

TOWN OF SILER CITY

The Siler City Board of Commissioners met in Regular Session on Monday, July 6, 2015 at 7:00pm in the City Hall Courtroom with Mayor John Grimes presiding. Commissioner Siler gave the invocation with the recitation of the Pledge of Allegiance following.

ELECTED TOWN OFFICIALS PRESENT: Larry Cheek, Mike Constantino, Lewis Fadely, John Grimes, Bill Haiges, Thomas "Chip" Price and Tony Siler.

ELECTED TOWN OFFICIALS ABSENT: Cindy Bray

TOWN STAFF PRESENT: Town Manager Bryan Thompson, Town Attorney William Morgan, Police Chief Gary Tyson, Parks and Recreation Director Jessica Puckett and Town Clerk Jenifer Everage.

AGENDA ADJUSTMENTS/APPROVAL OF AGENDA

A motion to approve the agenda as presented was made by Commissioner Siler, seconded by Commissioner Price and unanimously approved.

OLD BUSINESS

Former Boling Building Site

(Incorporation by reference as if fully set forth herein Schedule A)

Thompson shared the following memo from Charles McLaurin, Building Codes Administrator referencing the demolition project of old Boling Chair Factory located on North Chatham Avenue and West Third Street: Tommy Hodgkin the demolition contractor whom demolished the old Boling Chair factory has asked me to send Mr. Jeff Swartz who owns the property a letter confirming that the demolition project is completed and they have satisfied all of the requirements for the demolition and removal of debris from the site. I visited the site and found two piles of rubble that need to be removed or spread out and covered with dirt and sown with grass. I will contact him about this and ask him to complete this. If possible I would like for you to discuss the project with the Town Board members and get their opinion of the project before I give him a letter releasing the project. It is always better to have an extra set of eyes look at a project this size before releasing it. Thanks in advance for considering my request.

The Board of Commissioner discussed the site and the consensus of the Board was that the site looks good.

Airport Rehabilitation Project

(Incorporation by reference as if fully set forth herein Schedule B)

Thompson stated as reported to the Board during the last meeting of July 2015, the project construction bid proposals were higher than anticipated, where the confirmed low bidder's submittal of the same is approximately \$700,000.00 higher than the projected \$2.5 million construction cost. Since the time of the bid opening, Siler City and its airport engineering consultant WK Dickson have been communicating with the Federal Aviation Administration, NC DOT Division of Aviation, as well as the low bid contractor Fred Smith Construction. Said communications are efforts to identify alternative project scope options that will address primary rehabilitation needs of the airport, optimize the long-term utility and relevance of the airport runway surface, while maximizing funding for the same.

Thompson stated to ensure viability of the construction project, construction activity must begin no later than mid-August. Part of the Town's 10% local match is designed to be funded by Chatham County at a 60/40 ration where the Town's portion of the 10% local match is 40%. The projected project cost

initially increased from \$2 million to \$2.5 million due to identified deficiencies of existing runway and runway-related items, which were discovered through the engineering planning phase of the subject project. Furthermore, it is recognized that any alternative project scope option approved by the Town and the State will exceed the \$2.5 million project projection.

In order to proceed with the project and to have funds released from the State for the same, the Town is required to issue a letter of commitment for the 10% local match. As part of the Town's exercise in ensuring such commitment, the Town has requested the County Manager to place an item on the County Board of Commissioners agenda for July 20, 2015, seeking reaffirmation of a 60% financial commitment to the 10% local match requirement. This is especially important in light of the escalating cost of the project.

To better guarantee timely, accurate, and full information delivery to the County about this project and its cost, which will be dictated by the revised scope option elected, the Siler City Airport Authority held a called meeting on July 2, 2015 at 1:00PM to review and make recommendation to the Town Board of Commissioners on the most appropriate scope alternative.

Thompson stated the various alternative scopes being considered vary in bottom-line cost, and as such, impacts the amount of local match that would be required for the Town (in partnership with the County) would be subject to. However, the variations in costs from the smallest amount to the largest amount may not tend to be the driving fixture in the overall discussion due relatively low marginal differences (when considered in context of local match). Therefore, the more primary component influencing the discussion of the different options take into account potential short and long-term implications and the extent to which the elected option does or does not reach a 45,000lbs threshold that would or would not be published by FAA. For the purposes of the portion of this discussion that looks to the weight capacity of the final product, as related to each option, the following is an overview of the types of aircraft that can be accommodated relative to the strength of runway surface.

Airplanes less than 30,000 lbs.

Baron G58 – 5,500 lbs.
Learjet 35A/65A – 18,000 lbs
Learjet 70 – 21,500 lbs.
Citation 525 – 10,500 lbs
Super King Air – B200 – 12,590 lbs.
King Air 350i – 15,000 lbs.
Baron E 55 – 5,500 lbs.
Hawker 800 – 27,520 lbs.
Citation Mustang – 8,645 lbs.
Citation CJ3 – 14,000 lbs.
Citation XLS – 20,200 lbs.

Airplanes up to 45,000 lbs.

Citation Latitude – 30,800 lbs.
Citation X – 36,000 lbs.
Falcon 50 – 38,800 lbs.
Falcon 2000 – 35,000 lbs
ATR – 35,000 lbs.
Gulfstream G-I – 36,000 lbs.

