

To **Carson City Airport Authority**  
From **Brian Fitzgerald**  
Date **March 14, 2018**

**Subject Carson City Airport Authority Meeting March 21, 2018**

The following is a status summary of the projects in which ATKINS is involved:

**1. Airport Master Plan Update AIP No. 3-32-0004-31**

Inventory of the airport facilities and online data gathering of operations, aircraft types, and fuel sales has been completed. The first and second Planning Advisory Committee meetings have been conducted with comments being gathered from members. A public workshop was held in the evening of the PAC meeting and was met with positive feedback.

Facility requirements for the airport was hampered by an inaccurate number of based aircraft. Approximately 150 aircraft were listed on the basedaircraft.com website as being based at the Carson City Airport that were based outside of the country. Linda Law spent countless hours making sure the actual number of aircraft was correct. Once the erroneous numbers were removed, it was too late to revise this portion of the Master Plan for the second PAC meeting. However, based on the higher number that was used and the pending reduction of the above mentioned aircraft, the airport facilities were deemed sufficient.

**2. Rehabilitate Taxiways A & D AIP No. 3-32-0004-32 (pending)**

The plans and contract documents for this project are nearly complete and are ready to submit to the FAA for approval to advertise for bids. The critical item for this project is the phasing and how long the runway will be closed while work is performed between it and the hold bars. Since no work can be performed inside the Runway Safety Area (75' either side of runway centerline) while the runway is open, all types of work in Phase 1 will require the runway to be closed. It is not recommended to have work performed inside the Runway Object Free Area (250' either side of runway centerline) without restricting aircraft types or temporarily relocating the threshold.

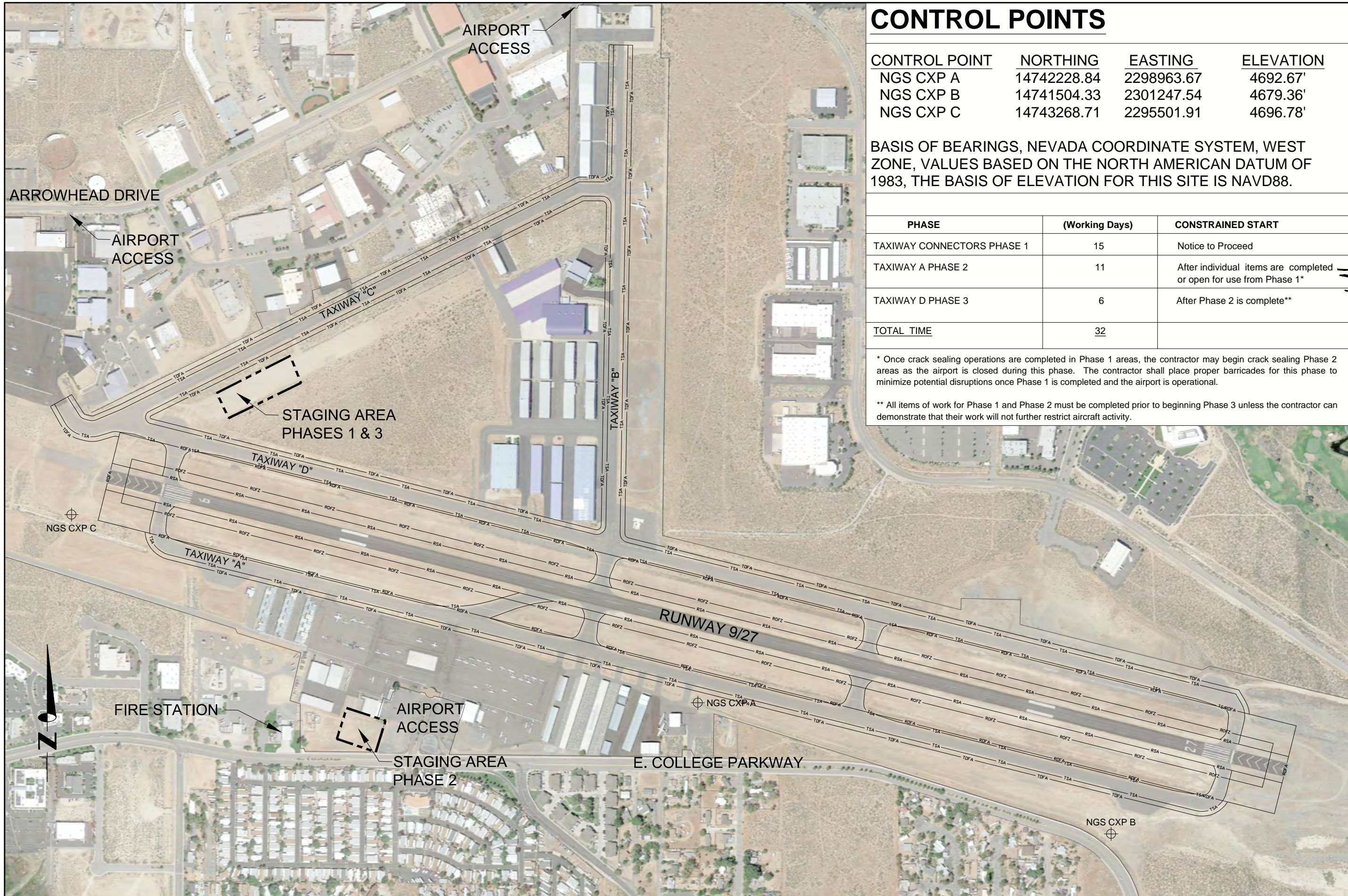
Phase 1 work areas consist of the runway connectors A1, A2, A3, A4, A5, D1, D2, B, D4, C & D to the North Apron, and Taxiway A at the Main Apron to NDOT. It is intended that crack seal work during Phase 1 will be performed at night between the hours of 7:00PM and 4:00AM, this will disrupt the airport operations the least, as this portion of work will take the longest. The seal coat and striping could be done either during the day or night as the airport will be closed for a minimum of 48 hours for this work to occur.

