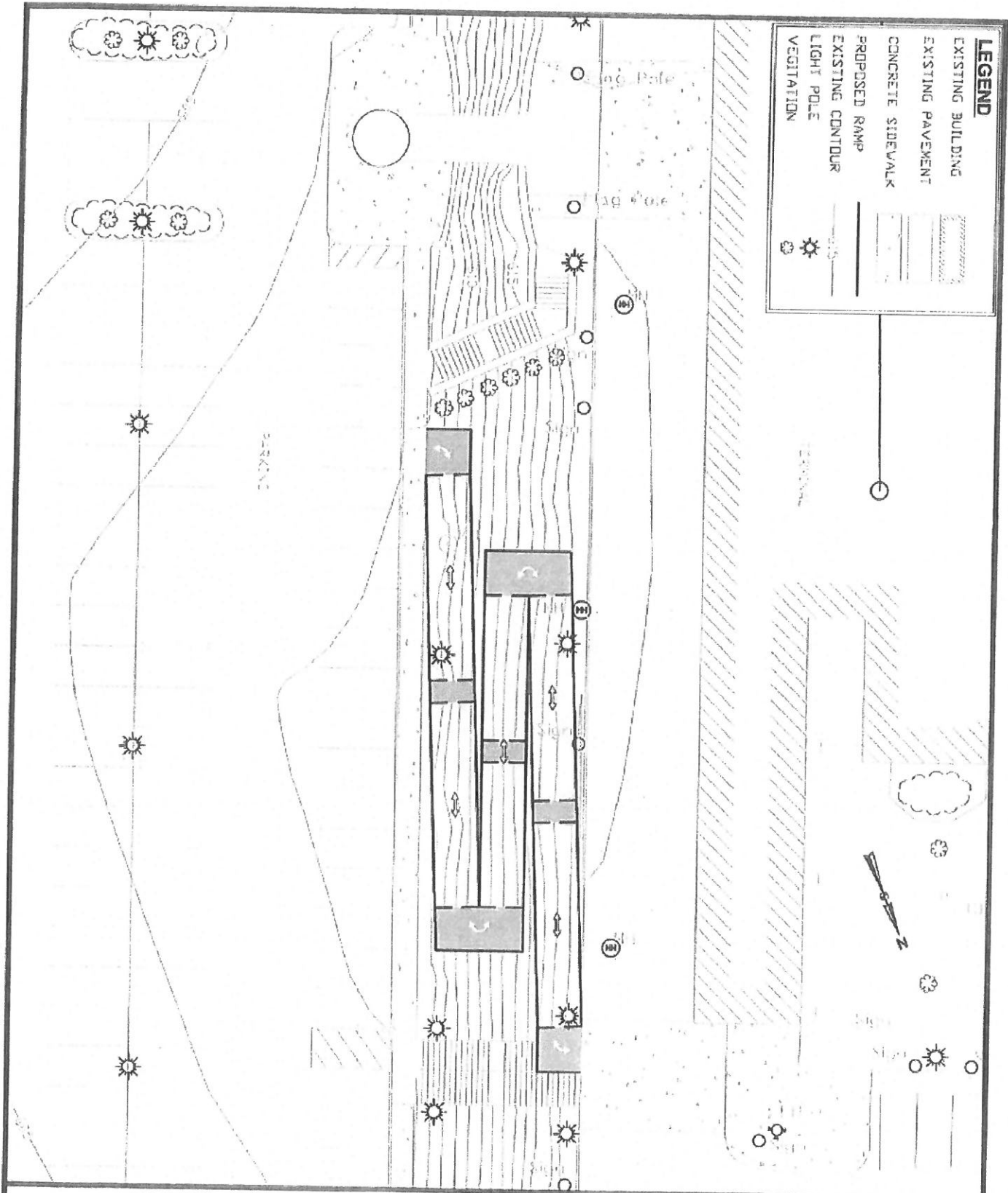
TALBERT & BRIGHT
 ENGINEERING & PLANNING CONSULTANTS
 10105 KRAUSE ROAD, SUITE 100
 CHESTERFIELD, VIRGINIA 23832
 PHONE: 804-768-6878 FAX: 804-768-6871



Alternative 2
 Charlottesville-Albemarle Airport
Pedestrian Access Study

Scale: 1" = 30'

TALBERT & BRIGHT
 ENGINEERING & PLANNING CONSULTANTS
 10105 KRAUSE ROAD, SUITE 100
 CHESTERFIELD, VIRGINIA 23832
 PHONE- 804-768-6878 FAX- 804-768-6871



Alternative 3
Charlottesville-Albemarle Airport

Scale: 1" = 30'