Dash 8 – 41,100 lbs.
Challenger 350 – 40,600 lbs.

Airplanes over 45,000 lbs.

Challenger 650 - 48,200 lbs
Gulfstream G-II – 66,000 lbs.
Gulfstream G-IV – 75,000 lbs.

Following this memorandum is a copy of the most recently revised project scope options, as well as notes transcribed from the Airport Authority meeting of July 2, 2015 and the Authority's recommendation to the Board of Commissioners.

Thompson shared the following scope revision options for the Siler City Municipal Airport Runway, Taxiway, and Apron Rehabilitation:

- Reduce liquidated damages from \$5,000/day to \$1,000/day to help mitigate contractor's risk due to paving late in the season
- Revise underdrain design to match NCDOT standard
- Eliminate painting of compass on apron

FAA Option - 2" P-401 on Runway and Taxiway / 4" P-401 on Apron

- 2" is standard design thickness for 30,000 lbs.
 - Airport is currently rated for 30,000 lbs.; existing strength would be maintained.
- 4" is standard minimum for over 30,000 lbs.
 - Thickness on apron would provide additional strength for aircraft parked on apron, particularly in hot summer months.
 - Asphalt apron grades are constrained by adjacent concrete apron and parking lot elevations. Constructing 4" on the apron now prevents having to reconstruct the apron at a later date when the runway is overlaid with an additional 2" of asphalt (for 45,000 lbs.)
- P-401 is FAA standard and does not require a Modification to Standards from FAA
- This option does not gain additional strength on the runway
- Concerns with smoothness/rideability in only placing a single 2" lift of asphalt

NCDOT Option 1 - 3" highway mix

- Uses highway mix, which is allowed by FAA for airports up to 60,000 lbs., but requires FAA approval of a Modification to Standards (MOS).
- 3" thickness is non-standard for aircraft over 30,000 lbs.
 - WK Dickson pavement design shows that the 3" pavement can support 45,000 lbs., however, since this is a non-standard design, must get FAA approval to publish this weight.
 - 45,000 lbs. is achieved by using FAA pavement design equivalencies. Extra 1.3" of FDR included in the plans is approx. equal to 1" of P-401.
- MOS for highway mix is only allowed for runways 5,000' or less serving aircraft 60,000 lbs. or less. If airport has need to extend or strengthen in the future, unsure of whether highway mix will be allowed to remain in place, or if it will have to be removed and replaced with FAA P-401.
- Director of Division of Aviation is willing to provide a letter stating he is fully supportive of use of highway mix and Airport is okay to proceed, in lieu of postponing construction to obtain MOS from FAA.
- If elect to obtaining MOS from FAA prior to proceeding, it will require postponement of construction until Spring 2016.

NCDOT Option 2 – 4" highway mix (using RAP)

- Highway mix requires MOS from FAA
- 4" thickness is standard for 45,000 lbs. aircraft
- FAA does not allow use of RAP (reclaimed asphalt pavement) in their P-401 surface course. Only allowed in base/intermediate courses. Introduces another "non-standard" element.

NCDOT Option 3 – 3" highway mix (using RAP)

- Highway mix requires MOS from FAA
- 3" thickness is non-standard for aircraft over 30,000 lbs.
- FAA does not allow use of RAP (reclaimed asphalt pavement) in their P-401 surface course. Only allowed in base/intermediate courses. Introduces another "non-standard" element.

A motion to commit local funds of \$270,000/ 10% the Siler City Airport Rehabilitation Project was made by Commissioner Fadely, seconded by Commissioner Siler and unanimously approved.

A motion to award the contract Siler City Airport Rehabilitation Project to Fred Smith Construction for NC DOT Option 1 was made by Commissioner Haiges, seconded by Commissioner Price and unanimously approved.

MANAGER'S REPORT

Information Item: Interdepartmental Transfer Authorization

(Incorporation by reference as if fully set forth herein Schedule C)

Thompson stated in keeping with Section 7, "Special Authorization – Budget Officer", of the Town of Siler City FY 2014-2015 Budget Ordinance, please transfer \$5,000.00 from the FY2015 Inspections Department Budget to the following FY2015 departmental budgets in the amounts herein identified:

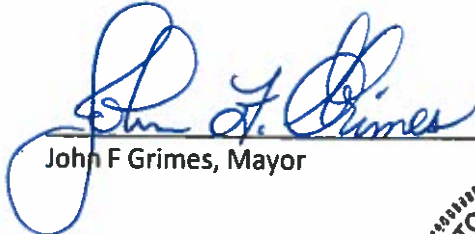
| | |
|------------|-------------------------|
| \$1,500.00 | Town Manager Department |
| \$3,500.00 | Garage |

*Section 7, as herein referred and adopted by the Siler City Board of Commissioners, state:
The Budget Officer shall be authorized to effect interdepartmental transfers, in the same fund not to exceed five percent (5%) of the appropriated monies for the department where the allocation is reduced. Notations of all such transactions shall be made to the Board of Commissioners at the next succeeding board meeting.*

GOVERNING BODY COMMENTS

ADJOURNMENT

With no further business the Board of Commissioners adjourned at 7:42pm.


John F Grimes, Mayor

ATTEST:


Jenifer J Everage, Town Clerk



Prepared by: Jenifer J Everage, Town Clerk