Phase 2 work areas consist of the remainder of Taxiway A, Taxiway C, Taxiways E & F, and the access road from Gate 4. Not all areas will be completely closed off during crack seal and

striping operations, but will be during the seal coat work. The runway will be open for use at all times.

Phase 3 work areas consist of Taxiway B, Taxiway D, and the self serve fuel facility. Not all areas will be completely closed off during crack seal and striping operations, but will be during the seal coat work. The runway will be open for use at all times.

Attached are the phasing plans showing the above descriptions.



# CONTROL POINTS

CONTROL POINT	NORTHING	EASTING	ELEVATION
NGS CXP A	14742228.84	2298963.67	4692.67'
NGS CXP B	14741504.33	2301247.54	4679.36'
NGS CXP C	14743268.71	2295501.91	4696.78'

BASIS OF BEARINGS, NEVADA COORDINATE SYSTEM, WEST ZONE, VALUES BASED ON THE NORTH AMERICAN DATUM OF 1983, THE BASIS OF ELEVATION FOR THIS SITE IS NAVD88.

PHASE	(Working Days)	CONSTRAINED START
TAXIWAY CONNECTORS PHASE 1	15	Notice to Proceed
TAXIWAY A PHASE 2	11	After individual items are completed or open for use from Phase 1*
TAXIWAY D PHASE 3	6	After Phase 2 is complete**
<b>TOTAL TIME</b>	<b>32</b>	

\* Once crack sealing operations are completed in Phase 1 areas, the contractor may begin crack sealing Phase 2 areas as the airport is closed during this phase. The contractor shall place proper barricades for this phase to minimize potential disruptions once Phase 1 is completed and the airport is operational.

\*\* All items of work for Phase 1 and Phase 2 must be completed prior to beginning Phase 3 unless the contractor can demonstrate that their work will not further restrict aircraft activity.

PRELIMINARY NOT FOR CONSTRUCTION

SCALE 1" = 800'

