

PUBLIC WORKS COMMITTEE MEETING
Tuesday- March 2, 2010 @ 0930

	Attachments	AIRPORT AGENDA	
MINUTES 1.		APPROVAL OF MEETING MINUTES – January 26, 2010	CHM. BELDEN
NEW BUSINESS			CHM. BELDEN
2. <i>PAGE 1</i>	Yes	Travel Request – To authorize Brian Gereau and Derrick Blackmer to travel to Rochester, NY for Annual ARFF Live Fire training. This is an FAA required annual training event. April 12-14, 2010 (this is a budgeted expense)	Bill Lamy
3.	No	C & S Engineer (Steve Babcock) will present an informational review of the easement acquisition efforts on the Forest Enterprise land parcel, located on the southwest corner of the airport.	Steve Babcock
4. <i>4</i>	Yes	FBO Update	Rich Schermerhorn
5. <i>8</i>	Yes	Resolution Request – To authorize the airport manager to make a formal offer for an aviation easement on the Forest Enterprises parcel (tax # 303.11.1.4) in the amount of \$193,000. (\$4825 local share)	Bill Lamy
6. <i>10</i>	Yes	Resolution Request – To reject low bidder on Airport Snow Blower and award the bid to WH Clark.	Bill Lamy
7. <i>15</i>	Yes	Resolution Request – To authorize entering into an agreement with C&S Engineers for Rwy 12/30 PAPI and Surface Painted Holding Position Pavement Markings, design.	Bill Lamy
OLD BUSINESS			CHM. BELDEN
REFERRALS			
8.. <i>23</i>		Attached.	
PRIVILEGE OF THE FLOOR			CHM. BELDEN
ADJORNMENT			CHM. BELDEN

SCHEDULE "A"

AUTHORIZATION TO ATTEND MEETING OR CONVENTION

Check one:

- In-State (needs Supervisory Committee authorization)
- Out-Of State (needs Board resolution)

The DPW - Airport hereby authorizes Derrick Blackmer & Brian Gereau
 (Supervisory Committee) (Employee Name)

to attend NFTC - FAA Annual Live Burn Training (mandatory)
 (Name of meeting or organization)

at Monroe Community College, Rochester, NY
 (Address)

on 4/12 - 4/14 Mode of transportation to be used County Vehicle
 (Dates) (County Vehicle or Mass Transportation)

If the mode of transportation is not a county vehicle or mass transportation, please explain:

N/A

Proper documentation must be attached when submitting for approval.

(Please check documents attached)

- Notice of meeting or convention including cost.

Registration
 Hotel

\$236 x 2 = \$472
 \$187 x 4 = \$748
 Total → \$1220.00

For Overnight Travel

- Room rate \$ 87.00 GSA* Rate \$ 102
- Meal costs - GSA*per diem rate \$ 51.00

*www.gsa.gov

ACT #444

Date: _____

Department Head Signature

Date: _____

Committee Chairman Signature

Please refer to the Warren County Travel Policy and County Vehicle Use Regulations for general policy guidelines.

Please check to request a fleet vehicle.

REQUEST FOR USE OF FLEET VEHICLE

Filing Instructions:

1. Original with voucher to Auditor.
2. Copy to Frank Morehouse if fleet vehicle is needed.
3. Copy to Clerk of the Board with Resolution Request form if out-of-state travel.
4. Copy to Purchasing with Purchase Order, if required.
5. Copy to Commissioner of Administrative and Fiscal Services if credit card will be used.

585-753-3715
RAIRH

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Brother's
 1-800-541-1111



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Accredited Aircraft Fire Training Now Available!

The Northeast Fire Training Center at Monroe Community College announces the following available training dates for Aircraft Rescue and Fire Fighting. The courses offered will result in the award of college-level academic credit.



FPT-135 Aircraft Fuel Spill Fire Fighting

This is an eight-hour course designed to provide firefighters with the knowledge and skills associated with large fuel spill fires. It will encompass both classroom and live-fire training scenarios utilizing our 2 crash rescue vehicles and our fuel spill trainer. This course exceeds FAR Part 139 annual requirements for Index A through E under live fire training requirements.

Price: \$471.00* per person. New York State residents can reduce this cost by \$60.50 by providing **Certificate of Residence forms prior to the start of class.**

SPRING 2010 DATE:
As Requested

FPT-136 Specialized Aircraft Fire Fighting

This eight-hour class provides firefighters with the skills and knowledge associated with specialized aircraft fires. These fires could include cockpit, galley, passenger cabin, lavatory, baggage compartment, wheel and brake, engine and local spill type fires. This course utilizes both classroom and live fire training scenarios, and also exceeds FAR Part 139 annual requirements for live fire training.

Price: \$296.00* per person. New York State residents can reduce this cost by \$60.50 by





- Per Diem**
- Overview
- FAQ
- Per Diem Rates
- FY10 M&IE Breakdown
- Factors Influencing Lodging Rates
- FY 2010 Per Diem Highlights
- Fire Safe Hotels
- Have a Per Diem Question?
- Per Diem Files (Current & Archived)

[Home](#) > [Policy & Regulations](#) > [Travel, Transportation, & Relocation](#) > [Travel Management](#) > [Per Diem](#) > [Per Diem Rates](#)

New York - FY 10

(October 1, 2009 through September 30, 2010)

Cities not appearing below may be located within a county for which rates are listed. To determine what county a city is located in, visit the [National Association of Counties \(NACO\) website](#) (a non-federal website).