Pedestrian Access Study

TALBERT & BRIGHT
ENGINEERING & PLANNING CONSULTANTS

10105 KRAUSE ROAD, SUITE 100
CHESTERFIELD, VIRGINIA 23832
PHONE: 804-768-6878 FAX: 804-768-6871

Appendix B

Example Canopy Photographs







Appendix C

Access Ramp & Step Cost Estimates

**ENGINEERS PRELIMINARY OPINION OF COST
PEDESTRIAN ACCESS STUDY
INSTALL RAMP**

CHARLOTTESVILLE-ALBEMARLE AIRPORT
CHARLOTTESVILLE, VIRGINIA
TBI PROJECT NO. 2215-1501

August 31, 2015

ITEM NO	SECTION NO	DESCRIPTION	UNIT	QUANTITY	ENGINEER	
					UNIT PRICE	TOTAL
1	VA-513	MOBILIZATION	LS	1	\$20,000.00	\$20,000.00
EARTHWORK						
2	P-152	UNCLASSIFIED EXCAVATION	CY	250	\$15.00	\$3,750.00
3	P-152	UNUSABLE EXCAVATION	CY	75	\$20.00	\$1,500.00
4	P-156	TEMPORARY SILT FENCE	LF	200	\$5.00	\$1,000.00
5	P-156	INLET PROTECTION	EA	2	\$250.00	\$500.00
6	T-901	SEEDING	AC	0.5	\$2,000.00	\$1,000.00
7	T-905	TOPSOILING	CY	50	\$10.00	\$500.00
8	T-908	MULCHING	AC	0.5	\$2,000.00	\$1,000.00
9	PSP	RETAINING WALL	LS	1	\$15,000.00	\$15,000.00
ELECTRICAL						
10	L-108	CABLE	LF	500	\$3.00	\$1,500.00
11	L-110	2" CONDUIT	LF	500	\$8.00	\$4,000.00
12	L-110	BORE UNDER PAVEMENT	LF	50	\$100.00	\$5,000.00
13	L-120	15' X 3" SQUARE STEEL LIGHT POLE	EA	3	\$1,000.00	\$3,000.00
14	L-120	250W PSMH SINGLE MOUNT LIGHT	EA	3	\$800.00	\$2,400.00
15	L-120	PHOTOCELL	EA	1	\$1,500.00	\$1,500.00
16	L-127	JUNCTION BOX JB-S3	EA	3	\$800.00	\$2,400.00
17	PSP	ELECTRICAL MODIFICATIONS	LS	1	\$2,000.00	\$2,000.00
PAVING & DEMO						
18	VA-502	CURB CG-2	LF	20	\$25.00	\$500.00
19	VA-502	CURB & GUTTER CG-6	LF	0	\$40.00	\$0.00
20	VA-502	CURB RAMP CG-12	EA	1	\$500.00	\$500.00
21	VA-504	HYDRAULIC CEMENT CONCRETE SIDEWALK (4")	SY	10	\$70.00	\$700.00
22	VA-508	DEMOLITION OF PAVEMENT	SY	10	\$20.00	\$200.00
23	PSP	DEMOLITION OF STEPS	LS	1	\$5,000.00	\$5,000.00
STEPS/RAMP						
24	VA-309	AGGREGATE BASE MATERIAL TYPE 21A (4")	SY	350	\$35.00	\$12,250.00
25	VA-504	CONCRETE (STEPS)	CY	0	\$100.00	\$0.00
26	VA-504	4" CONCRETE (RAMP)	SY	350	\$75.00	\$26,250.00
27	VA-504	HANDRAIL HR-1 (GALVANIZED)	LF	600	\$125.00	\$75,000.00
28	PSP	FINISH BRICK WORK	LS	0	\$10,000.00	\$0.00
MISC						
29	M-104	TRAFFIC DRUMS	EA	8	\$100.00	\$800.00
30	VA-606	VDOT EC-2 (JUTE MESH)	SY	75	\$4.00	\$300.00
31	VA-701	SIGN POST (METAL)	EA	4	\$100.00	\$400.00
32	VA-701	SIGN PANEL	SF	40	\$50.00	\$2,000.00
33	VA-704	MARKING	LF		\$2.00	\$0.00
34	PSP	PIPE BOLLARDS	EA	4	\$500.00	\$2,000.00
35	PSP	LANDSCAPING	LS	1	\$3,000.00	\$3,000.00
DRAINAGE						
36	PSP	UNDERDRAIN SYSTEM	LS	1	\$5,000.00	\$5,000.00
37	PSP	DRAINAGE ADJUSTMENTS	LS	1	\$5,000.00	\$5,000.00
38	PSP	UTILITY ADJUSTMENTS	LS	1	\$5,000.00	\$5,000.00
BASE BID TOTAL					\$209,950.00	\$210,000.00
ALT						
39	PSP	CANOPY (\$10.00/sf)	LS	1	\$32,000.00	\$32,000.00
40	PSP	CANOPY LIGHTING	LS	1	\$5,000.00	\$5,000.00
41	PSP	GEOHERMAL HEATING SYSTEM	LS	1	\$20,000.00	\$20,000.00
42	PSP	ELECTRICAL UNDERGROUND HEATING SYSTEM (\$12.50/sf)	LS	1	\$40,000.00	\$40,000.00