DESIGN BY BDF  
DATE 04/18

DRAWN BY BDF  
CHECKED BY CRM

PROJECT NUMBER 100057350

DATE 04/18

REVISIONS

DESCRIPTION

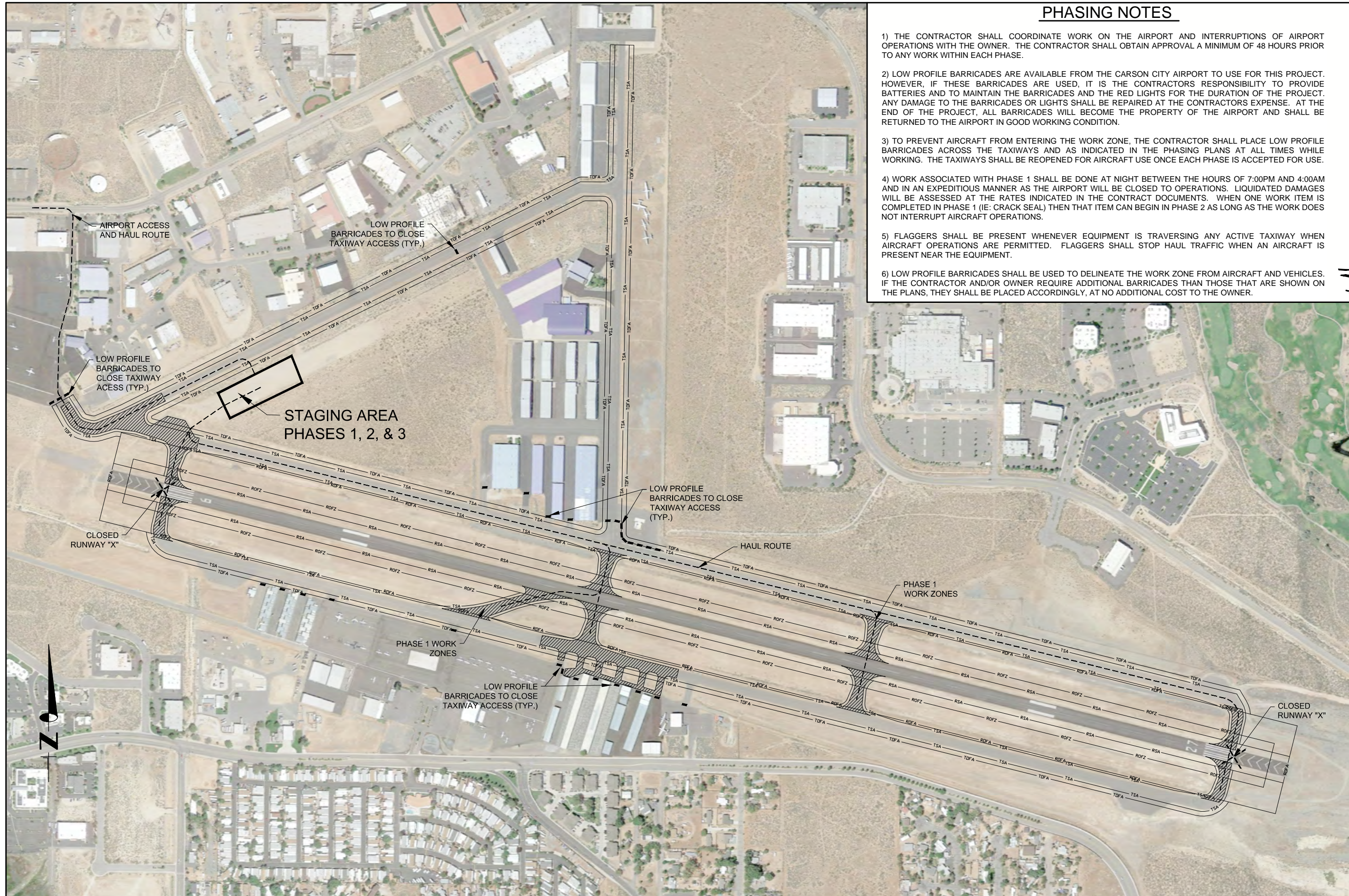
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APPD

