wemoveyou

Reno-Tahoe Airport Authority

COMMITTEE MEMBERS
Trustees
Lisa Gianoli, Chair
Jennifer Cunningham, Vice Chair
Richard Jay, Member
Jenifer Rose, Member
Art Sperber, Alternate
Shaun Carey, Alternate
Staff Liaison
Randy Carlton, Chief Finance & Administration Officer

PRESIDENT/CEO
Daren Griffin, A.A.E.

GENERAL COUNSEL
Ann Morgan, Fennemore Craig

CLERK OF THE BOARD
Lori Kolacek

*** CANCELLATION NOTICE ***

AGENDA
FINANCE & BUSINESS DEVELOPMENT COMMITTEE

The Reno-Tahoe Airport Authority Finance & Business Development Committee Meeting scheduled for Tuesday, December 6, 2022 at 9:00 a.m. has been canceled.

For informational purposes, the following documents are attached:

1. Administrative Award of Contracts (Expenditures)
2. Administrative Award of Contracts (Revenues)
3. Budget Transfers
4. Financial Reporting Package – October 2022

Administrative Report

Date: December 6, 2022

To: All Board Members

From: Daren Griffin, President/CEO

Subject: Administrative Award of Contracts (Revenues) Pursuant To Resolution No. 557 for the Month of November 2022

BACKGROUND

At the July 14, 2022 meeting of the Board of Trustees of the Reno-Tahoe Airport Authority, the Board approved Resolution No. 557, recognizing the inherent authority of the President/CEO, or authorized representative to award revenue contracts except those that are, in combination, more than 5 years in Term, including options, and generate aggregate revenues of $250,000 or more.

DISCUSSION

Resolution No. 557 requires that the President/CEO provide the Board of Trustees with an administrative report setting forth a list of revenue contracts and associated options to extend approved administratively as a result of the resolution to be given to the Board on a monthly basis.

November 2022

Date	Lessee	Property Address	Agreement Term	Contract Value	Portfolio
11/1/22	PRM Corp. dba Northern Nevada Flooring	2900 Vassar St. Suites CC-15	12 Months	$6865.92	Outside Properties
11/1/22	1 New Tenant	Mini Warehouse Storage Units	Month to Month	$115.00	Outside Properties
11/1/22	8 New Tenants	Mini Warehouse Park to Travel	Month to Month	$940.00	Outside Properties

Administrative Report

Date: December 1, 2022

To: All Board Members

From: Daren Griffin, President/CEO

Subject: Administrative Award of Contracts (Expenditures) Pursuant to Resolution No. 557 for the Month of November 2022

BACKGROUND

At the July 14, 2022, Board of Trustees' Meeting of the Reno-Tahoe Airport Authority, the Board approved Resolution No. 557 authorizing the President/CEO to award contracts for:

- budgeted professional services when the estimated amount to perform the work is $200,000 or less, and approve amendments to professional services agreements where the sum of the total net of amendments per professional services agreement does not to exceed $50,000, as well as all Work Orders associated with Construction Management and Administration when any single Work Order does not exceed $250,000; and
- budgeted goods, materials, supplies, equipment, technical services, and maintenance contracts when the estimated amount to perform the contract, including all change orders, is $250,000 or less; and
- budgeted construction contracts when the estimated amount to perform the work is $500,000 or less, and approve change orders to construction contracts where the sum of the total net of change orders per contract does not exceed $250,000; and
- all construction contracts exceeding $500,000 must be approved by the Board of Trustees along with an Owner's Contingency; additionally, if the Board of Trustees originally approved the construction contract, any construction change order exceeding the sum of the total of the contract and Owner's Contingency must also be approved by the Board.

DISCUSSION

Resolution No. 557 requires that the President/CEO provide the Board of Trustees with a monthly administrative report setting forth a list of goods, materials, supplies, equipment, technical services, maintenance contracts, construction contracts, and professional services agreements in excess of $25,000 and approved administratively as a result of this Resolution. Further, all construction change orders, and professional services agreements amendments approved administratively as a result of this Resolution shall be included in a separate administrative report regardless of value.

November 2022 – Agreements and POs in Excess of $25,000

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
10/26/22	Summit Engineering Corporation	$27,390.00	PSA for surveying & geotechnical services was issued for the Air Cargo Way Reconstruction Project.	FY23 CIP	Engineering & Construction
11/03/22	EDAWN	$25,000.00	A PO was issued for semi-annual membership.	FY23 O&M	President/CEO
11/03/22	Sierra Electronics	$67,500.20	A PO was issued to outfit four (4) Police Cars with emergency lights, sirens, radios, etc. per standards.	FY22 CIP (Carry-Over)	Airport Police
11/15/22	Risk Solutions International LLC	$54,750.00	Technical Services Contract was issued for services associated with the FY2023 Full Scale Exercise.	FY23 O&M	Operations & Public Safety
11/21/22	CDW Government LLC	$32,188.50	A PO was issued for Mimecast Email Security annual renewal of software.	FY23 O&M	Technology & Information Systems
11/22/22	Flyers Energy LLC	$31,032.16	A PO was issued for gasoline and diesel fuel delivery.	FY23 O&M	Airfield Maintenance
11/23/22	CDW Government LLC	$48,742.15	A PO was issued for Endpoint Security annual renewal of software.	FY23 O&M	Technology & Information Systems

November 2022 – Change Orders, Amendments, and Work Orders

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
10/25/22	Automated Temperature Controls	$12,388.00	Owner's Contingency CO#1 on Phase 5 of the Building Control Systems Upgrade Project for additional Scope of Work (attached). Contact total revised to $233,799.00.	FY22 CIP (Carry-Over)	Facilities & Maintenance
10/31/22	Farr Construction Corporation	$12,619.48	CO #2 for the Air Cargo Sanitary Sewage Lift Station (attached) for additional Scope of Work. Contract total revised to $762,019.48.	FY22 CIP (Carry-Over)	Engineering & Construction
11/01/22	Granite Construction Company	($1.38) & ($20.00)	Stead Taxiway Alpha and Aircraft Apron Reconstruction, Phase 3: CO #1 (for grant 46-2022) was a deductive CO for ($1.38) for revised Scope of Work and Final Adjusted Quantities (attached). CO #1 (for grant 47-2022) was a deductive CO for ($20.00) for revised Scope of Work and Final Adjusted Quantities (attached). Contract total revised to $3,099,077.62	FY22 CIP (Carry-Over)	Engineering & Construction
11/01/22	Sierra Nevada Construction, Inc.	($39,772.50)	CO #1 is a deductive change order for the Blue Lot Reconstruction project (attached) for revisions to Scope of Work and Final Adjusted Quantities. Contract total revised to $2,096,454.50.	FY22 CIP (Carry-Over)	Engineering & Construction
11/03/22	Sierra Nevada Construction, Inc.	$47,030.00	Owner's Contingency CO#1 for the RTAA Airport Pavement Maintenance (2022) contract for additional Scope of Work and Final Adjusted Quantities (attached). Contract total revised to $604,037.00.	FY22 CIP (Carry-Over)	Engineering & Construction
11/08/22	QSI, Inc. dba PAR Electric Contractors, Inc.	$30,000.00	CO#4 (4th and final) to Technical Services Contract for FY22/23 snow removal services for Landside areas. Original contract was informally bid/awarded. Contract total revised to $87,302.93.	FY23 O&M	Landside
11/15/22	72 Hour LLC	$5,150.00	CO#1 to equipment contract for 3,600 Gallon Water Truck for inflationary pressures on supply chain.	FY22 CIP (Carry-Over)	Airfield Maintenance
11/18/22	Granite Construction Company	$269,396.00	Stead Taxiway Alpha and Aircraft Apron Reconstruction, Phase 3: CO#1 (for grant 48-2022) was awarded based on delivery of grant by the FAA for the additional Scope of Work (attached). Contract revised total to $3,368,473.62.	FY22 CIP (Carry-Over)	Engineering & Construction

Key to abbreviations:

AIP = Airport Improvement Project
CIP = Capital Improvement Program
CFC = Customer Facility Charge
CO = Change Order
NTE = Not to Exceed
PFC = Passenger Facility Charge
PO = Purchase Order
PSA = Professional Service Agreement

RENO-TAHOE AIRPORT AUTHORITY OWNER'S CONTINGENCY CHANGE ORDER

CCO No.	1
Contractor:	Automated Temperature Controls
Project:	Building Control Systems Upgrade Phase 5
Solicitation #:	Contract 320220230

Summary of Change and List of Attachments:

Discovery of additional pneumatic Dual Duct Terminal Unit.
Installation of DDC Controls, Power Wiring, Communication, Programming and Graphics.
Installation of two additional Sump Pump Monitoring devices, Programming and Graphics.

Owner's Contingency Total:	$ 12,388.00		**Change in Contract Dates:**		
Total Previously Authorized:	$ 0.00		**Original Duration (Days):**	240	
Total Change this CCO:	$ 12,388.00	**ADD/DEDUCT**	**Previous Authorization:**	0	
Remaining Contingency Balance:	$ 0.00		**This Authorization:**	0	**ADD**
			Revised Contract (Days):	240	

Contract Summary:		**Distribution to:**	
Original Contract:	$ 221,411.00	RTAA PURCHASING	X
Total Previously Authorized COs	$ 0.00	PM	☐
Total Previously Authorized CCOs	$ 0.00	CM	☐
Contract Sum Prior to this CCO	$ 221,411.00	ENGINEER	☐
Total Change this Authorization:	$ 12,388.00	CONTRACTOR	X
New Contract Sum Incl this CCO:	$ 233,799.00		

Contractor Signature: P. Sellman Date: 10/25/22	Project Mgr Signature: George Lanyon Date: 10-25-2022
Contractor Name & Title: Peter Sellman, Emcor	**RTAA Project Manager: George Lanyon, Facilities Superint.**
N/A Construction Mgr Signature Date:	RTAA Mgr Signature: [signature] Date: 10/25/22
Const Mgr Name & Title:	**RTAA Mgr Engineering & Construction: Chris Cobb**
N/A Engineer/Architect Signature Date:	
Engineer/Architect Name & Title:	

Not valid until signed by ALL parties. Execution of this Contingency Change Order by both Owner and Contractor constitutes a binding agreement and serves as a full accord and satisfaction of any claim, demand, lien, stop notice or further request for compensation, past or present, known or unknown, and/or time extension arising out of or by virtue of the work described above in the Contingency Change Order. Contractor's signature indicates agreement herewith, including any adjustments in the Contract Sum or Contract Time.

Automated Temperature Controls, Inc.
8535 Double R Blvd, Reno, NV, 89511
Tel 775-826-7700 Fax 775-826-4782
info@atc-nv.com www.atc-nv.com
Nevada License #0083284 & 0073520
Calif. License #611215

EMCOR Services Nevada

ATC intelligent building solutions access . climate . lighting . control

CONTROLS BREAKDOWN

OCTOBER 24, 2022

Reno Tahoe Airport Authority Building Control System Upgrade Phase 5, Additional Work

Additional Work included:

- Discovery of additional pneumatic Dual-Duct Terminal Unit
- Installation of DDC Controls, Power Wiring, Communication, Programming, and Graphics
- Installation of (2) additional Sump Pump Monitoring devices, Programming, and Graphics

Labor	**$ 7,718.00**
Material	**$ 4,670.00**
Additional Work Total	**$ 12,388.00**

Warm Regards,

Peter Sellman

Delta™ CONTROLS

CHANGE ORDER

Distribution to:

RTAA PURCHASING	☒
PM	☒
CM	☒
ENGINEER	☒
CONTRACTOR	☒
FAA	☐

Reno-Tahoe Airport Authority
Reno-Tahoe International Airport
Reno-Stead Airport
Box 12490
Reno, NV 89510

Project: Air Cargo Way Sanitary Sewage Lift Station Replacement
Solicitation #: ITB #21/22-12

Change Order Number 02
Change Order Initiation Date: October 27, 2022
AIP No. N/A
Original Contract Date: April 14, 2022

To: Farr Construction Corporation
Dba Resource Development Company
1050 Linda Way
Sparks, NV 89411

You are directed to make the following changes in the Contract:

Additional fence demolition and set up of additional traffic control, install Mirafi fabric and 6" rock riprap to bottom of wet well, install additional barrel risers and grade rings for manholes beyond what was shown in the drawings. See attached Extra Work Bill Summary for details. $12,619.48

All other terms, conditions, and requirements not modified herein remain unchanged.

Not valid until signed by ALL parties. Execution of this Change Order by both Owner and Contractor constitutes a binding agreement and serves as a full accord and satisfaction of any claim, demand, lien, stop notice or further request for compensation, past or present, known or unknown, and/or time extension arising out of or by virtue of the work described above in the Change Order. Contractor's signature indicates agreement herewith, including any adjustments in the Contract Sum or Contract Time.

The Original Contract Sum was.....	$749,400.00
Net Changes by Previously Authorized Change Orders	$0.00
Net Changes by Previously Authorized Contingency Change Orders	$0.00
The Revised Contract Sum Prior to this Change Order was	$749,400.00
The Contract Sum will be **increased** by this Change Order.	$12,619.48
The new Contract Sum, including this Change Order will be	$762,019.48

The Contract Completion date prior to this Change Order was November 17, 2022.
The Contract Time will be **increased** by Three (3) calendar days.
The Contract completion date, as of the date of this Change Order, therefore is November 20, 2022.

Authorized By:

Atkins North America
Construction Manager
10509 Professional Cir. Ste 103
Reno, NV 89521

By: Kara Bymers

10/27/2022
Date

Shaw Engineering
Engineer/Architect
20 Vine Street,
Reno, Nevada 89503

Marc N. Belanger Digitally signed by Marc N. Belanger Date: 2022.10.27 16:19:34 -07'00'

By: Mark Belanger

10/27/2022
Date

RDC
Contractor
1050 Linda Way
Sparks, NV 89431

Nick Christensen Digitally signed by Nick Christensen DN: CN=Nick Christensen, E=nchristensen@resourcedevelopmentco.com, O=Resource Development Company, C=US Date: 2022.10.27 15:56:35-07'00'

By: Nick Christensen

10/27/2022
Date

Reno-Tahoe Airport Authority
Owner
P.O. Box 12490
Reno, NV 89510

By: Chris Cobb

10/31/2022
Date

EXTRA WORK BILL SUMMARY

CHANGE ORDER #:
CONTRACTOR JOB #: 22-007-A

DATE	WORK DESCRIPTION	AMOUNT
	T&M work for the 150 rip rap and mirafi fabric, extra traffic control requirements, and barrel risers	$ 12,619.48
	RDC is requesting 3 additional days to be added to the contract.	
	TOTAL =	**$ 12,619.48**

FORCE ACCOUNT COST BACKUP

RDC Job number 22-011-A PCO# 1

DATE PERFORMED: **Monday, October 3, 2022**
WORK DESCRIPTION: Demo fence and set up additional Traffic control beyond what was shown in the drawings. Install mirafi fabric and 6" minus rock to bottom of wet well, added barrel risers for

LABOR CHARGES

NAME	CRAFT	ST HRS	ST RATE	OT HRS	OT RATE	FRINGE RATE	EXT.	TOTAL
TRAFFIC CONTROL & FENCE DEMO								
LABOR CHARGES	Laborer	28.00	$ 44.23				$ -	$ 1,238.44
OPEREATOR	operator	20.00	$ 66.34				$ -	$ 1,326.80
							$ -	$ -
MIRAFI and 150 RIP RAP								
LABOR CHARGES	Laborer	4.00	$ 44.23				$ -	$ 176.92
OPERATOR	operator	2.00	$ 66.34				$ -	$ 132.68
							$ -	$ -
INSTALLATION OF BARREL RISERS & GRADE RINGS							$ -	$ -
LABOR CHARGES	Laborer	4.00	$ 44.23				$ -	$ 176.92
OPEREATOR	operator	2.00	$ 66.34				$ -	$ 132.68
				LABOR TOTALS:		**$ 2,565.24**		**$ 3,184.44**

EQUIPMENT CHARGES

EQUIP. #	DESCRIPTION	HOURS	RATE		TOTAL
31111	John Deer, 310SE	8.00	$ 43.10		$ 344.80
42166	Ford F-350	8.00	$ 10.00		$ 80.00
32109	Front End Loader	8.00	$ 61.20		$ 489.60
34149	500 gal water trailer	8.00	$ 54.70		$ 437.60
35112	Flat bed utility trailer	8.00	$ 20.00		$ 160.00
42145	Transport Truck	8.00	$ 85.00		$ 680.00
					$ -
				EQUIPMENT TOTALS:	**$ 2,192.00**

MATERIALS

INVOICE #	DESCRIPTION	QTY	UNITS	PRICE		TOTAL
	Asphalt-	8.00	tons	$ 129.00		$ 1,032.00
	Class 2 AB	140.00	tons	$ 7.00		$ 980.00
	NDOT Class 150 rip rap	17.39	tons	$ 18.50		$ 321.72
	Mirafi fabric	1.00	roll	$ 1,319.03		$ 1,319.03
	Additional fence rental (2 months)	350.00	lf	$ 3.00		$ 1,050.00
	Barrel Risers- Jensen Precast	2.00	ea	$ 92.00		$ 184.00
	grade ring	1.00	ea	$ 75.00		$ 75.00
	joint sealant	16.00	ea	$ 13.00		$ 208.00
						$ -
				TAX %:		8.265%
				TAX:		$ 427.28
				MATERIALS TOTALS:		**$ 5,597.02**

SUBCONTRACTOR

INVOICE #	DESCRIPTION	QTY	UNITS	PRICE		TOTAL
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
				TAX %:		0.000%
				TAX:		$ -
				SUBCONTRACTOR TOTALS:		**$ -**

SUMMARY

LABOR TOTAL (Less Fringes)	**$**	**2,565.24**
SURCHARGE %		
SURCHARGE COST	$	-
MARKUP %		15.00%
MARKUP AMOUNT	$	477.67
TOTAL LABOR COSTS:	**$**	**3,662.11**

SUBCONTRACTOR COST	**$**	**-**
MARKUP %		15.00%
SUBCONTRACTOR MARKUP	$	-
TOTAL SUBCONTRACTOR COSTS:	**$**	**-**

EQUIPMENT COST	**$**	**2,192.00**
EQUIPMENT MARKUP %		15.00%
EQUIPMENT MARKUP	$	328.80
TOTAL EQUIPMENT COSTS:	**$**	**2,520.80**

MATERIAL COST	**$**	**5,597.02**
MATERIAL MARKUP %		15.00%
MATERIAL MARKUP	$	839.55
TOTAL MATERIAL COSTS:	**$**	**6,436.58**

COST FOR EXTRA WORK:	**$**	**12,619.48**
PRIME MARKUP ON SUBCONTRACTORS (10%)	**$**	**-**
TOTAL COST FOR EXTRA WORK:	**$**	**12,619.48**

Daily Time and Materials (T&M) Report

Date: 10/3/2022
Foreman: Ramon Serafin (SERA050)
Resource Development Co.

22-007-A (RTAA Air Cargo Way)

070-02-10-340 - DEMO-Fence

Quantity: 200 LS

Labor	Hours
LABR01 - Laborer-01	12
OPER10 - Operator-10	4

Total Labor Hours: 16

Equipment	Hours
31111 - John Deere, 310SE, Turbo 4X4 w	4
42166 - Ford F-350	4

Total Equipment Hours: 8

020-01-60-010 - TC-Traffic Control

Quantity: 0.5 EA

Labor	Hours
LABR01 - Laborer-01	16
OPER10 - Operator-10	16

Total Labor Hours: 32

Equipment	Hours
31111 - John Deere, 310SE, Turbo 4X4 w	4
32109 - Front End Loader	8
34149 - 500 GAL. Water Trailer	8
35112 - Flatbed-Utility 40'	8

42145 - Transport Truck	8
42166 - Ford F-350	4

Total Equipment Hours: 40

Materials	Qty Installed
2.32.05 - Asphalt	10 TON
2.02.00.00 - Class 2	140 TON
4.060 - Fence Sub	350 LS

INVOICE

GRANITE®

PLEASE MAIL REMITTANCE TO:
Granite Construction Company
PO Box 742478
Los Angeles, CA 90074-2478

INVOICE DATE: 9/30/2022

ORDER NO.	CUSTOMER NO.	PLANT	INVOICE NO.
282867	122571	SPARKS AC 216815 100184	2339834

ORIGINAL INVOICE #	JOB ADDRESS	DATE OF SALE
	AIR CARGO RENO NV 89501	9/30/2022
		PO #
		22007

Bill To:

RESOURCE DEVELOPMENT
1050 LINDA WAY
SPARKS NV 89431-6117
AP@RESOURCEDEVELOPMENTCO.COM

A LATE FEE OF 1.5% PER MONTH (18% PER ANNUM) WILL BE APPLIED ON PAST DUE BALANCES

A CREDIT CARD FEE OF 2.3% WILL BE APPLIED TO ALL CREDIT CARD PAYMENTS MADE MORE THAN 10 BUSINESS DAYS AFTER THE INVOICE DATE ABOVE

TICKET NUMBER	TICKET DATE	MATERIAL DESCRIPTION	QTY	UNIT PRICE	EXTENDED AMOUNT	FOB	TAX RATE AREA
9093146	9/30/2022	1013 - 1/2"CMASC800	11.210 TN	129.000	$1,446.09	P	V290310110
	TOTAL:	**1013 - 1/2"CMASC800**	**11.2100 TN**		**$1,446.09**		
		13959 - ENERGY SURCHARGE AC	**11.2100 TN**		**$34.86**		

TERMS: A/R Net 30 Days

The prevailing party shall be entitled to reasonable attorney's fees and costs in any action to collect the amounts due hereunder.

Note: if haul charges are indicated separately above, then the title passage of materials is at the plant, with delivery provided for customers.

For any question regarding this billing, please call (831)768-4002.

TOTAL FREIGHT	.00
MATERIAL	1,446.09
FEES	34.86
SALES TAX	122.40
INVOICE TOTAL	**$1,603.35**

FOB: P=PLANT J=JOB

FOR OFFICIAL USE ONLY

Thank You for your business.

WARNING: THIS PRODUCT CONTAINS A CHEMICAL KNOWN TO THE STATE OF CALIFORNIA TO CAUSE CANCER, BIRTH DEFECTS OR OTHER REPRODUCTIVE HARM. MSDS SHEETS AVAILABLE AT WWW.GRANITECONSTRUCTION.COM/MSDS OR BY CONTACTING YOUR LOCAL OFFICE.

INVOICE

WHITE CAP®

White Cap, L.P.
PO Box 4944, Orlando, FL 32802-4944

BRANCH ADDRESS
040 - RENO
(775) 353-3333
1830 EAST LINCOLN WAY
SPARKS NV 89434
WASHOE

INVOICE NUMBER
50019742719
INVOICE DATE
09/23/2022
CUSTOMER PO NUMBER
22007

ENROLLMENT TOKEN: HQD BQW WPW

SOLD TO: 130415000

FARR CONSTRUCTION CORP DBA RESOURCE DEVEL CO
1050 LINDA WAY
SPARKS NV 89431

TERRITORY:

SHIP TO: 130415999

YARD/FARR CON COR DBA RESO DEV-130415999
1050 LINDA WAY
SPARKS NV 89431

PLEASE REMIT PAYMENT TO:
White Cap, L.P.
P.O. BOX 6040
CYPRESS, CA 90630-0040

ORDER DATE	ORDER NO.	ORDERED BY	ACCOUNT MANAGER	TAKEN BY
09/22/2022	49096813	NEIL DONAHUE	STONE, ROWLAND R	BROOKS, MICHAEL J
BRANCH	**ACCT JOB NO.**	**TERMS**	**SHIP VIA / ROUTING**	**CUSTOMER JOB NO.**
040	130415999	2% 15TH NET 30TH	0. WILL CALL	

LINE	PART NUMBER	DESCRIPTION	QTY ORD	UNIT PRICE	QTY BKO	QTY SHP	EXTENDED PRICE	TAX AMT
0	HDRDESC	********** DELIVERY TAG#: 22000463 **********	1	0	0	1	0.00	
2	157R180NC15	MIRAFI 180NC (15' X 300') 500 SY/ROLL	1	1,319.03 RL	0	1	1,319.03	109.02

The White Cap Family of Brands includes All-Tex Waterproofing Solutions, Harmac, Kenseal, Marvel Building & Masonry Supply, MASONPRO, and Williams Equipment & Supply. Learn more at About.WhiteCap.com

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Visit https://www.whitecap.com/terms/terms-conditions-of-sale-terms to view complete terms and conditions.

RECEIVED BY: MICHAEL SIGNATURE COPY ON FILE

TOTAL GROSS	1,319.03
TOTAL TAX	109.02
TOTAL SHIPPING AND HANDLING	0.00
TOTAL INVOICE	1,428.05

Q&D CONSTRUCTION
est. 1964

Q&D Construction LLC
PO Box 10865
Reno NV 89510
(775) 786-2677

INVOICE

Invoice #:	18376
Date:	09/30/22
Customer No:	2351

Sold To: Resource Development Company
1050 Linda Way
Sparks, NV 89431 US

Delivered To:

Sale Date	Material	Ticket #	Units	UM	Unit Price		Matl Total	Haul Total	Tax	Total
Job# 22007 / PO# 22007										
09/23/22	NDOT Class 150 Rip Rap	30095939	17.39	TON	18.5000	E	321.72		26.59	348.31
			17.39	TON			321.72		26.59	348.31

Payment Type: On Account

35 Pay Terms Net 30 days

Total: 348.31

JENSEN PRECAST EST. 1968

625 Bergin Way
Sparks NV 89431
(800) 648-1134

Sales Rep
Zachary Piekarski

Payment Terms
Net 30 Days

Invoice - CD99172241

Invoice Date
10/11/22

Shipment ID

Order Date
10/10/22

Ship Via
Will Call

Order Number
K134603

Terms of Delivery
Shipping Point

Customer PO
101628

Customer ID
100050

Bill To:
Resource Development Company
1050 Linda Way
Sparks NV 89431

Ship To:
Will Call
625 Bergin Way
Sparks NV 89431

Qty	UOM	Part No Description	Unit Price	Net Amount USD
2	PCS	100001617 MANHOLE 4858-12 BARREL Shipment(s): 220180	92.00	184.00
1	PCS	100005512 GRADE RING 2434X06 MANHOLE Shipment(s): 220180	75.00	75.00
16	PCS	100013648 JOINT SEALANT CONSEAL 1" DIA. X 14.5' LONG CS-102 Shipment(s): 220184	13.00	208.00

Sub Total	**467.00**
Total Tax	**38.60**
Invoice Amount	**505.60**

Want to receive your Invoices via Email?
Let us know at AR@jensenprecast.com.

