ALBANY COUNTY AIRPORT AUTHORITY

REGULAR MEETING

AGENDA

September 15, 2025

General:

1. **Chairman's Remarks**
2. **Approval of Minutes**

   Regular Meeting – August 18, 2025
3. **Communications and Report of Chief Executive Officer**

Reports:

4. **Chief Operating Officer**
5. **Chief Financial Officer**
6. **Project Development**
7. **Counsel**
8. **Concessions/Ambassador Program**
9. **Public Affairs**

9A. **Art & Culture Program**

9B. **Planning**

Action Items:

10. **Authorization of Contracts/Leases/Contract Negotiations/Contract Amendments**

    10.1 Construction Contract: Authorization to Award Contract 1251-M for Installation of 3 Roof Top Units – B Concourse to Eckert Mechanical, LLC

10.2 Issue Purchase Order for Purchase of Materials at Fixed Cost Option

10.3 Approval to extend Management Operating Agreement for Fixed Base of Operations and Fuel Farm with REW Investments, Inc., d/b/a Million Air –Albany.

10.4 Amendment No. 5: General Services Administration, Transportation Security Office; General Services Administration - Lease No: GS-02P-LNY00753 - Public Buildings Service - Lease Amendment No. 5

10.5 Issue Purchase Order to Replace Carbon Steel Heat Recovery Piping done by BPI Piping, Inc.

10.6 Issue Purchase Order for the Purchase of Three Pumps for the Glycol Plant from Emerick Associates, Inc.

10.7 Authorization to purchase Medeco XT Intelligent Key System for Operations NYS State Contract #PT68819, Group #77201, Award #23150 from Kelley Bros

10.8 Construction Attorney Services Contract No. SC-1250

11. Authorization of Change Orders

11.1 Authorization of Change Order No. 7 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC.

11.2 Authorization of Change Order No. 14 for Construction Contract 21-1082-GC for Pre-TSA Terminal Expansion to MLB Construction Services, LLC.

11.3 Authorization to Award Contract Change Order No. 6 to Construction Contract 21-1082-INT STR for the Pre-TSA Terminal Expansion to MLB Construction Services, LLC.

12. Authorization of Federal and State Grants - NONE

13. Acceptance of Master Plan

Old Business:

New Business:

Executive Session - Attorney-Client Privilege Matters

ES-1 Matter Involving a Particular Corporation

ES-2 Matter Involving a Particular Individual

AGENDA ITEM NO. 1

Chairman’s Remarks

AGENDA ITEM NO. 2

Approval of Minutes

ACAA Approved
09/15/2025

Minutes of the Regular Meeting of the Albany County Airport Authority

August 18, 2025

Pursuant to notice duly given and posted, the regular meeting of the Albany County Airport Authority was called to order on August 18, 2025 at 9:00 a.m. in the Third Floor Conference Room located in the Terminal at the Albany International Airport, Albany, New York by the Chair, Samuel A. Fresina, with the following present:

MEMBERS PRESENT

Samuel A. Fresina, Chair
Steven Heider
Kevin R. Hicks, Sr.
Harold Iselin
Sari O'Connor
John-Raphael Pichardo
Janet M. Thayer

MEMBERS ABSENT

STAFF

Peter F. Stuto, Chief Executive Officer
Christine Quinn, Authority Counsel
John O'Donnell, Chief Operating Officer
Kathy Greenwood, Director of Art & Culture
Helen Chadderdon, Marketing Manager
Liz Charland, Administrative Services
Matt Hunter, Communication Director
John LaClair, Chief Engineer
Bobbi Matthews, Purchasing Agent
Dave Montiverdi, Airport Planner
Matt Mokey, Airport Engineer
Debbie Pasquini, Confidential Secretary

ATTENDEES

Dennis Feeney, Majority Leader Albany County Legislature
Carmiena Brooks, Assistant Airport Manager
Don Brundage, Safety, Health & Env. Manager, Avports
Ray Camilli, Airfield Maintenance Manager, Avports
Chief Steve Dorsey, ARFF Avports
Kevin Hehir, Building Maintenance Manager, Avports
Deputy Fire Chief Chris Menge, ARFF Avports
Chris Pasquini, Assistant Maintenance Manager, Avports
Brian King, Manager Million Air Albany
Jeff Lovell, Managing Director, Park Strategies, LLC

Andrew Mangini, The Martin Group

Chair Fresina noted that there was a quorum.

General:

1. Chairman's Remarks

Chair Fresina voiced support for managers and in continuing resources for Airport operations.

2. Approval of Minutes

Mr. Heider moved to approve the minutes of the July 14, 2025 regular board meeting and the July 29, 2025 Special meeting.

The motion was adopted unanimously.