NOTE: If neither the city nor the county is listed, the location is a standard CONUS destination with a rate of \$70.00 for lodging and \$46.00 for meals and incidental expenses (M&IE).

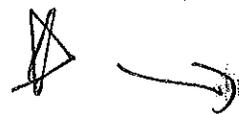
State Tax Rates & Exemption Forms

Properties at Per Diem (FedRooms)

View a [state map](#) with highlighted areas showing where rates listed below apply. Standard CONUS rates apply elsewhere.

Select another State

Primary Destination (1)	County (2, 3)	Max Lodging (exc. taxes) *	M&IE Rate *	Max Per Diem Rate (4)	First & Last Day (75% of M&IE)
Albany	Albany	110	61	171	45.75
Binghamton / Owego	Broome and Tioga	91	46	137	34.5
Buffalo	Erie	99	56	155	42.0



Rochester	Monroe	102	51	153	38.25
Saratoga Springs / Schenectady (October 1 - June 30)	Saratoga and Schenectady	106	56	162	42.0
Saratoga Springs / Schenectady (July 1 - August 31)	Saratoga and Schenectady	168	56	224	42.0
Saratoga Springs / Schenectady (September 1 - September 30)	Saratoga and Schenectady	106	56	162	42.0
Syracuse	Onondaga	97	56	153	42.0
Tarrytown / White Plains / New Rochelle	Westchester	164	71	235	53.25



RICH AIR

GLENS FALLS | LAKE GEORGE

RICH AIR KGFL - Unicom 123.0

Floyd Bennett Memorial Airport
443 Queensbury Avenue
Queensbury, NY 12804

Tel: 518.798.3091 Fax: 518.615.0774

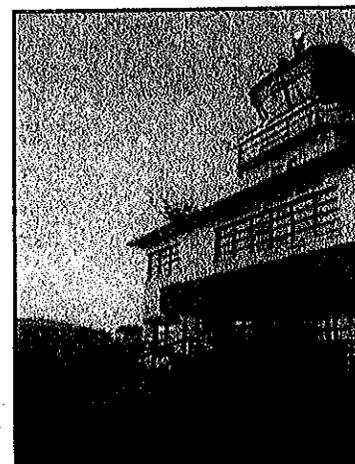
Worried about SNOW and ICE?

Rich Air HAS YOU COVERED!

With more than 60,000 square feet of heated and unheated hangar space and full deice capabilities (Type I & Type IV fluids), we'll keep you on schedule for all your winter operations in the Adirondacks!



- FIRST CLASS, FULL-SERVICE FBO
- AIRCRAFT BROKERAGE & ACQUISITIONS
- AIRCRAFT & FLIGHT DEPT. MANAGEMENT
- PRIVATE AIR TRAVEL & CONCIERGE SERVICES
- HANGAR SPACE & FLIGHT DEPT. OFFICE FACILITIES



5,000' Primary – 4,000' Secondary Runways with ILS and GPS Approaches

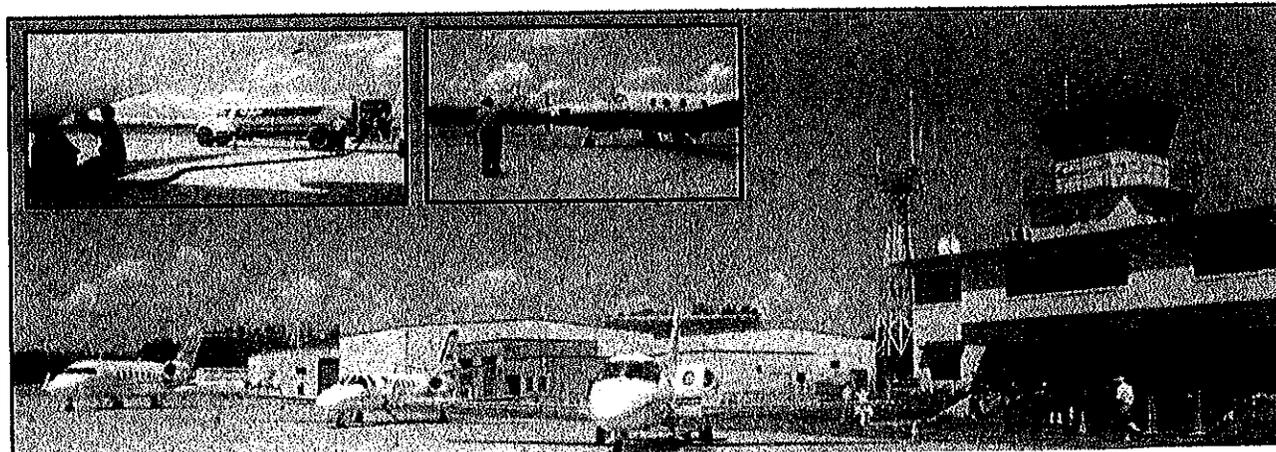
WSI Weather – Wireless Internet – Catering Kitchen – Airport Café – Concierge Services
Crew Lounge – Passenger Lounge – Hertz & Enterprise Rentals – Crew Cars – Limousines
GPU & LAV Services – Aircraft Maintenance – Hangar & Ramp Space – Type I & Type IV Deicing
Hangars will accommodate up to a Gulfstream IV – Flight Department Office Space Available

Centrally located for easy access to ski areas, Saratoga Springs, Lake George and other Adirondack attractions. Check out www.visitlakegeorge.com for details on visiting the area! KGFL is a great destination for a quick stop or for the weekend. Let us help plan your visit!