Cust Note:

REMIT Address
9895 Double R Blvd.
Reno, NV 89521

SUBJECT TO TERMS AND CONDITIONS ON THE FACE AND REVERSE SIDE HEREON

CHANGE ORDER

Distribution to:

RTAA PURCHASING	☒
PM	☒
CM	☒
ENGINEER	☒
CONTRACTOR	☒
FAA	☒

Reno-Tahoe Airport Authority
Reno-Tahoe International Airport
Reno-Stead Airport
Box 12490
Reno, NV 89510

Project: Taxiway Alpha and Aircraft Apron Reconstruction Project-Phase 3
Solicitation #: ITB #21/22-17

Change Order Number 01 (Grant 46-2022)
Change Order Initiation Date: October 24, 2022
AIP No. 3-32-0018-46-2022
Original Contract Date: 4/14/2022

To: Granite Construction Company
P.O. Box 2087
Sparks, NV 89431

You are directed to make the following changes in the Contract:

Base Bid Schedule 1 – Subgrade Preparation in lieu of P-156-1 Cement Treated Subgrade (5% Cement, 10 Inches Thick) (See Exhibit A for details)	**$5,676.62**
Base Bid Schedule 1 – Final Adjusted Quantities (See Exhibit B for details)	**($118,206.00)**
Award modified Bid Alternate No. 1 to utilize stabilization method of P-207 Pulverize 14" and Cement Treat 10" at 4% in lieu of P-154-1 Uncrushed Aggregate Subbase Course (4 Inches Thick), P-156-1 Cement Treated Subgrade (5% Cement, 10 Inches Thick), P-209-1 Crushed Aggregate Base Course (6 Inches Thick), and P-304S-1 Cement-Treated Base Course (6 Inches Thick) (See Exhibit C for details)	**$112,528.00**
Total	**($1.38)**

All other terms, conditions, and requirements not modified herein remain unchanged.

Not valid until signed by ALL parties. Execution of this Change Order by both Owner and Contractor constitutes a binding agreement and serves as a full accord and satisfaction of any claim, demand, lien, stop notice or further request for compensation, past or present, known or unknown, and/or time extension arising out of or by virtue of the work described above in the Change Order. Contractor's signature indicates agreement herewith, including any adjustments in the Contract Sum or Contract Time.

The Original Contract Sum was.....	$3,099,099.00
Net Changes by Previously Authorized Change Orders	$0.00
Net Changes by Previously Authorized Contingency Change Orders	$0.00
The Revised Contract Sum Prior to this Change Order was.....	$3,099,099.00
The Contract Sum will be **decreased** by this Change Order.	($1.38)
The new Contract Sum, including this Change Order will be	$3,099,097.62

The Contract Completion date prior to this Change Order was November 11, 2022.
The Contract Time will not change due to this change order.

Authorized By:

Atkins North America	**Kimley-Horn**	**Granite**	**Reno-Tahoe Airport Authority**
Construction Manager	Engineer/Architect	Contractor	Owner
10509 Professional Cir. Ste 103	7900 Rancharrah Pky, Ste 100,	P.O. Box 2087	P.O. Box 12490
Reno, NV 89521	Reno, Nevada 89511	Sparks, NV 89431	Reno, NV 89510
Kara H. Bymers			
By: Kara Bymers	By: Heath Hildebrandt	By: ~~Ryan Ho~~ Matt Cates	By: Chris Cobb
10/24/2022	10/31/2022	10/31/22	11/01/2022
Date	Date	Date	Date

Exhibit A

EXTRA WORK BILL SUMMARY

WORK ORDER #: **PCO #1**
GRANITE JOB #: **1154061**
WORK PERFORMED: **Finish P152 Subgrade**
WORK LOCATION: **Stead Taxiway Alpha Phase 3**

DATE	WORK DESCRIPTION	LOCATION	AMOUNT
8/2/2022	P-152-7 Finish and certify subgrade	Base Schedule 1	$ 5,676.62
8/10/2022	Delete P-156 from Base Bid Schedule 1	Base Schedule 1	$ (71,400.00)
		TOTAL =	**$ (65,723.38)**

0

FORCE ACCOUNT BILLING

GRANITE JOB #: 1154061

DATE PERFORMED: 8/2/2022
WORK DESCRIPTION: FINISH AND CERTIFY P152
LOCATION: STEAD APRON PHASE 3

GRANITE™

LABOR CHARGES

NAME	CRAFT	ST HRS	ST RATE	OT HRS	OT RATE	FRINGE RATE	FRINGE EXT.	TOTAL
Brian Thrailkill	Operating Engineer Foreman	6.00	$ 47.66		$ 71.49	$ 37.32	$ 223.92	$ 509.88
Austin Marcum	Operator	5.00	$ 38.92		$ 58.38	$ 37.32	$ 186.60	$ 381.20
Isaac Rodriguez	Laborer 1	5.00	$ 28.55		$ 42.83	$ 20.35	$ 101.75	$ 244.50
Anthony Thrailkill	App Laborer 4	5.00	$ 25.70		$ 38.55	$ 20.35	$ 101.75	$ 230.25
							$ -	$ -
							$ -	$ -
							$ -	$ -
							$ -	$ -
				LABOR TOTALS:		**$ 751.81**		**$ 1,365.83**

EQUIPMENT CHARGES

EQUIP. #	DESCRIPTION		HOURS	RATE		TOTAL
4.20664	Ford 1.25TN Utility Truck		2.00	$ 52.70		$ 105.40
12.365	CAT 14H Motor Grader		6.00	$ 148.26		$ 889.56
10.459	CAT CS583E Compactor		5.00	$ 111.63		$ 558.15
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
				EQUIPMENT TOTALS:		**$ 1,553.11**

MATERIALS

INVOICE #	DESCRIPTION	QTY	UNITS	PRICE		TOTAL
		-		$ -		$ -
		-		$ -		$ -
		-		$ -		$ -
		-		$ -		$ -
		-		$ -		$ -
		-		$ -		$ -
				TAX %:		8.270%
				TAX:		$ -
				MATERIALS TOTALS:		**$ -**

SUBCONTRACTS

INVOICE #	DESCRIPTION	QTY	UNITS	PRICE		TOTAL
	MAPCA - Certify P152	1.00	LS	$ 1,500.00		$ 1,500.00
	Great Basin Water Supply	4.00	HR	$ 115.00		$ 460.00
		-		$ -		$ -
		-		$ -		$ -
		-		$ -		$ -
		-		$ -		$ -
				TAX %:		
				TAX:		$ -
				SUBCONTRACT TOTALS:		**$ 1,960.00**

SUMMARY

LABOR TOTAL	**$**	**751.81**	**EQUIPMENT COST**	**$**	**1,553.11**
LABOR SURCHARGE %		18.95%	EQUIPMENT MARKUP %		15.00%
SURCHARGE COST	$	142.47	EQUIPMENT MARKUP	$	232.97
MARKUP %		15.00%			
MARKUP AMOUNT	$	226.24	**TOTAL EQUIPMENT COSTS:**	**$**	**1,786.08**
TOTAL LABOR COSTS:	**$**	**1,734.54**	**MATERIAL COST**	**$**	**-**
			MATERIAL MARKUP %		15.00%
			MATERIAL MARKUP	$	-
			TOTAL MATERIAL COSTS:	**$**	**-**
			SUBCONTRACT COST	**$**	**1,960.00**
			SUB MARKUP %		10.00%
			SUB MARKUP	$	196.00
			TOTAL SUBCONTRACT COSTS:	**$**	**2,156.00**

TOTAL COST FOR EXTRA WORK: $ 5,676.62

EquipmentWatch™

www.equipmentwatch.com

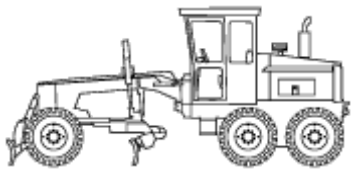
All prices shown in US dollars ($)

Rental Rate Blue Book®

August 15, 2022

Caterpillar 14H (disc. 2007)
Articulated Frame Graders

Size Class:
200 - 249 HP
Weight:
41465 lbs



Configuration for 14H (disc. 2007)

Moldboard Size	**14.0 ft**	Operator Protection	**EROPS**
Power Mode	**Diesel**		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	**Weekly**	**Daily**	**Hourly**	**Hourly**	**Hourly**
Published Rates	USD $14,495.00	USD $4,060.00	USD $1,015.00	USD $155.00	USD $90.61	USD $172.97
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2007: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (70%)	(USD $4,348.50)	(USD $1,218.00)	(USD $304.50)	(USD $46.50)		
Hourly Operating Cost (100%)					-	
Total:	**USD $10,146.50**	**USD $2,842.00**	**USD $710.50**	**USD $108.50**	**USD $90.61**	**USD $148.26**

Non-Active Use Rates	**Hourly**
Standby Rate	USD $31.71
Idling Rate	USD $97.80

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	35%	USD $5,073.25/mo
Overhaul (ownership)	45%	USD $6,522.75/mo
CFC (ownership)	6%	USD $869.70/mo
Indirect (ownership)	14%	USD $2,029.30/mo
Fuel (operating) @ USD 5.70	44%	USD $40.15/hr

Revised Date: 3rd quarter 2022

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

The equipment represented in this report has been exclusively prepared for JEFFREY LIGHTHALL (jeffrey.lighthall@gcinc.com)

EquipmentWatch™

www.equipmentwatch.com

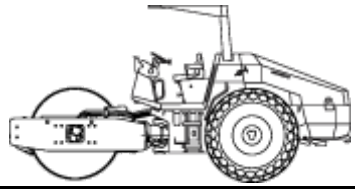
All prices shown in US dollars ($)

Rental Rate Blue Book®

August 15, 2022

Caterpillar CS-583E (disc. 2008)
Single Drum Vibratory Compactors

Size Class:
15.0 MTons & Over
Weight:
34023 lbs



Configuration for CS-583E (disc. 2008)

Drum Type	**Smooth**	Drum Width	**84.0 in**
Power Mode	**Diesel**		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	**Weekly**	**Daily**	**Hourly**	**Hourly**	**Hourly**
Published Rates	USD $8,745.00	USD $2,450.00	USD $615.00	USD $92.00	USD $76.85	USD $126.54
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2008: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (70%)	(USD $2,623.50)	(USD $735.00)	(USD $184.50)	(USD $27.60)		
Hourly Operating Cost (100%)					-	
Total:	**USD $6,121.50**	**USD $1,715.00**	**USD $430.50**	**USD $64.40**	**USD $76.85**	**USD $111.63**

Non-Active Use Rates	**Hourly**
Standby Rate	USD $24.00
Idling Rate	USD $53.58

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	43%	USD $3,760.35/mo
Overhaul (ownership)	31%	USD $2,710.95/mo
CFC (ownership)	8%	USD $699.60/mo
Indirect (ownership)	18%	USD $1,574.10/mo
Fuel (operating) @ USD 5.70	24%	USD $18.80/hr

Revised Date: 3rd quarter 2022

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

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EquipmentWatch™

www.equipmentwatch.com

All prices shown in US dollars ($)

Rental Rate Blue Book®

August 15, 2022

Ford F450SD XLT 4x4 Diesel (disc. 2018)
Crew Cab Pickups

Size Class:
3
Weight:
N/A

Configuration for F450SD XLT 4x4 Diesel (disc. 2018)

Power Mode	**Diesel**	Wheelbase	**176 Inches**
Axle Configuration	**4x4**	Complete / Incomplete	**C**
Gross Vehicle Weight	**14000 Pounds**		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	**Weekly**	**Daily**	**Hourly**	**Hourly**	**Hourly**
Published Rates	USD $3,635.00	USD $1,020.00	USD $255.00	USD $38.00	USD $38.24	USD $58.89
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2018: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (70%)	(USD $1,090.50)	(USD $306.00)	(USD $76.50)	(USD $11.40)		
Hourly Operating Cost (100%)					-	
Total:	**USD $2,544.50**	**USD $714.00**	**USD $178.50**	**USD $26.60**	**USD $38.24**	**USD $52.70**

Non-Active Use Rates	**Hourly**
Standby Rate	USD $9.25
Idling Rate	USD $41.15

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	38%	USD $1,381.30/mo
Overhaul (ownership)	36%	USD $1,308.60/mo
CFC (ownership)	4%	USD $145.40/mo
Indirect (ownership)	22%	USD $799.70/mo
Fuel (operating) @ USD 5.70	70%	USD $26.69/hr

Revised Date: 3rd quarter 2022

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book Print. Visit the Cost Recovery Product Guide on our Help page for more information.

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Survey Services Change Order

Date: 8/11/2022

Project Name: Reno-Stead Taxiway A Phase 3

Project Number:1332-03

Client: Granite Construction

Requested By: Ryan Ho

Completion Date Requested: 8/4/2022

Description of tasks: Base Bid, Schedule 1 – 152 Certification

Fee: 1,500

Signed:_____

Name:_____

Title:_____

The scope of services included in this change order is limited to the specific scope outlined above only. Any exclusions listed are for clarity only and do not represent a complete list of exclusions to the scope. Any additional scope proposed or performed other than those listed in this proposal shall be provided as Additional Service.

Exhibit B

TXY Alpha and Aircraft Apron Reconstruction Project-Phase 3 Final Adjusted Quantities Base Bid Schedule 1

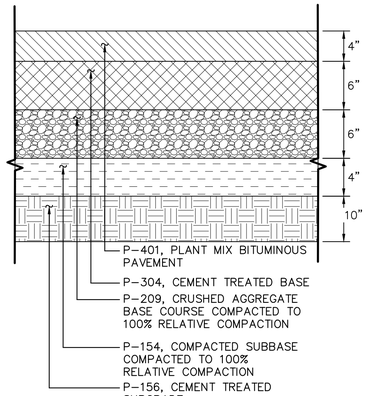
Item #	Description		Quantity				Cost				
		Unit	Estimated	Measured	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Measured)	$ Over/Under	Comments
C-105-1	Mobilization	LS	1	1.00	0.00	100.00%	$46,084.00	$ 46,084.00	$ 46,084.00	$ -	
P-101-1	Full Depth Pavement Section Removal (Bituminous)	SY	4,000	4,000.00	0.00	100.00%	$4.20	$ 16,800.00	$ 16,800.00	$ -	
P-102-1	Airport Safety and Security	MO	2	1.50	0.00	100.00%	$38,000.00	$ 57,000.00	$ 57,000.00	$ -	
P-102-2	Temporary Asphalt Pavement Transition (Contingent)	LS	1	1.00	0.00	100.00%	$33,000.00	$ 33,000.00	$ 33,000.00	$ -	
P-152-1	Unclassified Excavation	CY	850	850.00	0.00	100.00%	$8.00	$ 6,800.00	$ 6,800.00	$ -	
P-152-2	Embankment In Place	CY	100	100.00	0.00	100.00%	$16.00	$ 1,600.00	$ 1,600.00	$ -	
P-152-3	Owner Authorized Over-Excavation (Contingent)	CY	85	-	(85.00)	0.00%	$76.00	$ 6,460.00	$ -	$ (6,460.00)	
P-152-4	Disposal of Contaminated Material (Contingent)	CY	85	-	(85.00)	0.00%	$310.00	$ 26,350.00	$ -	$ (26,350.00)	
P-152-5	Remove, Stockpile, and Re-Install Existing Asphalt Millings (3 Inches Min. Thick)	SY	875	875.00	0.00	100.00%	$5.00	$ 4,375.00	$ 4,375.00	$ -	
P-152-6	Asphalt Milling Placement (3 Inches Min. Thick)	SY	5,200	3,760.00	(1440.00)	72.31%	$0.40	$ 2,080.00	$ 1,504.00	$ (576.00)	
P-154-1	Uncrushed Aggregate Subbase Course (4 Inches Thick)	SY	4,150	4,150.00	0.00	100.00%	$8.00	$ 33,200.00	$ 33,200.00	$ -	
P-156-1	Cement Treated Subgrade (5% Cement,10 Inches Thick)	SY	4,200	-	(4200.00)	0.00%	$17.00	$ 71,400.00	$ -	$ (71,400.00)	
P-208-1	Aggregate Base Course (6 Inches Thick)	SY	50	-	(50.00)	0.00%	$50.00	$ 2,500.00	$ -	$ (2,500.00)	
P-209-1	Crushed Aggregate Base Course (6 Inches Thick)	SY	4,100	4,100.00	0.00	100.00%	$15.00	$ 61,500.00	$ 61,500.00	$ -	
P-304S-1	Cement-Treated Base Course (6 Inches Thick)	SY	4,100	4,100.00	0.00	100.00%	$25.00	$ 102,500.00	$ 102,500.00	$ -	
P-401-1	Hot Mix Asphalt (HMA) Pavement (4 Inches Thick)	SY	4,000	4,000.00	0.00	100.00%	$40.00	$ 160,000.00	$ 160,000.00	$ -	
P-401-2	Hot Mix Asphalt (HMA) Pavement (Variable Depth Transition)	SY	450	295.00	(155.00)	65.56%	$64.00	$ 28,800.00	$ 18,880.00	$ (9,920.00)	
P-620-1	Permanent Reflective Airfield Pavement Markings	SF	500	250.00	(250.00)	50.00%	$4.00	$ 2,000.00	$ 1,000.00	$ (1,000.00)	
P-620-2	Permanent Non-Reflective Airfield Pavement Marking	SF	3,000	3,000.00	0.00	100.00%	$1.75	$ 5,250.00	$ 5,250.00	$ -	
L-100-1	Airfield Electrical Demolition	LS	1	1.00	0.00	100.00%	$32,000.00	$ 32,000.00	$ 32,000.00	$ -	
	Total							**$ 699,699.00**	**$ 581,493.00**	**$ (118,206.00)**	**Funded Utilizing Grant 3-32-0018-46-2022**

Exhibit C

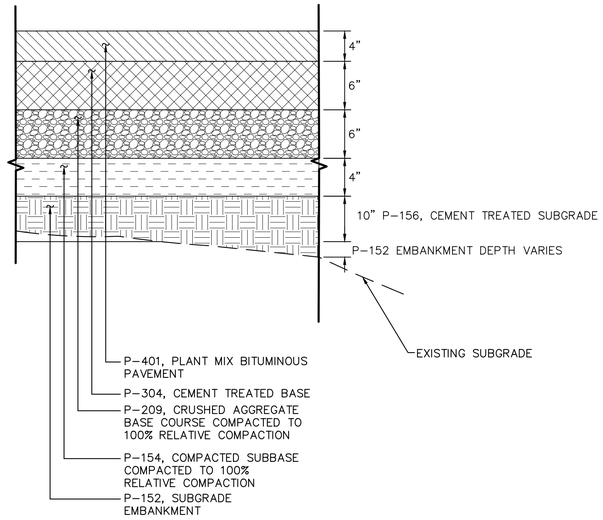
Taxiway Alpha and Aircraft Apron Reconstruction Project-Phase 3 Bid Alt 1

Item #	Description		Quantity				Cost			
		Unit	Estimated	Projected	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Projected)	Comments
P-101-1	Full Depth Pavement Section Removal (Bituminous)	SY	1,150	-	(1150.00)	0.00%	$5.00	$ 5,750.00	$ -	
P-101-6	Partial Depth Milling 2"	SY	115	115.00	0.00	100.00%	$3.00	$ 345.00	$ 345.00	
P-102-1	Airport Safety and Security	MO	0.5	0.40	(0.10)	80.00%	$110,000.00	$ 55,000.00	$ 44,000.00	
P-152-1	Unclassified Excavation	CY	500	-	(500.00)	0.00%	$12.00	$ 6,000.00	$ -	
P-152-3	Owner Authorized Over-Excavation (Contingent)	CY	50	-	(50.00)	0.00%	$68.00	$ 3,400.00	$ -	
P-152-4	Disposal of Contaminated Material (Contingent)	CY	50	-	(50.00)	0.00%	$310.00	$ 15,500.00	$ -	
P-152-6	Asphalt Milling Placement (3 Inches Min. Thick)	SY	1,250	1,250.00	0.00	100.00%	$0.40	$ 500.00	$ 500.00	
P-154-1	Uncrushed Aggregate Subbase Course (4 Inches Thick)	SY	1,150	-	(1150.00)	0.00%	$11.00	$ 12,650.00	$ -	
P-156-1	Cement Treated Subgrade (5% Cement,10 Inches Thick)	SY	1,150	-	(1150.00)	0.00%	$18.00	$ 20,700.00	$ -	
P-209-1	Crushed Aggregate Base Course (6 Inches Thick)	SY	1,150	-	(1150.00)	0.00%	$14.00	$ 16,100.00	$ -	
P-304S-1	Cement-Treated Base Course (6 Inches Thick)	SY	1,150	-	(1150.00)	0.00%	$26.00	$ 29,900.00	$ -	
P-401-1	Hot Mix Asphalt (HMA) Pavement (4 Inches Thick)	SY	1,150	1,150.00	0.00	100.00%	$40.00	$ 46,000.00	$ 46,000.00	
P-401-3	Hot Mix Asphalt (HMA) Pavement (2 Inches Thick)	SY	115	115.00	0.00	0.00%	$37.00	$ 4,255.00	$ 4,255.00	
P-620-2	Permanent Non-Reflective Airfield Pavement Marking	SF	200	200.00	0.00	100.00%	$2.50	$ 500.00	$ 500.00	
	Original Total							**$ 216,600.00**	**$ 95,600.00**	
P-207-1	Pulverize 14" and Cement Treat 10" at 4%	SY	0	529	529.00		$ 32.00	$ -	$ 16,928.00	
	Total								**$ 112,528.00**	**Funded Utilizing Grant 3-32-0018-46-2022**

GENERAL NOTES:
1. REFER TO C500 SERIES FOR GRADING CONFORMANCE.
2. EXISTING TO BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED.
3. RELATIVE DENSITIES FOR ALL SECTIONS INDICATED ARE BASED ON ASTM D1557.

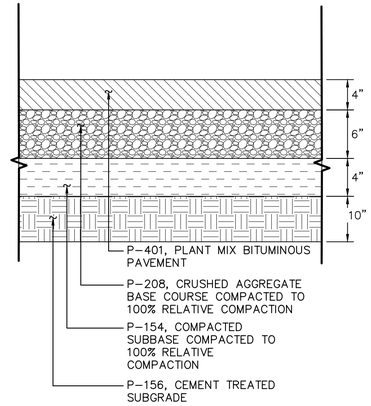


TYPICAL CUT SECTION

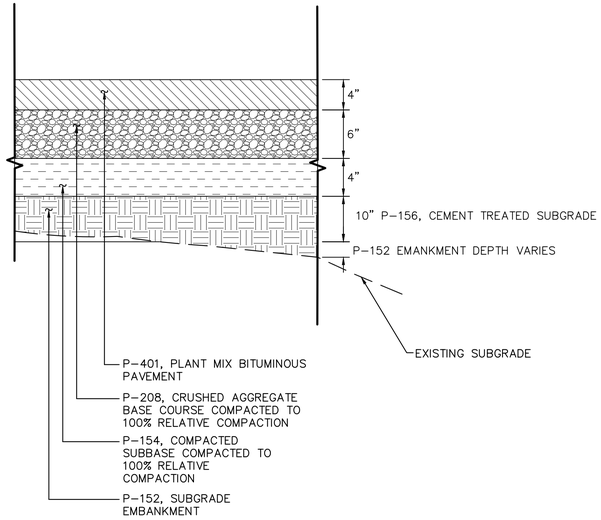


TYPICAL FILL SECTION

P1 / C101 — FULL STRENGTH PAVEMENT SECTION — N.T.S.

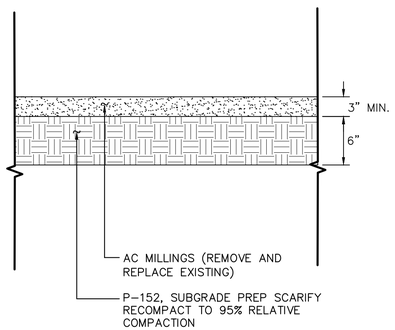


TYPICAL CUT SECTION

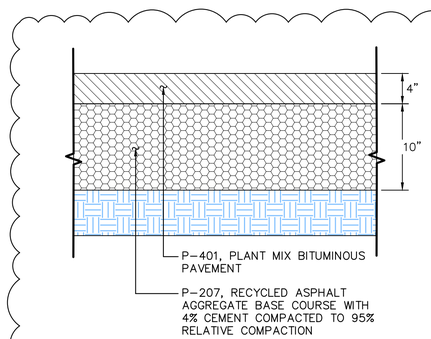


TYPICAL FILL SECTION

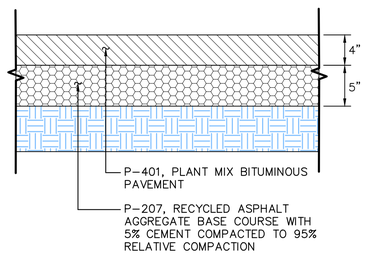
P2 / C101 — LIGHT-DUTY PAVEMENT SECTION — N.T.S.



P3 / C101 — TAXIWAY SHOULDER SECTION — N.T.S.



P4 / C101 — FULL STRENGTH FDR PAVEMENT SECTION — N.T.S.



P5 / C101 — LIGHT-DUTY FDR PAVEMENT SECTION — N.T.S.

JUNE 2022
ISSUED FOR CONSTRUCTION

BY	DATE	REVISIONS	No.
JWF	09/19/22	PAVEMENT SECTIONS	1

Kimley»Horn
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STATE OF NEVADA — PROFESSIONAL ENGINEER — TIMOTHY HEARD — No. 18201 — Exp. 6/30/23 — CIVIL — 09-19-2022
(HOLDER AND)

KHA PROJECT	091479023
DATE	09/19/2022
SCALE	N/A
DESIGNED BY	STH
DRAWN BY	JPC
CHECKED BY	THH

TYPICAL SECTIONS

RENO-TAHOE AIRPORT AUTHORITY
TAXIWAY A & AIRCRAFT APRON RECONSTRUCTION PROJECT PHASE 3
RENO NEVADA

SHEET NUMBER
C203
SHEET 18 OF 36

ITEM P-207 IN-PLACE FULL DEPTH RECLAMATION (FDR) RECYCLED ASPHALT AGGREGATE BASE COURSE

DESCRIPTION

207-1.1 This item consists of a recycled asphalt aggregate base course resulting from the in-place full depth reclamation (FDR) of the existing pavement section (asphalt wearing surface and aggregate base), plus mechanical stabilization with additional aggregate or chemical stabilization with cement, asphalt emulsion or fly ash when required.

MATERIALS

207-2.1 Aggregate. The FDR shall consist of materials produced by recycling (pulverizing and mixing) the existing asphalt pavement, aggregate base, subgrade, and any additional aggregate as necessary. Material larger than 2 inches in any dimension shall not be permitted in the recycle asphalt aggregate base course.

The FDR shall meet the gradation in the table below.

FDR Gradation

Sieve	Minimum Percentage by weight passing sieves
2 inch (51 mm)	100
No. 4 (4.75 mm)	55
No. 200 (75 µm)	0-15

a. Deleterious substances. Materials for aggregate base shall be kept free from weeds, sticks, grass, roots and other foreign matter.

b. Uniformity. The materials shall be thoroughly recycled (pulverized and mixed) to ensure a uniform gradation.

207-2.2 Stabilization.

a. Mechanical stabilization. If necessary, addition of corrective aggregate material to adjust gradation shall be equivalent to P-208 or better.

b. Chemical Stabilization. Cement shall meet the requirements of ASTM C150 or ASTM C595. Materials shall be handled, stored, and applied in accordance with all federal, state, and local requirements.

207-2.3 Water. Water used in mixing or curing shall be from potable water sources. Other sources shall be tested in accordance with ASTM C1602 prior to use.

207-2.4 Quality Control (QC) Sampling and testing. The Contractor shall take at least two FDR samples per day of production in the presence of the Resident Project Representative (RPR) to check the gradation. Sampling shall be per ASTM D75. Material shall meet the requirements in paragraph 207-2.1.

Samples shall be taken from the in-place, un-compacted material at random sampling locations per ASTM D3665.

CONSTRUCTION METHODS

207-3.1 Milling. Milling is not required.

