

**MERRILL FIELD AIRPORT
CIP Summary - February 2024
FY24 - FY27**

Project	Title	Total Project Estimate (\$)	Fiscal Year	Federal Share (\$)			Sponsor Share (\$)
				AIP Entitlement	Discretionary Funds	BIL AIG Funds	
MRI-1	Acquire Snow Removal Equipment	888,000	2024	-	832,500	-	55,500
MRI-2	Rehabilitate Runway 07/25 Construction	11,083,000	2024	1,000,000	9,390,313	-	692,688
MRI-3	Airport Security Improvements - Design	233,000	2025	-	218,438	-	14,563
MRI-4	Rehabilitate Taxiway "A" & "N" Design	1,323,800	2025	1,000,000	241,063	-	82,738
MRI-5	Airport Security Improvements Construction	2,055,800	2026	1,000,000	927,313	-	128,488
MRI-6	MRI Mx Building and SREB Improvements	4,881,400	2026	-	-	4,576,313 ¹	305,088
MRI-7	Rehabilitate Taxiway "N"	7,088,900	2026	-	6,645,844	-	443,056
MRI-8	Rehabilitate Taxiway "A"	8,074,200	2027	1,000,000	6,569,563	-	504,638
Totals:		\$ 35,628,100.00		\$ 4,000,000.00	\$ 18,255,469	\$ 4,576,313	\$ 1,722,119

¹BIL AIG Allocations will be saved up from FY22-FY26

CIP DATASHEET

Airport Name: Merrill Field Airport

Grant Year: 2024

LOCID: MRI

Date Submitted: Feb-24

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
ST	EQ	SN	Acquire Snow Removal Equipment	\$ 888,000
			Total Cost:	\$ 888,000
			Sponsor Share:	\$ 55,500
			Federal Share (93.75% of total cost for this airport):	\$ 832,500

Project Description and Justification:

This project will provide Merrill Field Airport Maintenance a new snowblower with necessary attachments to be used for snow removal.

Rationale: The existing snow removal equipment (SRE) owned by MRI Maintenance has exceeded the minimum useful life and are in need of replacement. Spare parts for MRI's existing SRE are either no longer in production or are in short supply with prolonged lead times, often inhibiting MRI Maintenance's ability to remove snow in a timely manner and being forced to outsource. It is no longer cost-effective for MRI to use the existing SRE and the timeliness of snow removal is a safety concern. A new blower with appropriate attachments is necessary to ensure that the airport remains safe for its users during the winter seasons.

Submitted by:

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NO FIGURE REQUIRED
FOR ACQUIRING SRE.

CIP DATASHEET

Airport Name: Merrill Field Airport

Grant Year: 2024

LOCID: MRI

Date Submitted: Feb-24

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
RE	RW	IM	Rehabilitate Runway 07/25 - Construction	\$ 8,611,000
RE	RW	LI	Rehabilitate Runway 07/25 Lighting & ALCMS - Construction	\$ 2,436,000
RE	OT	IN	Rehabilitate Rotating Beacon - Construction	\$ 36,000
			Total Cost:	\$ 11,083,000
			Sponsor Share:	\$ 692,688
			Federal Share (93.75% of total cost for this airport):	\$ 10,390,313

Project Description and Justification:

Runway 07/25 was last overlaid in 2004. The latest pavement condition inventory shows a pavement condition index number of 68 for the runway, which is an indication that rehabilitation is necessary to restore the runway to a good condition. The project includes rehabilitation of Runway 7/25 pavement, including the adjacent blast pads.

Edge Lighting Improvements

The taxiway edge lighting systems cross underneath the pavement along each taxiway (adjacent to RW 07/25). The runway and taxiway lighting systems have exceeded their 10-year useful life. Rehabilitation limits will extend from the runway to 10 feet into each entrance/exit taxiway to allow for edge lighting improvements. This work will be performed concurrently with the runway rehabilitation project to increase safety, decrease construction costs, and mitigate future impacts to newly installed pavement. New runway lights will be the LED type, reducing maintenance efforts with extended lamp life.