Our professional staff is standing by to assist you daily from 8 AM – 6 PM!

Tel: 518.798.3091 After Hours Call-out available

Customer Service/ Dispatch: dispatch@flyrichair.com



Comments from AirNav users

Comments are submitted by their authors and do not reflect the opinion of AirNav, LLC. All comments must adhere to [AirNav's Policy on Comments](#). AirNav's standard comment retention period is 3 years.

From Dave Mullins Contract Pilot Services on 12-Feb-2010

Called Rich Air a day in advance to tell them I'd be arriving with company personnel. Was greeted by first name on the radio as I taxied off the runway, the red carpet was waiting as was a "pretty" lineperson for a change! Terri Ellis took the best care of my passengers and me all day long. The facilities rival anything you'll find anywhere and the view on final for RWY 01 is beyond compare. I fly for a living and go to FBO's all over the country Rich Air was a treat! All the best to the crew @ KGFL!

From David Windmiller on 23-Jan-2010

Flew in, in an MU2 for skiing at Gore. Staff was awesome and accommodating. Rental cars were warm and waiting. Airplane was hangared for a snowstorm and out and waiting for us when we arrived. Well done, thank you!

From Christopher Carrozzella on 08-Jan-2010

Good way to start New Years on 1/6. Arrived close to closing time. Fueled up. Due to weather concerns we wanted to wait around and plan our instructional flight back to CT. Rather than kick us out at the 6p closing time, the staff graciously (Ann Pollard) allowed us to stay as long as we wanted to keep us safe and warm. She even allowed us to take the courtesy car to nearby hotel for dinner. We returned after midnight and went on our way. Thank you Rich Air. Can't wait to come back when it is warmer to enjoy the beautiful Lake George area.

From Mike Nelms on 29-Nov-2009

Pricy FBO: Arrived Thanksgiving Day (Thurs) in King Air 90. Rich Air was closed which was surprising. Gave fuel order next day and time of Sunday departure, surprised plane not fueled when arrived Sunday, even more surprised parking was \$50 per day even after 200 gallons of expensive Jet A (they waived 1 day parking with fuel only).

From Henry Nelmark on 14-Oct-2009

What a pleasant experience. Terry was a delight - cheerful and helpful, and the new look is great.

From David Newton on 08-Oct-2009

Absolutely fantastic service! We were not familiar with the airport so, while taxiing to the ramp, they radioed directions to the parking area. They brought our rental car to the airplane and helped unload all our "stuff". They even provided great directions to our hotel and suggested some great sites. Best service we have ever had.

From Bruce Mowery on 27-Sep-2009

I operate a Robinson 44 helicopter out of Glens Falls Airport and many times I am in the middle of flying an event where I need a quick turnaround for fuel and I can depend on the line guys like Tom to make sure that that happens. Thanks to all the staff at GFL. Your service is most appreciated.

From Alex Kuhn on 22-Sep-2009

Flew in on 9/19 and had a great experience. Before we even got to the taxiway the staff asked us by radio if we needed anything, and arranged for a crew car for a couple of hours. Everyone was very pleasant and made us feel welcome. Gas was comparable in price to other area locations.

From Lee Pokoik on 28-Aug-2009

It's cheaper to fly to 5B2 if you are going to Saratoga Springs.

From George Luaces Jr on 18-Aug-2009

Rich Air is a class act. Arrived with our aircraft and 7 passengers including the owner of the company. From my first contact with them a few days prior to our arrival, they have all the details covered. They arranged my request for 2 rentals including an oversized SUV, coordinated our hotels and set up catering for the departure. Steve, the Customer Service Manager, called in on his day off to ensure our request were met. The entire staff is friendly and ready to help make your visit to Glen Falls issue free. I have managed several FBO's including one at a large airport. The service I received from Rich Air rivals any of the larger locations nationwide. GREAT JOB!!!!

From Alan Enman on 09-Aug-2009

Excellent service. Flew in during one of the first nicer weekends this summer. All of the main ramp parking was taken, but I was directed to the overflow/long term parking, from where I was promptly picked up in te club car and given a cold bottle of water. Very friendly service, and even received a few cents off of fuel due to the

'inconvenience' of being parked so far away. Wonderful place!

From Peter Rheault on 08-May-2009

I fly a corporate C-414A for a consulting company and my passengers really appreciate the prompt and friendly service provided by Rich and his team of Jane, Jason and Dan. They always find a way to surprise on the up side. I know that the rental car and any other service that we request will be handled right. Thanks guys and from me and all my passengers a big Thank You.