**ENGINEERS PRELIMINARY OPINION OF COST
PEDESTRIAN ACCESS STUDY
REPLACE STEPS**

CHARLOTTESVILLE-ALBEMARLE AIRPORT
CHARLOTTESVILLE, VIRGINIA
TBI PROJECT NO. 2215-1501

August 31, 2015

ITEM NO	SECTION NO	DESCRIPTION	UNIT	QUANTITY	ENGINEER	
					UNIT PRICE	TOTAL
1	VA-513	MOBILIZATION	LS	1	\$10,000.00	\$10,000.00
EARTHWORK						
2	P-152	UNCLASSIFIED EXCAVATION	CY	100	\$15.00	\$1,500.00
3	P-152	UNSUITABLE EXCAVATION	CY	50	\$20.00	\$1,000.00
4	P-156	TEMPORARY SILT FENCE	LF	75	\$5.00	\$375.00
5	P-156	INLET PROTECTION	EA	1	\$250.00	\$250.00
6	T-901	SEEDING	AC	0.5	\$2,000.00	\$1,000.00
7	T-905	TOPSOILING	CY	20	\$10.00	\$200.00
8	T-908	MULCHING	AC	0.5	\$2,000.00	\$1,000.00
9	PSP	RETAINING WALL	LS	0	\$15,000.00	\$0.00
ELECTRICAL						
10	L-108	CABLE	LF	50	\$3.00	\$150.00
11	L-108	2" CONDUIT	LF	50	\$8.00	\$400.00
12	L-110	BORE UNDER PAVEMENT	LF	0	\$100.00	\$0.00
13	L-120	15' X 3" SQUARE STEEL LIGHT POLE	EA	1	\$1,000.00	\$1,000.00
14	L-120	250W PSMH SINGLE MOUNT LIGHT	EA	1	\$800.00	\$800.00
15	L-120	PHOTOCELL	EA	0	\$1,500.00	\$0.00
16	L-127	JUNCTION BOX JB-3C	EA	0	\$800.00	\$0.00
17	PSP	ELECTRICAL MODIFICATIONS	LS	1	\$2,000.00	\$2,000.00
PAVING & DEMO						
18	VA-502	CURB CG-2	LF	0	\$25.00	\$0.00
19	VA-502	CURB & GUTTER CG-6	LF	0	\$40.00	\$0.00
20	VA-502	CURB RAMP CG-12	EA	0	\$500.00	\$0.00
21	VA-504	HYDRAULIC GEMENT CONCRETE SIDEWALK (4")	SY	10	\$70.00	\$700.00
22	VA-508	DEMOLITION OF PAVEMENT	SY	20	\$20.00	\$400.00
23	PSP	DEMOLITION OF STEPS	LS	1	\$6,000.00	\$5,000.00
STEPS/RAMP						
24	VA-308	AGGREGATE BASE MATERIAL TYPE 21A (4")	SY	100	\$35.00	\$3,500.00
25	VA-504	CONCRETE (STEPS)	CY	30	\$100.00	\$3,000.00
26	VA-504	4" CONCRETE (RAMP)	SY	0	\$75.00	\$0.00
27	VA-504	HANDRAIL HR-1 (GALVANIZED)	LF	120	\$125.00	\$15,000.00
28	PSP	FINISH BRICK WORK	LS	1	\$10,000.00	\$10,000.00
MISC						
29	M-104	TRAFFIC DRUMS	EA	6	\$100.00	\$600.00
30	VA-606	VDOT EC-2 (JUTE MESH)	SY	50	\$4.00	\$200.00
31	VA-701	SIGN POST (METAL)	EA	0	\$100.00	\$0.00
32	VA-701	SIGN PANEL	SF	0	\$50.00	\$0.00
33	VA-704	MARKING	LF	0	\$2.00	\$0.00
34	PSP	PIPE BOLLARDS	EA	0	\$325.00	\$0.00
35	PSP	LANDSCAPING	LS	1	\$2,000.00	\$2,000.00
DRAINAGE						
36	PSP	UNDERDRAIN SYSTEM	LS	1	\$3,000.00	\$3,000.00
37	PSP	DRAINAGE ADJUSTMENTS	LS	0	\$5,000.00	\$0.00
38	PSP	UTILITY ADJUSTMENTS	LS	0	\$5,000.00	\$0.00
BASE BID TOTAL					\$63,075.00	\$65,000.00
ALT						
39	PSP	CANOPY (\$10.00/sf)	LS	1	\$10,000.00	\$10,000.00
40	PSP	CANOPY LIGHTING	LS	1	\$2,500.00	\$2,500.00
41	PSP	GEOTHERMAL HEATING SYSTEM	LS	1	\$8,000.00	\$8,000.00
42	PSP	ELECTRICAL UNDERGROUND HEATING SYSTEM (\$12.50/sf)	LS	1	\$12,500.00	\$12,500.00