CARSON CITY AIRPORT  
REHABILITATE TWS A, B, C, D, TXLN E, F

AIRPORT SITE PLAN

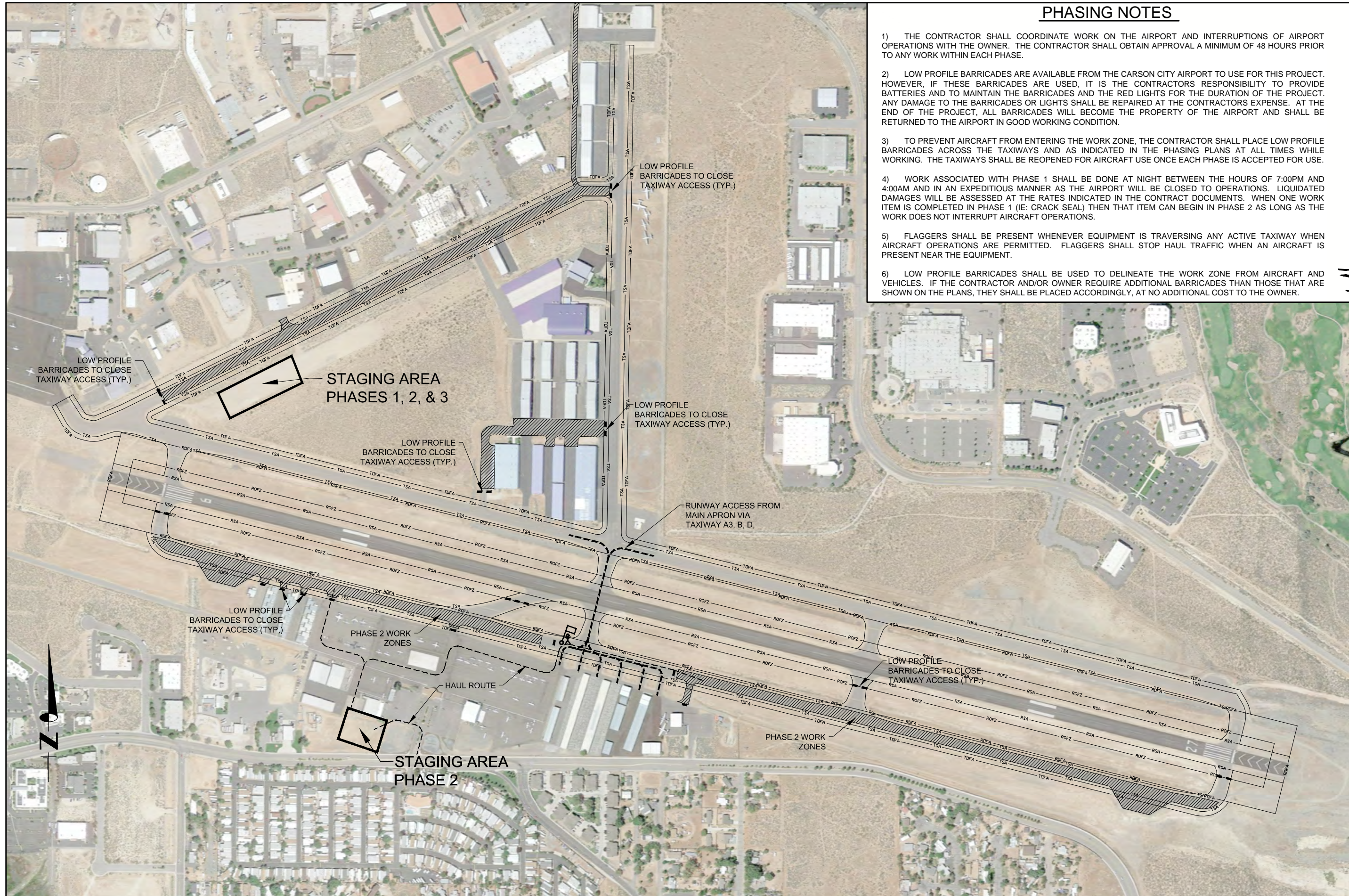




**PHASING NOTES**

- 1) THE CONTRACTOR SHALL COORDINATE WORK ON THE AIRPORT AND INTERRUPTIONS OF AIRPORT OPERATIONS WITH THE OWNER. THE CONTRACTOR SHALL OBTAIN APPROVAL A MINIMUM OF 48 HOURS PRIOR TO ANY WORK WITHIN EACH PHASE.
- 2) LOW PROFILE BARRICADES ARE AVAILABLE FROM THE CARSON CITY AIRPORT TO USE FOR THIS PROJECT. HOWEVER, IF THESE BARRICADES ARE USED, IT IS THE CONTRACTORS RESPONSIBILITY TO PROVIDE BATTERIES AND TO MAINTAIN THE BARRICADES AND THE RED LIGHTS FOR THE DURATION OF THE PROJECT. ANY DAMAGE TO THE BARRICADES OR LIGHTS SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE. AT THE END OF THE PROJECT, ALL BARRICADES WILL BECOME THE PROPERTY OF THE AIRPORT AND SHALL BE RETURNED TO THE AIRPORT IN GOOD WORKING CONDITION.