Improvements to the Airport Lighting Control & Monitoring System (ALCMS)

A fiber optic communications link is used to operate the Airport Lighting Control & Monitoring System (ALCMS). The ALCMS has exceeded its useful life, has reportedly caused problems for the ATCT, and is in need of replacement. The ALCMS consists of the control panel in the vault and the touchscreen PC at the ATCT; the fiber optics are a piece of the overall system. In 2018, the fiber optic communication system was damaged and was believed to have been caused by an earthquake. Airport maintenance investigated the damage by hiring a specialized fiber technician to test each strand of fiber; all strands failed testing. This approach to complete the fiber optic repairs largely increases safety and decreases construction costs.

Rotating Beacon

The rotating beacon was originally installed in 2002 and has been a maintenance-heavy item for several years. The beacon is an older style of construction that includes a gearbox mechanism for rotation. Airport maintenance have reported evidence of metal shavings inside the beacon housing, indicating impending failure. Replacement parts for this older style rotating beacon are no longer available, with exception of lamps. The project plans to replace the rotating beacon with a modern unit that includes belt-driven rotation and LED lamps.

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ALCMS WORK AT ATCT

TAXIWAY A

RUNWAY 7-25 (2021 PCI = 55-69)

TAXIWAY N

AIRPORT MANAGER'S OFFICE AND LIGHTING VAULT

MERRILL FIELD DR

GOLF EAST APRON

ORCA ST

TAXIWAY B

RUNWAY 16-34

TAXIWAY C

REHABILITATE ROTATING BEACON

TAXIWAY Q

TAXIWAY G

TAXIWAY Q

QUEBEC APRON

RUNWAY 5-23

WHISKEY APRON

CHARLIE SOUTH APRON

TAXIWAY B

MERRILL FIELD DR



HDL ENGINEERING Consultants LLC

AERIAL PHOTO BY QUANTUM SPATIAL DATED 6-14-2020

CIP DATASHEET

Airport Name: Merrill Field Airport

Grant Year: 2025

LOCID: MRI

Date Submitted: Feb-24

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
SA	OT	SE	Airport Security Improvements - Design	\$ 233,000
			Total Cost:	\$ 233,000
			Sponsor Share:	\$ 14,563
			Federal Share (93.75% of total cost for this airport):	\$ 218,438

Project Description and Justification:

This project will include the design necessary for improvements to the existing airport vehicle security gate operators that have exceed their useful life, require continual maintenance, and warrant repair. In addition to the gate operator repair work, some gates may warrant a relocation to allow for an increase in airport capacity (i.e. additional vehicle parking and aircraft tie-down spaces).

Rationale: Merrill Field currently owns an airport perimeter fence that includes 31 vehicle gates and 3 aircraft gates. The perimeter fence and associated gates prevent unauthorized access to the runways and taxiways located within the aircraft movement area. All of the 34 gates are electronic and open and close automatically via gate operators. Vehicular gates are placed along the perimeter fencing and are accessible only to airport users and leaseholders, emergency vehicles, and utility companies that have obtained security clearance through the Airport Manager. Approved gate users are issued either digital smart cards (usually affixed to vehicles) or user-specific codes (entered on a key pad) to gain access. Most often, gate users are granted access only to specific gates that pertain to the user's business on the airport (e.g., the gate to the apron on which the user's aircraft is located or the gate nearest the lease lot on which a user's business or hangar is located.) while emergency vehicles and utility companies are granted access to all gates. Any time a gate is accessed, the code or digital smart card used to open the gate is recorded.

The airport would like to continue using and maintaining the vehicle gates, but the gate operators currently in use are failing. Maintaining the existing units is expensive as replacement parts are becoming increasingly hard to obtain. The manufacturer no longer produces spare parts for the MRI gates and Maintenance shop has run out of spare parts.

This project would replace the failing gate operators on gates that access spaces utilized by the overall airport public (e.g., aprons, transients) with new and updated units compatible with the existing system.

Replacing the existing gates with manual gates would not be feasible. Removal of the gates would allow unrestricted access to the movement areas and to aircraft tie-down space. This will inevitably increase the occurrence of vehicle/pedestrian deviations (VPDs) on the airport and would pose a risk to the safety and security of airport operations and airport users.