3. Communications and Report of Chief Executive Officer

Mr. Stuto presented a Communications and Chief Executive Officer's Report for the month of August 2025.

Reports:

4. Chief Operating Officer

Mr. O'Donnell presented a Chief Operating Officer's Report for the month of August 2025.

5. Chief Financial Officer

Mr. O'Donnell presented the Financial Report for the month of August 2025. (Power Point attached.)

6. Project Development

Mr. O'Donnell and Mr. LaClair presented the Project Development Report for the month of August 2025. (Power Point attached.)

7. Counsel (Informational Item)

Reference was made to a Board item approved on January 23, 2024 for Contract No. S-21-1082-FF&E with Quality Office Environments. A 2024 furniture list was approved at that meeting for a total of $259,821.07. Since that approval, certain furniture substitutions and modifications have been made. A "Final Furniture List" was provided to the Board on August 18, 2025 for a total cost, which is below the original approved amount, of $257,564.86. The Board having no comments or objections, Ms. Quinn asked that this be documented in the meeting minutes.

8. Concessions/Ambassador Program

Ms. Chadderdon presented the Concessions/Ambassador Report for the month of August 2025.

9. Public Affairs

Mr. Hunter presented the Public Affairs Report for the month of August 2025. (Power Point attached.)

9A. Art & Culture Program

Ms. Greenwood presented the Art & Culture Report for the month of August 2025. (Power Point attached.)

9B. Planning

Mr. Montiverdi presented the Planning Report for the month of August 2025. (Power Point attached.)

Action Items:

10. Authorization of Contracts/Leases/Contract Negotiations/Contract Amendments

10.1 Awarding Contract No. SC-1207 to Diversified Search, LLC

Mr. Pichardo recommended authorization to negotiate for Professional Services Contract SC-1207 – Executive Search Firm to perform national executive and recruiting services to assist the Authority in identifying and appointing a Chief Executive Officer and Chief Financial Officer contingent upon Board approval of negotiated terms and conditions.

Mr. Pichardo moved to approve negotiations for Professional Services Contract SC-1207 – Executive Search Firm to perform national executive and recruiting services to assist the Authority in identifying and appointing a Chief Executive Officer and Chief Financial Officer contingent upon Board approval of negotiated terms and conditions. The motion was adopted unanimously.

10.2 Purchase Order: Purchase of one (1) Aircraft Tractor for the Fixed Base of Operations from Aero Specialties, Inc. per their quote numbered AS1Q30949

Mr. O'Donnell recommended authorization to issue a Purchase Order to Aero Specialties, Inc. per their quote numbered AS1Q30949 in the amount of $61,458.97 plus estimated shipping charges of $5,197. He advised this request is to purchase a new Aircraft Tractor for the Fixed Base of Operations. The

towing capacity is 60,000 lbs. This tractor is used to move medium to small cabin aircrafts. Three comparable quotes were obtained.

Mr. Heider moved to approve a Purchase Order to Aero Specialties, Inc. per their quote numbered AS1Q30949 in the amount of $61,458.97 plus estimated shipping charges of $5,197. The motion was adopted unanimously.

10.3 Issue Purchase Order for Electric Service Repair near the Air Guard Hangar done by National Grid

Mr. LaClair recommended authorization to issue a Purchase Order to National Grid of Albany for Electric Service Repair near the Air Guard Hangar done by National Grid in the amount of $66,497.54. He advised during undermining of the Airport interior perimeter road, a storm drainage pipe was found to be falling apart. Airfield Maintenance was attempting to excavate to the top of the pipe to make temporary repairs to maintain the roadway until weather conditions allowed for replacement of the pipe, but while removing the soil from atop the pipe, the excavator hit a National Grid electrical feed to the Air Guard facility, which resulted in a power outage for that facility. National Grid made the necessary repairs (temporary) to re-energize the Air Guard. Since then National Grid has submitted a proposal to make permanent repairs and move the power line out of the way to allow Airfield maintenance to replace the drainage pipe safely.

Mr. Hicks moved to approve a Purchase Order to National Grid of Albany for Electric Service Repair near the Air Guard Hangar done by National Grid in the amount of $66,497.54. The motion was adopted by majority with Mr. Pichardo abstaining.

10.4 Approve the Purchase of One(1) Aircraft Deicing Vehicle Contract #E-1245 from Textron, Inc., 41 Busch Drive, Cartersville, GA 30121

Mr. O'Donnell recommended authorization to issue a Purchase Order to Textron, Inc. of Cartersville, GA in the amount of $436,000 plus shipping charges of $5,000 for a total of $441,000 for the purchase of one (1) Aircraft Deicing Vehicle for use by Million Air to deice commercial and general aviation aircrafts. Purchase of this vehicle will ensure adequate equipment is available during the upcoming winter season. A Request for Bid was released and two bids were received on July 30, 2025. The lowest priced bid received was from Textron, Inc. Both bids were reviewed by the Million Air Manager, Brian King and AvPorts Assistant Maintenance Manager, Chris Pasquini. They have approved the equipment bid and recommend purchase of this vehicle.