From Adam Broun on 04-May-2009



Stopped in for breakfast and some fuel. Quick, friendly service, recommended.

From Kurt Thomas on 03-Apr-2009

Top Notch Service. After diverting into GFL, the service was absolutely perfect. FBO employees were more than accommodating. They went well out of our way to make our quick stop a pleasurable one. Even let us use a hangar to fix the aircraft. I can't say enough about the great service. And the diner is great too! This is the way all FBO's should treat customers!

From Brad Wolansky on 29-Mar-2009

The GFL FBO changed hands 1/1/09(amongst controversial circumstances-many locals liked the "old" FBO but the City put the contract to bid and new management was selected). Anyhow, I flew in yesterday for the first time since the change. While all the familiar FBO faces are gone, the new ones are smiling/eager. The lobby was totally re-done and clearly they are trying. Gas was \$4.20. (If they really want to create traffic, they should lower the gas prices. ALB, just a hop away, was \$3.09 SS). Tessie, the woman who ran the airport diner for years with an attitude, is back P/T with her friend Carol running the place. Hopefully the new FBO is giving Carol a better financial deal than the high lease costs the previous 15 restaurant managers faced. Carol/Tessie did a great breakfast-the place was hopping with its great view/location. This is a terrific airport with great facilities, a new FBO that's trying hard, and two great ladies in the diner trying to be accommodating.

From Chris Nesin on 28-Mar-2009

Just went in yesterday in a Citation. We got first class treatment. CSR came out and greeted our passenger, which you never see at an FBO anymore. Transportation was waiting. Inside was a fantastic, newly remodeled FBO with all new computers, weather stations, and a well-appointed pilot lounge. If you are IFR, they will give you the number to call Albany approach for clearance (no ground freq). Hope to go back.

From Andrew Taylor on 10-Mar-2009

Had some survey work to do in the Glens Falls area and landed at KGFL. We were going to top off after we got done with our work but to our dismay Rich Air was closed. We specifically told the front desk we would be back to get some fuel. We were NOT notified that they closed early. This caused a lot of inconvenience for such a simple mistake by this FBO. Will not come back to this airport.

Response from Rich Air GFL

Dear Mr. Taylor- All of us at Rich Air are very sorry for the miscommunication on your recent visit. We have been striving for the highest level of service since beginning operations in GFL on January 1st. We hope you'll forgive one or two stumbles as we train new personnel and complete an extensive remodel of the old terminal. The new reception desk, pilot briefing area, corporate pilot snooze room, executive catering kitchen and passenger lounge have just been completed! If you are ever in the area again, we'd love the opportunity to make it up to you-we'd certainly be reaching out to you if we had your contact information. In the event that anyone is ever in need of fuel after hours at GFL, the call-out number is now posted and we have staff just a few minutes away. We encourage area pilots to stop in and visit the new facility and enjoy breakfast or lunch at the Airport Cafe (Open 8 AM - 2 PM). Our fuel is always fairly priced and we hope that you'll enjoy top-notch service!

From Jim Rollo on 16-Feb-2009

Flew my Lance into GFL for the weekend. Great Service by the Line crew and Jane behind the desk. They waved one nights parking for my fuel purchase. Great fuel price for the area. In the past I've used RME because it's just as close to my final destination in the Adirondacks, but GFL has better service and prices. I'll be back.

7

From Bill Brown on 12-Feb-2009

What a great airport and exceptionally friendly people. We arrived at closing time for the FBO. Our pax had thought we would only be there for an hour or so. It turned into 2.5+ hours. Jane, the lead CSR and Dan, the ramp lead was great. We visited for over an hour, past closing time mind you, while we waited for our pax. They were two of the friendliest people I have run into. I look forward to going back to GFL and would recommend them to anyone traveling into the ALB area. Thanks again.



Where would you like to go next?

- [Floyd Bennett Memorial Airport information](#)
- [AirNav home page](#)

RESOLUTION REQUEST FORM NO. 20

MISCELLANEOUS

**Please List All Other Requests Not Covered by Previous Resolution Request Forms Here.
Please attach any backup information available and be as detailed as possible.*

DEPARTMENT NAME: Airport - DPW

DATE: February 23, 2010

- (a) Purpose of Request: To authorize the airport manager to make a formal offer for a avigation easement (that is contingent on FAA/NYS DOT grant funding (95% FAA, 2.5% NYS, 2.5% LOCAL)) in the amount of \$193,000, on property known as the Forest Enterprises Parcel (Tax Map Parcel No.303.11.1.4) located in the Town of Queensbury, adjacent to Floyd Bennett Memorial Airport - Warren County, NY

- (b) Details: The Forest Enterprise Parcel contains existing and future airspace obstructions and is located in an area that is critical to future airport development, the FAA is expected to offer a grant to purchase an easement on this property (37 acres +-).

- (c) Previous Resolution Number:

RECEIVED
FEB 01 2010



State of New York
Department of Transportation
Albany, N.Y. 12232
www.nysdot.gov

BY:.....