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**AIRPORT
SECURITY
IMPROVEMENTS**

CIP DATASHEET

Airport Name: **Merrill Field Airport**

Grant Year: **2025**

LOCID: **MRI**

Date Submitted: **Feb-24**

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
RE	TW	IM	Rehabilitate Taxiways "A" & "N" - Design	\$ 992,850.00
RE	TW	LI	Rehabilitate Taxiway "A" & "N" Lighting - Design	\$ 198,570.00
RE	AP	IM	Relocate Compass Calibration Pad - Design	\$ 132,380.00
			Total Cost:	\$ 1,323,800
			Sponsor Share:	\$ 82,738
			Federal Share (93.75% of total cost for this airport):	\$ 1,241,063

Project Description and Justification:

This project will include design and planning services required for the rehabilitation of Taxiways "A" and "N", and all interlink taxiways adjacent to Runway 07/25. Work will also include preliminary design for the relocation of the existing compass calibration pad. Project scope includes environmental, geotechnical, survey, design engineering services and other related work.

Rationale: Taxiway "A" and "N" have exceeded life expectancy. Taxiway interlinks adjacent to Runway 07/25 are also in poor condition and in need of repairs. These improvements will provide safer airport operations and decrease maintenance efforts. The compass calibration pad is currently located within the Runway 07/25 Safety Area and directly underneath the RPZ. The pad should be relocated to a safer location within the airport.

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COMPASS
CALIBRATION PAD



REHABILITATE
TW "A" & "N"
DESIGN

TAXIWAY A (2021 PCI = 55-69)

RUNWAY 7-25

TAXIWAY N (2021 PCI = 55-69)

MERRILL FIELD DR

GOLF EAST
APRON

TAXIWAY Q

TAXIWAY Q

QUEBEC
APRON

TAXIWAY G

RUNWAY 5-23

WHISKEY
APRON

MERRILL FIELD DR

ORCA ST

TAXIWAY B

RUNWAY 16-34

TAXIWAY C

CHARLIE
SOUTH
APRON

HDL ENGINEERING
Consultants LLC



AERIAL PHOTO BY QUANTUM SPATIAL
DATED 6-14-2020

CIP DATASHEET

Airport Name: Merrill Field Airport

Grant Year: 2026

LOCID: MRI

Date Submitted: Feb-24

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
SA	OT	SE	Airport Security Improvements - Construction	\$ 2,055,800
			Total Cost:	\$ 2,055,800
			Sponsor Share:	\$ 128,500
			Federal Share (93.75% of total cost for this airport):	\$ 1,927,300

Project Description and Justification:

This project will include the design necessary for improvements to the existing airport vehicle security gate operators that have exceed their useful life, require continual maintenance, and warrant repair. In addition to the gate operator repair work, some gates may warrant a relocation to allow for an increase in airport capacity (i.e. additional vehicle parking and aircraft tie-down spaces).

Rationale: Merrill Field currently owns an airport perimeter fence that includes 31 vehicle gates and 3 aircraft gates. The perimeter fence and associated gates prevent unauthorized access to the runways and taxiways located within the aircraft movement area. All of the 34 gates are electronic and open and close automatically via gate operators. Vehicular gates are placed along the perimeter fencing and are accessible only to airport users and leaseholders, emergency vehicles, and utility companies that have obtained security clearance through the Airport Manager. Approved gate users are issued either digital smart cards (usually affixed to vehicles) or user-specific codes (entered on a key pad) to gain access. Most often, gate users are granted access only to specific gates that pertain to the user's business on the airport (e.g., the gate to the apron on which the user's aircraft is located or the gate nearest the lease lot on which a user's business or hangar is located.) while emergency vehicles and utility companies are granted access to all gates. Any time a gate is accessed, the code or digital smart card used to open the gate is recorded.

The airport would like to continue using and maintaining the vehicle gates, but the gate operators currently in use are failing. Maintaining the existing units is expensive as replacement parts are becoming increasingly hard to obtain. The manufacturer no longer produces spare parts for the MRI gates and Maintenance shop has run out of spare parts.

This project would replace the failing gate operators on gates that access spaces utilized by the overall airport public (e.g., aprons, transients) with new and updated units compatible with the existing system.

Replacing the existing gates with manual gates would not be feasible. Removal of the gates would allow unrestricted access to the movement areas and to aircraft tie-down space. This will inevitably increase the occurrence of vehicle/pedestrian deviations (VPDs) on the airport and would pose a risk to the safety and security of airport operations and airport users.