Ms. O'Connor moved to approve a Purchase Order to Textron, Inc. of Cartersville, GA in the amount of $436,000 plus shipping charges of $5,000 for a total of $441,000 for the purchase of one (1) Aircraft Deicing Vehicle for use by Million Air to deice commercial and general aviation aircrafts. The motion was adopted unanimously.

10.5 Purchase Order: Purchase of one (1) Beltloader for the Fixed Base of Operations from Aero Specialties, Inc. per their quote numbered AS1Q30859

Mr. LaClair recommended authorization to issue a Purchase Order to Aero Specilities, Inc. in the amount of $67,913.75 plus estimated shipping charges of $2,750 to purchase a new TLD NBL-RD Beltloader for the Fixed Base Tractor for the Fixed Base of Operations. He advised the beltloader is capable of handling narrow and wide body aircraft. This will be used for GA Charters and if needed for commercial diversions. Three comparable quotes were obtained and the attached quote reflected best available price. The availability of equipment and number of vendors offering this type of equipment specific to our needs is limited.

Mr. Hicks moved to approve a Purchase Order to Aero Specilities, Inc. in the amount of $67,913.75 plus estimated shipping charges of $2,750 to purchase a new TLD NBL-RD Beltloader for the Fixed Base Tractor for the Fixed Base of Operations. The motion was adopted unanimously.

11. Authorization of Change Orders

11.1 Authorization of Change Order #6 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC.

Mr. Mokey recommended authorization to award Change Order No. 6 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC. in the amount of $53,371. He advised this change order The change order work includes modification to the existing structural steel at the roof level. Work includes additional engineering, fabrication, and installation to complete the work and implement revised gusset plate detail to the existing structural steel. Additional work under this change order includes the removal of additional brick wall and infilling the window opening to Gate A2 Passenger Boarding Bridge.

Mr. Hicks moved to approve Change Order No. 6 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC. in the amount of $53,371. The motion was adopted unanimously.

12. Authorization of Federal and State Grants - NONE

Old Business:

New Business:

Executive Session - Attorney-Client Privilege Matters

Mr. Hicks made a motion to go into executive session at 10:45 a.m. to discuss:

ES-1 Matter Involving a Particular Corporation

ES-2 Matter Involving a Particular Individual

The motion was adopted unanimously.

There being no action taken and no further business, the meeting was adjourned at 11:44 a.m.

ALBANY COUNTY AIRPORT AUTHORITY

REGULAR MEETING
August 18, 2025

General:

3. Chairman's Remarks

4. Approval of Minutes

   Regular Meeting – July 14, 2025
   Special Meeting – July 29, 2025

5. Communications and Report of Chief Executive Officer

Reports:

4. Chief Operating Officer

5. Chief Financial Officer

6. Project Development

7. Counsel

8. Concessions/Ambassador Program

9. Public Affairs

9A. Art & Culture Program

Action Items:

10. Authorization of Contracts/Leases/Contract Negotiations/Contract Amendments

    10.1 Awarding Contract No. SC-1207 to Diversified Search, LLC

    10.2 Purchase Order: Purchase of one (1) Aircraft Tractor for the Fixed Base of Operations from Aero Specialties, Inc. per their quote numbered AS1Q30949

    10.3 Issue Purchase Order for Electric Service Repair near the Air Guard

Hangar done by National Grid

10.4 Approve the Purchase of One(1) Aircraft Deicing Vehicle Contract #E-1245 from Textron, Inc., 41 Busch Drive, Cartersville, GA 30121

10.5 Purchase Order: Purchase of one (1) Beltloader for the Fixed Base of Operations from Aero Specialties, Inc. per their quote numbered AS1Q30859

11. Authorization of Change Orders

11.1 Authorization of Change Order #6 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC.

12. Authorization of Federal and State Grants - NONE

Old Business:

New Business:

