

TR201709- Runway Condition Index Study RFP Questions

1. Are there detailed plan views (layouts) available for all runways of interest? This would be helpful so one can determine if and to what extent there are runways, taxiways, and/or apron areas (i.e. the branches) at these sites? Is the evaluation strictly focused on runways, or are all other paved surfaces to be taken into consideration?
 - There is no consolidated source of detailed plan sheets for all airports. It is possible that some airports may not have any detailed plan sheets. A general idea of the airport layouts and basic information can be found in on the online directory <http://www6.modot.mo.gov/publicUseAirports/>. This is also available in PDF form here: http://www.modot.org/othertransportation/aviation/documents/AD16FINAL_001.pdf
 - All airport pavements should be evaluated, including runways, taxiways, and aprons.
2. Are the construction/maintenance histories of these runways in one location or does each “airport sponsor” (owner) collect and archive relevant data for the runways under their jurisdiction?
 - Construction/Maintenance history will be inconsistently documented. MoDOT will typically have history on recent construction projects. Any remaining construction/maintenance history will require communication with the airport sponsors (owner) to see what they have available.
 - If limited or no pavement history is available then maintenance recommendations will be solely based on surface conditions or other nondestructive methods that fit within the budget of this project.
3. Pavement Condition Index (PCI) is strictly a visual, surface distress assessment method. Is there opportunity to test destructively (cores) and/or non-destructively to classify/determine the sub-surface materials, layer thicknesses, and condition (stripping of AC)?
 - The PCI method is the standard by which National Plan of Integrated Airport Systems (NPIAS, airports which are federally funded) pavement is evaluated. These are not NPIAS airports and therefore we do not have to follow the PCI method to the letter. A benefit of using the PCI method is that we would be able to directly compare these results to what has been done at our other airports. However, alternate methods will be considered if they present significant advantages over the traditional PCI method. There may be opportunities to use non-destructive testing, but this is not a project requirement. We would be unlikely to support the use of any destructive tests.
4. Would the use of drones, flying up to 40 ft high, be permitted on the airport sites?
 - The use of Unmanned Aerial Systems would have to meet all federal requirements for commercial operations near airports and would need to be coordinated with approval needed from each airport. More information on requirements can be found here: <http://www.faa.gov/uas/>