207-3.2 Control Strip. The first half-day of construction shall be considered the control strip. The Contractor shall demonstrate, in the presence of the RPR, that the materials, equipment, and construction processes meet the requirements of the specification. The sequence and manner of rolling necessary to obtain specified density requirements shall be determined. Control strips that do not meet specification requirements shall be reworked, re-compacted, or removed and replaced at the Contractor's expense. Full operations shall not begin until the control strip has been accepted by the RPR. Upon acceptance of the control strip by the RPR, the Contractor shall use the same equipment, materials, and construction methods for the remainder of construction, unless adjustments made by the Contractor are approved in advance by the RPR.

207-3.3 Recycling (Pulverization and mixing). The asphalt pavement, aggregate base and subgrade shall be recycled (pulverized and mixed) into a uniformly blended mixture cement and water to the depth indicated on the plans. The cement percentage by dry unit weight shall be as indicated on the plans. All material over approximately 2 inches (50 mm) shall be removed by the Contractor. The mixture shall be brought to the desired moisture content.

The maximum lift thickness of the recycled aggregate base course material to be compacted shall be 10 inches.

207-3.4 Grading and compaction. Immediately upon completion of recycling (pulverization and mixing), the material shall be shaped and graded in accordance with the project plans. The recycled asphalt aggregate base course shall be compacted within the same day to an in-place density of 95% as determined by ASTM D1557. The moisture content of the material during compaction shall be within ±2% of the optimum moisture content as determined by ASTM D2216. The number, type and weight of rollers shall be sufficient to compact the material to the required density. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

207-3.5 Finishing. The surface of the aggregate base course shall be finished by blading or with automated equipment designed for this purpose. If the top layer is 1/2 inch (12 mm) or more below grade, the top layer shall be scarified to a depth of at least 3 inches (75mm), new material added, and the layer blended and re-compacted to bring it to grade. The addition of layers less than 3 inches (75mm) shall not be allowed.

207-3.6 Proof rolling. Compacted asphalt aggregate base course shall be proof rolled with a tandem axle dual wheel dump truck loaded to the legal limit with tires inflated to 80 psi (550 kPa) in the presence of the RPR. Soft areas that deflect greater than 0.5 inch (12 mm) or show permanent deformation greater than 0.5 inch (12 mm) shall be removed and reworked at the Contractor's expense.

207-3.7 Weather limitations. When weather conditions detrimentally affect the construction process and/or quality of the materials, the Contractor shall stop construction. Cement or fly ash shall not be applied when wind conditions affect the distribution of the materials. When the aggregates contain frozen materials or when the underlying course is frozen or wet, the construction shall be stopped. Construction shall not be performed unless the atmospheric temperature is above 35°F (2°C) and rising or approved by the RPR. When the temperature falls below 35°F (2°C), protect all completed areas against detrimental effects of freezing by approved methods. Correct completed areas damaged by freezing, rainfall, or other weather conditions to meet specified requirements.

207-3.8 Maintenance. The asphalt aggregate base course shall be maintained in a satisfactory condition until the work is accepted by the RPR. Equipment used in the construction of an adjoining section may be routed over completed sections of asphalt aggregate base course, provided that no damage results and equipment is routed over the full width of the completed asphalt aggregate base course. Any damage to the recycled asphalt aggregate base course shall be repaired by the Contractor at the Contractor's expense.

207-3.9 Surface tolerances. The finished surface shall be tested for smoothness and accuracy of grade. Any area failing smoothness or grade shall be scarified to a depth of at least 3 inches (75 mm), reshaped and re-compacted by the Contractor at the Contractor's expense.

a. Smoothness. The finished surface shall not vary more than 3/8-inch (9 mm) when tested with a 12-foot (3.7-m) straightedge applied parallel with and at right angles to the centerline. The straightedge shall be moved continuously forward at half the length of the 12-foot (3.7-m) straightedge for the full length of each line on a 50-foot (15-m) grid.

b. Grade. The grade shall be measured on a 50-foot (15-m) grid and shall be within +0 and -1/2 inch (12 mm) of the specified grade.

207-3.10 Acceptance sampling and testing for density. FDR base course shall be accepted for density and thickness on an area basis. One (1) test for density and thickness will be made for each 1200 square yds (1000 square meters). Sampling locations will be determined on a random basis in accordance with ASTM D3665.

a. Density. The RPR shall perform all density tests.

Each area will be accepted for density when the field density is at least 95% of the maximum density of the FDR base course in accordance with ASTM D1557. The in-place field density shall be determined in accordance with ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938. If the specified density is not attained, the area represented by the failed test must be reworked and/or recompacted and two additional random tests made. This procedure shall be followed until the specified density is reached. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

b. Thickness. The thickness of the base course shall be within +0 and -1/2 inch (12 mm) of the specified thickness as determined by depth tests taken by the Contractor in the presence of the RPR for each area. Where the thickness is deficient by more than 1/2-inch (12 mm), the Contractor shall correct such areas at no additional cost by scarifying to a depth of at least 3 inches (75 mm), adding new material, and recompacted to grade. The Contractor shall replace, at his expense, base material where depth tests have been taken.

METHOD OF MEASUREMENT

207-4.1 The quantity of FDR asphalt aggregate base course shall be measured by the number of square yards (m^2) of material in compliance with the plans and specifications.

207-4.2 The quantity of corrective aggregate material or cement shall not be measured separately.

BASIS OF PAYMENT

207-5.1 Payment shall be made at the contract unit price per square yard (m^2) for recycling the existing asphalt pavement, aggregate base course, subgrade and mixing with stabilizing agent, if required, spreading, compacting, and maintaining the recycled material to the compacted thickness as indicated on

the drawings. There shall be no separate measurement or payment for the removal, haul, and placement of excess material at a location determined by the Owner. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools and incidentals to complete the item.

Payment will be made under:

Item P207-5.1	In-place Full Depth Recycled (FDR) asphalt aggregate base course (10" depth, 4% Cement) – per square yard
Item P207-5.2	In-place Full Depth Recycled (FDR) asphalt aggregate base course (5" depth, 5% Cement) – per square yard

207-5.2 There shall be no separate payment for corrective aggregate material or cement.

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM C29	Unit Weight of Aggregate
ASTM C88	Soundness of Aggregates by Use of Sodium or Magnesium Sulfate
ASTM C117	Materials Finer than 75-μm (No. 200) Sieve in Mineral Aggregate by Washing
ASTM C131	Resistance to abrasion of Small Size Coarse Aggregate by Use of Los Angeles Machine
ASTM C136	Sieve or Screen Analysis of Fine and Coarse Aggregate
ASTM C150	Standard Specification for Portland Cement
ASTM C595	Standard Specification for Blended Hydraulic Cements
ASTM C1602	Standard Specification for Mixing Water Used in the Production of Hydraulic Cement Concrete
ASTM D75	Sampling Aggregate
ASTM D558	ASTM D558 Standard Test Methods for Moisture-Density (Unit Weight) Relations of Soil-Cement Mixtures
ASTM D698	Moisture Density Relations of Soils and Aggregate using 5.5 lb Rammer and 12 in drop
ASTM D977	Standard Specification for Emulsified Asphalt
ASTM D1556	Test Method for Density and Unit Weight of Soil in Place by the Sand Cone Method
ASTM D1557	Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort
ASTM D2216	Test Methods for Laboratory Determination of Water (Moisture) Soil and Rock by Mass

ASTM D2419	Test Method for Sand Equivalent Value of Soils and Fine Aggregate
ASTM D2487	Standard Practice for Classification of Soils for Engineering Purposes (Unified Soil Classification System)
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D4318	Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D4491	Standard Test Methods for Water Permeability of Geotextiles by Permittivity
ASTM D4751	Standard Test Methods for Determining Apparent Opening Size of a Geotextile
ASTM D5821	Standard Test Method for Determining the Percentage of Fractured Particles in Coarse Aggregate
ASTM D6938	Standard Test Method for In-Place Density and Water Content of Soil and Soil Aggregate by Nuclear Methods (Shallow Depth)

American Association of State Highway and Transportation Officials (AASHTO)

M288	Standard Specification for Geosynthetic Specification for Highway Applications

END OF ITEM P-207

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CHANGE ORDER

Distribution to:

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PM	☒
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ENGINEER	☒
CONTRACTOR	☒
FAA	☒

Reno-Tahoe Airport Authority
Reno-Tahoe International Airport
Reno-Stead Airport
Box 12490
Reno, NV 89510

Project: Taxiway Alpha and Aircraft Apron Reconstruction Project-Phase 3
Solicitation #: ITB #21/22-17

To: Granite Construction Company
P.O. Box 2087
Sparks, NV 89431

Change Order Number 01 (Grant 47-2022)
Change Order Initiation Date: October 24, 2022
AIP No. 3-32-0018-47-2022
Original Contract Date: 4/14/2022

You are directed to make the following changes in the Contract:

Base Bid Schedule 2 – For light duty pavement section south of pad 9, utilize stabilization method of P-207 Pulverize 9" and Cement Treat 5" at 5% in lieu of P-152-3 Owner Authorized Over-Excavation, P-156-1 Cement Treated Subgrade (5% Cement, 10 Inches Thick) and P-208-1 Aggregate Base Course (6 Inches Thick) (See exhibit A for details)	**$16,320.00**
Base Bid Schedule 2 – Final Adjusted Quantities (See exhibit B for details)	**($122,816.00)**
Award modified Bid Alternate No. 2 to utilize stabilization method of P-207 Pulverize 14" and Cement Treat 10" at 4% in lieu of P-154-1 Uncrushed Aggregate Subbase Course (4 Inches Thick), P-156-1 Cement Treated Subgrade (5% Cement, 10 Inches Thick), P-209-1 Crushed Aggregate Base Course (6 Inches Thick), and P-304S-1 Cement-Treated Base Course (6 Inches Thick) (See Exhibit A and C for details)	**$106,476.00**
Total	**($20.00)**

All other terms, conditions, and requirements not modified herein remain unchanged.

Not valid until signed by ALL parties. Execution of this Change Order by both Owner and Contractor constitutes a binding agreement and serves as a full accord and satisfaction of any claim, demand, lien, stop notice or further request for compensation, past or present, known or unknown, and/or time extension arising out of or by virtue of the work described above in the Change Order. Contractor's signature indicates agreement herewith, including any adjustments in the Contract Sum or Contract Time.

The Original Contract Sum was.....	$3,099,099.00
Net Changes by Previously Authorized Change Orders	($1.38)
Net Changes by Previously Authorized Contingency Change Orders	$0.00
The Revised Contract Sum Prior to this Change Order was.....	$3,099,097.62
The Contract Sum will be **decreased** by this Change Order.	($20.00)
The new Contract Sum, including this Change Order will be	$3,099,077.62

The Contract Completion date prior to this Change Order was November 11, 2022.
The Contract Time will not change due to this change order.

Authorized By:

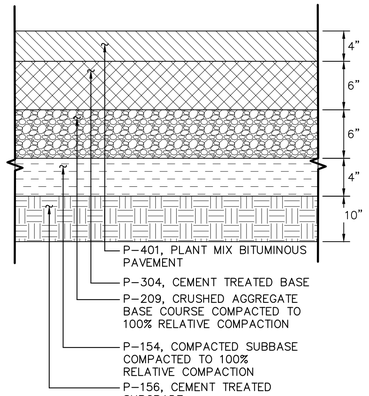
Atkins North America	**Kimley-Horn**	**Granite**	**Reno-Tahoe Airport Authority**
Construction Manager	Engineer/Architect	Contractor	Owner
10509 Professional Cir. Ste 103	7900 Rancharrah Pky, Ste 100,	P.O. Box 2087	P.O. Box 12490
Reno, NV 89521	Reno, Nevada 89511	Sparks, NV 89431	Reno, NV 89510
Kara H. Bymers			
By: Kara Bymers	By: Heath Hildebrandt	By: ~~Ryan Ho~~ Matt Cates	By: Chris Cobb
10/24/2022	10/31/2022	10/31/22	11/01/2022
Date	Date	Date	Date

Exhibit A

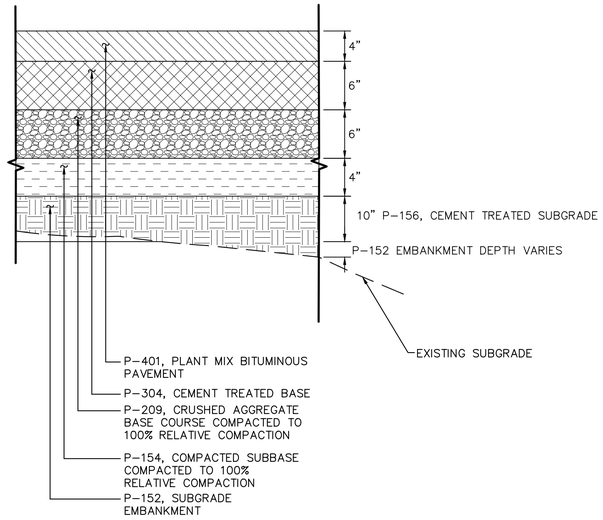
TXY Alpha and Aircraft Apron Reconstruction Project-Phase 3 Base Bid Schedule 2 Final Adjusted Quantities

Item #	Description		Quantity				Cost				Comments
		Unit	Estimated	Projected	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Measured)	$ Over/Under	
C-105-1	Mobilization	LS	1	1.00	0.00	100.00%	$161,030.00	$ 161,030.00	$ 161,030.00	$ -	
P-101-1	Full Depth Pavement Section Removal (Bituminous)	SY	5,400	5,080.00	(320.00)	94.07%	$2.30	$ 12,420.00	$ 11,684.00	$ (736.00)	
P-101-2	Full Depth Pavement Section Removal (Bituminous and Concrete)	SY	6,800	6,800.00	0.00	100.00%	$15.00	$ 102,000.00	$ 102,000.00	$ -	
P-101-3	Removal of Storm Drain Pipe	LS	1	1.00	0.00	100.00%	$12,500.00	$ 12,500.00	$ 12,500.00	$ -	
P-101-4	Removal of Storm Drain Structures	EA	1	1.00	0.00	100.00%	$4,950.00	$ 4,950.00	$ 4,950.00	$ -	
P-102-1	Airport Safety and Security	MO	1.5	1.50	0.00	100.00%	$69,000.00	$ 103,500.00	$ 103,500.00	$ -	
P-102-2	Temporary Asphalt Pavement Transition (Contingent)	LS	1	-	(1.00)	0.00%	$24,000.00	$ 24,000.00	$ -	$ (24,000.00)	
P-152-1	Unclassified Excavation	CY	2,000	2,000.00	0.00	100.00%	$17.00	$ 34,000.00	$ 34,000.00	$ -	
P-152-2	Embankment In Place	CY	100	100.00	0.00	100.00%	$15.00	$ 1,500.00	$ 1,500.00	$ -	
P-152-3	Owner Authorized Over-Excavation (Contingent)	CY	200	-	(200.00)	0.00%	$68.00	$ 13,600.00	$ -	$ (13,600.00)	
P-152-4	Disposal of Contaminated Material (Contingent)	CY	200	-	(200.00)	0.00%	$310.00	$ 62,000.00	$ -	$ (62,000.00)	
P-152-6	Asphalt Milling Placement (3 Inches Min. Thick)	SY	12,200	600.00	(11600.00)	4.92%	$1.00	$ 12,200.00	$ 600.00	$ (11,600.00)	
P-154-1	Uncrushed Aggregate Subbase Course (4 Inches Thick)	SY	12,200	11,880.00	(320.00)	0.00%	$8.00	$ 97,600.00	$ 95,040.00	$ (2,560.00)	
P-156-1	Cement Treated Subgrade (5% Cement,10 Inches Thick)	SY	12,200	11,880.00	(320.00)	100.00%	$14.00	$ 170,800.00	$ 166,320.00	$ (4,480.00)	
P-208-1	Aggregate Base Course (6 Inches Thick)	SY	5,200	4,880.00	(320.00)	100.00%	$12.00	$ 62,400.00	$ 58,560.00	$ (3,840.00)	
P-209-1	Crushed Aggregate Base Course (6 Inches Thick)	SY	7,000	7,000.00	0.00	100.00%	$14.00	$ 98,000.00	$ 98,000.00	$ -	
P-304S-1	Cement-Treated Base Course (6 Inches Thick)	SY	7,000	7,000.00	0.00	100.00%	$22.00	$ 154,000.00	$ 154,000.00	$ -	
P-401-1	Hot Mix Asphalt (HMA) Pavement (4 Inches Thick)	SY	12,200	12,200.00	0.00	100.00%	$40.00	$ 488,000.00	$ 488,000.00	$ -	
P-401-2	Hot Mix Asphalt (HMA) Pavement (Variable Depth Transition)	SY	175	175.00	0.00	100.00%	$75.00	$ 13,125.00	$ 13,125.00	$ -	
P-620-2	Permanent Non-Reflective Airfield Pavement Marking	SF	1,500	1,500.00	0.00	100.00%	$1.75	$ 2,625.00	$ 2,625.00	$ -	
P-620-3	Tie Down Anchor	EA	31	31.00	0.00	100.00%	$ 500.00	$ 15,500.00	$ 15,500.00	$ -	
D-701-1	Install 48 Inch Pipe (Reinforced Concrete Class III)	LF	50	50.00	0.00	100.00%	$ 742.00	$ 37,100.00	$ 37,100.00	$ -	
D-701-2	Install 54 Inch Pipe (Reinforced Concrete Class III)	LF	180	180.00	0.00	100.00%	$ 935.00	$ 168,300.00	$ 168,300.00	$ -	
D-701-3	Install 54 Inch Flared End Section With Riprap	EA	1	1.00	0.00	100.00%	$ 19,250.00	$ 19,250.00	$ 19,250.00	$ -	
D-703-1	Install 24 Inch Cured In Place Pipe (Contingent)	LF	200	200.00	0.00	100.00%	$ 750.00	$ 150,000.00	$ 150,000.00	$ -	
D-751-1	Type 3 Manhole	EA	1	1.00	0.00	100.00%	$ 50,000.00	$ 50,000.00	$ 50,000.00	$ -	
D-751-2	Type 4 Manhole	EA	1	1.00	0.00	100.00%	$ 85,000.00	$ 85,000.00	$ 85,000.00	$ -	
D-751-3	Stormwater Treatment Device with Vault	LS	1	1.00	0.00	100.00%	$ 220,000.00	$ 220,000.00	$ 220,000.00	$ -	
L-100-1	Airfield Electrical Demolition	LS	1	1.00	0.00	100.00%	$ 24,000.00	$ 24,000.00	$ 24,000.00	$ -	
	Total							**$ 2,399,400.00**	**$ 2,276,584.00**	**$ (122,816.00)**	
CO No. 1 P-207	Pulverize 9" and Cement Treat 5" at 5%	SY	510	510	0.00		$ 32.00	$ 16,320.00	$ 16,320.00	$ -	**Funded Utilizing Grant 3-32-0018-47-2022**

GENERAL NOTES:
1. REFER TO C500 SERIES FOR GRADING CONFORMANCE.
2. EXISTING TO BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED.
3. RELATIVE DENSITIES FOR ALL SECTIONS INDICATED ARE BASED ON ASTM D1557.

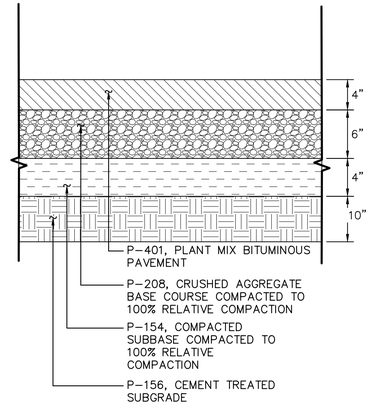


TYPICAL CUT SECTION



TYPICAL FILL SECTION

P1 / C101 — FULL STRENGTH PAVEMENT SECTION — N.T.S.



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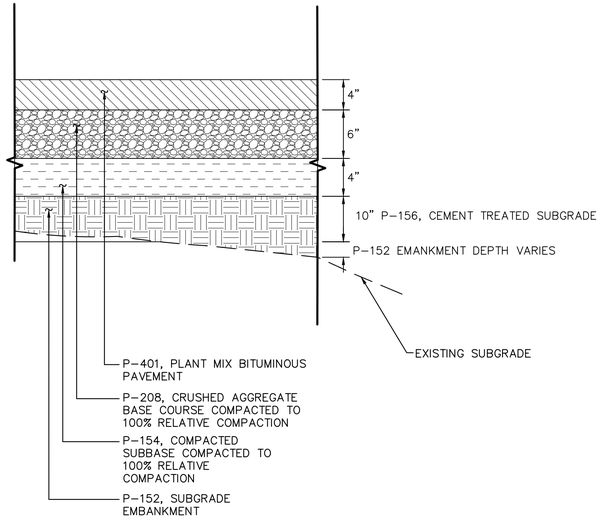
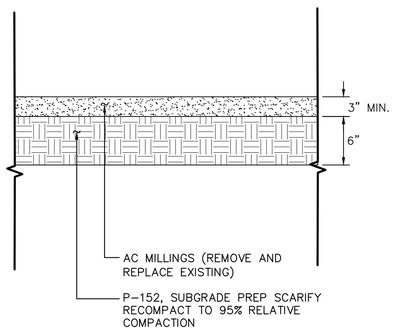
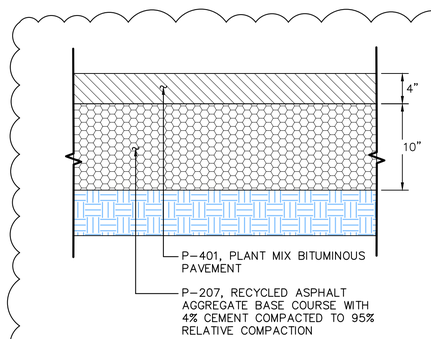


TYPICAL FILL SECTION

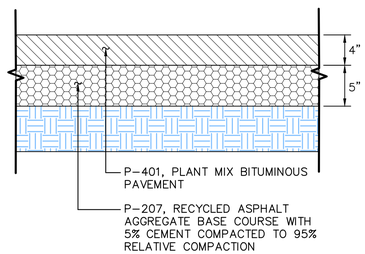
P2 / C101 — LIGHT-DUTY PAVEMENT SECTION — N.T.S.



P3 / C101 — TAXIWAY SHOULDER SECTION — N.T.S.



P4 / C101 — FULL STRENGTH FDR PAVEMENT SECTION — N.T.S.



P5 / C101 — LIGHT-DUTY FDR PAVEMENT SECTION — N.T.S.

JUNE 2022
ISSUED FOR CONSTRUCTION

BY	DATE	REVISIONS	No.
JWF	09/19/22	PAVEMENT SECTIONS	1

Kimley»Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
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RENO NEVADA

SHEET NUMBER
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207-2.3 Water. Water used in mixing or curing shall be from potable water sources. Other sources shall be tested in accordance with ASTM C1602 prior to use.

207-2.4 Quality Control (QC) Sampling and testing. The Contractor shall take at least two FDR samples per day of production in the presence of the Resident Project Representative (RPR) to check the gradation. Sampling shall be per ASTM D75. Material shall meet the requirements in paragraph 207-2.1.

Samples shall be taken from the in-place, un-compacted material at random sampling locations per ASTM D3665.

CONSTRUCTION METHODS

207-3.1 Milling. Milling is not required.

207-3.2 Control Strip. The first half-day of construction shall be considered the control strip. The Contractor shall demonstrate, in the presence of the RPR, that the materials, equipment, and construction processes meet the requirements of the specification. The sequence and manner of rolling necessary to obtain specified density requirements shall be determined. Control strips that do not meet specification requirements shall be reworked, re-compacted, or removed and replaced at the Contractor's expense. Full operations shall not begin until the control strip has been accepted by the RPR. Upon acceptance of the control strip by the RPR, the Contractor shall use the same equipment, materials, and construction methods for the remainder of construction, unless adjustments made by the Contractor are approved in advance by the RPR.

207-3.3 Recycling (Pulverization and mixing). The asphalt pavement, aggregate base and subgrade shall be recycled (pulverized and mixed) into a uniformly blended mixture cement and water to the depth indicated on the plans. The cement percentage by dry unit weight shall be as indicated on the plans. All material over approximately 2 inches (50 mm) shall be removed by the Contractor. The mixture shall be brought to the desired moisture content.

The maximum lift thickness of the recycled aggregate base course material to be compacted shall be 10 inches.

207-3.4 Grading and compaction. Immediately upon completion of recycling (pulverization and mixing), the material shall be shaped and graded in accordance with the project plans. The recycled asphalt aggregate base course shall be compacted within the same day to an in-place density of 95% as determined by ASTM D1557. The moisture content of the material during compaction shall be within ±2% of the optimum moisture content as determined by ASTM D2216. The number, type and weight of rollers shall be sufficient to compact the material to the required density. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

207-3.5 Finishing. The surface of the aggregate base course shall be finished by blading or with automated equipment designed for this purpose. If the top layer is 1/2 inch (12 mm) or more below grade, the top layer shall be scarified to a depth of at least 3 inches (75mm), new material added, and the layer blended and re-compacted to bring it to grade. The addition of layers less than 3 inches (75mm) shall not be allowed.

207-3.6 Proof rolling. Compacted asphalt aggregate base course shall be proof rolled with a tandem axle dual wheel dump truck loaded to the legal limit with tires inflated to 80 psi (550 kPa) in the presence of the RPR. Soft areas that deflect greater than 0.5 inch (12 mm) or show permanent deformation greater than 0.5 inch (12 mm) shall be removed and reworked at the Contractor's expense.

207-3.7 Weather limitations. When weather conditions detrimentally affect the construction process and/or quality of the materials, the Contractor shall stop construction. Cement or fly ash shall not be applied when wind conditions affect the distribution of the materials. When the aggregates contain frozen materials or when the underlying course is frozen or wet, the construction shall be stopped. Construction shall not be performed unless the atmospheric temperature is above 35°F (2°C) and rising or approved by the RPR. When the temperature falls below 35°F (2°C), protect all completed areas against detrimental effects of freezing by approved methods. Correct completed areas damaged by freezing, rainfall, or other weather conditions to meet specified requirements.

207-3.8 Maintenance. The asphalt aggregate base course shall be maintained in a satisfactory condition until the work is accepted by the RPR. Equipment used in the construction of an adjoining section may be routed over completed sections of asphalt aggregate base course, provided that no damage results and equipment is routed over the full width of the completed asphalt aggregate base course. Any damage to the recycled asphalt aggregate base course shall be repaired by the Contractor at the Contractor's expense.

207-3.9 Surface tolerances. The finished surface shall be tested for smoothness and accuracy of grade. Any area failing smoothness or grade shall be scarified to a depth of at least 3 inches (75 mm), reshaped and re-compacted by the Contractor at the Contractor's expense.

a. Smoothness. The finished surface shall not vary more than 3/8-inch (9 mm) when tested with a 12-foot (3.7-m) straightedge applied parallel with and at right angles to the centerline. The straightedge shall be moved continuously forward at half the length of the 12-foot (3.7-m) straightedge for the full length of each line on a 50-foot (15-m) grid.

b. Grade. The grade shall be measured on a 50-foot (15-m) grid and shall be within +0 and -1/2 inch (12 mm) of the specified grade.

207-3.10 Acceptance sampling and testing for density. FDR base course shall be accepted for density and thickness on an area basis. One (1) test for density and thickness will be made for each 1200 square yds (1000 square meters). Sampling locations will be determined on a random basis in accordance with ASTM D3665.

a. Density. The RPR shall perform all density tests.