Executive Session - Attorney-Client Privilege Matters

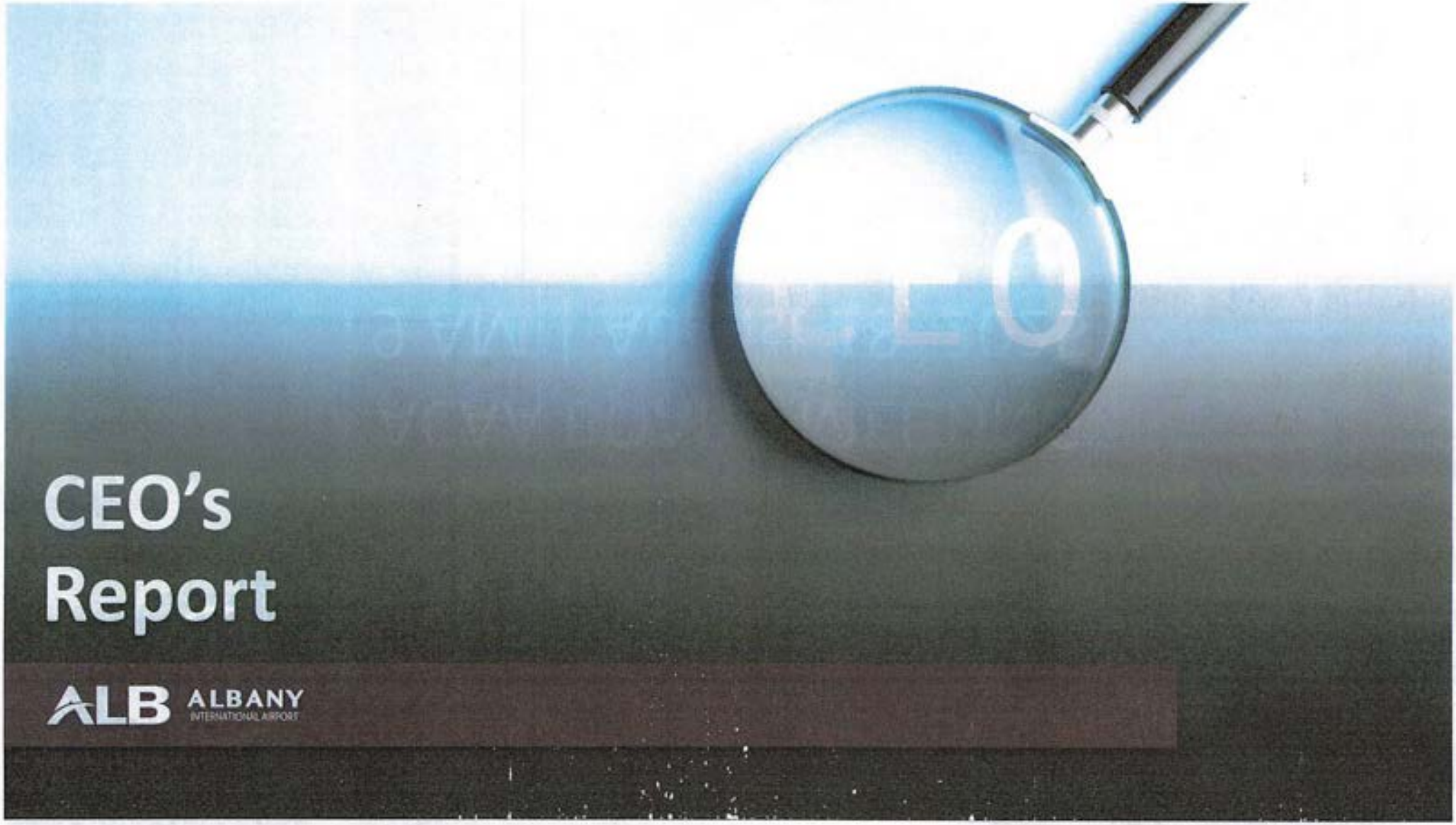
ES-1 Matter Involving a Particular Corporation