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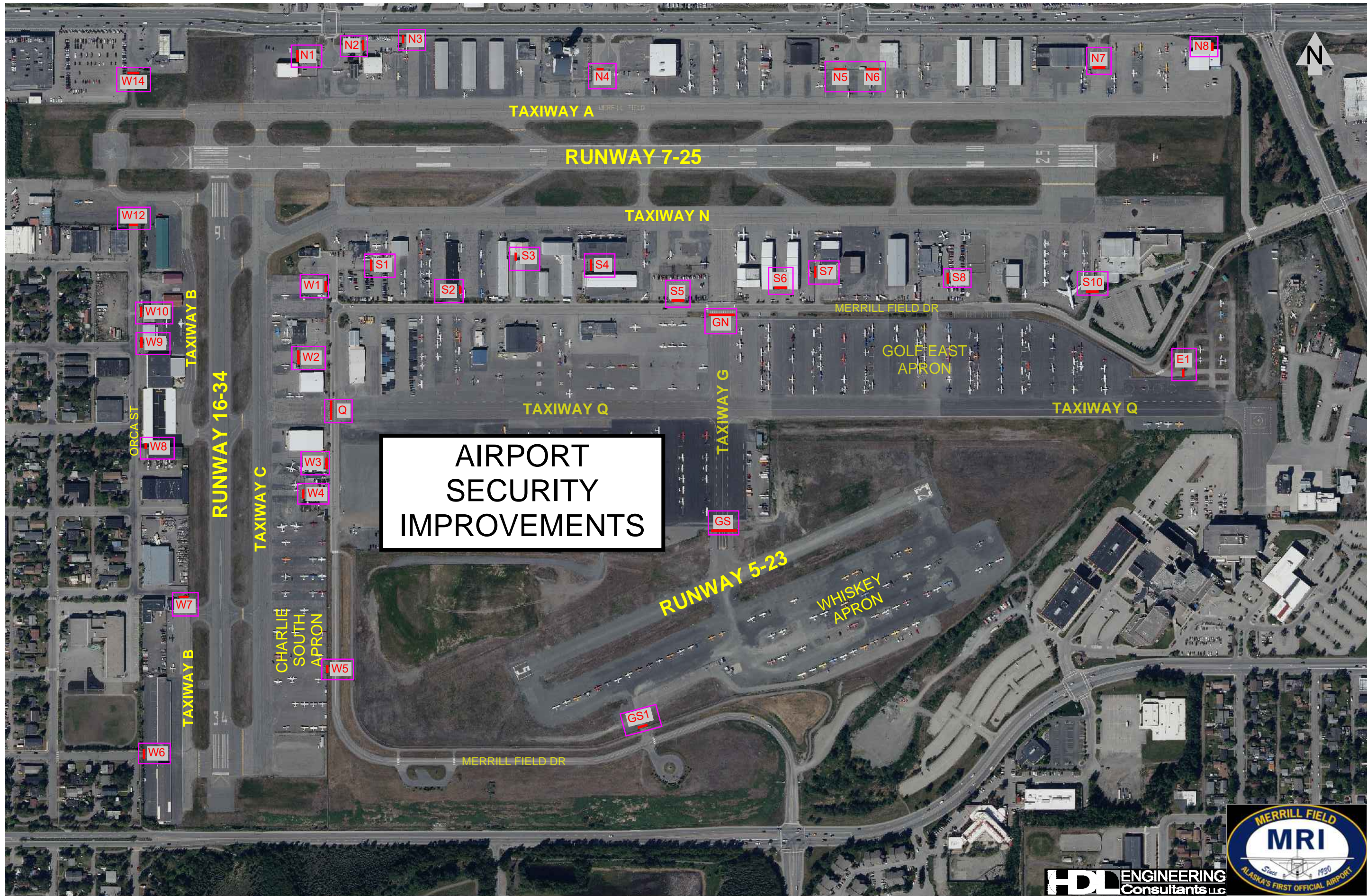
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**AIRPORT
SECURITY
IMPROVEMENTS**