Each area will be accepted for density when the field density is at least 95% of the maximum density of the FDR base course in accordance with ASTM D1557. The in-place field density shall be determined in accordance with ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938. If the specified density is not attained, the area represented by the failed test must be reworked and/or recompacted and two additional random tests made. This procedure shall be followed until the specified density is reached. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

b. Thickness. The thickness of the base course shall be within +0 and -1/2 inch (12 mm) of the specified thickness as determined by depth tests taken by the Contractor in the presence of the RPR for each area. Where the thickness is deficient by more than 1/2-inch (12 mm), the Contractor shall correct such areas at no additional cost by scarifying to a depth of at least 3 inches (75 mm), adding new material, and recompacted to grade. The Contractor shall replace, at his expense, base material where depth tests have been taken.

METHOD OF MEASUREMENT

207-4.1 The quantity of FDR asphalt aggregate base course shall be measured by the number of square yards (m^2) of material in compliance with the plans and specifications.

207-4.2 The quantity of corrective aggregate material or cement shall not be measured separately.

BASIS OF PAYMENT

207-5.1 Payment shall be made at the contract unit price per square yard (m^2) for recycling the existing asphalt pavement, aggregate base course, subgrade and mixing with stabilizing agent, if required, spreading, compacting, and maintaining the recycled material to the compacted thickness as indicated on

the drawings. There shall be no separate measurement or payment for the removal, haul, and placement of excess material at a location determined by the Owner. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools and incidentals to complete the item.

Payment will be made under:

Item P207-5.1	In-place Full Depth Recycled (FDR) asphalt aggregate base course (10" depth, 4% Cement) – per square yard
Item P207-5.2	In-place Full Depth Recycled (FDR) asphalt aggregate base course (5" depth, 5% Cement) – per square yard

207-5.2 There shall be no separate payment for corrective aggregate material or cement.

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM C29	Unit Weight of Aggregate
ASTM C88	Soundness of Aggregates by Use of Sodium or Magnesium Sulfate
ASTM C117	Materials Finer than 75-μm (No. 200) Sieve in Mineral Aggregate by Washing
ASTM C131	Resistance to abrasion of Small Size Coarse Aggregate by Use of Los Angeles Machine
ASTM C136	Sieve or Screen Analysis of Fine and Coarse Aggregate
ASTM C150	Standard Specification for Portland Cement
ASTM C595	Standard Specification for Blended Hydraulic Cements
ASTM C1602	Standard Specification for Mixing Water Used in the Production of Hydraulic Cement Concrete
ASTM D75	Sampling Aggregate
ASTM D558	ASTM D558 Standard Test Methods for Moisture-Density (Unit Weight) Relations of Soil-Cement Mixtures
ASTM D698	Moisture Density Relations of Soils and Aggregate using 5.5 lb Rammer and 12 in drop
ASTM D977	Standard Specification for Emulsified Asphalt
ASTM D1556	Test Method for Density and Unit Weight of Soil in Place by the Sand Cone Method
ASTM D1557	Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort
ASTM D2216	Test Methods for Laboratory Determination of Water (Moisture) Soil and Rock by Mass

ASTM D2419	Test Method for Sand Equivalent Value of Soils and Fine Aggregate
ASTM D2487	Standard Practice for Classification of Soils for Engineering Purposes (Unified Soil Classification System)
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D4318	Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D4491	Standard Test Methods for Water Permeability of Geotextiles by Permittivity
ASTM D4751	Standard Test Methods for Determining Apparent Opening Size of a Geotextile
ASTM D5821	Standard Test Method for Determining the Percentage of Fractured Particles in Coarse Aggregate
ASTM D6938	Standard Test Method for In-Place Density and Water Content of Soil and Soil Aggregate by Nuclear Methods (Shallow Depth)

American Association of State Highway and Transportation Officials (AASHTO)

M288	Standard Specification for Geosynthetic Specification for Highway Applications

END OF ITEM P-207

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Exhibit B

TXY Alpha and Aircraft Apron Reconstruction Project-Phase 3 Base Bid Schedule 2 Final Adjusted Quantities

Item #	Description		Quantity				Cost				Comments
		Unit	Estimated	Projected	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Measured)	$ Over/Under	
C-105-1	Mobilization	LS	1	1.00	0.00	100.00%	$161,030.00	$ 161,030.00	$ 161,030.00	$ -	
P-101-1	Full Depth Pavement Section Removal (Bituminous)	SY	5,400	5,080.00	(320.00)	94.07%	$2.30	$ 12,420.00	$ 11,684.00	$ (736.00)	
P-101-2	Full Depth Pavement Section Removal (Bituminous and Concrete)	SY	6,800	6,800.00	0.00	100.00%	$15.00	$ 102,000.00	$ 102,000.00	$ -	
P-101-3	Removal of Storm Drain Pipe	LS	1	1.00	0.00	100.00%	$12,500.00	$ 12,500.00	$ 12,500.00	$ -	
P-101-4	Removal of Storm Drain Structures	EA	1	1.00	0.00	100.00%	$4,950.00	$ 4,950.00	$ 4,950.00	$ -	
P-102-1	Airport Safety and Security	MO	1.5	1.50	0.00	100.00%	$69,000.00	$ 103,500.00	$ 103,500.00	$ -	
P-102-2	Temporary Asphalt Pavement Transition (Contingent)	LS	1	-	(1.00)	0.00%	$24,000.00	$ 24,000.00	$ -	$ (24,000.00)	
P-152-1	Unclassified Excavation	CY	2,000	2,000.00	0.00	100.00%	$17.00	$ 34,000.00	$ 34,000.00	$ -	
P-152-2	Embankment In Place	CY	100	100.00	0.00	100.00%	$15.00	$ 1,500.00	$ 1,500.00	$ -	
P-152-3	Owner Authorized Over-Excavation (Contingent)	CY	200	-	(200.00)	0.00%	$68.00	$ 13,600.00	$ -	$ (13,600.00)	
P-152-4	Disposal of Contaminated Material (Contingent)	CY	200	-	(200.00)	0.00%	$310.00	$ 62,000.00	$ -	$ (62,000.00)	
P-152-6	Asphalt Milling Placement (3 Inches Min. Thick)	SY	12,200	600.00	(11600.00)	4.92%	$1.00	$ 12,200.00	$ 600.00	$ (11,600.00)	
P-154-1	Uncrushed Aggregate Subbase Course (4 Inches Thick)	SY	12,200	11,880.00	(320.00)	0.00%	$8.00	$ 97,600.00	$ 95,040.00	$ (2,560.00)	
P-156-1	Cement Treated Subgrade (5% Cement,10 Inches Thick)	SY	12,200	11,880.00	(320.00)	100.00%	$14.00	$ 170,800.00	$ 166,320.00	$ (4,480.00)	
P-208-1	Aggregate Base Course (6 Inches Thick)	SY	5,200	4,880.00	(320.00)	100.00%	$12.00	$ 62,400.00	$ 58,560.00	$ (3,840.00)	
P-209-1	Crushed Aggregate Base Course (6 Inches Thick)	SY	7,000	7,000.00	0.00	100.00%	$14.00	$ 98,000.00	$ 98,000.00	$ -	
P-304S-1	Cement-Treated Base Course (6 Inches Thick)	SY	7,000	7,000.00	0.00	100.00%	$22.00	$ 154,000.00	$ 154,000.00	$ -	
P-401-1	Hot Mix Asphalt (HMA) Pavement (4 Inches Thick)	SY	12,200	12,200.00	0.00	100.00%	$40.00	$ 488,000.00	$ 488,000.00	$ -	
P-401-2	Hot Mix Asphalt (HMA) Pavement (Variable Depth Transition)	SY	175	175.00	0.00	100.00%	$75.00	$ 13,125.00	$ 13,125.00	$ -	
P-620-2	Permanent Non-Reflective Airfield Pavement Marking	SF	1,500	1,500.00	0.00	100.00%	$1.75	$ 2,625.00	$ 2,625.00	$ -	
P-620-3	Tie Down Anchor	EA	31	31.00	0.00	100.00%	$ 500.00	$ 15,500.00	$ 15,500.00	$ -	
D-701-1	Install 48 Inch Pipe (Reinforced Concrete Class III)	LF	50	50.00	0.00	100.00%	$ 742.00	$ 37,100.00	$ 37,100.00	$ -	
D-701-2	Install 54 Inch Pipe (Reinforced Concrete Class III)	LF	180	180.00	0.00	100.00%	$ 935.00	$ 168,300.00	$ 168,300.00	$ -	
D-701-3	Install 54 Inch Flared End Section With Riprap	EA	1	1.00	0.00	100.00%	$ 19,250.00	$ 19,250.00	$ 19,250.00	$ -	
D-703-1	Install 24 Inch Cured In Place Pipe (Contingent)	LF	200	200.00	0.00	100.00%	$ 750.00	$ 150,000.00	$ 150,000.00	$ -	
D-751-1	Type 3 Manhole	EA	1	1.00	0.00	100.00%	$ 50,000.00	$ 50,000.00	$ 50,000.00	$ -	
D-751-2	Type 4 Manhole	EA	1	1.00	0.00	100.00%	$ 85,000.00	$ 85,000.00	$ 85,000.00	$ -	
D-751-3	Stormwater Treatment Device with Vault	LS	1	1.00	0.00	100.00%	$ 220,000.00	$ 220,000.00	$ 220,000.00	$ -	
L-100-1	Airfield Electrical Demolition	LS	1	1.00	0.00	100.00%	$ 24,000.00	$ 24,000.00	$ 24,000.00	$ -	
	Total							**$ 2,399,400.00**	**$ 2,276,584.00**	**$ (122,816.00)**	**Funded Utilizing Grant 3-32-0018-47-2022**

Exhibit C

Taxiway Alpha and Aircraft Apron Reconstruction Project-Phase 3 Bid Alt 2

Item #	Description		Quantity				Cost			
		Unit	Estimated	Projected	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Projected)	Comments
P-101-1	Full Depth Pavement Section Removal (Bituminous)	SY	980	-	(980.00)	0.00%	$5.00	$ 4,900.00	$ -	
P-101-2	Full Depth Pavement Section Removal (Bituminous and Concrete)	SY	120	120.00	0.00	100.00%	$50.00	$ 6,000.00	$ 6,000.00	
P-101-6	Partial Depth Milling 2"	SY	115	115.00	0.00	100.00%	$3.00	$ 345.00	$ 345.00	
P-102-1	Airport Safety and Security	MO	0.5	0.40	(0.10)	80.00%	$110,000.00	$ 55,000.00	$ 44,000.00	
P-152-1	Unclassified Excavation	CY	500	-	(500.00)	0.00%	$12.00	$ 6,000.00	$ -	
P-152-3	Owner Authorized Over-Excavation (Contingent)	CY	50.0	-	(50.00)	0.00%	$68.00	$ 3,400.00	$ -	
P-152-4	Disposal of Contaminated Material (Contingent)	CY	50	-	(50.00)	0.00%	$310.00	$ 15,500.00	$ -	
P-152-6	Asphalt Milling Placement (3 Inches Min. Thick)	SY	1,400	1,400.00	0.00	100.00%	$0.40	$ 560.00	$ 560.00	
P-154-1	Uncrushed Aggregate Subbase Course (4 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$11.00	$ 12,100.00	$ -	
P-156-1	Cement Treated Subgrade (5% Cement,10 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$18.00	$ 19,800.00	$ -	
P-209-1	Crushed Aggregate Base Course (6 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$14.00	$ 15,400.00	$ -	
P-304S-1	Cement-Treated Base Course (6 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$26.00	$ 28,600.00	$ -	
P-401-1	Hot Mix Asphalt (HMA) Pavement (4 Inches Thick)	SY	1,100	1,100.00	0.00	0.00%	$40.00	$ 44,000.00	$ 44,000.00	
P-401-3	Hot Mix Asphalt (HMA) Pavement (2 Inches Thick)	SY	115	115.00	0.00	100.00%	$37.00	$ 4,255.00	$ 4,255.00	
P-620-2	Permanent Non-Reflective Airfield Pavement Marking	SF	200	200.00	0.00	100.00%	$2.50	$ 500.00	$ 500.00	
	Total							**$ 216,360.00**	**$ 99,660.00**	
P-207	Pulverize 14" and Cement Treat 10" at 4%	SY	0	213	213.00		$ 32.00	$ -	$ 6,816.00	
	Total								**$ 106,476.00**	**Funded Utilizing Grant 3-32-0018-47-2022**
P-207	Pulverize 14" and Cement Treat 10" at 4%	SY	0	887	887.00		$ 32.00	$ -	$ 28,384.00	
	Total								**$28,384.00**	**Funded Utilizing Grant 3-32-0018-48-2022**

CHANGE ORDER

Distribution to:

RTAA PURCHASING	☒
PM	☒
CM	☒
ENGINEER	☒
CONTRACTOR	☒
FAA	☐

Reno-Tahoe Airport Authority
Reno-Tahoe International Airport
Reno-Stead Airport
Box 12490
Reno, NV 89510

Project: Blue Parking Lot Reconstruction Project
Solicitation #: ITB #21/22-21

To: Sierra Nevada Construction, Inc.
P.O. Box 50760
Sparks, NV 89435

Change Order Number 01
Change Order Initiation Date: October 18, 2022
AIP No. N/A
Original Contract Date: May 19, 2022

You are directed to make the following changes in the Contract:

Revised Storm Drain and Routing (See attached details)	**$5,870.00**
Revised Landscaping Plans (See attached details)	**($91,309.00)**
Multimodal Fiber Revisions (See attached details)	**13,938.00**
Final Adjusted Quantities (See attached details)	**$31,728.50**
Total	**($39,772.50)**

All other terms, conditions, and requirements not modified herein remain unchanged.

Not valid until signed by ALL parties. Execution of this Change Order by both Owner and Contractor constitutes a binding agreement and serves as a full accord and satisfaction of any claim, demand, lien, stop notice or further request for compensation, past or present, known or unknown, and/or time extension arising out of or by virtue of the work described above in the Change Order. Contractor's signature indicates agreement herewith, including any adjustments in the Contract Sum or Contract Time.

The Original Contract Sum was.....	$2,136,227.00
Net Changes by Previously Authorized Change Orders	$0.00
Net Changes by Previously Authorized Contingency Change Orders	$0.00
The Revised Contract Sum Prior to this Change Order was.....	$2,136,227.00
The Contract Sum will be **decreased** by this Change Order.	($39,772.50)
The new Contract Sum, including this Change Order will be	$2,096,454.50

The Contract Completion date prior to this Change Order was July 14, 2022.
The Contract Time will be **increased** by six (6) calendar days.
The Contract completion date, as of the date of this Change Order, therefore is July 20, 2022.

Authorized By:

Atkins North America	**Kimley-Horn**	**SNC**	**Reno-Tahoe Airport Authority**
Construction Manager	Engineer/Architect	Contractor	Owner
10509 Professional Cir. Ste 103	7900 Rancharrah Pky, Ste 100,	P.O. Box 50760	P.O. Box 12490
Reno, NV 89521	Reno, Nevada 89511	Sparks, NV 89435	Reno, NV 89510
Kara M. Bymers	Tiffany Patrick	Tyler Scranton	
By: Kara Bymers	By: Tiffany Patrick	By: Tyler Scranton	By: Chris Cobb
10/18/2022	10/19/2022	10-18-22	11/01/2022
Date	Date	Date	Date

REVISED 04/23/21

SIERRA NEVADA CONSTRUCTION, INC.

Mail PO Box 50760
Sparks, NV 89435-0760

Yard 2055 East Greg Street
Sparks, NV 89431

Phone 775.355.0420
Fax 775.355.0535

NV lic. 25565 CA lic. 593393

June 3rd, 2022

Reno Tahoe Airport Authority
2001 E. Plumb Lane
Reno, NV 89512

Project: RTAA Blue Lot Reconstruction Project

Subject: **Revised Storm Drain Routing**

Attn: Bryce Juzak

Sierra Nevada Construction, Inc. (SNC) is submitting the requested pricing for the installation of ±64' of 10" SDR Storm Drain, necessary fittings, and abandonment of existing storm drain. Bid item 23 included 8' of Storm drain needed for installation. This quantity was deducted out of the needed 64'. The layout will be completed per the attached revised sketch. A credit was proved for removing the existing drop inlets rather than modifying them. This proposal excludes installation of any cleanouts. SNC also requests 2 additional contract days for Phase 1.1 to complete this work.

The manhole installation and the new drop inlets are covered in contract bid items with no additional costs.

Attached is a breakdown of estimated cost for the work described above.

Total Price: $5,870.00

If you have any questions, please feel free to contact me at (775)-276-2418

Sincerely,

Tyler Scranton
Project Manager
Sierra Nevada Construction, Inc.

06/03/2022 15:33
22TSC017 RTAA - BLUE LOT CHANGES
*** Tyler Scranton **BID TOTALS**

Biditem	Description	Quantity	Units	Unit Price	Bid Total
200	MODIFIY EXISTING CATCH BASIN	-2.000	EA	3,500.00	-7,000.00
900	10" SDR STORM DRAIN LINE	56.000	LF	195.00	10,920.00
910	REMOVE EXISTING DI'S	2.000	EA	975.00	1,950.00

Bid Total =========> $5,870.00

SIERRA NEVADA CONSTRUCTION, INC.

Mail PO Box 50760
Sparks, NV 89435-0760

Yard 2055 East Greg Street
Sparks, NV 89431

Phone 775.355.0420
Fax 775.355.0535

NV lic. 25565 CA lic. 593393

June 21st, 2022

Reno Tahoe Airport Authority
2001 E. Plumb Lane
Reno, NV 89512

Project: RTAA Blue Lot Reconstruction Project

Subject: **Revised Landscape Plans**

Attn: Bryce Juzak

Sierra Nevada Construction, Inc. (SNC) is submitting the requested pricing for revised landscape drawings. A credit was provided by Legends Landscaping that covers the changes to the irrigation system and reduction in the size of shrubs and trees. A credit for removing over excavation and the installation of new topsoil is also provided. Some landscape areas were previously hardscape and still require installation of topsoil to meet needed subgrades. SNC estimates approximately 10,300 SF of topsoil replacement can be credited back.

Legends Landscaping Credit:	**$30,059.00**
Top Soil Replacement Credit:	**$61,250.00**
Total Deductive Credit:	**$91,309.00**

If you have any questions, please feel free to contact me at (775)-276-2418

Sincerely,

Tyler Scranton
Project Manager
Sierra Nevada Construction, Inc.

SIERRA NEVADA CONSTRUCTION, INC.

Mail PO Box 50760
Sparks, NV 89435-0760

Yard 2055 East Greg Street
Sparks, NV 89431

Phone 775.355.0420
Fax 775.355.0535

NV lic. 25565 CA lic. 593393

July 19th, 2022

Reno Tahoe Airport Authority
2001 E. Plumb Lane
Reno, NV 89512

Project: RTAA Blue Lot Reconstruction Project

Subject: **Multimodal Fiber Revisions**

Attn: Bryce Juzak

Sierra Nevada Construction, Inc. (SNC) is submitting the requested pricing for revised fiber performed by Titan Electric Contractors and Cabling Solutions. SNC requests 4 additional contract days in Phase 1.2 to complete this work.

Fiber Revisions: **$13,938.00**

If you have any questions, please feel free to contact me at (775)-276-2418

Sincerely,

Tyler Scranton
Project Manager
Sierra Nevada Construction, Inc.

Proposed Change Order PCO-001 JOB #2222

To:	Tyler Scranton	**Job Name:**	RTIA Blue Parking Lot
Company:	SNC	**Change Re:**	Multimode Fiber
Address:	2055 E. Greg Street Sparks, NV 89431	**Date:**	07-07-2022
Phone: (775) 355-0420		**Cc:**	Ryan Greenhalgh

Work Scope:

Supply and install Multimode fiber per attached layout and splice location. Scope battery limits includes connections at both gates, and ends at the multimode splice. It is our understanding the airport has fiber from the point to the appropriate location inside the terminal.

See attached Cabling Solutions Inc PCO for Relays & Services (including tax) …….. $12,120.00

Please review and confirm the multimode cable spec sheet attached that is reserved with expected arrival on 7/15 is appropriate for installation at the airport. Lead times for other multimode fiber will have to be inquired on if this is not acceptable.

Exclusions:
No overhead mark-ups or profits included.

Price as described above $12,120.00

Titan Electrical Contracting will only proceed with this work upon return of this proposal signed by a person authorized to approve work and payment at this location.

Approved By:_____ Date:_____

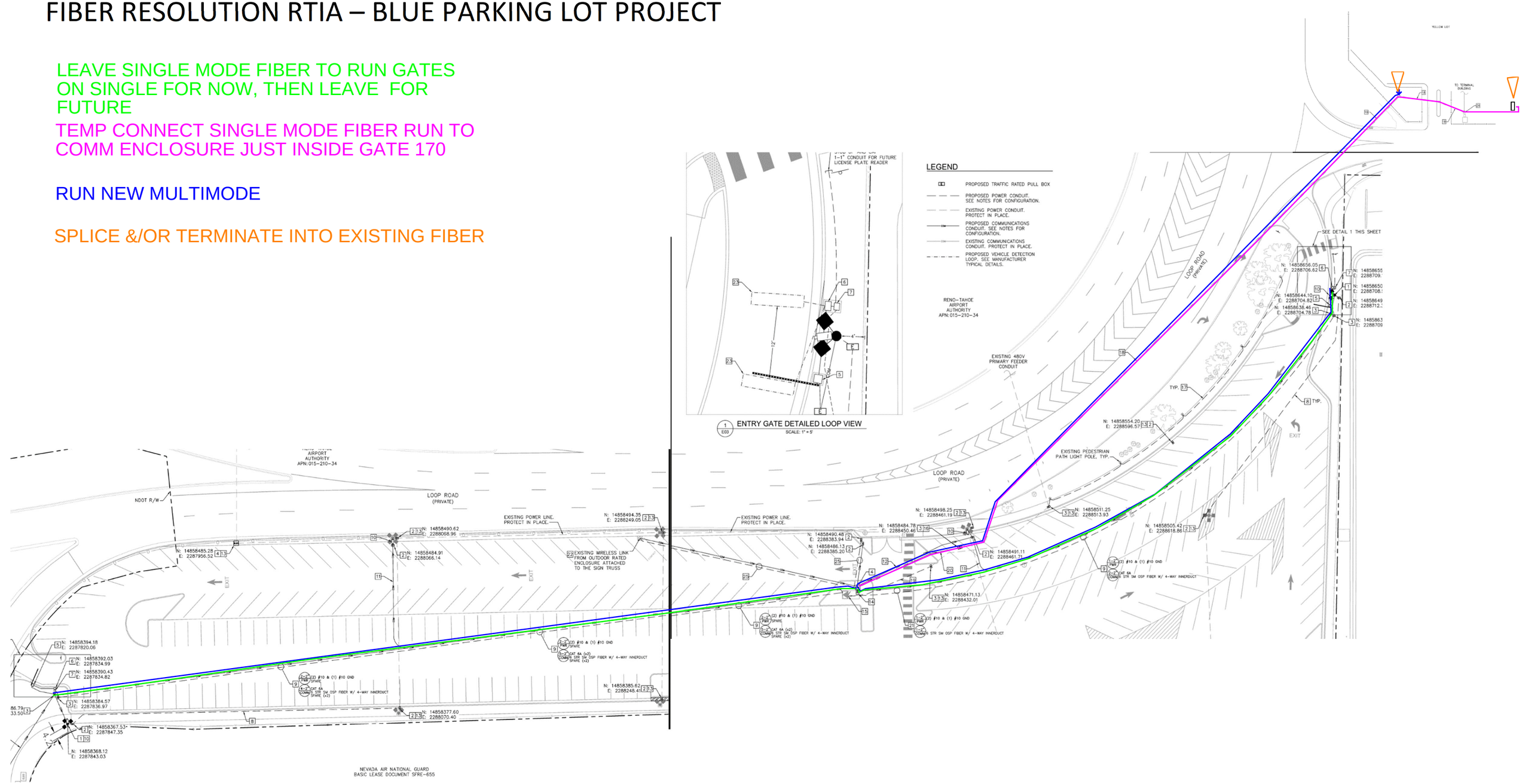
FIBER RESOLUTION RTIA – BLUE PARKING LOT PROJECT

LEAVE SINGLE MODE FIBER TO RUN GATES ON SINGLE FOR NOW, THEN LEAVE FOR FUTURE

TEMP CONNECT SINGLE MODE FIBER RUN TO COMM ENCLOSURE JUST INSIDE GATE 170

RUN NEW MULTIMODE

SPLICE &/OR TERMINATE INTO EXISTING FIBER



Cabling Solutions Inc

1591 Greg St.
Sparks, Nevada 89431
Phone 775-356-8870
Fax 775-356-8878

VOICE AND DATA CONTRACTING · DESIGN · SERVICE

PROPOSAL/CONTRACT
CO #1

TO: Jenny Lumos
Titan Electrical Contracting, Inc.
5450 Mill St,
Reno, NV 89502
Tel: (775) 857-4500
Email: jenny@titanelectric.biz

PROPOSAL: RTAA Blue Parking Lot Reconstruction
CO #1

Multi-Mode Fiber Cabling

DATE: 7/5/2022

We hereby propose labor and material to complete the following per
Installation of 62.5 multi-mode fiber optic cable as per print FIBER-RESOLUTION-RTIA-Site-Plan-2022-06-30

Projected Time Line

To be determined

Inclusions:

Fiber Optic Cabling

- 2- 6 strand Multi-mode OM1 OSP fiber optic cables from the yellow lot POC to the new Telecommunications cabinet
- 1- 6 strand Muti-mode OM1 OSP Fiber optic cable from the Telecommunications cabinet to the entry gate
- 1- 6 strand Multi-mode OM1 OSP Fiber optic cable from the Telecommunications cabinet to the exit gate
- Fiber runs include Corning Multi-mode OM1 OSP fiber, Corning Fiber panels and Corning Fusion Splice Pigtails & 6 strand LC bulkheads
- Fiber will be light meter tested and labeled upon completion of installation

Exclusions:

- Any Additional Work Not Expressly Stated Above
- Trash Receptacle
- Permits & Fees
- Overtime & Shift Pay
- Drywall Patching & Painting
- Concrete Coring & Patching
- Electrical, Conduit & Boxes
- Telecommunications Cabinet Provision & Installation
- Max Cell Innerduct Provision & Installation
- Gate System Cabling & Devices
- Reader/Keypad Cabling & Devices
- RS-232 & RS-485 Cabling

- Switches & Routers
- Copper & Fiber Patch Cords

Amount of this Contract **$12,120.00**
(Twelve Thousand One Hundred Twenty and 00/100 Dollars)

IF THE ABOVE MEETS WITH YOUR APPROVAL, PLEASE SIGN AND RETURN ORIGINAL WHITE COPY. VOID IF NOT ACCEPTED WITHIN 30 DAYS.