ES-2 Matter Involving a Particular Individual



ACAA BOARD MEETING

9 AM | August 18, 2025


CEO's
Report
ALB ALBANY
INTERNATIONAL AIRPORT





CHIEF OPERATING OFFICER'S REPORT



ALB



MAIN TERMINAL EXPANSION

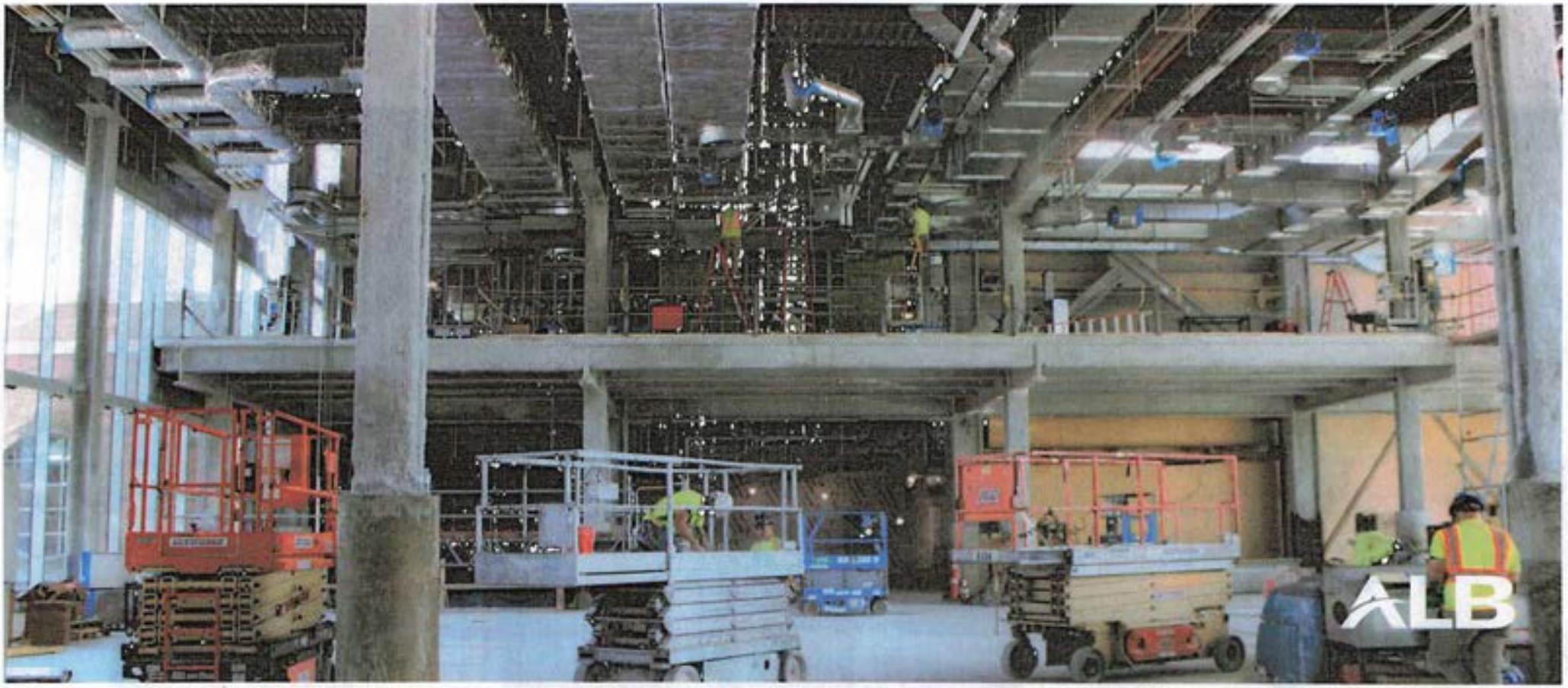


MAIN TERMINAL EXPANSION