- 3) TO PREVENT AIRCRAFT FROM ENTERING THE WORK ZONE, THE CONTRACTOR SHALL PLACE LOW PROFILE BARRICADES ACROSS THE TAXIWAYS AND AS INDICATED IN THE PHASING PLANS AT ALL TIMES WHILE WORKING. THE TAXIWAYS SHALL BE REOPENED FOR AIRCRAFT USE ONCE EACH PHASE IS ACCEPTED FOR USE.
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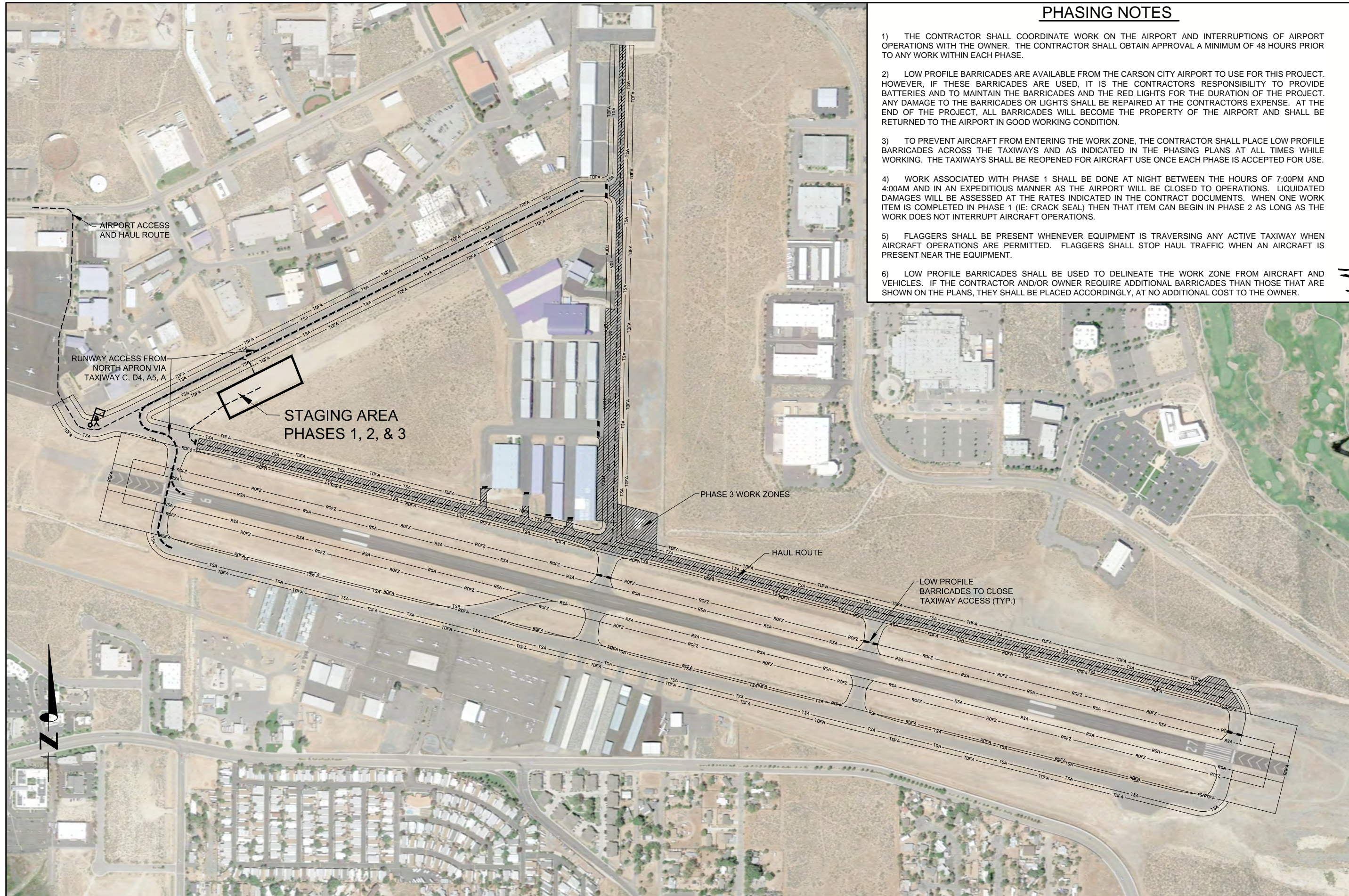
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<p><b>CARSON CITY AIRPORT REHABILITATE TWS A, B, C, D, TXLN E, F PHASE 1 CLOSURES, BARRICADE, AND FLAGGER LOCATION PLAN</b></p>					
<p>10600 Professional Circle, Suite 100   Reno, Nevada 89521-4882 Tel: +1 775 828 1822   Fax: +1 775 881 1887</p>					
<p>CP-101</p>					
<p>SHEET 5 OF 54</p>					



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