ACCEPTED: _____

TERMS: Progress Payments

OFFERED BY: Nick Mongillo

Senior Estimator (775) 745-5346

FREEDM® LST™ Single-Tube, Gel-Free Cable, Riser

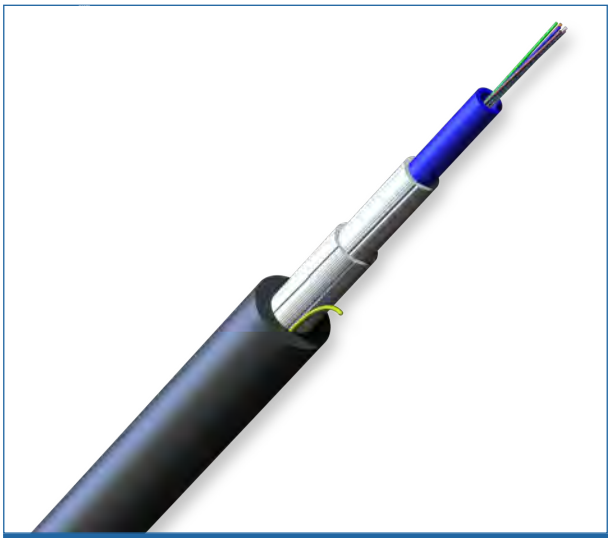
6 F, 62.5 µm multimode (OM1)

CORNING

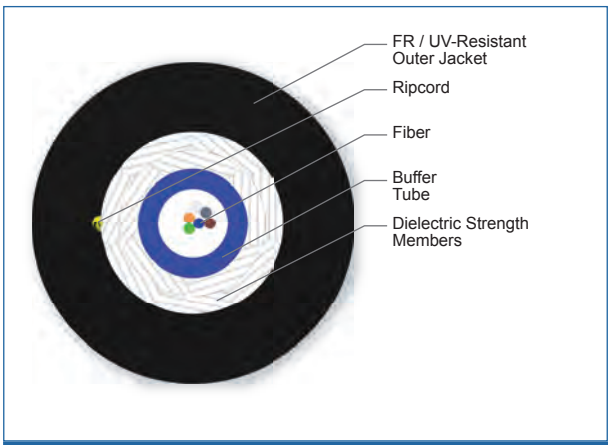
Corning Cable Systems FREEDM® LST™ Gel-Free Cables are flame-retardant, indoor/outdoor, riser-rated cables designed for interbuilding and intrabuilding backbones in aerial, duct and riser applications. With a riser rating, there is no need for a transition splice when entering the building. Available in a compact design, these cables are protected against water penetration by innovative waterblocking tapes and yarns that swell to absorb water. Waterblocking without the use of messy gels provides more efficient and craft-friendly cable preparation, allows easier cable access and simplifies the use of buffer tube fan-out kits. The buffer tubes and fibers in each tube are color-coded for quick, easy identification.

The SZ-stranded, loose tube design isolates fibers from installation and environmental rigors and allows for easy midspan access. The cable design is also National Electrical Code® (NEC®) listed (OFNR and FT-4). The all-dielectric cable construction requires no grounding or bonding and the UV-resistant, flame-retardant jacket is rugged, durable and easy to strip.

This cable is available in 12 different jacket colors - blue, orange, green, brown, slate, white, red, black, yellow, purple, rose and aqua. The colored jacket allows for easy visual identification of the cables while still providing all of the required environmental protection of an indoor/outdoor cable jacket. Black is the standard jacket color using the standard part numbers shown here. Contact Customer Care at 1-800-743-2675 to order other color options.



Part Number: 006KSF-T4130D20



Cross Section of Part Number: 006KSF-T4130D20

Features and Benefits

Riser rating
No transition splices when entering buildings

Gel-free waterblocking technology
Craft-friendly cable preparation

Color-coded fibers
Quick and easy identification

All-dielectric construction
Requires no grounding or bonding

UV-resistant, flame-retardant jacket
Rugged, durable and easy to strip

CORNING

FREEDM® LST™ Single-Tube, Gel-Free Cable, Riser

6 F, 62.5 µm multimode (OM1)

CORNING

Standards

Approval and Listings	National Electrical Code® (NEC®) OFNR, CSA OFN FT-4
Common Installations	Outdoor lashed aerial and duct; indoor vertical riser and general purpose horizontal according to National Electrical Code® (NEC) Article 770
Design and Test Criteria	ANSI/ICEA S-104-696

Specifications

General Specifications	
Environment	Indoor/Outdoor Cables
Application	Aerial, Direct Buried, Duct, General Purpose Horizontal, (Vertical Riser)
Cable Type	Loose Tube
Product Type	Dielectric
Flame Rating	Riser (OFNR)
Fiber Category	62.5 µm MM (OM1)

Temperature Range	
Storage	-40 °C to 70 °C (-40 °F to 158 °F)
Installation	-10 °C to 60 °C (14 °F to 140 °F)
Operation	-40 °C to 70 °C (-40 °F to 158 °F)

Cable Design	
Fiber Count	6
Fiber Coloring	Blue, Orange, Green, Brown, Slate, White
Fibers per Tube	6
Number of Tube Positions	1
Number of Active Tubes	1
Tensile Strength Elements and/or Armoring - Layer 1	Dielectric strength members
Tensile Strength Elements and/or Armoring - Layer 2	Water-swellable dielectric strength members
Number of Ripcords	1

FREEDM® LST™ Single-Tube, Gel-Free Cable, Riser

6 F, 62.5 µm multimode (OM1)

CORNING

Cable Design	
Outer Jacket Material	Flame-Retardant, UV-Resistant
Outer Jacket Color	Black

Mechanical Characteristics Cable	
Weight	56 kg/km (38 lb/1000 ft)
Nominal Outer Diameter	7.4 mm (0.29 in)
Max. Tensile Strengths, Short-Term	1350 N (300 lbf)
Max. Tensile Strengths, Long-Term	400 N (90 lbf)
Min. Bend Radius Installation	111 mm (4.4 in)
Min. Bend Radius Operation	37 mm (1.5 in)

Chemical Characteristics	
RoHS	Free of hazardous substances according to RoHS 2002/95/EG

Fiber Specifications

Optical Characteristics (cabled)	
Fiber Type	Multimode
Fiber Core Diameter	62.5 µm
Fiber Category	OM1
Fiber Code	K
Performance Option Code	30
Wavelengths	850 nm / 1300 nm
Maximum Attenuation	3.4 dB/km / 1.0 dB/km
Min. Overfilled Launch (OFL) Bandwidth	200 MHz*km / 500 MHz*km
Minimum Effective Modal Bandwidth (EMB)	220 MHz*km / -
Serial 1 Gigabit Ethernet	300 m / 550 m
Serial 10 Gigabit Ethernet	33 m / -

Notes: 1) Improved attenuation and bandwidth options available.
2) Bend-insensitive single-mode fibers available on request.
3) *Contact a Corning Cable Systems Customer Care Representative for additional information.*

CORNING

FREEDM® LST™ Single-Tube, Gel-Free Cable, Riser

6 F, 62.5 µm multimode (OM1)

CORNING

Ordering Information

Part Number	006KSF-T4130D20
Product Description	FREEDM® LST™ Single-Tube, Gel-Free Cable, Riser, 6 F, 62.5 µm multimode (OM1)

RoHS COMPLIANT

Corning Cable Systems LLC • PO Box 489 • Hickory, NC 28603-0489 USA
800-743-2675 • FAX: 828-325-5060 • International: +1-828-901-5000 • www.corning.com/cablesystems

Blue Lot Final Adjusted Quantities

Item #	Description		Quantity				Cost			
		Unit	Estimated	Measured	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Measured)	$ Over/Under
1	MOBILIZATION (5% OF TOTAL CONSTRUCTION COST)	LS	1	1.00	0.00	100.00%	$ 100,000.00	$ 100,000.00	$ 100,000.00	$ -
2	REMOVE COMPOSITE SURFACE	SY	2,290	2,369.00	79.00	103.45%	$ 22.00	$ 50,380.00	$ 52,118.00	$ 1,738.00
3	REMOVE EXISTING LANDSCAPE ROCK	SF	1,722	2,208.00	486.00	128.22%	$ 3.00	$ 5,166.00	$ 6,624.00	$ 1,458.00
4	REMOVE EXISTING ELECTRICAL BOX	EA	22	22.00	0.00	100.00%	$ 475.00	$ 10,450.00	$ 10,450.00	$ -
5	REMOVE EXISTING FENCE	LF	620	620.00	0.00	100.00%	$ 20.00	$ 12,400.00	$ 12,400.00	$ -
6	REMOVE EXISTING LANDCAPING	LS	1	1.00	0.00	100.00%	$ 10,000.00	$ 10,000.00	$ 10,000.00	$ -
7	OVEREXCAVATION (CONTINGENT ITEM)	CY	100	287.00	187.00	287.00%	$ 110.00	$ 11,000.00	$ 31,570.00	$ 20,570.00
8	CONTAMINATED MATERIAL (CONTINGENT ITEM)	CY	50	-	(50.00)	0.00%	$ 165.00	$ 8,250.00	$ -	$ (8,250.00)
9	PULVERIZE AND GRADE	SY	11,412	11,412.00	0.00	100.00%	$ 10.00	$ 114,120.00	$ 114,120.00	$ -
10	TRENCH AND BACKFILL FOR CONDUITS AND CABLES	LF	1,120	1,120.00	0.00	100.00%	$ 55.00	$ 61,600.00	$ 61,600.00	$ -
11	JOINT TRENCH AND BACKFILL FOR CONDUITS AND CABLES	LF	1,140	1,140.00	0.00	100.00%	$ 58.00	$ 66,120.00	$ 66,120.00	$ -
12	6" TYPE 2 CLASS B AGGREGATE BASE	SY	11,485	11,485.00	0.00	100.00%	$ 12.00	$ 137,820.00	$ 137,820.00	$ -
13	3" ASPHALT CONCRETE	SY	11,485	11,564.00	79.00	0.00%	$ 22.50	$ 258,412.50	$ 260,190.00	$ 1,777.50
14	AC MULTI-USE PATH (3" AC ON 6" AB) (no qty w/bid alt No. 1 awarded)	SY	0	-	0.00	100.00%	$ 100.00	$ -	$ -	$ -
15	PCC SIDEWALK	SF	5,270	5,320.00	50.00	100.00%	$ 18.00	$ 94,860.00	$ 95,760.00	$ 900.00
16	PCC PEDESTRIAN RAMP	SF	302	398.00	96.00	131.79%	$ 55.00	$ 16,610.00	$ 21,890.00	$ 5,280.00
17	PCC TYPE 1 CURB AND GUTTER	LF	1,530	1,573.00	43.00	102.81%	$ 65.00	$ 99,450.00	$ 102,245.00	$ 2,795.00
18	PCC TYPE 2 MEDIAN CURB	LF	749	749.00	0.00	100.00%	$ 55.00	$ 41,195.00	$ 41,195.00	$ -
19	DRIVEWAY	EA	2	2.00	0.00	100.00%	$ 7,500.00	$ 15,000.00	$ 15,000.00	$ -
20	ADJUST MANHOLE TO FINISH GRADE	EA	3	3.00	0.00	100.00%	$ 2,000.00	$ 6,000.00	$ 6,000.00	$ -
21	MANHOLE	EA	1	1.00	0.00	100.00%	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ -
22	MODIFIY EXISTING CATCH BASIN	EA	2	2.00	0.00	100.00%	$ 3,500.00	$ 7,000.00	$ 7,000.00	$ -
CO No. 1	Revised Storm Drain Routing (Modify Existing Catch Basin)	EA	2	2.00	0.00	100.00%	$ (3,500.00)	$ (7,000.00)	$ (7,000.00)	$ -
23	NEW CATCH BASIN	EA	2	2.00	0.00	100.00%	$ 5,500.00	$ 11,000.00	$ 11,000.00	$ -
24	TRAFFIC RATED NO. 3-1/2 PULL BOX	EA	15	15.00	0.00	100.00%	$ 2,050.00	$ 30,750.00	$ 30,750.00	$ -
25	TRAFFIC RATED NO. 5 PULL BOX	EA	9	9.00	0.00	100.00%	$ 2,400.00	$ 21,600.00	$ 21,600.00	$ -
26	TRAFFIC RATED NO. 9 PULL BOX	EA	2	2.00	0.00	100.00%	$ 5,000.00	$ 10,000.00	$ 10,000.00	$ -
27	(2) #6 AWG THWN AND (1) #8 AWG GND	LF	415	415.00	0.00	100.00%	$ 7.50	$ 3,112.50	$ 3,112.50	$ -
28	(2) #2 AWG THWN-2 AND (1) #2 AWG THWN-2 GND	LF	60	60.00	0.00	100.00%	$ 16.00	$ 960.00	$ 960.00	$ -
29	(2) #10 AWG THWN AND (1) #10 AWG GND	LF	1,000	1,000.00	0.00	100.00%	$ 4.50	$ 4,500.00	$ 4,500.00	$ -
30	6 STRAND MULTIMODE OSP FIBER OPTIC CABLE	LF	2,105	2,105.00	0.00	100.00%	$ 11.00	$ 23,155.00	$ 23,155.00	$ -
31	CAT 6A PAIGE DATACOM OSP GAMECHANGER SHIELDED UTP WITH ezEX48 SHIELDED CAT 6	LF	1,630	1,630.00	0.00	100.00%	$ 9.00	$ 14,670.00	$ 14,670.00	$ -
32	INSTALL NEW KAX1 LED LIGHT FIXTURES (2 HEADS) ON RTAA PROVIDED 50' POLE AND CON	EA	1	1.00	0.00	100.00%	$ 17,000.00	$ 17,000.00	$ 17,000.00	$ -
33	INSTALL NEW KAX1 LED LIGHT FIXTURES (3 HEADS) ON RTAA PROVIDED 50' POLE AND CON	EA	1	1.00	0.00	100.00%	$ 17,000.00	$ 17,000.00	$ 17,000.00	$ -
34	REMOVE AND REINSTALL ENTRY GATE ARM/ENCLOSURE, TICKET READER/DISPENSER EQU	LS	1	1.00	0.00	100.00%	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ -
35	REMOVE AND REINSTALL EXIT GATE ARM/ENCLOSURE, TICKET READER/DISPENSER EQUIP	LS	1	1.00	0.00	100.00%	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ -
36	480 TO 120/240V TRANSFORMER/PANEL LOAD CENTER MOUNTED ON PAD	EA	1	1.00	0.00	100.00%	$ 17,000.00	$ 17,000.00	$ 17,000.00	$ -

Blue Lot Final Adjusted Quantities

Item #	Description		Quantity				Cost			
		Unit	Estimated	Measured	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Measured)	$ Over/Under
37	INSTALL NEW NEMA 3R AZE TELECOM COMMUNICATIONS ENCLOSURE MODEL NUMBER RC	EA	1	1.00	0.00	100.00%	$ 14,000.00	$ 14,000.00	$ 14,000.00	$ -
38	NEW MULTISENSOR AXIS CAMERA MODEL P3727-PLE WITH AXIS T94N01D PENDANT CAP AN	EA	4	4.00	0.00	100.00%	$ 4,600.00	$ 18,400.00	$ 18,400.00	$ -
39	STRIPING AND SIGNAGE	LS	1	1.00	0.00	100.00%	$ 40,000.00	$ 40,000.00	$ 40,000.00	$ -
40	LANDSCAPING	LS	1	1.00	0.00	100.00%	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ -
CO No. 1	Revised Landscaping Plans	LS	1	1.00	0.00	100.00%	$ (91,309.00)	$ (91,309.00)	$ (91,309.00)	$ -
41	EMERGENCY ACCESS GATE	EA	1	1.00	0.00	100.00%	$ 34,000.00	$ 34,000.00	$ 34,000.00	$ -
42	DECORATIVE FENCE	LF	608	608.00	0.00	100.00%	$ 100.00	$ 60,800.00	$ 60,800.00	$ -
43	TRAFFIC CONTROL	LS	1	1.00	0.00	100.00%	$ 188,226.00	$ 188,226.00	$ 188,226.00	$ -
	BID ALTERNATES									
B1	PCC MULTI-USE PATH	SF	4,230	4,620.00	390.00	109.22%	$ 14.00	$ 59,220.00	$ 64,680.00	$ 5,460.00
	Change Orders									
CO No. 1	Revised Storm Drain Routing (10" SDR Storm Drain Line)	LF	56	56.00	0.00	100.00%	$ 195.00	$ 10,920.00	$ 10,920.00	$ -
CO No. 1	Revised Storm Drain Routing (Remove existing Drop Inlet)	EA	2	2.00	0.00	100.00%	$ 975.00	$ 1,950.00	$ 1,950.00	$ -
CO No. 1	Multimodal Fiber Revision	LS	1	1.00	0.00	100.00%	$ 13,938.00	$ 13,938.00	$ 13,938.00	$ -
	Total							**$ 2,064,726.00**	**$ 2,096,454.50**	**$ 31,728.50**

RENO-TAHOE AIRPORT AUTHORITY CONTINGENCY CHANGE ORDER

CCO No.	1
Contractor:	Sierra Nevada Construction, Inc.
Project:	RTS Airport Pavement Maintenance -2022
Project Number:	S22010B

Summary of Change and List of Attachments:

Additional P-608 (GSB-88) pavement sealing at T Hanger apron and M Block. Additional cost of $46,250.00 (see Exhibit A for details)

Final Adjusted Quantities. Additional cost of $780.00 (see Exhibit B for details)

Contingency Change Order Summary:

Contract Contingency Total:	$	80,000.00		
Total Previously Approved:	$	0.00		
Total Change this Authorization:	$	47,030.00	**ADD/DEDUCT**	
Remaining Contingency Balance:	$	32,970.00		

Change in Contract Times:

Original Duration:	40	
Previous Authorization:	0	
This Authorization:	0	**ADD/DEDUCT**
Revised Contract Time:	40	

Contract Summary:

Original Contract:	$	557,007.00
Total Previously Approved CO's	$	0.00
Total Previously Approved CCO's	$	0.00
Contract Sum Prior to this CCO	$	557,007.00
Total Change this Authorization:	$	47,030.00
New Contract Sum:	$	604,037.00

Contractor Signature Osvaldo Arias Date: 10/31/22

Sierra Nevada Construction, Inc., Osvaldo Arias

Project Mgr Signature Date: 11/03/2022

RTAA Project Mgr: Bryce Juzek

Construction Mgr Signature Kara M. Bymers Date: 10/26/2022

Atkins, Construction Manager: Kara Bymers

Manager Signature Date: 11/03/22

RTAA Mgr Engineering&Construction: Chris Cobb, P.E.

Exhibit A

SIERRA NEVADA CONSTRUCTION, INC.

Mail PO Box 50760
Sparks, NV 89435-0760

Yard 2055 East Greg Street
Sparks, NV 89431

Phone 775.355.0420
Fax 775.355.0535

NV lic. 25565, 84791 CA lic. 593393

October 26, 2022

Bryce R. Juzek, PE
Project Manager II
Engineering & Construction
Reno Tahoe Airport Authority
2001 E Plumb Lane
Reno, NV 89502

Project: Reno-Stead Pavement Maintenance Project

RE: Revised Hanger Apron GSB 88

Mr. Juzek,

Please see below Sierra Nevada Construction, Inc. (SNC) proposal for GSB 88 pavement sealing on 25,000 SY of hanger aprons located on the Reno-Stead Airport as shown on the attachment below.

BID ITEM	DESCRIPTION	UM	BID QUANTITY	UNIT PRICE	TOTAL
1	GSB 88 Pavement Sealing	SY	25,000	$ 1.85	$46,250.00
				$ -	$ -
				$ -	$ -
				$ -	$ -
				$ -	$ -
				TOTAL	$46,250.00

Should you have any questions or require additional information, please feel free to call me at (775) 484-0615.

Sincerely,

Osvaldo Arias

Osvaldo Arias
Sierra Nevada Construction
Project Manager

CCO #1

RTS-Pavement Maintenance

PROJECT: RTS Pavement Maintenance Project
SNC JOB#: 58068
CUSTOMER: RTAA

SNC
SIERRA NEVADA CONSTRUCTION, INC.
2055 east greg street
sparks, nv 89431
775•355•0420 phone
775•355•0535 fax
nv. lic. #25565 ca. lic. #593393

DESCRIPTION OF WORK: Additional GSB 88 at T Hanger Apron and M Block **For 24,000 SY**

LOCATION: Stead Airport

Labor		Straight Time		Overtime		
Name	**Type**	**Hours**	**Rate**	**Hours**	**Rate**	**Amount**
Operator foreman		16.0	68.95	4.00	92.34	$ 1,472.56
Operator		32.0	67.07	12.00	89.52	$ 3,220.48
						$ -
						$ -
						$ -
						$ -
Sub-Total						**4,693.04**

Equipment	Attachments/Rental	Number	Hours	Rate	Amount
Foreman truck			20.0	18.31	$ 366.20
Distributor			20.0	188.00	$ 3,760.00
Crew Truck			12.0	21.00	$ 252.00
Tack Pot			10.0	21.00	$ 210.00
Sweeper			10.0	225.00	$ 2,250.00
Forklift			4.0	41.00	$ 164.00
Sub-Total					**7,002.20**

Subs, Supplies or Materials	Quantity	Unit	Price	Amount
GSB 88	3600	Gal	5.86	$ 21,096.00
Haul GSB 88	35	TN	168.00	$ 5,880.00
				$ -
				$ -
				$ -
				$ -
				$ -
				$ -
Sub-Total				**$ 26,976.00**

SUB TOTAL		$	38,671.24
MARK-UP	15%	$	5,728.76
TOTAL AMOUNT		**$**	**44,400.00**

$44,400/24,000SY=$1.85/SY

Exhibit B

RTS AIRPORT PAVEMENT MANAGEMENT PROJECT - 2022 FINAL ADJUSTED QUANTITIES

Item #	Description		Quantity				Cost			
		Unit	Estimated	Measured	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Measured)	$ Over/Under
1	Mobilization/Demobilization complete at	LS	1	1.00	0.00	100.00%	$ 50,000.00	$ 50,000.00	$ 50,000.00	$ -
2	Traffic Control complete at	LS	1	1.00	0.00	100.00%	$ 47,670.25	$ 47,670.25	$ 47,670.25	$ -
3	Airport Safety & Security complete at	LS	1	1.00	0.00	100.00%	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ -
4	Type II Rapid Setting Slurry Seal (12lbs/ft3) complete and in place at	SY	29,201	29,201.00	0.00	100.00%	$ 2.75	$ 80,302.75	$ 80,302.75	$ -
5	12” Wide Solid White Stop Bar (Traffic Paint)	LF	27	27.00	0.00	100.00%	$ 1.80	$ 48.60	$ 48.60	$ -
6	4” Wide Solid White Striping (Traffic Paint)	LF	15,562	15,562.00	0.00	100.00%	$ 0.35	$ 5,446.70	$ 5,446.70	$ -
7	4” Wide Solid Double Yellow Striping (Traffic Paint)	LF	7,381	7,381.00	0.00	100.00%	$ 0.70	$ 5,166.70	$ 5,166.70	$ -
8	Handicap Pavement Marking (Thermoplastic)	EA	2	5.00	3.00	250.00%	$ 260.00	$ 520.00	$ 1,300.00	$ 780.00
9	P-608 (2:1 Dilution 2% Polymer) complete and in place at	SY	128,739	128,739.00	0.00	100.00%	$ 1.50	$ 193,108.50	$ 193,108.50	$ -
1.1	P-608 (2:1 Dilution 3% Polymer) complete and in place at	SY	34,527	34,527.00	0.00	100.00%	$ 1.50	$ 51,790.50	$ 51,790.50	$ -
2.1	P-608 (1:1 Dilution 4% Polymer) complete and in place at	SY	4,709	4,709.00	0.00	100.00%	$ 1.50	$ 7,063.50	$ 7,063.50	$ -
2.2	P-608 (1:1 Dilution 3% Polymer) complete and in place at	SY	4,709	4,709.00	0.00	100.00%	$ 1.50	$ 7,063.50	$ 7,063.50	$ -
2.3	P-608 (1:1 Dilution 2% Polymer) complete and in place at	SY	4,709	4,709.00	0.00	100.00%	$ 1.50	$ 7,063.50	$ 7,063.50	$ -
2.4	P-608 (1:1 Dilution 1% Polymer) complete and in place at	SY	4,709	4,709.00	0.00	100.00%	$ 1.50	$ 7,063.50	$ 7,063.50	$ -
2.5	P-608 (2:1 Dilution 1% Polymer) complete and in place at	SY	4,709	4,709.00	0.00	100.00%	$ 1.50	$ 7,063.50	$ 7,063.50	$ -
2.6	P-608 (2:1 Dilution 2% Polymer) complete and in place at	SY	4,709	4,709.00	0.00	100.00%	$ 1.50	$ 7,063.50	$ 7,063.50	$ -
2.7	P-608 (2:1 Dilution 3% Polymer) complete and in place at	SY	4,709	4,709.00	0.00	100.00%	$ 1.50	$ 7,063.50	$ 7,063.50	$ -
2.8	P-608 (2:1 Dilution 4% Polymer) complete and in place at	SY	4,709	4,709.00	0.00	100.00%	$ 1.50	$ 7,063.50	$ 7,063.50	$ -
3.1	P-608 (2:1 Dilution 3% Polymer) complete and in place at	SY	10,278	10,278.00	0.00	100.00%	$ 1.50	$ 15,417.00	$ 15,417.00	$ -
4.1	Type I Rapid Setting Slurry Seal (8lbs/ft3) complete and in place at	SY	18,014	18,014.00	0.00	100.00%	$ 2.00	$ 36,028.00	$ 36,028.00	$ -
	CHANGE ORDERS							$ -	$ -	$ -
1	Revised Hangar Apron GSB88 Pavement Sealing	SY	25,000	25,000.00	0.00	100.00%	$ 1.85	$ 46,250.00	$ 46,250.00	$ -
	Total							**$ 603,257.00**	**$ 604,037.00**	**$ 780.00**

CHANGE ORDER

Distribution to:

RTAA PURCHASING	☒
PM	☒
CM	☒
ENGINEER	☒
CONTRACTOR	☒
FAA	☒

Reno-Tahoe Airport Authority
Reno-Tahoe International Airport
Reno-Stead Airport
Box 12490
Reno, NV 89510

Project: Taxiway Alpha and Aircraft Apron Reconstruction
Project-Phase 3
Solicitation #: ITB #21/22-17

To: Granite Construction Company
P.O. Box 2087
Sparks, NV 89431

Change Order Number 01 (Grant 48-2022)
Change Order Initiation Date: November 15, 2022
AIP No. 3-32-0018-48-2022
Original Contract Date: 4/14/2022

You are directed to make the following changes in the Contract:

Award modified Bid Alternate No. 3 and to utilize stabilization method of P-207 Pulverize 14" and Cement Treat 10" at 4% in lieu of P-154-1 Uncrushed Aggregate Subbase Course (4 Inches Thick), P-156-1 Cement Treated Subgrade (5% Cement,10 Inches Thick), P-209-1 Crushed Aggregate Base Course (6 Inches Thick) P-304S-1 Cement-Treated Base Course (6 Inches Thick) (See Exhibit A)	**$137,340.00**
Award the remaining quantity of P-207 Pulverize 14" and Cement Treat 10" at 4% in lieu of P-154-1 Uncrushed Aggregate Subbase Course (4 Inches Thick) from Bid Alternate No. 2 (See Exhibit B)	**$28,384.00**
Award the remaining quantity of P-207 Pulverize 14" and Cement Treat 10" at 4% in lieu of P-154-1 Uncrushed Aggregate Subbase Course (4 Inches Thick) from Bid Alternate No. 1 (See Exhibit C)	**$19,872.00**
Award Bid Alternate Nos. 5 and 6 in their entirety. All estimated quantities and unit prices will remain the same at time of bid. (See Exhibit D)	**$83,800.00**
Total	**$269,396.00**

All other terms, conditions, and requirements not modified herein remain unchanged.

Not valid until signed by ALL parties. Execution of this Change Order by both Owner and Contractor constitutes a binding agreement and serves as a full accord and satisfaction of any claim, demand, lien, stop notice or further request for compensation, past or present, known or unknown, and/or time extension arising out of or by virtue of the work described above in the Change Order. Contractor's signature indicates agreement herewith, including any adjustments in the Contract Sum or Contract Time.