Stanley Gee
Acting Commissioner

David A. Paterson
Governor

January 28, 2010

Mr. Steve Babcock
C & S, Engineers
499 Col. Eileen Collins Blvd
Syracuse, NY 13212

RE: Floyd Bennett Memorial Airport
Avigation Easement
Owner: Forestry Enterprises Mgt., Inc
AIP # 3-36-0033-42-09

Dear Mr. Babcock:

The appraisal report for the subject parcel has been reviewed by the Department.

The damages for the acquisition of an avigation easement will be established at \$193,000. The Tax Lot # is 303.11 - 1 - 4. The subject is described as an 83.87 acre essentially vacant parcel.

If you have any questions, please call me at 518-457-8438.

Sincerely,


Denise E. Gerald
ITS 1
Aviation Bureau

cc: Larry A'Hearn, FAA ADO
R. Levine, FAA ADO

RESOLUTION REQUEST FORM NO. 20

MISCELLANEOUS

**Please List All Other Requests Not Covered by Previous Resolution Request Forms Here.
Please attach any backup information available and be as detailed as possible.*

DEPARTMENT NAME: DPW - Airport

DATE: February 26, 2010

- (a) Purpose of Request: Rejecting Low Bidder on WC - 34-10

- (b) Details: The county requested bids from vendors for an Airport Snow Blower, two bidders submitted documents, HP Fairfield (Oshkosh) @ \$399,592 and William H. Clark (Larue) @ \$438,900. The HP Fairfield (Oshkosh) blower does not meet bid specifications and therefor the airport manager recommends the Board award the bid to the remaining bidder William H. Clark (Larue). See attached memo.

- (c) Previous Resolution Number: 147 of 2010

Post-It® Fax Note	7671	Date	2-26/10	# of pages	5
To	Bill Lamy	From	Don		
Co./Dept.		Co.			
Phone #	DPW	Phone #	AIRPORT		
Fax #		Fax #	TUESDAY-DPW	FOR	

WARREN COUNTY
 BID TABULATION SHEET

BID NO: WC 34-10	NAME & ADDRESS OF BIDDER	NAME & ADDRESS OF BIDDER	QUANTITY	BID PRICE	BID PRICE
ITEM(S): AIRPORT SINGLE ENGINE SELF PROPELLED SNOW BLOWER	HP Fairfield, LLC. Attn: Stewart Sewey 94 Sheep Davis Road Pembroke, NH 03275 603-225-9374 603-228-5246	William H. Clark Municipal Equipment, Inc. Attn: Brian Clark 589 Third Ave. Ext. Rensselaer, NY 12144 518-286-5600 518-304-1538			
DATE: FEBRUARY 25, 2010					
TIME: 3:00 P.M.					
DESCRIPTION OF ITEM			QUANTITY	BID PRICE	BID PRICE
PURCHASE OF ONE NEW AIRPORT SNOW BLOWER			LUMP SUM	\$399,592.00	\$438,900.00
MAKE/MODEL:				Oshkosh MPT- TV3	LaRue 7060 R44
YEAR:				2010	2010
DELIVERY WITHIN:				280 Days	180 Days
BID AWARDED TO:					
JULIE A. PACYNA, PURCHASING AGENT					TERM: One Time Purchase

BUDGET (450,000)
 LOCAL SHARE
 = 11,250

ACTUAL
 = 10,972.50

Warren County Board of Supervisors

RESOLUTION NO. 147 OF 2010

Resolution introduced by Supervisors Stec, Goodspeed, Belden, Bentley, Taylor, VanNess, Kenny, Merlino and Conover

AUTHORIZING THE SUBMISSION OF A GRANT APPLICATION TO THE FEDERAL AVIATION ADMINISTRATION AND/OR THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION FOR PURCHASE OF SNOW REMOVAL EQUIPMENT - AIRPORT

RESOLVED, that the Chairman of the Board of Supervisors be, and hereby is, authorized to execute a grant application to the Federal Aviation Administration and/or the New York State Department of Transportation for the purchase of a single engine self propelled airport snow blower, for an amount not to exceed Four Hundred Fifty Thousand Dollars (\$450,000), and be it further

RESOLVED, that upon notification of the awarding of grant funds, the Chairman of the Board of Supervisors be, and hereby is, authorized to execute a grant agreement and/or any other documentation required to obtain the funding for the purchase, in the form approved by the County Attorney, without the need for further resolution(s), and be it further

RESOLVED, that the County's share of the grant amount, which is two and one-half percent (2.5%) or Eleven Thousand Two Hundred Fifty Dollars (\$11,250), shall be through the issuance of a serial bond.



**To: Chairman, Airport (DPW) Committee
Rob Levine, FAA - NYADO
Julie Pacyna, DPW Purchasing Dept.**

From: Don DeGraw, Airport Manager

Re: Airport Snow Blower Bid – WC 34-10 Award Recommendation

Date: February 26, 2010

On February 25, 2010 at 1500, a bid opening for WC-34-10 was conducted. Two bidders submitted documents for the bid, HP Fairfield (Oshkosh MPT-TV3) \$399,592 and William H. Clark (Larue) \$438,900. See attached bid tabulation sheet.