MAIN TERMINAL EXPANSION

3RD FLOOR ADMINISTRATIVE OFFICES



MAIN TERMINAL EXPANSION

DUCTWORK INSTALLATION



MAIN TERMINAL EXPANSION

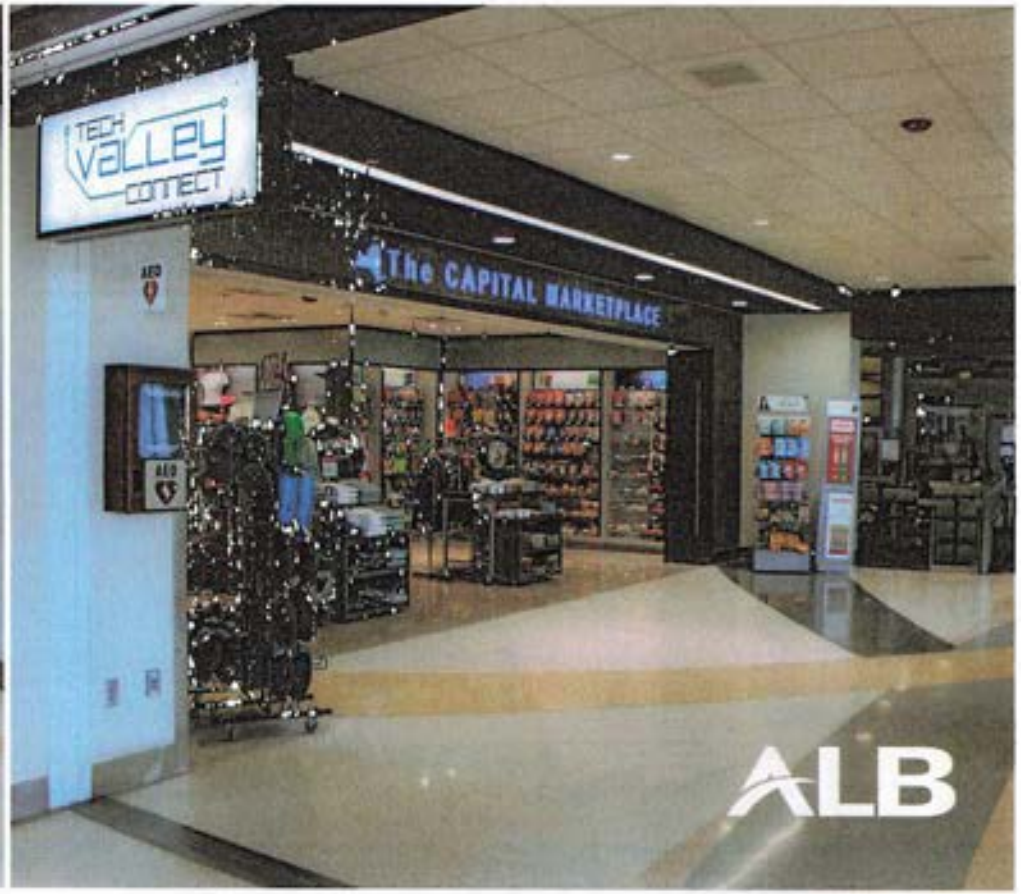
ESCALATOR INSTALLATION CONTINUES





NEW SECURITY LANE & CONCESSION

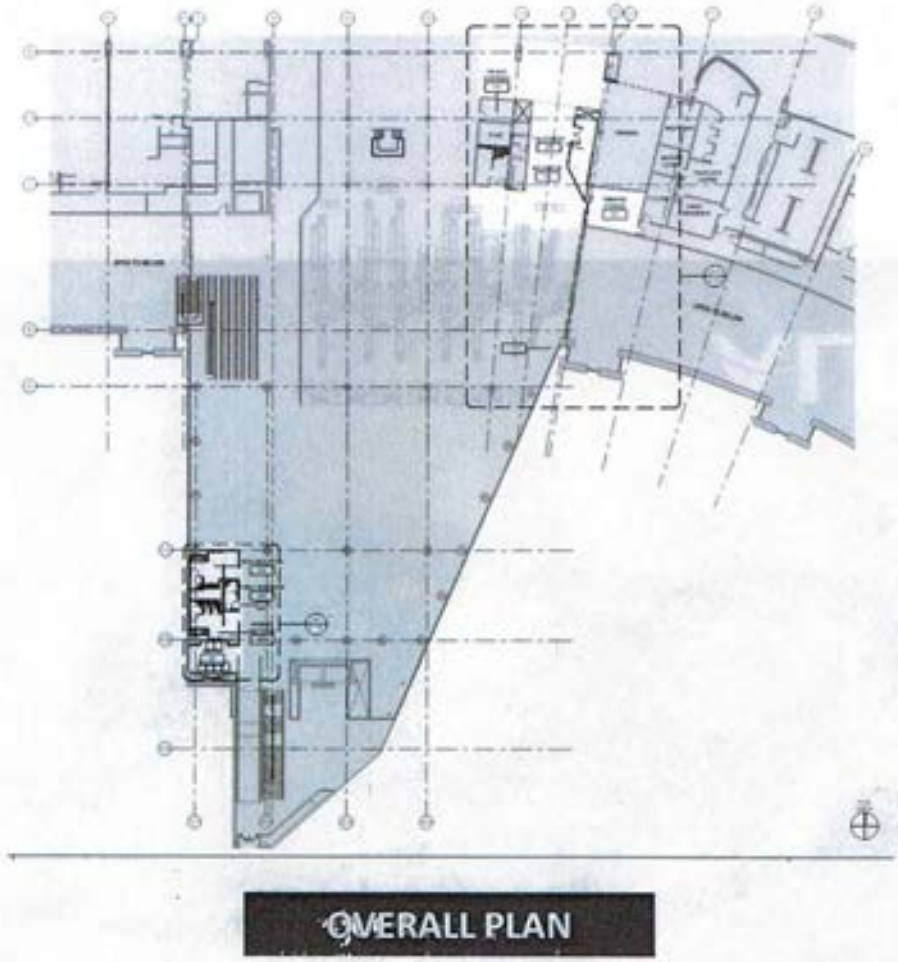