The Original Contract Sum was.....	$3,099,099.00
Net Changes by Previously Authorized Change Orders	($21.38)
Net Changes by Previously Authorized Contingency Change Orders	$0.00
The Revised Contract Sum Prior to this Change Order was.....	$3,099,077.62
The Contract Sum will be **increased** by this Change Order.	$269,396.00
The new Contract Sum, including this Change Order will be	$3,368,473.62

The Contract Completion date prior to this Change Order was November 11, 2022.
The Contract Time will not change due to this change order.

Authorized By:

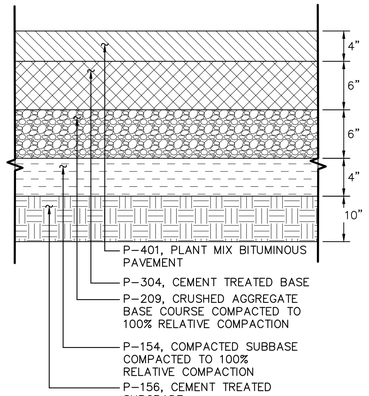
Atkins North America	**Kimley-Horn**	**Granite**	**Reno-Tahoe Airport Authority**
Construction Manager	Engineer/Architect	Contractor	Owner
10509 Professional Cir. Ste 103	7900 Rancharrah Pky, Ste 100,	P.O. Box 2087	P.O. Box 12490
Reno, NV 89521	Reno, Nevada 89511	Sparks, NV 89431	Reno, NV 89510
By: Kara Bymers	By: Heath Hildebrandt	By: Matt Cates	By: Chris Cobb
11/16/2022	11/18/2022	11/17/22	11/18/22
Date	Date	Date	Date

Exhibit A

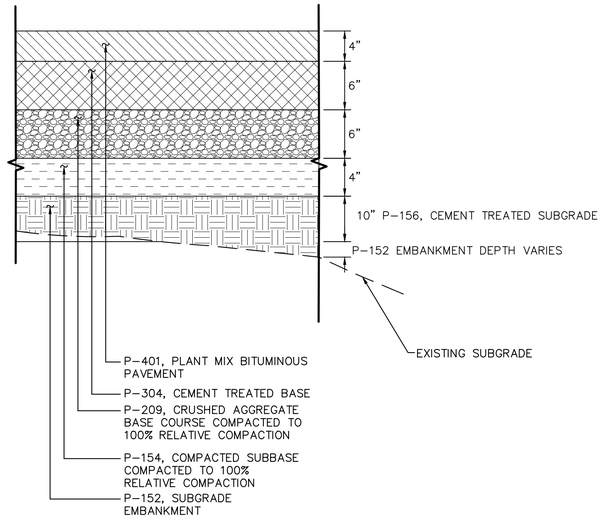
Taxiway Alpha and Aircraft Apron Reconstruction Project-Phase 3 Bid Alt 3

Item #	Description	Unit	Quantity				Cost			Comments
			Estimated	Projected	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Projected)	
P-101-1	Full Depth Pavement Section Removal (Bituminous)	SY	990	-	(990.00)	0.00%	$5.00	$ 4,950.00	$ -	
P-101-2	Full Depth Pavement Section Removal (Bituminous and Concrete)	SY	110	110.00	0.00	100.00%	$50.00	$ 5,500.00	$ 5,500.00	
P-101-6	Partial Depth Milling 2"	SY	115	115.00	0.00	100.00%	$3.00	$ 345.00	$ 345.00	
P-102-1	Airport Safety and Security	MO	0.5	0.43	(0.07)	85.45%	$110,000.00	$ 55,000.00	$ 47,000.00	
P-152-1	Unclassified Excavation	CY	500	-	(500.00)	0.00%	$12.00	$ 6,000.00	$ -	
P-152-3	Owner Authorized Over-Excavation (Contingent)	CY	50.0	-	(50.00)	0.00%	$68.00	$ 3,400.00	$ -	
P-152-4	Disposal of Contaminated Material (Contingent)	CY	50	-	(50.00)	0.00%	$310.00	$ 15,500.00	$ -	
P-152-6	Asphalt Milling Placement (3 Inches Min. Thick)	SY	1,350	1,350.00	0.00	100.00%	$0.40	$ 540.00	$ 540.00	
P-154-1	Uncrushed Aggregate Subbase Course (4 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$11.00	$ 12,100.00	$ -	
P-156-1	Cement Treated Subgrade (5% Cement,10 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$18.00	$ 19,800.00	$ -	
P-209-1	Crushed Aggregate Base Course (6 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$14.00	$ 15,400.00	$ -	
P-304S-1	Cement-Treated Base Course (6 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$26.00	$ 28,600.00	$ -	
P-401-1	Hot Mix Asphalt (HMA) Pavement (4 Inches Thick)	SY	1,100	1,100.00	0.00	0.00%	$40.00	$ 44,000.00	$ 44,000.00	
P-401-3	Hot Mix Asphalt (HMA) Pavement (2 Inches Thick)	SY	115	115.00	0.00	100.00%	$37.00	$ 4,255.00	$ 4,255.00	
P-620-2	Permanent Non-Reflective Airfield Pavement Marking	SF	200	200.00	0.00	100.00%	$2.50	$ 500.00	$ 500.00	
	Total							**$ 215,890.00**	**$ 102,140.00**	
P-207	Pulverize 14" and Cement Treat 10" at 4%	SY	0	1100	1100.00		$ 32.00	$ -	$ 35,200.00	
	Total								**$137,340.00**	**Funded Utilizing Grant 3-32-0018-48-2022**

GENERAL NOTES:
1. REFER TO C500 SERIES FOR GRADING CONFORMANCE.
2. EXISTING TO BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED.
3. RELATIVE DENSITIES FOR ALL SECTIONS INDICATED ARE BASED ON ASTM D1557.

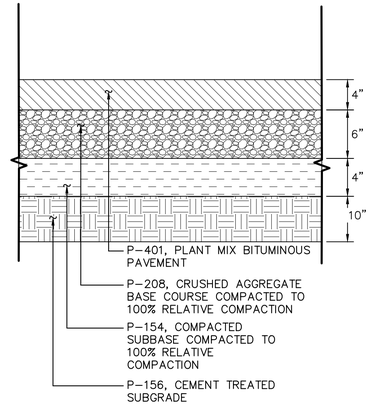


TYPICAL CUT SECTION

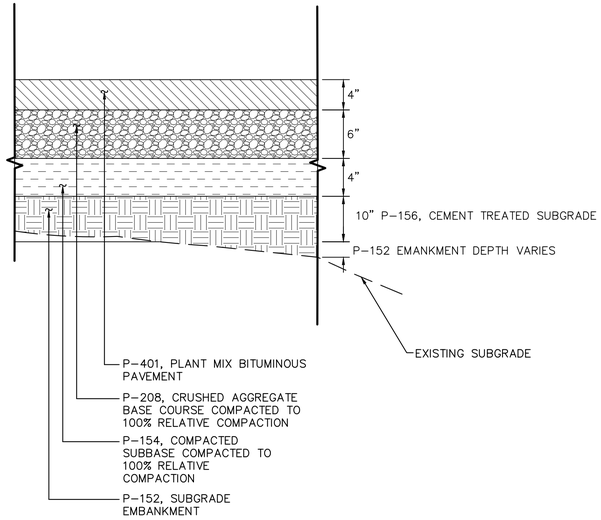


TYPICAL FILL SECTION

P1 / C101 — FULL STRENGTH PAVEMENT SECTION — N.T.S.

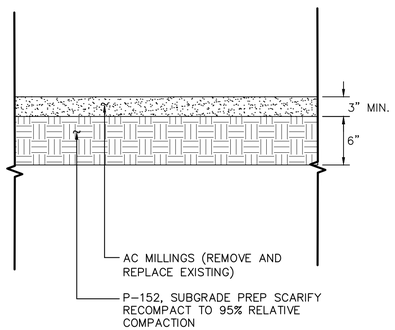


TYPICAL CUT SECTION

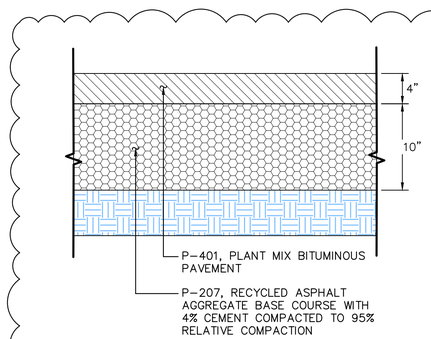


TYPICAL FILL SECTION

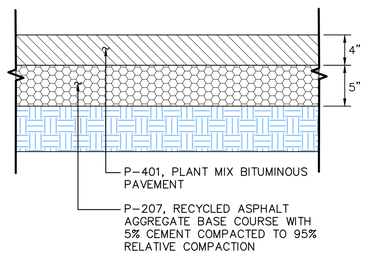
P2 / C101 — LIGHT-DUTY PAVEMENT SECTION — N.T.S.



P3 / C101 — TAXIWAY SHOULDER SECTION — N.T.S.



P4 / C101 — FULL STRENGTH FDR PAVEMENT SECTION — N.T.S.



P5 / C101 — LIGHT-DUTY FDR PAVEMENT SECTION — N.T.S.

JUNE 2022
ISSUED FOR CONSTRUCTION

BY	DATE	REVISIONS	No.
JWF	09/19/22	PAVEMENT SECTIONS	1

Kimley»Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
7900 RANCHARRAH PARKWAY, SUITE 100, RENO, NV 89511
PHONE: 775-787-7552
WWW.KIMLEY-HORN.COM

STATE OF NEVADA — PROFESSIONAL ENGINEER — TIMOTHY HEARD — No. 18201 — Exp. 6/30/23 — CIVIL — 09-19-2022
(HOLDER AND)

KHA PROJECT	091479023
DATE	09/19/2022
SCALE	N/A
DESIGNED BY	STH
DRAWN BY	JPC
CHECKED BY	THH

TYPICAL SECTIONS

RENO-TAHOE AIRPORT AUTHORITY
TAXIWAY A & AIRCRAFT APRON RECONSTRUCTION PROJECT PHASE 3
RENO NEVADA

SHEET NUMBER
C203
SHEET 18 OF 36

ITEM P-207 IN-PLACE FULL DEPTH RECLAMATION (FDR) RECYCLED ASPHALT AGGREGATE BASE COURSE

DESCRIPTION

207-1.1 This item consists of a recycled asphalt aggregate base course resulting from the in-place full depth reclamation (FDR) of the existing pavement section (asphalt wearing surface and aggregate base), plus mechanical stabilization with additional aggregate or chemical stabilization with cement, asphalt emulsion or fly ash when required.

MATERIALS

207-2.1 Aggregate. The FDR shall consist of materials produced by recycling (pulverizing and mixing) the existing asphalt pavement, aggregate base, subgrade, and any additional aggregate as necessary. Material larger than 2 inches in any dimension shall not be permitted in the recycle asphalt aggregate base course.

The FDR shall meet the gradation in the table below.

FDR Gradation

Sieve	Minimum Percentage by weight passing sieves
2 inch (51 mm)	100
No. 4 (4.75 mm)	55
No. 200 (75 µm)	0-15

a. Deleterious substances. Materials for aggregate base shall be kept free from weeds, sticks, grass, roots and other foreign matter.

b. Uniformity. The materials shall be thoroughly recycled (pulverized and mixed) to ensure a uniform gradation.

207-2.2 Stabilization.

a. Mechanical stabilization. If necessary, addition of corrective aggregate material to adjust gradation shall be equivalent to P-208 or better.

b. Chemical Stabilization. Cement shall meet the requirements of ASTM C150 or ASTM C595. Materials shall be handled, stored, and applied in accordance with all federal, state, and local requirements.

207-2.3 Water. Water used in mixing or curing shall be from potable water sources. Other sources shall be tested in accordance with ASTM C1602 prior to use.

207-2.4 Quality Control (QC) Sampling and testing. The Contractor shall take at least two FDR samples per day of production in the presence of the Resident Project Representative (RPR) to check the gradation. Sampling shall be per ASTM D75. Material shall meet the requirements in paragraph 207-2.1.

Samples shall be taken from the in-place, un-compacted material at random sampling locations per ASTM D3665.

CONSTRUCTION METHODS

207-3.1 Milling. Milling is not required.

207-3.2 Control Strip. The first half-day of construction shall be considered the control strip. The Contractor shall demonstrate, in the presence of the RPR, that the materials, equipment, and construction processes meet the requirements of the specification. The sequence and manner of rolling necessary to obtain specified density requirements shall be determined. Control strips that do not meet specification requirements shall be reworked, re-compacted, or removed and replaced at the Contractor's expense. Full operations shall not begin until the control strip has been accepted by the RPR. Upon acceptance of the control strip by the RPR, the Contractor shall use the same equipment, materials, and construction methods for the remainder of construction, unless adjustments made by the Contractor are approved in advance by the RPR.

207-3.3 Recycling (Pulverization and mixing). The asphalt pavement, aggregate base and subgrade shall be recycled (pulverized and mixed) into a uniformly blended mixture cement and water to the depth indicated on the plans. The cement percentage by dry unit weight shall be as indicated on the plans. All material over approximately 2 inches (50 mm) shall be removed by the Contractor. The mixture shall be brought to the desired moisture content.

The maximum lift thickness of the recycled aggregate base course material to be compacted shall be 10 inches.

207-3.4 Grading and compaction. Immediately upon completion of recycling (pulverization and mixing), the material shall be shaped and graded in accordance with the project plans. The recycled asphalt aggregate base course shall be compacted within the same day to an in-place density of 95% as determined by ASTM D1557. The moisture content of the material during compaction shall be within ±2% of the optimum moisture content as determined by ASTM D2216. The number, type and weight of rollers shall be sufficient to compact the material to the required density. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

207-3.5 Finishing. The surface of the aggregate base course shall be finished by blading or with automated equipment designed for this purpose. If the top layer is 1/2 inch (12 mm) or more below grade, the top layer shall be scarified to a depth of at least 3 inches (75mm), new material added, and the layer blended and re-compacted to bring it to grade. The addition of layers less than 3 inches (75mm) shall not be allowed.

207-3.6 Proof rolling. Compacted asphalt aggregate base course shall be proof rolled with a tandem axle dual wheel dump truck loaded to the legal limit with tires inflated to 80 psi (550 kPa) in the presence of the RPR. Soft areas that deflect greater than 0.5 inch (12 mm) or show permanent deformation greater than 0.5 inch (12 mm) shall be removed and reworked at the Contractor's expense.

207-3.7 Weather limitations. When weather conditions detrimentally affect the construction process and/or quality of the materials, the Contractor shall stop construction. Cement or fly ash shall not be applied when wind conditions affect the distribution of the materials. When the aggregates contain frozen materials or when the underlying course is frozen or wet, the construction shall be stopped. Construction shall not be performed unless the atmospheric temperature is above 35°F (2°C) and rising or approved by the RPR. When the temperature falls below 35°F (2°C), protect all completed areas against detrimental effects of freezing by approved methods. Correct completed areas damaged by freezing, rainfall, or other weather conditions to meet specified requirements.

207-3.8 Maintenance. The asphalt aggregate base course shall be maintained in a satisfactory condition until the work is accepted by the RPR. Equipment used in the construction of an adjoining section may be routed over completed sections of asphalt aggregate base course, provided that no damage results and equipment is routed over the full width of the completed asphalt aggregate base course. Any damage to the recycled asphalt aggregate base course shall be repaired by the Contractor at the Contractor's expense.

207-3.9 Surface tolerances. The finished surface shall be tested for smoothness and accuracy of grade. Any area failing smoothness or grade shall be scarified to a depth of at least 3 inches (75 mm), reshaped and re-compacted by the Contractor at the Contractor's expense.

a. Smoothness. The finished surface shall not vary more than 3/8-inch (9 mm) when tested with a 12-foot (3.7-m) straightedge applied parallel with and at right angles to the centerline. The straightedge shall be moved continuously forward at half the length of the 12-foot (3.7-m) straightedge for the full length of each line on a 50-foot (15-m) grid.

b. Grade. The grade shall be measured on a 50-foot (15-m) grid and shall be within +0 and -1/2 inch (12 mm) of the specified grade.

207-3.10 Acceptance sampling and testing for density. FDR base course shall be accepted for density and thickness on an area basis. One (1) test for density and thickness will be made for each 1200 square yds (1000 square meters). Sampling locations will be determined on a random basis in accordance with ASTM D3665.

a. Density. The RPR shall perform all density tests.

Each area will be accepted for density when the field density is at least 95% of the maximum density of the FDR base course in accordance with ASTM D1557. The in-place field density shall be determined in accordance with ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938. If the specified density is not attained, the area represented by the failed test must be reworked and/or recompacted and two additional random tests made. This procedure shall be followed until the specified density is reached. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

b. Thickness. The thickness of the base course shall be within +0 and -1/2 inch (12 mm) of the specified thickness as determined by depth tests taken by the Contractor in the presence of the RPR for each area. Where the thickness is deficient by more than 1/2-inch (12 mm), the Contractor shall correct such areas at no additional cost by scarifying to a depth of at least 3 inches (75 mm), adding new material, and recompacted to grade. The Contractor shall replace, at his expense, base material where depth tests have been taken.

METHOD OF MEASUREMENT

207-4.1 The quantity of FDR asphalt aggregate base course shall be measured by the number of square yards (m^2) of material in compliance with the plans and specifications.

207-4.2 The quantity of corrective aggregate material or cement shall not be measured separately.

BASIS OF PAYMENT

207-5.1 Payment shall be made at the contract unit price per square yard (m^2) for recycling the existing asphalt pavement, aggregate base course, subgrade and mixing with stabilizing agent, if required, spreading, compacting, and maintaining the recycled material to the compacted thickness as indicated on

the drawings. There shall be no separate measurement or payment for the removal, haul, and placement of excess material at a location determined by the Owner. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools and incidentals to complete the item.

Payment will be made under:

Item P207-5.1	In-place Full Depth Recycled (FDR) asphalt aggregate base course (10" depth, 4% Cement) – per square yard
Item P207-5.2	In-place Full Depth Recycled (FDR) asphalt aggregate base course (5" depth, 5% Cement) – per square yard

207-5.2 There shall be no separate payment for corrective aggregate material or cement.

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM C29	Unit Weight of Aggregate
ASTM C88	Soundness of Aggregates by Use of Sodium or Magnesium Sulfate
ASTM C117	Materials Finer than 75-μm (No. 200) Sieve in Mineral Aggregate by Washing
ASTM C131	Resistance to abrasion of Small Size Coarse Aggregate by Use of Los Angeles Machine
ASTM C136	Sieve or Screen Analysis of Fine and Coarse Aggregate
ASTM C150	Standard Specification for Portland Cement
ASTM C595	Standard Specification for Blended Hydraulic Cements
ASTM C1602	Standard Specification for Mixing Water Used in the Production of Hydraulic Cement Concrete
ASTM D75	Sampling Aggregate
ASTM D558	ASTM D558 Standard Test Methods for Moisture-Density (Unit Weight) Relations of Soil-Cement Mixtures
ASTM D698	Moisture Density Relations of Soils and Aggregate using 5.5 lb Rammer and 12 in drop
ASTM D977	Standard Specification for Emulsified Asphalt
ASTM D1556	Test Method for Density and Unit Weight of Soil in Place by the Sand Cone Method
ASTM D1557	Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort
ASTM D2216	Test Methods for Laboratory Determination of Water (Moisture) Soil and Rock by Mass

ASTM D2419	Test Method for Sand Equivalent Value of Soils and Fine Aggregate
ASTM D2487	Standard Practice for Classification of Soils for Engineering Purposes (Unified Soil Classification System)
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D4318	Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D4491	Standard Test Methods for Water Permeability of Geotextiles by Permittivity
ASTM D4751	Standard Test Methods for Determining Apparent Opening Size of a Geotextile
ASTM D5821	Standard Test Method for Determining the Percentage of Fractured Particles in Coarse Aggregate
ASTM D6938	Standard Test Method for In-Place Density and Water Content of Soil and Soil Aggregate by Nuclear Methods (Shallow Depth)

American Association of State Highway and Transportation Officials (AASHTO)

M288	Standard Specification for Geosynthetic Specification for Highway Applications

END OF ITEM P-207

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Exhibit B

Taxiway Alpha and Aircraft Apron Reconstruction Project-Phase 3 Bid Alt 2

Item #	Description		Quantity				Cost			
		Unit	Estimated	Projected	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Projected)	Comments
P-101-1	Full Depth Pavement Section Removal (Bituminous)	SY	980	-	(980.00)	0.00%	$5.00	$ 4,900.00	$ -	
P-101-2	Full Depth Pavement Section Removal (Bituminous and Concrete)	SY	120	120.00	0.00	100.00%	$50.00	$ 6,000.00	$ 6,000.00	
P-101-6	Partial Depth Milling 2"	SY	115	115.00	0.00	100.00%	$3.00	$ 345.00	$ 345.00	
P-102-1	Airport Safety and Security	MO	0.5	0.40	(0.10)	80.00%	$110,000.00	$ 55,000.00	$ 44,000.00	
P-152-1	Unclassified Excavation	CY	500	-	(500.00)	0.00%	$12.00	$ 6,000.00	$ -	
P-152-3	Owner Authorized Over-Excavation (Contingent)	CY	50.0	-	(50.00)	0.00%	$68.00	$ 3,400.00	$ -	
P-152-4	Disposal of Contaminated Material (Contingent)	CY	50	-	(50.00)	0.00%	$310.00	$ 15,500.00	$ -	
P-152-6	Asphalt Milling Placement (3 Inches Min. Thick)	SY	1,400	1,400.00	0.00	100.00%	$0.40	$ 560.00	$ 560.00	
P-154-1	Uncrushed Aggregate Subbase Course (4 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$11.00	$ 12,100.00	$ -	
P-156-1	Cement Treated Subgrade (5% Cement,10 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$18.00	$ 19,800.00	$ -	
P-209-1	Crushed Aggregate Base Course (6 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$14.00	$ 15,400.00	$ -	
P-304S-1	Cement-Treated Base Course (6 Inches Thick)	SY	1,100	-	(1100.00)	0.00%	$26.00	$ 28,600.00	$ -	
P-401-1	Hot Mix Asphalt (HMA) Pavement (4 Inches Thick)	SY	1,100	1,100.00	0.00	0.00%	$40.00	$ 44,000.00	$ 44,000.00	
P-401-3	Hot Mix Asphalt (HMA) Pavement (2 Inches Thick)	SY	115	115.00	0.00	100.00%	$37.00	$ 4,255.00	$ 4,255.00	
P-620-2	Permanent Non-Reflective Airfield Pavement Marking	SF	200	200.00	0.00	100.00%	$2.50	$ 500.00	$ 500.00	
	Total							**$ 216,360.00**	**$ 99,660.00**	
P-207	Pulverize 14" and Cement Treat 10" at 4%	SY	0	213	213.00		$ 32.00	$ -	$ 6,816.00	
	Total								**$ 106,476.00**	**Funded Utilizing Grant 3-32-0018-47-2022**
P-207	Pulverize 14" and Cement Treat 10" at 4%	SY	0	887	887.00		$ 32.00	$ -	$ 28,384.00	
	Total								**$28,384.00**	**Funded Utilizing Grant 3-32-0018-48-2022**

Exhibit C

Taxiway Alpha and Aircraft Apron Reconstruction Project-Phase 3 Bid Alt 1

Item #	Description		Quantity				Cost			
		Unit	Estimated	Projected	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Projected)	Comments
P-101-1	Full Depth Pavement Section Removal (Bituminous)	SY	1,150	-	(1150.00)	0.00%	$5.00	$ 5,750.00	$ -	
P-101-6	Partial Depth Milling 2"	SY	115	115.00	0.00	100.00%	$3.00	$ 345.00	$ 345.00	
P-102-1	Airport Safety and Security	MO	0.5	0.40	(0.10)	80.00%	$110,000.00	$ 55,000.00	$ 44,000.00	
P-152-1	Unclassified Excavation	CY	500	-	(500.00)	0.00%	$12.00	$ 6,000.00	$ -	
P-152-3	Owner Authorized Over-Excavation (Contingent)	CY	50	-	(50.00)	0.00%	$68.00	$ 3,400.00	$ -	
P-152-4	Disposal of Contaminated Material (Contingent)	CY	50	-	(50.00)	0.00%	$310.00	$ 15,500.00	$ -	
P-152-6	Asphalt Milling Placement (3 Inches Min. Thick)	SY	1,250	1,250.00	0.00	100.00%	$0.40	$ 500.00	$ 500.00	
P-154-1	Uncrushed Aggregate Subbase Course (4 Inches Thick)	SY	1,150	-	(1150.00)	0.00%	$11.00	$ 12,650.00	$ -	
P-156-1	Cement Treated Subgrade (5% Cement,10 Inches Thick)	SY	1,150	-	(1150.00)	0.00%	$18.00	$ 20,700.00	$ -	
P-209-1	Crushed Aggregate Base Course (6 Inches Thick)	SY	1,150	-	(1150.00)	0.00%	$14.00	$ 16,100.00	$ -	
P-304S-1	Cement-Treated Base Course (6 Inches Thick)	SY	1,150	-	(1150.00)	0.00%	$26.00	$ 29,900.00	$ -	
P-401-1	Hot Mix Asphalt (HMA) Pavement (4 Inches Thick)	SY	1,150	1,150.00	0.00	100.00%	$40.00	$ 46,000.00	$ 46,000.00	
P-401-3	Hot Mix Asphalt (HMA) Pavement (2 Inches Thick)	SY	115	115.00	0.00	0.00%	$37.00	$ 4,255.00	$ 4,255.00	
P-620-2	Permanent Non-Reflective Airfield Pavement Marking	SF	200	200.00	0.00	100.00%	$2.50	$ 500.00	$ 500.00	
	Original Total							**$ 216,600.00**	**$ 95,600.00**	
P-207-1	Pulverize 14" and Cement Treat 10" at 4%	SY	0	529	529.00		$ 32.00	$ -	$ 16,928.00	
	Total								**$ 112,528.00**	**Funded Utilizing Grant 3-32-0018-46-2022**
P-207-2	Pulverize 14" and Cement Treat 10" at 4%	SY	0	621	621.00		$ 32.00	$ -	$ 19,872.00	
	Total								**$19,872.00**	**Funded Utilizing Grant 3-32-0018-48-2022**

Exhibit D

Taxiway Alpha and Aircraft Apron Reconstruction Project-Phase 3 Bid Alt 5&6

Item #	Description		Quantity				Cost			
		Unit	Estimated	Projected	Over/Under	% Complete	Unit Cost	Bid Price	$ Extended (Projected)	Comments
	Bid Alternate No. 5									
L-125-2	New LED Apron Light Retrofit with Remote Driver Cabinet Install on Existing Pole and Foundation (5 fixtures/pole)	EA	1	1.00	0.00	100.00%	$46,800.00	$ 46,800.00	$ 46,800.00	
	Bid Alternate No. 6									
L-125-1	New LED Apron Light Retrofit with Remote Driver Cabinet Install on Existing Pole and Foundation (4 fixtures/pole)	Ea	1	1.00	0.00	100.00%	$37,000.00	$ 37,000.00	$ 37,000.00	
								$ -	$ -	
	Total							**$ 83,800.00**	**$ 83,800.00**	**Funded Utilizing Grant 3-32-0018-48-2022**

Administrative Report

Date: December 6, 2022
To: All Board Members
From: Daren Griffin, President/CEO
Subject: Budget Transfers

The following is a list of unbudgeted fixed asset, capital project and/or O&M transfers:

Department	Amount	From	To	Purpose
Engineering	$80,000	Capital Project	Capital Project	Airfield Maintenance/Airport Operations Administrative Office Remodel
Engineering	$30,000	Capital Project	Capital Project	MZ3 HVAC Replacement
Engineering	$20,000	Capital Project	Capital Project	Air Cargo Way Lift Station
Engineering	$15,000	Capital Project	Capital Project	GA West concrete repair

A total of $145,000 is transferred between capital projects to provide required funding from available budget identified by the Engineering department as follows:

- $80,000 to fund the cost overrun of the Airfield Maintenance/Airport Operations Administrative Office Remodel project. The funding comes from the GA F Row Roof Replacement project that was accomplished below budget.
- $30,000 to the MZ3 HVAC Replacement project. Bids are over engineers' initial estimate. The funding comes from the Long-Term Parking Lot Backup Power project that was completed below budget.
- $20,000 to the Air Cargo Way Lift Station Replacement project. The funding need comes from a slight change in scope of the project to purchase bypass pumps instead of renting the equipment. The funding comes from the GA F Row Roof Replacement project that was completed below budget.
- $15,000 to the GA West Concrete Repair project. Bids are over engineers' initial estimate. The additional funding comes from the GA East Concrete Repair project estimated to be completed below budget.

wemoveyou

Reno-Tahoe Airport Authority

Administrative Report

Date: December 06, 2022

To: All Board Members

From: Daren Griffin, President/CEO

Subject: Financial Reporting Package – October 2022

EXECUTIVE SUMMARY

Attached is the Financial Reporting Package for the four-month period ending October 31, 2022, of Fiscal Year (FY) 2022-23. The package includes a high-level summary of total revenues and expenses followed by a more detailed discussion of key metrics.