I recommend the bid award to William H. Clark (Larue) for \$438,900.

I recommend rejecting the low bidder HP Fairfield and awarding the bid to William H. Clark. I base the rejection of HP Fairfield on the fact that they do not meet the bid specifications set forth for the major components/performance requirements and they also failed to document and justify specific substitutions.

I have listed below the specific areas that HP Fairfield bid do not meet major areas of the specification requirements:

<i>Bid Specification Section Number</i>	<i>Bid Requirement</i>	<i>Compliant</i>	<i>Justification/Detailed Explanation/comment</i>
1.2.3	All parts and components required to supply a complete and operational unit shall be included.	NO	None offered by dealer.
1.2.5	Minimum 3600 Tons Per Hour (TPH)	Indicated Yes on tab sheet, but literature indicated a 2500 TPH blower, this is more consistent with lesser HP offered.	None offered by dealer.
1.4.2	Engineer Certification	NO	Oshkosh engines are not LPE certified.
2.1.1	4 WD truck specifically designed for this application with a hydrostatic transmission.	NO	Allison RDS 3000
2.2.4, 2.2.5, 2.2.6	Weight, width, length req.	No Vehicle under sized.	Actual dimensions

<i>Bid Specification Section Number</i>	<i>Bid Requirement</i>	<i>Compliant</i>	<i>Justification/Detailed Explanation/comment</i>
2.2.1	Engine size 550 HP Torque -1725 lb-ft Unit is completely underpowered.	NO	315 HP 950 Torque
2.2.3	1500 watt block heater	NO	1000 watt heater
2.3.1	2 fuel tanks 606 litres min.	NO	1- 100 gallon tank
2.8.1	Axle capacity 25,000 lb	NO	20,000 lb
2.8.4	Full lock differential	NO	Feature not available
2.15.9	Floating system for blower head	NO	Non floating head
2.16.1	Single seat design	NO	Conventional truck seating
2.16.2, 4, 5, 6, 7, 8,	Basically designed as a snow blower with significant visibility and interior volume	NO	The dealer states specific sizes that are roughly half of what is specified.
2.17.3	Rear wiper	NO	No rear wiper
2.17.8	..fuel flow rate & % engine load displays	NO	None provided
3.1.2	Ribbon style auger Absolutely wrong type of auger system!	NO	3 Horizontal Augers
3.2.1	Minimum cutting width 108"	NO	102"
3.6.1	Helical ribbon with serrated leading edge...	NO	3 Horizontal Augers
3.6.2	Conveyor size and design specified.	NO	None offered by dealer.
3.7.1	Impeller diameter 48"	NO	41"
3.8.5	Impeller casing, hydraulic motor and worm gear	NO	Chain Drive
3.9.1	Scraper blades with tungsten carbide inserts	NO	Carbon Steel edges
4.5.2	Load test requirements	NO	Testing of this nature not available.

15

RESOLUTION REQUEST FORM NO. 3

Request for New Contract

DEPARTMENT NAME: DPW - Airport

DATE: February 26, 2010

- (a) Is this a Result of a Bid or Request for Proposal? FAA Grant AIP
- (b) Purpose of Contract: To authorize the Chairman to enter into an agreement with C & S Engineers to perform design administrative work for "Runway 12-30 PAPI & Surface Painted Holding Position Pavement Markings" projects.
- (c) Name of Contractor: C & S Engineers
- (d) Address of Contractor: 499 Col. Elleen Collins Blvd., Syracuse, NY 13212
- (e) Contractor's Contact Person and Telephone Number: Chris Brubach 315-455-2000
- (f) Has or will the Contract be provided, if so, please attach: Yes
- (g) Commencement Date of Contract: When authorized.
- (h) Termination Date of Contract: When grant is closed.
- (i) Payment Provisions:
 - i) lump sum amount \$36,000 (\$900 local share)
 - ii) hourly rate amount NA
 - iii) total amount not to exceed
 - iv) how will payments be made (i.e. monthly, quarterly, upon completion of the project, etc. Monthly
- (j) Where are the Funds for this Contract? List Budget Code, (with title), Object Code (with title), and Amount: OR Capital Project OR Capital Reserve Project Number, and Title, and Amount: Transfers Capital Project - TBD - 95% F/ 2.5% S & L

Post-it® Fax Note	7671	Date	# of pages ▶
To	Bill Lamy	From	Don e Airport
Co./Dept.		Co.	
Phone #		Phone #	
Fax #	2nd Additionl	Fax #	Rev. Request

Warren County Board of Supervisors

RESOLUTION NO. 145 OF 2010

Resolution introduced by Supervisors Stec, Goodspeed, Belden, Bentley, Taylor, VanNess, Kenny, Merlino and Conover

**AUTHORIZING THE SUBMISSION OF A GRANT APPLICATION TO THE
FEDERAL AVIATION ADMINISTRATION AND/OR THE NEW YORK STATE
DEPARTMENT OF TRANSPORTATION TO HAVE SURFACE PAINTED HOLDING
POSITION MARKINGS AND OTHER MANDATORY PAVEMENT MARKINGS
DESIGNED AND INSTALLED - AIRPORT**

RESOLVED, that the Chairman of the Board of Supervisors be, and hereby is, authorized to execute a grant application to the Federal Aviation Administration and/or the New York State Department of Transportation to have surface painted holding position markings and other mandatory pavement markings designed and installed, as required, for an amount not to exceed Forty Thousand Dollars (\$40,000), and be it further

RESOLVED, that upon notification of the awarding of grant funds, the Chairman of the Board of Supervisors be, and hereby is, authorized to execute a grant agreement and/or any other documentation required to obtain the funding for the purchase, in the form approved by the County Attorney, without the need for further resolution(s), and be it further

RESOLVED, that the County's share of the grant amount, which is two and one-half percent (2.5%) or One Thousand Dollars (\$1,000), shall be through the issuance of a serial bond.



