

Request for Information
New York State Department of Transportation (NYSDOT)
Republic Airport: Runway Safety Area Feasibility Study

September 28, 2016

Background

The New York State Department of Transportation (NYSDOT) is responsible for the operation of Republic Airport (FRG), a large General Aviation Part 139 airport in Farmingdale, Long Island. State Law requires the Department to do all things necessary to manage the airport in a safe manner and contract with any person, firm, or corporation to carry out its duties.

URS Corporation – New York, a subsidiary of AECOM, herein referred to as URS, is requesting a proposal for all labor, qualified supervision, and all other incidentals necessary to complete the following work.

The project is located at Republic Airport in East Farmingdale, New York. Republic Airport is owned by New York State Department of Transportation and operated and maintained by AFCO AvPorts Management LLC.

Objectives

The overall objective of this Request for Information is for the State to obtain information and recommendations with regards to the feasibility of the relocation of Hangars 2 & 3 located at Republic Airport based on the outline detailed below.

A narrative description of the two (2) buildings is below:

Hangar 2 is the northernmost, smallest, and oldest of the three hangars. It is roughly in-line with, and east of, the northern extents of the existing runway 1-19. Hangar 2 was built around 1923 and has an 80' x 150' original footprint with a 50' addition on one side, resulting in a 130' x 150' present day dimension. Height is generally 25-30' high. The hangar is a steel truss building supporting a wooden roof. Its exterior walls are sheathed in brick and the gable ends are covered with stucco. Steel sash windows dominate the north and south elevations, with piers of brick at the building's corner. Doors running horizontally on steel tracks extend along the length of the gable ends. It is two stories in height.

Hangar 3 is grouped with, and south of, Hangar 2 in the northern part of the eligible district and, because it is larger than Hangar 2, is actually closer to the runway. Hangar 3's current footprint is 150' x 200', with a height of 40'. Hangar 3 was built in the 1920s, and is also a steel truss building with a wooden roof and exterior walls sheathed in brick. The brick and cast stone is more extensive and more developed than Hangar 2, with ornamental art deco details. The doors below the north-south facing gables on this hangar are vertical lift "garage" type doors. The east and west elevations are dominated by steel sash factory style windows. It is two stories in height.

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Based on a review of existing documentation and drawings (available upon request); and a site visit to verify condition, location, move route and determine feasibility of relocation; the responding firm will provide the following information:

1. A visual assessment of the pre-move condition of the structures;
2. A visual assessment of the hangars (inclusive of the façade and all cladding elements) for weak areas that require pre-move reinforcement, repair or stabilization; define and implement such measures;
3. Provide recommendations for a moving system and stabilization measures to have little or no significant impact on the buildings;
4. Provide recommendations for bracing and reinforcing, include sketches and recommended installation sequence;
5. Provide information for the use of a hydraulically supported move frame;
6. Provide recommendations to lift the structure to install the transportation system;
7. Provide recommendations for the transportation system that will carry the hangars to their new location in order to accomplish safe transport;
8. Provide recommendations for grading and soil improvements along the move route to safely support the hangars during the move and should be determined as a function of the move process as several elevation changes occur and will necessitate close coordination with the site contractor;
9. Provide a written report, detailing recommendations and information including the items above;
10. Provide order of magnitude cost estimate.

NYSDOT would like to request that you provide us a feasibility report and associated costs discussed in this RFI no later than COB October 28, 2016.

NYSDOT may contact any firm submitting a response to the RFI for clarification of the firm's submission.

Please note that firms responding to this RFI will not be compensated for the information provided in response to this RFI. Furthermore, it should be noted that responding to the RFI neither precludes nor assures participation in a potential hangar relocation project, discussed in the RFI - should NYSDOT progress with an RFP for such a project.