The month of October continued the volatile trend regarding United States equities, but with a more optimistic note. The latest Consumer Price Index (CPI) measured in October was 7.7%, which was a 0.5% decrease from September. While a reduction in CPI is welcomed news, the US Central Bank will need multiple months of a lower CPIs before changing their current monetary policies of increasing interest rates to help combat the fight against inflation.

October retail sales were very strong for the month of October, which alludes to early holiday shopping or a holiday season that will be stronger than usual. While robust holiday shopping may imply a still strong economy, further analysis reveals personal saving rates have dropped to 3.1% in September, from 7.5% at the start of the year. In addition, consumer debt increased by $351 billion, in the third quarter, the largest increase since 2007. The combination of reduced savings and increased debt are most likely responsible for the increased spending, even with high inflation.

With no COVID related travel restrictions, increased traffic demand, and local events planned to resume their regular schedules, RNO has forecasted to reach 2.367 million enplaned passengers in FY 2022-23, above the pre-pandemic results. While travel demand remains strong the market continues to be relatively uncertain; passenger airlines are adjusting schedules often based on their operational challenges. In general, airlines have significantly reduced their Fall schedules at RNO, primarily due to staff shortages and other operational challenges. This reduction in scheduled flights can potentially have a negative impact on airline and non-airline revenues. Staff is currently conducting a midyear analysis that will result in an updated traffic forecast. Total passenger traffic (enplaned and deplaned) for the first four months of FY 2022-23 is 9.5% above the same period in FY 2021-22.

Federal stimulus: Coronavirus Aid, Relief, and Economic Security Act (CARES) and American Rescue Plan Act (ARPA) funding of $13.7 million is budgeted in FY 2022-23 – $12.5 million is allocated to the capital program and $1.1 million is allocated to the Airfield cost center as a credit to operating expenses to reduce landing fee rates. These funds are budgeted and recognized as non-operating revenues.

	YEAR TO DATE as of October 31, 2022 (In Thousands)						
	Actual Results				33.3% Of Fiscal Year		
	CURRENT YEAR	PRIOR YEAR	VARIANCE $	VARIANCE %	Y-T-D BUDGET	VARIANCE $	VARIANCE %
Operating Revenue							
Airline	$ 6,556	$ 6,729	$ (173)	-2.6%	$ 6,935	$ (379)	-5.5%
Non-Airline	15,482	14,711	771	5.2%	15,504	(21)	-0.1%
Total Operating Revenue	22,039	21,440	598	2.8%	22,439	(400)	-1.8%
Operating Expenses	(17,356)	(14,364)	(2,992)	20.8%	(19,532)	2,175	-11.1%
Net Operating Income	4,682	7,076	(2,394)	-33.8%	2,907	1,775	-61.1%
Non-Operating Income (Expense)*	7,823	5,785	2,039	35.2%	11,223	(3,400)	-30.3%
Net Income Before Depreciation	12,506	12,861	(355)	-2.8%	14,130	(1,625)	-11.5%

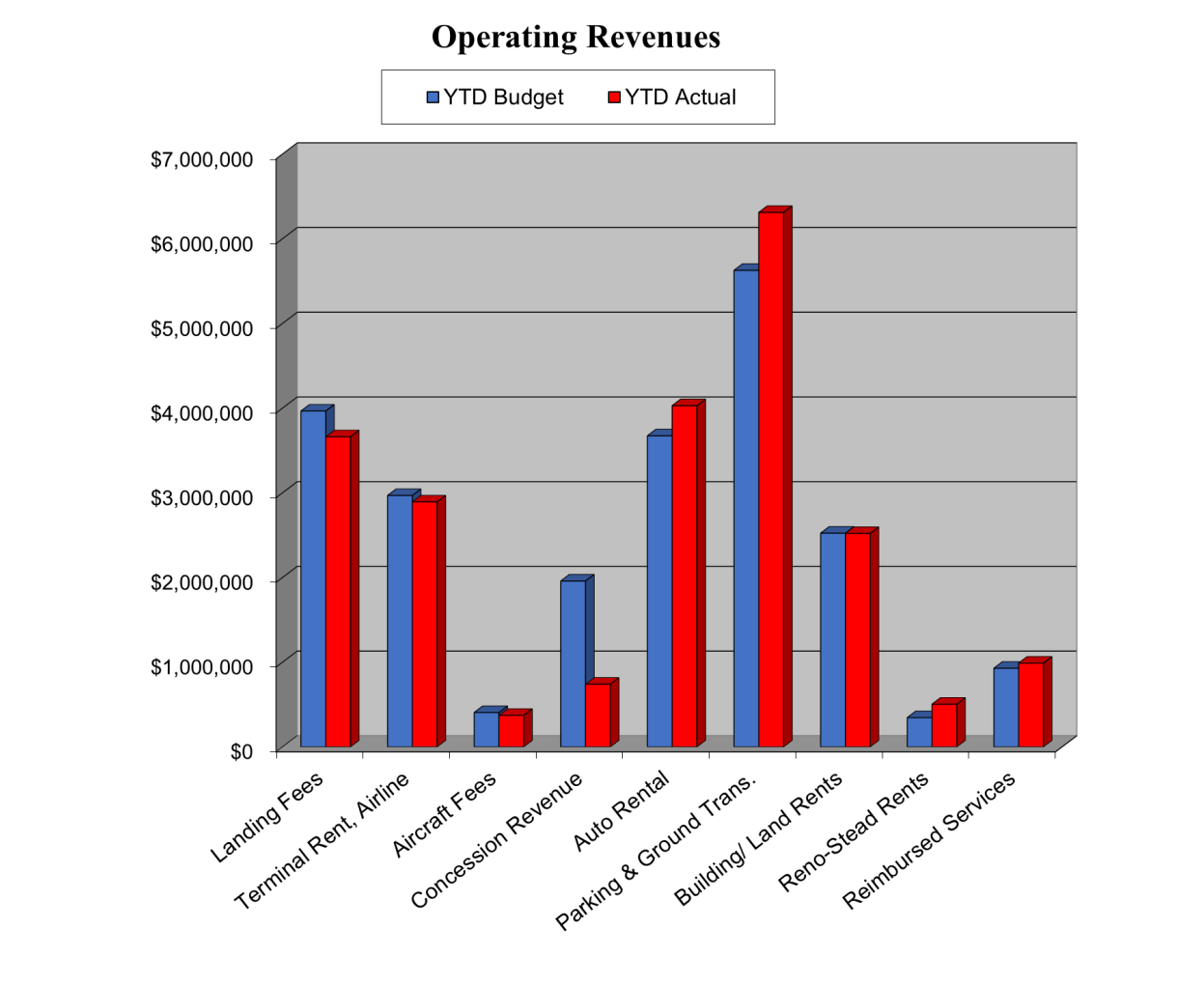
* Includes CARES Act funds

To enhance tracking of actual results as compared to budget, the budget for revenues and expenditures includes seasonal adjustments related to passenger and aircraft activity. The higher activity months are factored into revenues, including landing fees, public parking, and concessions. Other seasonal adjustments include certain utility costs and special events. The balance of budgeted operating expenses assumes one twelfth of the operating expense budget will be spent each month.

Based on actual results through October 31, 2022, net income before depreciation is approximately $12.506 million, a $1.625 million or 11.5% decrease from the budget forecast. This is primarily due to non-operating revenues being $3.400 million or 30.3% below budget. Non-operating revenues include $1.404 million of federal stimulus funds (CARES, ARPA) as of October 31, 2022. These funds are disbursed by the Federal Aviation Administration (FAA) based on reimbursement requests of qualifying expenses submitted by RTAA. The ARPA funds received through October were designated to aide concessionaires from the financial impacts of the COVID-19 Pandemic and were not included in the FY 2022-23 budget. ARPA contributions, per FAA guidance, will be applied to concessionaires as an offset of their Minimum Annual Guarantee (MAG), space rents, and concession fees owed to RTAA. These funds are rolled out as rent credits and result in a reduction to concession revenues as they are recorded as non-operating revenues.

TOTAL OPERATING REVENUES

RTAA's total Operating Revenues of $22.039 million are approximately $400,100 or 1.8% below budget through October. The below budget results are due to both lower airline and non-airline revenues. Actual results are $595,500 or 2.8% above the same period in the prior fiscal year. Reduced landed weights of 7.1% below budget for the first four months of the year were the primary reason for lower airline revenues of $378,700 when compared to budget. Non-airline revenues were impacted by the ARPA contributions of $1.404 million applied against concession revenues through October 31, 2022. As a result, the decrease in non-airline operating revenues is due to the accounting treatment of federal stimulus funds as non-operating revenues and does not impact the cash received by RTAA. Non-airline revenues include parking and ground transportation, auto rental, retail, food and beverage concessions, gaming revenues, advertising, and terminal and other building rents. The chart below reflects actual operating revenues for the fiscal year as compared to the budget amount.



AIRLINE REVENUES

Airline revenues are collected in accordance with rates and charges as specified by the formula in RTAA's Airline-Airport Use and Lease Agreement (AULA) with the signatory airlines effective July 1, 2015, through June 30, 2023. RNO has seen a reduction in airline scheduled flights compared to prior year actuals and current year projections due to labor shortages and increased operating costs. Passenger demand at RNO remains strong, with enplaned passengers recorded at 802,633 or 3.4% above budget through October. The strong passenger traffic results reflect higher than anticipated load factors, as landed weight trails behind the budget projection by 7.1%. Aha! Airlines filed bankruptcy in August and seized operations at RNO, contributing to the landed weight deficit.

Landing Fees

The formula for calculating landing fees consists mostly of cost recovery of Airfield related operating and capital improvement expenses offset by other Airfield derived revenues. Landing fees were budgeted and collected at $3.50 per 1,000 lbs. of landed weight. For the period ending October 31, 2022, landing fee revenues registered $3.663 million, approximately $302,900 or 7.6% below the adopted budget. The decrease is due to lower landed weight reported by Aha!, Alaska, Allegiant, American, Delta, Frontier, JetBlue, Southwest, Spirit, and UPS, partially offset by higher landed weight reported by United, Volaris,

and FedEx. Overall, landed weight by all airlines is 5.0% below the same period in FY 2021-22, and 7.1% below the seasonally adjusted budget forecast. The costs allocated to the Airfield cost center are 8.1% below budget based on actual results through October 31, 2022. Airlines are being selective with their flight schedules to maximize profits, leading to a reduction in total landed weight.

Airline Terminal Rents

Airline terminal rents reflect cost recovery of Terminal costs allocated to airline occupied facilities with total facility costs divided by rentable terminal square footage. The budgeted average signatory rental rate is $54.40 per sq. ft. per annum. Based on actual results for the four-month period ending October 31, 2022, airline terminal rental revenues were $2.893 million, approximately $75,700 or 2.6% below budget. The costs allocated to the Terminal cost center are 7.8% below the adopted budget based on actual results through October 31, 2022. The signatory airlines' portion of net revenues is $2.384 million, approximately $635,400, or 36.0% above the adopted budget, applied as a credit or rent reduction to terminal rents.

NON-AIRLINE REVENUES

With airline revenues derived from cost recovery formulas directly from their operations, non-airline revenues are critical for RTAA to meet other operating costs and to generate internal funds for equipment and capital projects that do not directly benefit the airlines. Non-airline operating revenues are primarily comprised of terminal and rental car concession revenues, public parking revenue, building/land rents, and reimbursement of RTAA provided services. Based on actual results for the four-month period ending October 31, 2022, non-airline operating revenues registered $15.482 million, a decrease of approximately $21,400 or 0.1% below budget. The decrease is primarily due to $1.404 million of ARPA credits applied against concession and auto rental revenues, which are recognized as non-operating income.

Non-airline revenue excluding ARPA credits increased non-airline revenue to $16.886 million, which is $1.382 million or 8.9% above Budget through October. The following is the break-down compared to budget excluding the ARPA credits: $683,800 or 12.2% from Parking and Ground Transportation, $381,800 or 10.4% higher revenues from Auto Rental, $158,300 or 45.7% from Reno-Stead Rents, $105,900 or 26.9% from Gaming, $60,500 or 6.5% from Reimbursed Services, $48,000 or 13.1% from Retail, $46,200 or 4.3% from Reno-Tahoe Building Rents, $22,600 or 3.3% from Food and Beverage, and $11,700 or 4.4% from Other Terminal Rents. These increases are partially offset by revenue declines of $61,100 or 5.1% in Reno-Tahoe Land Rents, $23,700 or 65.5% in Miscellaneous revenues, $23,400 or 72.1% in RTS Aircraft Fees, $20,200 or 7.1% in Advertising, $13,200 or 27.5% in Other Concessions, and $10,300 or 2.8% in RNO Aircraft Fees.

All Minimum Annual Guarantees (MAGs) for concessionaires have been re-instated in FY 2022-23. In addition to MAGs being re-instated, ground transportation and auto parking fees have increased which are expected to result in higher non-airline revenues. The FY 2022-23 Budget for Auto Parking and Ground Transportation revenues is $17.150 million, which is 48.4% higher than the FY 2021-22 Budget.

NON-OPERATING REVENUES

Non-Operating revenues of $7.823 million are approximately $3.400 million or 30.3% below budget based on actual results for the period ending October 31, 2022. This revenue category is primarily comprised of Customer Facility Charges (CFCs) associated with the rental car activity, Passenger Facility Charges (PFCs), federal stimulus funds (CARES, ARPA), interest income, and aviation fuel tax. Federal stimulus funds are recognized as non-operating revenues when funds are received from the FAA. Non-operating revenue includes $1.404 million of ARPA funds that were recognized through October 31,

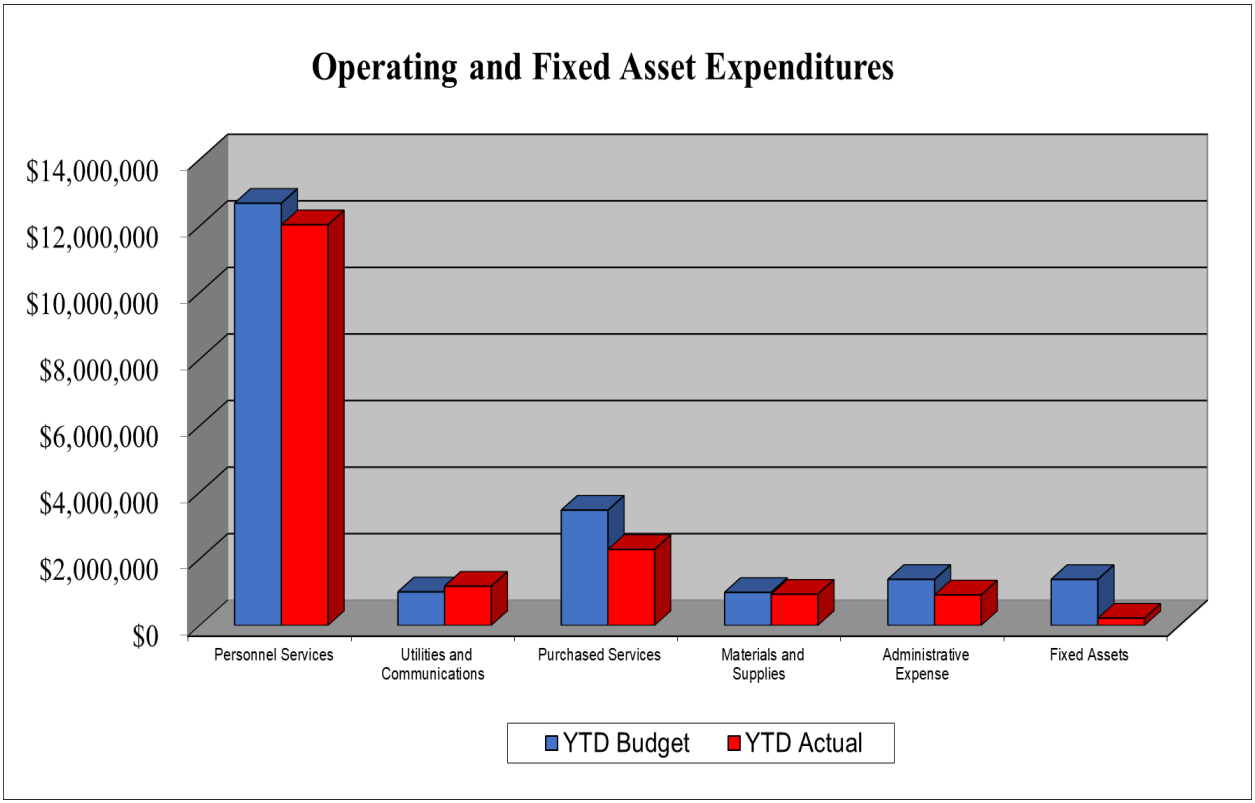
2022, which was not originally budgeted for FY 2022-23. Therefore, federal stimulus funds account for a deficit of $4.550 million of non-operating revenues. Federal stimulus funds have not been utilized so far this year for Operating and Maintenance expenses or Capital Improvement Projects. These funds are anticipated to be spent throughout the remainder of the year as projects progress, and recognized as non-operating revenues.

CFCs were increased from $5.50 to $6.50 per transaction day effective July 1, 2022. Due to the operating procedures of the car rental companies, rental car agreements booked prior to the announced new CFC rates are quoted and collected at the previous rates. This timing issue was not reflected in the adopted budget forecast. CFC revenues are $603,800 or 17.4% below budget through October 31, 2022.

PFC revenues are collected at $4.50 ($4.39 net to RTAA) per enplaned passenger. PFC revenues, including PFC fees and interest income on PFC cash balances were $27,900 or 0.9% above budget. The increase in PFC revenues is primarily due to higher number of enplaned passengers out of RNO for the first four months of FY 2022-23.

OPERATING EXPENSES

Based on actual results for the four-month period ending October 31, 2022, operating expenses were $17.356 million, $2.175 million or 11.1% below budget, and $2.992 million or 20.8% higher than prior year actual results. The savings as compared to budget include approximately $647,900 in lower Personnel Services, $1.179 million in Purchased Services, $51,800 in Materials and Supplies, and $466,400 in lower Administrative Expenses, partially offset by $170,200 in higher Utilities and Communications. The increase in Utilities and Communications is primarily due to higher energy rates.



DEBT SERVICE

On July 14, 2022, the Board approved a non-revolving credit agreement with Wells Fargo Bank to provide a short-term financing facility for its capital program. Funds can be drawn in any amount as needed, up to a maximum of $50 million. RTAA drew down $140,000 and incurred $18,404 in interest and fees as of October 31, 2022. The use of the drawdown was to cover cost of issuance and will be reimbursed from federal stimulus funds.

KEY BENCHMARKS

The following are key benchmarks and ratios used to measure financial activities and monitor the financial health and condition of RTAA:

	YEAR TO DATE (October 31, 2022)				33.3% Of Fiscal Year		
Key Statistics / Benchmarks	CURRENT YEAR	PRIOR YEAR	VARIANCE	%	Y-T-D BUDGET	VARIANCE	%
Enplaned Passengers	802,633	735,005	67,628	9.2%	775,908	26,725	3.4%
Airline Cost Per Enplaned Passenger	$ 5.84	$ 4.35	$ 1.49	34.3%	$ 7.53	(1.68)	-22.4%
Non-Airline Revenues per EPAX (a)	$ 18.06	$ 18.80	$ (0.74)	-4.0%	$ 18.78	(0.73)	-3.9%
Operating Ratio	78.8%	67.0%	11.8%	17.5%	87.0%	-8.3%	-9.5%
Days Cash On Hand	460	513	(53.0)	-10.3%	426.14	33.9	7.9%
CARES Act	$ 1,403,687	$ 375,075	$ 1,028,612	274.2%	$ 4,550,100	(3,146,413)	-69.2%

(a) Excludes cost reimbursement for the Baggage Handing System (BHS) paid by the airlines.

Enplaned Passengers

Passenger activity is a significant factor driving non-airline revenues such as public parking, terminal, and rental car concessions. Based on actual results in the first four months of FY 2022-23, enplaned passengers were 802,633, a 3.4% increase compared to the budgeted passenger traffic of 775,908, and 9.2% increase as compared to the same period last year.

Passenger airlines are operating at reduced capacity due to staffing shortages and other operational challenges leading airlines to significantly cut back on the number of flights. This trend is anticipated to continue through Fall at RNO. Due to higher than anticipated load factors enplaned passenger volumes through October were 3.4% above the budget forecast. A table and chart enclosed in this package provides a comparison of enplaned passenger traffic and market share by airline for FY 2022-23 as compared to the previous year.

Airline Cost per Enplaned Passenger (CPE)

This ratio represents airline payments for use of airport facilities (landing fees and terminal rents) in accordance with the adopted rates and charges methodology as outlined in the airline lease agreement. RTAA targets to maintain a reasonable cost structure for airlines operating at RNO to attract and maintain air service to our community. Due to operating expenses being 11.1% below budget and higher than anticipated revenue sharing credit, the signatory airline cost per enplaned passenger is estimated to be $5.84 as compared to the FY 2022-23 budget of $7.53.

Non-Airline Revenue per Enplaned Passenger

This ratio represents operating revenues derived from sources other than the airlines, divided by enplaned passengers for the fiscal year. This financial ratio measures operating revenue capacity from terminal rents, rental car concession fees, public parking, and land and building rents from non-airline facilities at both airports. Based on actual results for the first four months of the fiscal year, non-airline revenue per enplaned passenger is $18.06 as compared to the adopted budget of $18.78, and $18.80 recorded in the prior year. The stronger passenger traffic and the application of ARPA credits for concessionaires operating at RNO impacted the ratio.

Parking revenue per enplaned passenger has increased significantly from $6.18 in FY 2021-22 to $7.39 in FY 2022-23, which is in large part due to the increase in parking rates beginning July 1, 2022.

Operating Ratio

The Operating Ratio is calculated by dividing operating and maintenance expenses by total operating revenues. This ratio indicates whether the level of operating expenses as a proportion of operating revenues are consistent and tracking with the approved expenditures and revenues adopted in the budget. Generally, a lower ratio of expenses to revenues is positive since it reflects an improvement in the net operating revenues available to pay debt service and generate additional cash flow.

Based on the first four months of FY 2022-23, the operating ratio registered 78.8% as compared to the lower ratio in the prior year of 67.0%, and higher ratio in the adopted budget of 87.0%. This result as compared to budget reflects the lower operating expenses for the current fiscal year.

Days Cash on Hand (DCOH)

Days Cash on Hand is calculated by identifying unrestricted cash and investments divided by the daily operating and maintenance expenditure budget (annual operating and maintenance budget divided by 365 days). As of October 31, 2022, RTAA's DCOH was approximately 460 days, positively impacted by federal stimulus funds received through October 2022.

RTAA's policy is a desired target of 365 days. The 2020 median average, as compiled by Moody's Investor Services, is 664 for all airports and 723 for medium hub airports. The current RTAA DCOH is below the industry average for all airports and similarly sized airports. In general, rating agencies view this indicator negatively when less than 300 days and may result in a rating downgrade for the reporting airport.