C&S Companies
499 Col. Eileen Collins Blvd.
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February 24, 2010

Mr. Donald DeGraw
443 Queensbury Ave., Room 201
Queensbury, NY 12804

Re: Floyd Bennett Memorial Airport
Runway 12-30 PAPI & Surface Painted Holding Position Pavement Markings
Lump Sum Consultant Agreement for Design

File: 107.037.001/002

Dear Mr. DeGraw:

Enclosed for your review and approval is one (1) copy of the draft Lump Sum Consultant Agreement for this project. This Agreement provides for the design of the project generally including project management, preliminary design, final design, contract administration for the pavement markings and direct expenses.

In accordance with Federal Aviation Administration (FAA) AC 150/5100-14, Section 2.12 - Fee Estimate, you are responsible for performing a fee analysis for this agreement. The FAA has indicated that an informal fee analysis will be allowed for this agreement. Attached is a sample letter for your use in completing this requirement. If acceptable, re-type the attached letter on County letterhead and submit it to the FAA. Should you decide to perform a formal fee analysis for this project, please contact us so that we may assist you with this process.

By copy of this letter, we are submitting a draft of this Agreement to the FAA for their review.

If you have any questions in reference to the enclosed, please do not hesitate to contact our office.

Very truly yours,

C&S ENGINEERS, INC.

A handwritten signature in black ink, appearing to read 'Chris Brubach', written over a horizontal line.

Christopher D. Brubach, P.E.
Senior Project Engineer

Enclosures

cc: Mr. John Dermody (w/enc.)

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**LUMP SUM
CONSULTANT AGREEMENT
FOR
DESIGN
OF THE
RUNWAY 12-30 PAPI & SURFACE PAINTED HOLDING
POSITION PAVEMENT MARKINGS PROJECT
AT
FLOYD BENNETT MEMORIAL AIRPORT
QUEENSBURY, NEW YORK
FAA AIP NO. 3-36-0033-__ - __
NYSDOT NO. 1903. __**

SCHEDULE A1

SCOPE OF WORK

Project Title: Runway 12-30 PAPI & Surface Painted Holding Position Pavement Markings
Airport Name: Floyd Bennett Memorial Airport
Services Provided: Design and Construction Administration for Pavement Markings

Project Description:

The CONSULTANT shall provide required services to design the Runway 12-30 PAPI & Surface Painted Holding Position Pavement Markings project (the "Project"). The Project will be performed and constructed by the SPONSOR with grant assistance from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) and the New York State Department of Transportation (NYSDOT).

Application of Surface Painted Holding Position Markings on Taxiways:

This project involves the application of surface painted holding position markings on taxiways. For all 14 CFR Part 139 certificate airports such as Floyd Bennett Memorial Airport, all taxiways that intersect a runway are required to have surface painted runway holding position markings in accordance with FAA AC 150/5345-1K. The surface painted holding position markings are part of the standard signage requirements under 14 CFR Part 139.311(b)(1)(ii) with a compliance date of December 31, 2010. Surface painted holding position markings will include a black border.

Secondly, the holding position marking on runway 30, at the intersection of runway 1-19, is required for aircraft taxiing to the runway 12 end. The existing holding position marking is not painted at the proper distance from runway 1-19 and is also too far from the runway 1-19 intersection sign. The existing marking needs to be physically removed and repainted at the proper location. This violation was noted during the Part 139 inspection, completed by Dennis O'Donnell, dated January 13, 2010. The holding position line will include a black border.

Lastly, the existing holding position and enhanced taxiway centerline markings for the airport will be repainted to include a black border. The lack of contrast for existing markings on the light colored pavements was verbally discussed during the Part 139 inspection.

The addition of markings is mandatory. The intent of this requirement is to reduce human confusion among pilots and drivers that may lead to runway incursions. The existing critical markings are difficult to see due to lack of contrast on the light colored pavements at the airport. Section 2.a.2 of AC 150/5340-1J states that a black border is required around holding position, enhanced taxiway centerline, and the surface painted hold position markings.

Services to be provided by the CONSULTANT shall include civil engineering services, as applicable, required to accomplish the following items ("Basic Services"):

ADMINISTRATION PHASE

The CONSULTANT shall aid the SPONSOR by acting as its liaison and Project coordinator with the NYSDOT and the FAA during the Project's design. In addition, the CONSULTANT shall assist the SPONSOR in the preparation of paperwork required to secure funds for the Project. The specific services to be provided or furnished for this Phase of the Project are the following:

1. Preparation of grant application packages; coordination of their execution by the Sponsor; and submission to the funding agencies.