STEPS

September 2015

Information Item #1 – Executive Director’s Update

A. Personnel Issues – None

B. Construction Update –

- a. Terminal Improvement Project – Construction is proceeding on schedule. A discussion of the project’s activity to be provided.
- b. Parking Expansion Project – Construction of the new employee parking lot is nearing completion and work will begin soon on the aspect of the project to expand the existing lot.
- c. Runway/Taxiway Rehab Design – The design project remains on schedule, and staff will be meeting with the FAA and the airlines within the next month. The alternatives associated with the construction of this project will be presented at the November meeting.
- d. Runway 21 Extension Project – Update to be provided.

C. Food and Beverage Concession Update - The Turbo Grill is open and has been well received by the traveling public. The second floor location is on schedule to be open in October or November.

D. Insurance Incidents Update -

- a. April 9, 2015: Jet Blast Incident. An aircraft was taxiing for takeoff and had crossed over the movement line when the engines were powered up causing a jet blast. This jet blast picked up a chocked ballast cart that was parked 15 feet from the fence and threw it into the fence. The cart’s handle was subsequently separated from the cart. The force of the blast threw the handle over the fence where it struck two unattended parked vehicles in the parking lot causing damage to both.

Ultimate responsibility: PSA Airlines operating under American Airlines.

STATUS:

- The Airport has paid one claim totaling \$6,402.51 for vehicle damage repairs and miscellaneous expenses incurred due to the incident, i.e. rental car charges and cab fare for the vehicle owner.
- The Airport received the 2nd claim on July 9, 2015 for \$2,678.13 for vehicle damages to the other car and reimbursement for rental car expenses. A separate payment was made to the driver of that vehicle for \$72.80 to reimburse for cab fare.
- Staff received the contact information from the station manager on 6/28/15 for PSA Airlines.
- Staff has made contact with an American Airline employee and is waiting for a response.

- b. May 1, 2015: Car ran through the front of the terminal. A driver lost control of his vehicle, veered off the road, and ran into the glass wall and brick column at the northern end of the ticketing area.

Ultimate responsibility: The driver of the vehicle or the vehicles owner's insurance

STATUS:

- Received a check late July from Virginia Municipal League (VML) for \$40,886.72 (\$5K deductible)
- Kenbridge Construction Company is scheduled to complete the repair project within the next few weeks.
- VML will pursue reimbursement from the driver/vehicle owner.

- c. June 12, 2015: Flooding in the terminal. A strong storm with significant rainfall passed through the area, and a temporary drain that had been constructed due to the terminal construction project failed. The rain-water poured into the terminal in the ticketing area, especially in the American Airlines area, as well as upstairs in the hold room and down the escalators/stairs.

Ultimate responsible party: The contractor's, Kenbridge Construction, Builders Risk Insurance

STATUS:

Airport has tracked expenses related to this incident.

- ServPro Invoice for water extraction: \$ 15,214.78
- Ragsdale Invoice for cleaning: \$ 825.00
- Assistance provided to impacted passengers approx \$ 1,000.00
- Additional Staff time: TBD
- American Airlines has made a request to Kenbridge directly concerning their phone system that was damaged by the water. Outcome not yet determined.
- Correspondence has been taking place between the Travelers' Insurance representative for Kenbridge, Airport staff and American Airline staff. Travelers' is waiting on an invoice from American Airlines regarding the replacement of their phone system

- E. 800 MHz Radio system -** The radio system is scheduled for a complete upgrade beginning in FY16. Albemarle County spearheads this project and communicates with all entities involved. They are still working out the details of funding. The Attachment #1 is what has been provided so far.