OPERATING STATEMENT

RENO-TAHOE AIRPORT AUTHORITY

For the Four Months Ending October 31, 2022

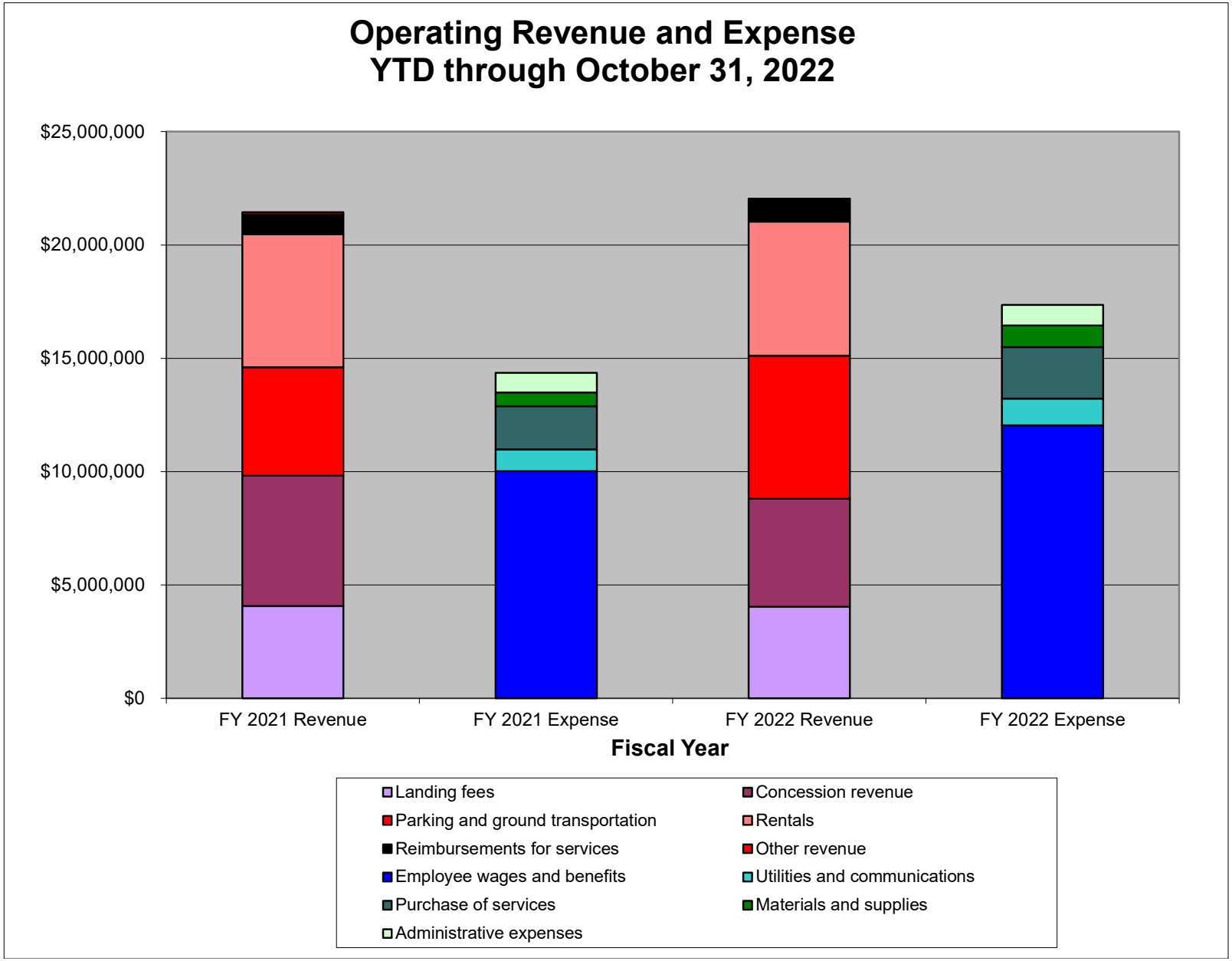
	CURRENT MONTH				*For the Four Months Ending October 31, 2022*						
									33.33%	OF FISCAL YEAR	
	CURRENT YEAR	PRIOR YEAR	VARIANCE	%	CURRENT YEAR	PRIOR YEAR	VARIANCE	%	Y-T-D BUDGET	VARIANCE	%
REVENUES											
Landing Fees	$ 875,345	$ 864,048	$ 11,296	1.3%	$ 3,662,784	$ 3,597,678	$ 65,106	1.8%	$ 3,965,712	$ (302,928)	-7.6%
Terminal Rent, Airline	697,251	774,459	(77,207)	-10.0%	2,893,355	3,131,168	(237,813)	-7.6%	2,969,100	(75,745)	-2.6%
Aircraft Fees	75,871	78,202	(2,330)	-3.0%	372,919	471,229	(98,311)	-20.9%	406,644	(33,725)	-8.3%
Concession Revenue	260,257	447,379	(187,122)	-41.8%	740,941	1,689,671	(948,730)	-56.1%	1,959,717	(1,218,776)	-62.2%
Auto Rental	805,259	801,830	3,429	0.4%	4,029,394	4,075,501	(46,106)	-1.1%	3,673,957	355,437	9.7%
Parking & Ground Transportation	1,728,041	1,243,764	484,277	38.9%	6,311,259	4,781,076	1,530,184	32.0%	5,627,414	683,846	12.2%
Reno-Tahoe Building/ Land Rents	638,816	608,785	30,031	4.9%	2,520,958	2,365,482	155,476	6.6%	2,524,176	(3,218)	-0.1%
Reno-Stead Rents	136,301	73,088	63,213	86.5%	504,763	349,427	155,336	44.5%	346,467	158,296	45.7%
Reimbursed Services	231,818	194,787	37,030	19.0%	989,727	893,057	96,671	10.8%	929,258	60,469	6.5%
Miscellaneous	6,431	15,513	(9,082)	-58.5%	12,509	85,827	(73,319)	-85.4%	36,233	(23,725)	-65.5%
OPERATING REVENUE	$ 5,455,390	$ 5,101,855	$ 353,535	6.9%	$ 22,038,609	$ 21,440,116	$ 598,493	2.8%	$ 22,438,677	$ (400,068)	-1.8%
EXPENSES											
Personnel Services	$ 3,048,842	$ 2,495,954	$ 552,888	22.2%	$ 12,037,605	$ 10,022,208	$ 2,015,397	20.1%	$ 12,685,462	$ (647,857)	-5.1%
Utilities and Communications	261,522	255,585	5,937	2.3%	1,178,284	956,649	221,636	23.2%	1,008,095	170,189	16.9%
Purchased Services	636,478	770,968	(134,491)	-17.4%	2,282,843	1,912,775	370,068	19.3%	3,462,335	(1,179,492)	-34.1%
Materials and Supplies	270,604	251,842	18,762	7.4%	939,700	599,972	339,728	56.6%	991,459	(51,759)	-5.2%
Administrative Expense	273,428	285,613	(12,184)	-4.3%	917,844	872,456	45,389	5.2%	1,384,288	(466,444)	-33.7%
OPERATING EXPENSES	$ 4,490,874	$ 4,059,962	$ 430,912	10.6%	$ 17,356,277	$ 14,364,059	$ 2,992,218	20.8%	$ 19,531,639	$ (2,175,362)	-11.1%
NET OPERATING INC. BEFORE DEPR.	$ 964,516	$ 1,041,893	$ (77,377)	-7.4%	$ 4,682,332	$ 7,076,057	$ (2,393,725)	-33.8%	$ 2,907,038	$ 1,775,294	61.1%
Depreciation and Amortization	2,095,950	2,091,095	4,855	0.2%	8,383,801	8,364,379	19,422	0.2%	9,999,600	(1,615,799)	-16.2%
OPERATING INCOME	$ (1,131,434)	$ (1,049,202)	$ (82,232)	-7.8%	$ (3,701,469)	$ (1,288,322)	$ (2,413,148)	-187.3%	$ (7,092,562)	$ 3,391,093	47.8%
NON-OPERTING INCOME (EXPENSE)											
Interest Income	$ 332,972	$ 53,588	$ 279,384	521.4%	$ 620,008	$ 174,061	$ 445,947	256.2%	$ 292,867	327,141	111.7%
Passenger Facility Charge	752,146	586,667	165,480	28.2%	2,987,749	2,808,265	179,484	6.4%	2,959,833	27,916	0.9%
Customer Facility Charge	666,208	543,414	122,794	22.6%	2,866,867	2,411,723	455,144	18.9%	3,470,637	(603,770)	-17.4%
Jet Fuel Tax Revenue	31,564	22,774	8,789	38.6%	98,561	98,025	536	0.5%	85,567	12,995	15.2%
CARES Act	220,866	0	220,866	n.a.	1,403,687	375,075	1,028,612	274.2%	4,550,100	(3,146,413)	-69.2%
G/L on Sale of Capital Assets	0	12,519	(12,519)	-100.0%	0	12,519	(12,519)	-100.0%	0	0	n.a.
Other Non-Operating Revenue (Expense)	0	0	0	n.a.	(135,000)	0	(135,000)	n.a.	0	0	n.a.
Interest Expense	(950)	(23,788)	22,838	-96.0%	(18,404)	(95,150)	76,746	-80.7%	(135,595)	117,190	-86.4%
Total	$ 2,002,807	$ 1,195,175	$ 807,632	67.6%	$ 7,823,468	$ 5,784,518	$ 2,038,950	35.2%	$ 11,223,409	$ (3,264,941)	-29.1%
Net Income Before Capital Contributions	$ 871,373	$ 145,973	$ 725,400	496.9%	$ 4,121,999	$ 4,496,196	$ (374,197)	-8.3%	$ 4,130,847	$ 126,152	3.1%

OPERATING STATEMENT

RENO-TAHOE AIRPORT AUTHORITY

For the Four Months Ending October 31, 2022

	CURRENT MONTH				*YEAR TO DATE*				ANNUAL BUDGET	
	ACTUAL	BUDGET	VARIANCE $	VARIANCE %	ACTUAL	BUDGET	VARIANCE $	VARIANCE %	TOTAL	ANNUAL BUDGET % TO DATE
REVENUES										
Landing Fees	$ 875,345	$ 1,008,526	$ (133,181)	-13.2%	$ 3,662,784	$ 3,965,712	$ (302,928)	-7.6%	$ 12,102,307	30%
Terminal Rent, Airline	697,251	742,275	(45,024)	-6.1%	$ 2,893,355	2,969,100	(75,745)	-2.6%	8,907,300	32%
Aircraft Fees	75,871	98,418	(22,546)	-22.9%	$ 372,919	406,644	(33,725)	-8.3%	1,181,011	32%
Concession Revenue	260,257	496,083	(235,826)	-47.5%	$ 740,941	1,959,717	(1,218,776)	-62.2%	5,953,000	12%
Auto Rental	805,259	934,067	(128,808)	-13.8%	$ 4,029,394	3,673,957	355,437	9.7%	11,208,806	36%
Parking & Ground Transportation	1,728,041	1,429,208	298,833	20.9%	$ 6,311,259	5,627,414	683,846	12.2%	17,150,500	37%
Reno-Tahoe Building/ Land Rents	638,816	631,044	7,772	1.2%	$ 2,520,958	2,524,176	(3,218)	-0.1%	7,572,527	33%
Reno-Stead Rents	136,301	86,617	49,685	57.4%	$ 504,763	346,467	158,296	45.7%	1,039,400	49%
Reimbursed Services	231,818	247,730	(15,912)	-6.4%	$ 989,727	929,258	60,469	6.5%	2,972,759	33%
Miscellaneous	6,431	9,058	(2,627)	-29.0%	$ 12,509	36,233	(23,725)	-65.5%	108,700	0%
OPERATING REVENUE	$ 5,455,390	$ 5,683,026	$ (227,636)	-4.0%	$ 22,038,609	$ 22,438,677	$ (400,068)	-1.8%	$ 68,196,310	32%
EXPENSES										
Personnel Services	$ 3,048,842	$ 3,171,492	$ (122,651)	-3.9%	$ 12,037,605	$ 12,685,462	$ (647,857)	-5.1%	$ 38,057,907	32%
Utilities and Communications	261,522	261,088	434	0.2%	$ 1,178,284	1,008,095	170,189	16.9%	3,133,050	38%
Purchased Services	636,478	832,580	(196,103)	-23.6%	$ 2,282,843	3,462,335	(1,179,492)	-34.1%	9,990,965	23%
Materials and Supplies	270,604	247,460	23,144	9.4%	$ 939,700	991,459	(51,759)	-5.2%	2,969,522	32%
Administrative Expense	273,428	332,585	(59,157)	-17.8%	$ 917,844	1,384,288	(466,444)	-33.7%	3,991,021	23%
OPERATING EXPENSES	$ 4,490,874	$ 4,845,205	$ (354,332)	-7.3%	$ 17,356,277	$ 19,531,639	$ (2,175,362)	-11.1%	$ 58,142,464	30%
NET OPERATING INC. BEFORE DEPR.	$ 964,516	$ 837,820	$ 126,696	15.1%	$ 4,682,332	$ 2,907,038	$ 1,775,294	61.1%	$ 10,053,846	47%
Depreciation and Amortization	2,095,950	2,500,000	(404,050)	-16.2%	8,383,801	10,000,000	(1,616,199)	-16.2%	30,000,000	28%
OPERATING INCOME	$ (1,131,434)	$ (1,662,180)	$ 530,745	31.9%	$ (3,701,469)	$ (7,092,962)	$ 3,391,493	47.8%	$ (19,946,154)	19%
NON-OPERTING INCOME (EXPENSE)										
Interest Income	$ 332,972	$ 73,217	$ 259,755	354.8%	$ 620,008	$ 292,867	$ 327,141	111.7%	878,600	71%
Passenger Facility Charge	752,146	739,958	12,188	1.6%	$ 2,987,749	2,959,833	27,916	0.9%	8,879,500	34%
Customer Facility Charge	666,208	882,375	(216,167)	-24.5%	$ 2,866,867	3,470,637	(603,770)	-17.4%	10,588,500	27%
Jet Fuel Tax Revenue	31,564	21,392	10,172	47.6%	$ 98,561	85,567	12,995	15.2%	256,700	38%
CARES Act	220,866	1,137,525	(916,659)	-80.6%	$ 1,403,687	4,550,100	(3,146,413)	-69.2%	13,650,300	10%
G/L on Sale of Capital Assets	0	0	0	n.a.	$ -	0	0	n.a.	0	n.a.
Other Non-Operating Revenue (Expense)	0	0	0	n.a.	(135,000)	0	(135,000)	n.a.	0	n.a.
Interest Expense	(950)	(33,900)	32,950	-97.2%	$ (18,404)	(135,595)	117,190	-86.4%	(406,800)	5%
Total	$ 2,002,807	$ 2,820,567	$ (817,760)	-29.0%	$ 7,823,468	$ 11,223,409	$ (3,399,941)	-30.3%	$ 33,846,800	23%
Net Income Before Capital Contributions	$ 871,373	$ 1,158,387	$ (287,015)	-24.8%	$ 4,121,999	$ 4,130,447	$ (8,448)	-0.2%	$ 13,900,646	30%


Operating Revenue and Expense
YTD through October 31, 2022
$25,000,000
$20,000,000
$15,000,000
$10,000,000
$5,000,000
$0
FY 2021 Revenue
FY 2021 Expense
FY 2022 Revenue
FY 2022 Expense
Fiscal Year
Landing fees
Concession revenue
Parking and ground transportation
Rentals
Reimbursements for services
Other revenue
Employee wages and benefits
Utilities and communications
Purchase of services
Materials and supplies
Administrative expenses

SUMMARY OF NON-AIRLINE REVENUES

Reno-Tahoe Airport Authority

	10/31/2022 YTD Actual	10/31/2021 YTD Actual	Over (Under) Prior Year	% Variance	10/31/2022 Year to Date Budget	Over (Under) Budget	% Variance	2022-23 Annual Budget	% of Annual Budget
Aircraft Fees - Reno	$ 363,892	$ 409,755	$ (45,863)	-11.2%	374,237	$ (10,345)	-2.8%	1,122,711	32.4%
Aircraft Fees - Stead	9,027	61,474	(52,447)	-85.3%	32,407	(23,380)	-72.1%	58,300	15.5%
Gaming Concession	136,308	450,404	(314,097)	-69.7%	393,165	(256,857)	-65.3%	1,199,500	11.4%
Food & Beverage	131,305	431,368	(300,063)	-69.6%	691,243	(559,938)	-81.0%	2,108,900	6.2%
Retail/Merchandise	-	301,042	(301,042)	-100.0%	367,009	(367,009)	-100.0%	1,119,700	0.0%
Advertising	261,001	243,785	17,216	7.1%	282,467	(21,465)	-7.6%	847,400	30.8%
Other Concessions	19,574	65,755	(46,181)	-70.2%	48,067	(28,493)	-59.3%	144,200	13.6%
FBO and Ground Handlers	179,967	194,347	(14,379)	-7.4%	171,000	8,967	5.2%	513,000	35.1%
Stead Concessions	12,787	2,971	9,816	330.4%	6,767	6,020	89.0%	20,300	63.0%
Auto Rental	4,029,394	4,075,501	(46,106)	-1.1%	3,673,957	355,437	9.7%	11,208,806	35.9%
Ground Transportation	248,013	115,137	132,876	115.4%	230,200	17,813	7.7%	690,600	35.9%
Auto Parking	6,063,246	4,665,939	1,397,308	29.9%	5,397,214	666,033	12.3%	16,459,900	36.8%
Other Terminal Rents	275,512	271,837	3,675	1.4%	263,800	11,712	4.4%	791,400	34.8%
Reno-Tahoe Building Rents	1,110,473	989,941	120,532	12.2%	1,064,270	46,203	4.3%	3,192,810	34.8%
Reno-Tahoe Land Rents	1,134,973	1,103,704	31,269	2.8%	1,196,106	(61,133)	-5.1%	3,588,318	31.6%
Reno-Stead Rents	504,763	349,427	155,336	44.5%	346,467	158,296	45.7%	1,039,400	48.6%
Reimbursed Services	989,727	893,057	96,671	10.8%	929,258	60,469	6.5%	2,972,759	33.3%
Miscellaneous	12,509	85,827	(73,319)	-85.4%	36,233	(23,725)	-65.5%	108,700	11.5%
Total Non-Airline Operating Revenue	15,482,470	14,711,270	771,201	5.2%	15,503,865	(21,395)	-0.1%	47,186,704	32.8%
Non Operating Revenue **(a)**	718,569	284,605	433,965	152.5%	378,433	340,136	89.9%	1,135,300	63.3%
TOTAL NON-AIRLINE REVENUE	$ 16,201,040	$ 14,995,875	$ 1,205,165	8.0%	$ 15,882,298	$ 318,741	2.0%	$ 48,322,004	33.5%
Year to Date Enplaned Passengers	802,633	735,005			775,908			2,367,203	
Non-Airline Revenue Per EPAX **(b)**	**$ 18.06**	**$ 18.80**			**$ 18.78**			**$ 18.68**	
Non-Airline Revenue Per EPAX **(c)**	**$ 9.71**	**$ 11.54**			**$ 10.96**			**$ 10.89**	

(a) Excludes PFC and CFC revenues
(b) Total Non-Airline Revenue less Reimbursed Services divided by enplaned passengers
(c) Non-Airline Revenue (Concessions, Rental Car, Other Rents) Per Enplaned Passenger (Strategic Plan Measure)

NET REVENUE SHARING - YEAR TO DATE

Reno-Tahoe Airport Authority

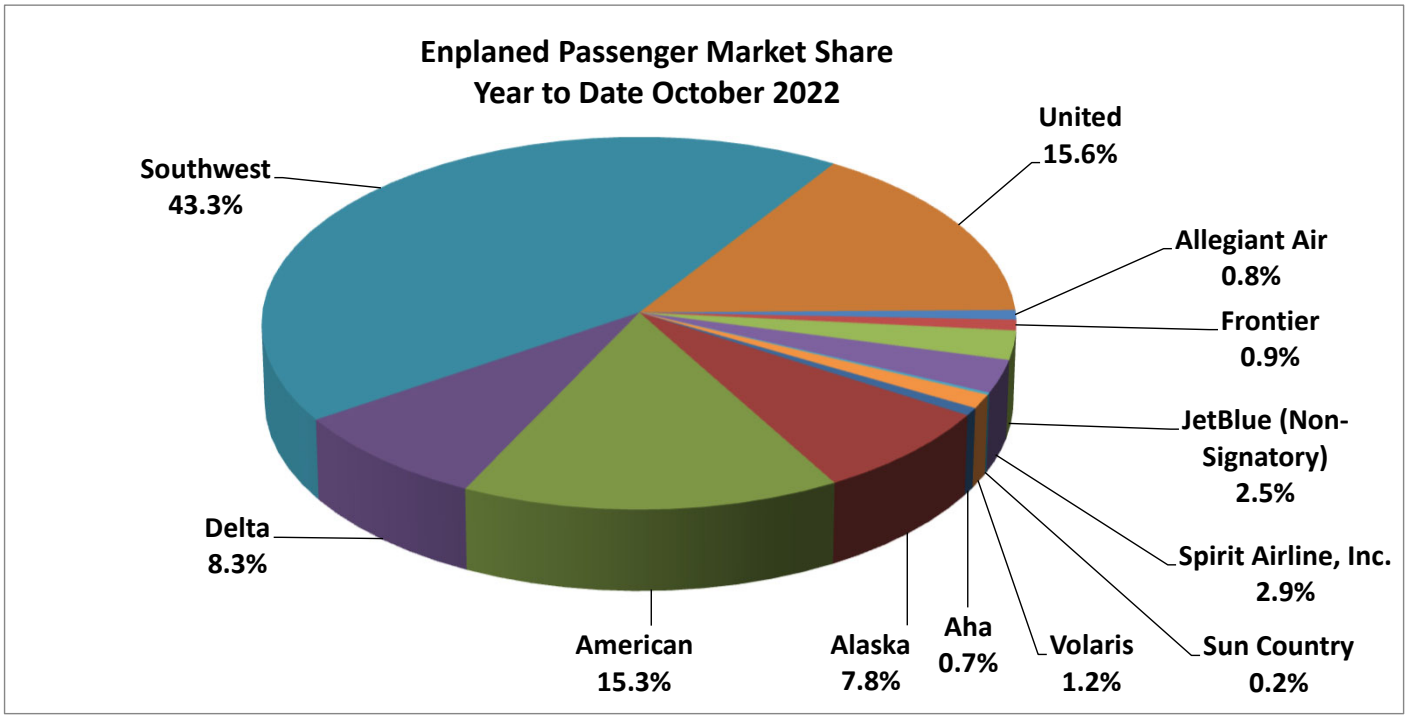
For the Four Months Ending October 31, 2022

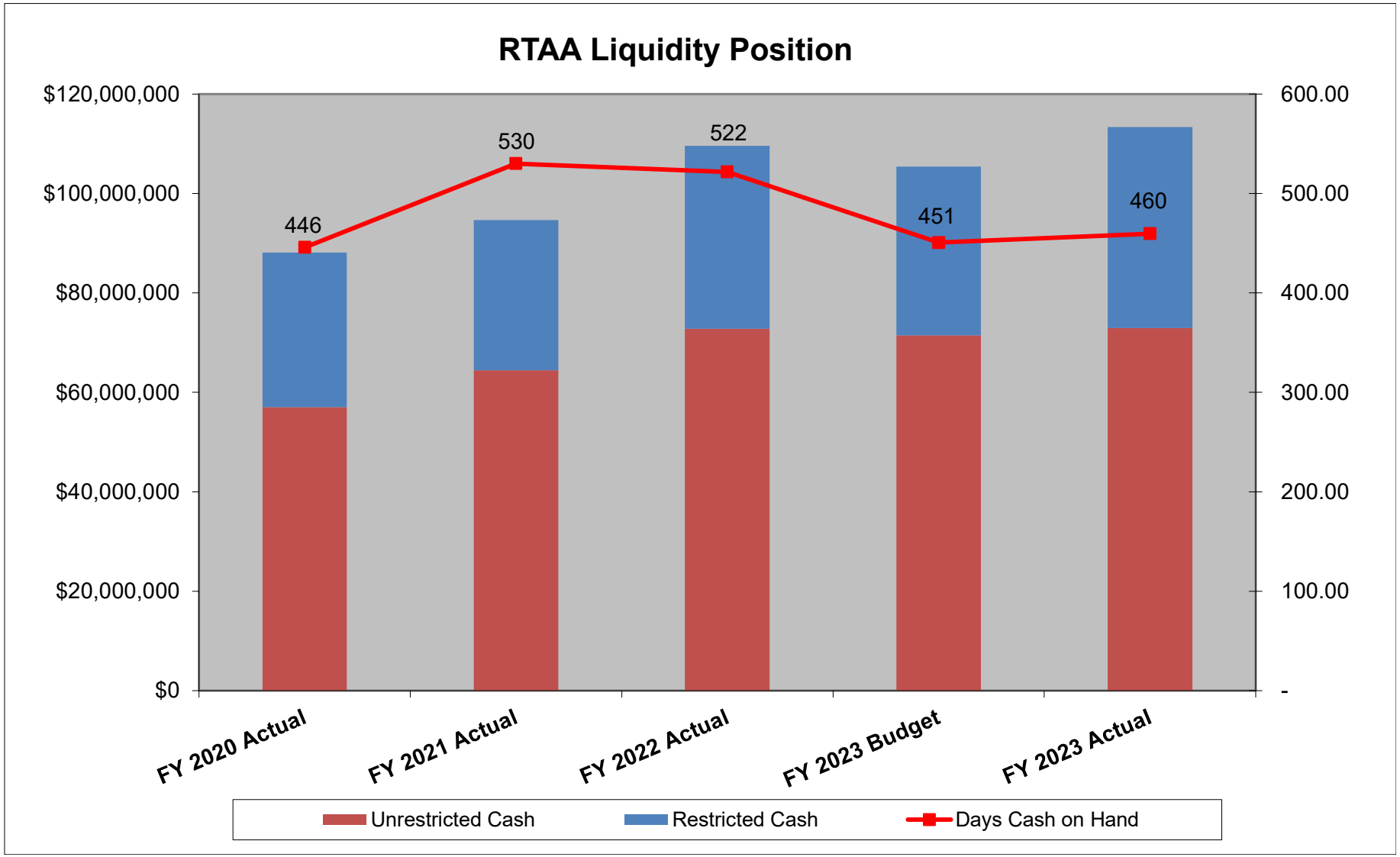
	Airfield	Terminal	Baggage System	Landside	Other	Reno Stead	**Total**
Revenue Sharing							
Airline Revenue	4,091,320	4,328,384	-	-	-	-	8,419,704
Non Airline Revenue	373,221	1,186,392	627,034	10,340,654	3,120,590	526,577	16,174,468
Total Revenue	4,464,541	5,514,776	627,034	10,340,654	3,120,590	526,577	24,594,172
Budgeted Revenue	**4,475,006**	**7,125,367**	**618,653**	**9,513,869**	**2,696,876**	**372,667**	**24,802,438**
O&M Expense	$ 4,133,805	$ 7,214,034	$ 639,857	$ 3,064,760	$ 1,365,021	$ 741,766	$ 17,159,243
Debt Service	-	-	-	-	18,404	-	18,404
Pre Bond Loan	-	-	-	-	-	-	-
O&M Reserve	91,244	158,716	12,222	75,627	34,311	17,066	389,186
Fixed Asset	182,370	134,523	-	80,502	49,382	17,695	464,472
Capital Project	47,793	196,733	-	8,954	126,740	23,310	403,530
Amort. Capital Items	402,151	128,871	-	354,372	225,202	141,249	1,251,845
Special Fund	-	139,942	-	-	-	-	139,942
CARES ACT	-			-	-	-	-
Total Requirement	4,857,363	7,972,819	652,079	3,584,215	1,819,060	941,086	19,826,622
Budgeted Requirement	**4,877,555**	**8,769,581**	**618,653**	**4,034,049**	**1,959,736**	**1,046,105**	**21,305,679**
Net Revenues	(392,822)	(2,458,043)	(25,045)	6,756,439	1,301,530	(414,509)	4,767,550
Budgeted Net Revenues	**(402,549)**	**(1,644,214)**	**-**	**5,479,820**	**737,140**	**(673,438)**	**3,496,759**
Months	4					Airport Share	$ 2,383,775
						Airline Share	$ 2,383,775

SUMMARY OF ENPLANED PASSENGERS BY AIRLINE

Reno-Tahoe International Airport

Enplaned passengers by Airline	Month			Year-to-date		
	Oct-22	Oct-21	Percent change	YTD 2022-23	YTD 2021-22	Percent change
Major/national carriers (Signatory)						
Aha	0	125	-100.0%	5,407	125	4225.6%
Alaska	12,480	18,319	-31.9%	62,276	78,133	-20.3%
American	33,454	36,354	-8.0%	122,844	148,064	-17.0%
Delta	16,907	17,188	-1.6%	66,714	81,276	-17.9%
Southwest	82,217	66,527	23.6%	347,680	276,152	25.9%
United	28,767	25,950	10.9%	125,045	95,669	30.7%
Total	173,825	164,463	5.7%	729,966	679,419	7.4%
Non-Signatory and Charter						
Allegiant Air	1,202	3,293	-63.5%	6,660	12,696	-47.5%
Frontier	1,473	2,433	-39.5%	7,358	12,177	-39.6%
JetBlue	2,953	3,750	-21.3%	20,067	18,572	8.0%
Spirit Airlines	8,555	0	n.a.	22,901	0	n.a.
Sun Country Airlines	860	0	n.a.	1,522	0	n.a.
Volaris	2,586	2,131	21.4%	9,709	8,137	19.3%
Other Charters	1,620	1,337	21.2%	4,450	4,004	11.1%
Total	19,249	12,944	48.7%	72,667	55,586	30.7%
Total enplaned passengers	193,074	177,407	8.8%	802,633	735,005	9.2%




RTAA Liquidity Position
$120,000,000
$100,000,000
$80,000,000
$60,000,000
$40,000,000
$20,000,000
$0
600.00
500.00
400.00
300.00
200.00
100.00
-
446
530
522
451
460
FY 2020 Actual
FY 2021 Actual
FY 2022 Actual
FY 2023 Budget
FY 2023 Actual
Unrestricted Cash
Restricted Cash
Days Cash on Hand