ESTIMATE OF DIRECT EXPENSES:

A.	TRAVEL BY AUTO:							
		TRIPS @	360	MILES/TRIP @	\$0.500	=		\$360.00
B.	TRAVEL BY AIR:							
		TRIPS @	0	PERSONS @	\$0.00	=		\$0.00
C.	PER DIEM:							
		DAYS @	0	PERSONS @	\$182.00	=		\$0.00
						=		<u>\$102.00</u>
D.	MISCELLANEOUS:							\$462.00
TOTAL ESTIMATE OF DIRECT EXPENSES:								\$462.00

FIXED FEE (PROFIT, LUMP SUM):

A.	LABOR PLUS OVERHEAD:		15%	(OF III.)			\$974.00
B.	DIRECT EXPENSES:		15%	(OF IV.)			<u>\$69.00</u>
TOTAL FIXED FEE:							<u>\$1,043.00</u>

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VI. TOTALS:

A.	ESTIMATE OF MAXIMUM TOTAL COST FOR DESIGN SERVICES, AGREEMENT TOTAL & FAA ELIGIBLE:						<u>\$8,000.00</u>
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SCHEDULE A2

SCOPE OF WORK

Project Title: Runway 12-30 PAPI & Surface Painted Holding Position Pavement Markings
Airport Name: Floyd Bennett Memorial Airport
Services Provided: Design for Runway 12-30 PAPI

Project Description:

The CONSULTANT shall provide required services to design the Runway 12-30 PAPI & Surface Painted Holding Position Pavement Markings project (the "Project"). The Project will be performed and constructed by the SPONSOR with grant assistance from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) and the New York State Department of Transportation (NYSDOT).

Precision Approach Path Indicators (PAPI) on Runway ends 12 and 30:

This project will include installation of new Precision Approach Path Indicators (PAPI) on Runway ends 12 and 30. The PAPI system provides visual approach slope guidance. The light signals are beneficial in aiding the pilot of an aircraft to determine the correct glide slope. The presence of objects in the approach area may present a serious hazard if an aircraft descends below the established glide path. The PAPI installation will include concrete foundations, power and control cables in conduit, site restoration and electronic system installation. The PAPI installation project is consistent with the most recent ALP and shown as project #3-4.

C&S Engineers, Inc. will have substantially completed a Runway End Siting Surface (RESS) obstruction study in 2009. This study identified off airport obstructions to the RESS for both Runway 12 and 30 ends. The County does not have existing aviation easements to remove the obstructions. In lieu of threshold displacements, the FAA AC 150/5300-13 Appendix 2 allows the installation of PAPI units set an angle to clear the obstacles for this particular runway approach classification. The PAPI installation will allow the Airport to come into compliance with the FAA regulations for RESS and create a safer approach for aircraft.

Services to be provided by the CONSULTANT shall include civil and electrical engineering services, as applicable, required to accomplish the following items ("Basic Services"):

ADMINISTRATION PHASE

The CONSULTANT shall aid the SPONSOR by acting as its liaison and Project coordinator with the NYSDOT and the FAA during the Project's design. In addition, the CONSULTANT shall assist the SPONSOR in the preparation of paperwork required to secure funds for the Project. The specific services to be provided or furnished for this Phase of the Project are the following:

1. Preparation of grant application packages; coordination of their execution by the Sponsor; and submission to the funding agencies.
2. Preparation of reimbursement request packages; coordination of their execution by the Sponsor; and submission to the funding agencies.
3. During the Design Phase, to aid the Sponsor by acting as its liaison and Project coordinator with the funding agencies.

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ESTIMATE OF DIRECT EXPENSES:

A.	TRAVEL, BY AUTO:						
		TRIPS @	360	MILES/TRIP @	\$0.500	=	\$180.00
B.	TRAVEL, BY AIR:						
		0 TRIPS @	0	PERSONS @	\$0.00	=	\$0.00
C.	PER DIEM:						
		0 DAYS @	1	PERSONS @	\$182.00	=	\$0.00
D.	MISCELLANEOUS:					=	\$108.00

TOTAL ESTIMATE OF DIRECT EXPENSES:

\$288.00

FIXED FEE (PROFIT, LUMP SUM):

A.	LABOR PLUS OVERHEAD:		15%	(OF III.)	\$3,809.00
B.	DIRECT EXPENSES:		15%	(OF IV.)	<u>\$43.00</u>

TOTAL FIXED FEE:

\$3,852.00

I. TOTALS:

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A.	ESTIMATE OF MAXIMUM TOTAL COST FOR DESIGN SERVICES, AGREEMENT TOTAL, & FAA ELIGIBLE:	<u><u>\$28,000.00</u></u>
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REFERRALS - MARCH 2010

AIRPORT:

- 1) Committee authorized legal action to determine the validity of easement on the Chartrand parcel. Mr. DeGraw is working with the County Attorney's Office on this issue. (06.30.09)
- 2) Status of self-fueling facility being constructed by Rich Air - to be completed by October 2009. (09.03.09)