CIP DATASHEET

Airport Name: Merrill Field Airport

Grant Year: 2026

LOCID: MRI

Date Submitted: Feb-24

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
ST	BD	MS	MRI Mx Building and SREB Improvements	\$ 4,881,400
			Total Cost:	\$ 4,881,400
			Sponsor Share:	\$ 305,088
			Federal Share (93.75% of total cost for this airport):	4,576,313*

Project Description and Justification:

In May and June 2021, a building overview level survey of eleven buildings owned by Merrill Field Airport was performed to evaluate existing conditions of the structures, many of which are over 40 years old. In several cases, conditions were observed that require deeper investigation due to complicated code or further structural evaluation. In all cases the buildings are aging and in need of maintenance and/or code deficiency correction. The results of the building assessments are summarized in the Merrill Field Airport Building Assessment Report dated December 10, 2021 that itemizes deficiencies and outlines recommended repairs and improvements. Under this project, the Merrill Field Airport Maintenance Building (inclusive of the Snow Removal Equipment Building) will receive improvements.

The project includes engineering services and construction of the building repairs and improvements to the extent possible with the funding available. Engineering services include preparation of construction documents, preparation of environmental documents, bidding assistance, and construction administration.

* Federal Share to be BIL Funds

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MRI Mx Building
and SREB
Improvements



CIP DATASHEET

Airport Name: **Merrill Field Airport**

Grant Year: **2026**

LOCID: **MRI**

Date Submitted: **Feb-24**

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
RE	TW	IM	Rehabilitate Taxiway "N" - Construction	\$ 5,671,120
RE	TW	LI	Rehabilitate Taxiway "N" Lighting - Construction	\$ 1,417,780
			Total Cost:	\$ 7,088,900
			Sponsor Share:	\$ 443,056
			Federal Share (93.75% of total cost for this airport):	\$ 6,645,844

Project Description and Justification:

This project will include rehabilitation of the taxiway subgrade and pavement surface. Other improvements will include upgrades to the existing taxiway edge lighting system, new pavement markings, and other related work.

Rationale: Taxiway "N" has exceeded its life expectancy. Taxiway interlinks adjacent to Runway 07/25 are also in poor condition and in need of repairs. Improvements to Taxiway "N" and its adjacent interlinks will provide safer airport operations and mitigate maintenance efforts.

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REHABILITATE TW "N"



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AERIAL PHOTO BY QUANTUM SPATIAL DATED 6-14-2020

CIP DATASHEET

Airport Name: Merrill Field Airport

Grant Year: 2027

LOCID: MRI

Date Submitted: Feb-24

CIP Work Code			Project Description	Cost in Dollars (\$)
Purpose	Component	Type		
RE	TW	IM	Rehabilitate Taxiway "A" - Construction	\$ 6,459,360
RE	TW	LI	Rehabilitate Taxiway "A" Lighting - Construction	\$ 1,453,356
RE	AP	IM	Relocate Compass Calibration Pad - Construction	\$ 161,484.00
			Total Cost:	\$ 8,074,200
			Sponsor Share:	\$ 504,638
			Federal Share (93.75% of total cost for this airport):	\$ 7,569,563

Project Description and Justification:

This project will include rehabilitation of the taxiway subgrade, pavement reinstallation, improvements to the edge lighting system and airport signs, and other related work.

Rationale: Taxiway "A" and its adjacent interlinks have exceeded their life expectancy, are in poor condition, and are in need of repairs. Improvements to Taxiway "A" and its adjacent interlinks will provide safer airport operations and mitigate maintenance efforts.

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RELOCATE COMPASS CALIBRATION PAD

REHABILITATE TW "A"

TAXIWAY A (2021 PCI = 55-69)

RUNWAY 7-25

TAXIWAY N (2021 PCI = 55-69)

MERRILL FIELD DR

GOLF EAST APRON

TAXIWAY Q

TAXIWAY Q

QUEBEC APRON

TAXIWAY G

RUNWAY 5-23

WHISKEY APRON

ORCA ST

TAXIWAY B

RUNWAY 16-34

TAXIWAY C

CHARLIE SOUTH APRON

MERRILL FIELD DR



HDL ENGINEERING Consultants LLC

AERIAL PHOTO BY QUANTUM SPATIAL DATED 6-14-2020