MAIN TERMINAL EXPANSION

DEPARTURE HALL UPGRADES

- Projects to be bid and awarded in September

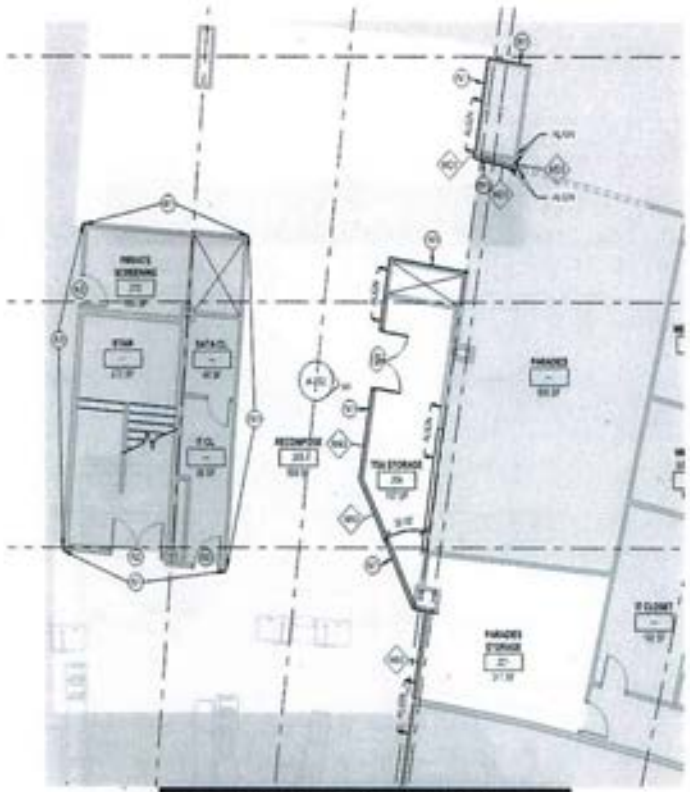


OVERALL PLAN

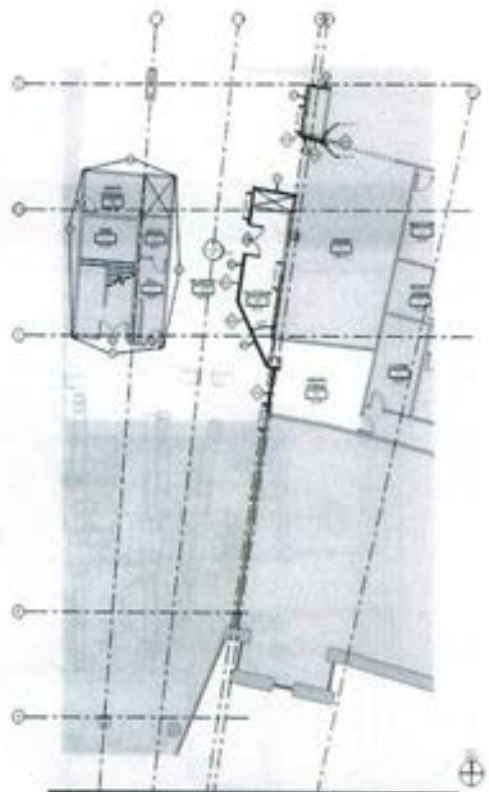
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MAIN TERMINAL EXPANSION

SEVENTH SECURITY LANE



ENLARGED PLAN

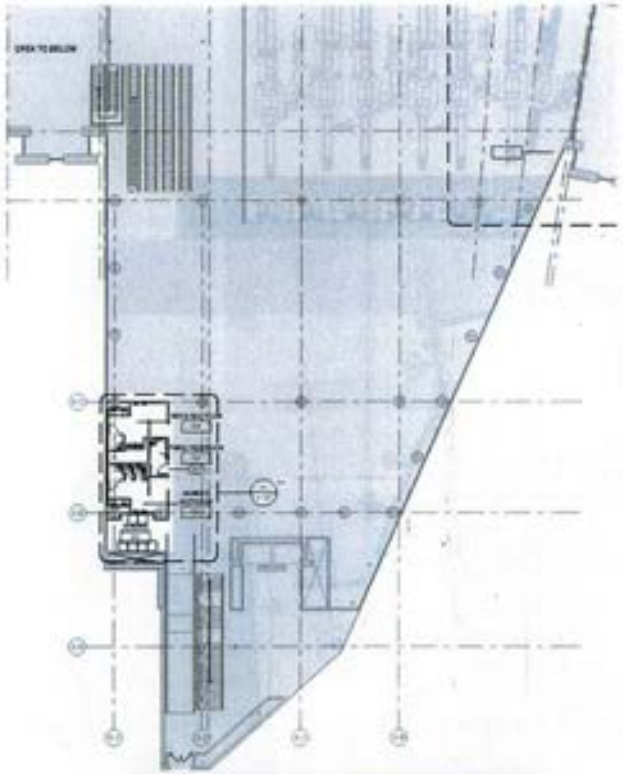


OVERALL PLAN

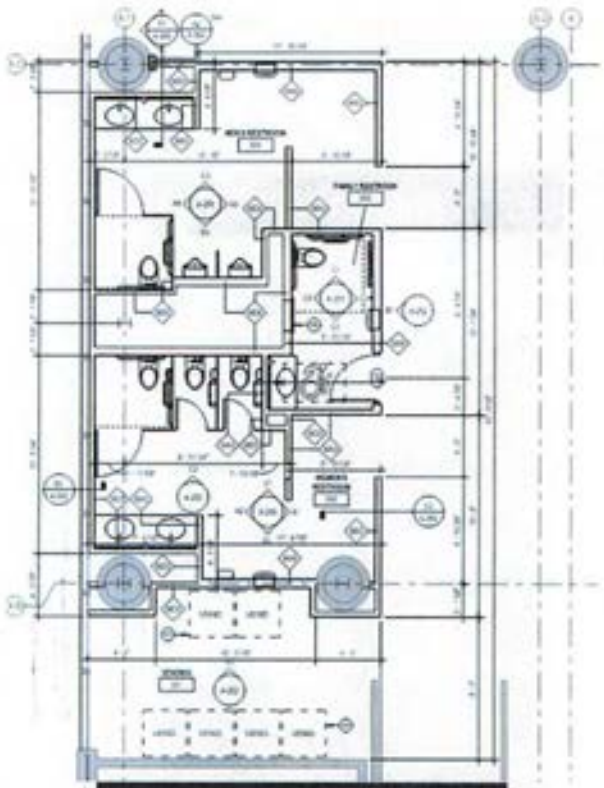
ALB

MAIN TERMINAL EXPANSION

RESTROOMS & VENDING



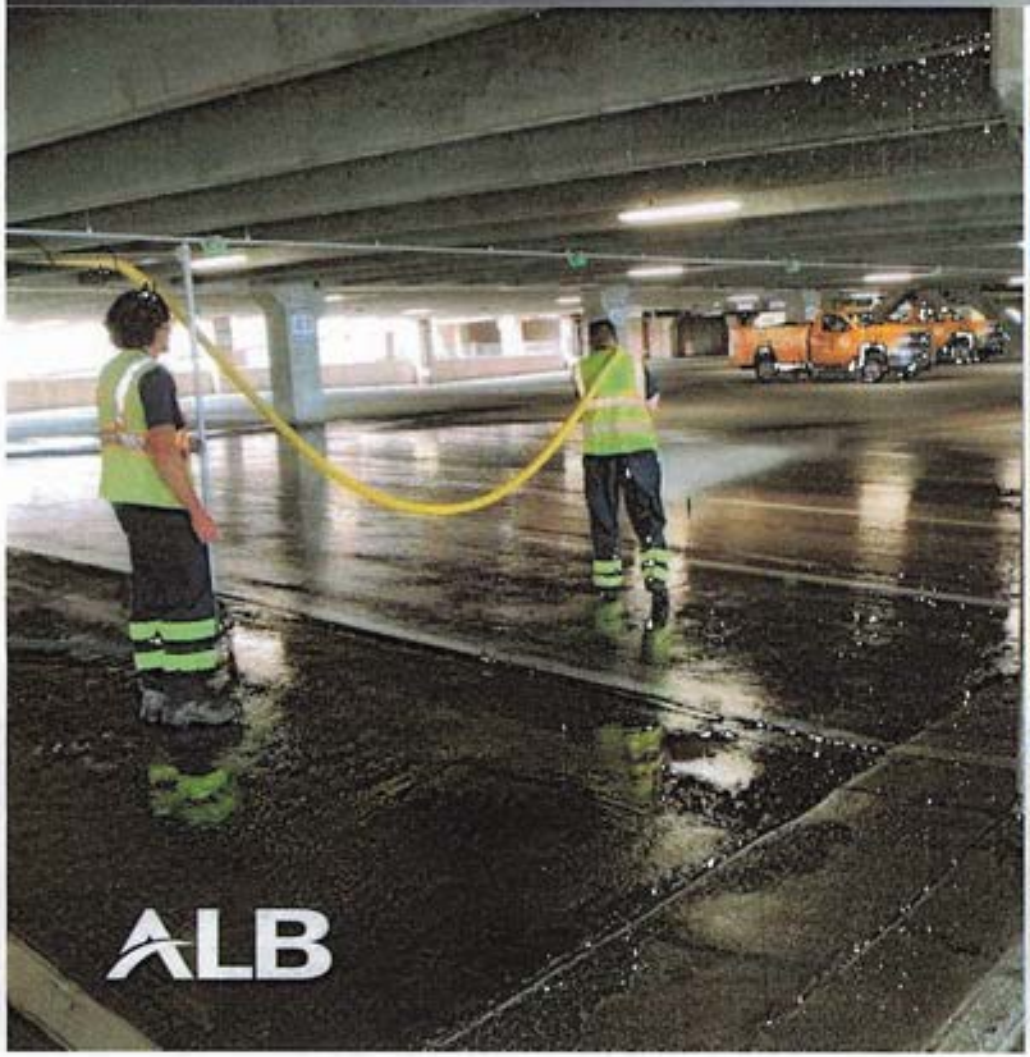
OVERALL PLAN



ENLARGED PLAN

ALB

NORTH GARAGE CLEANING

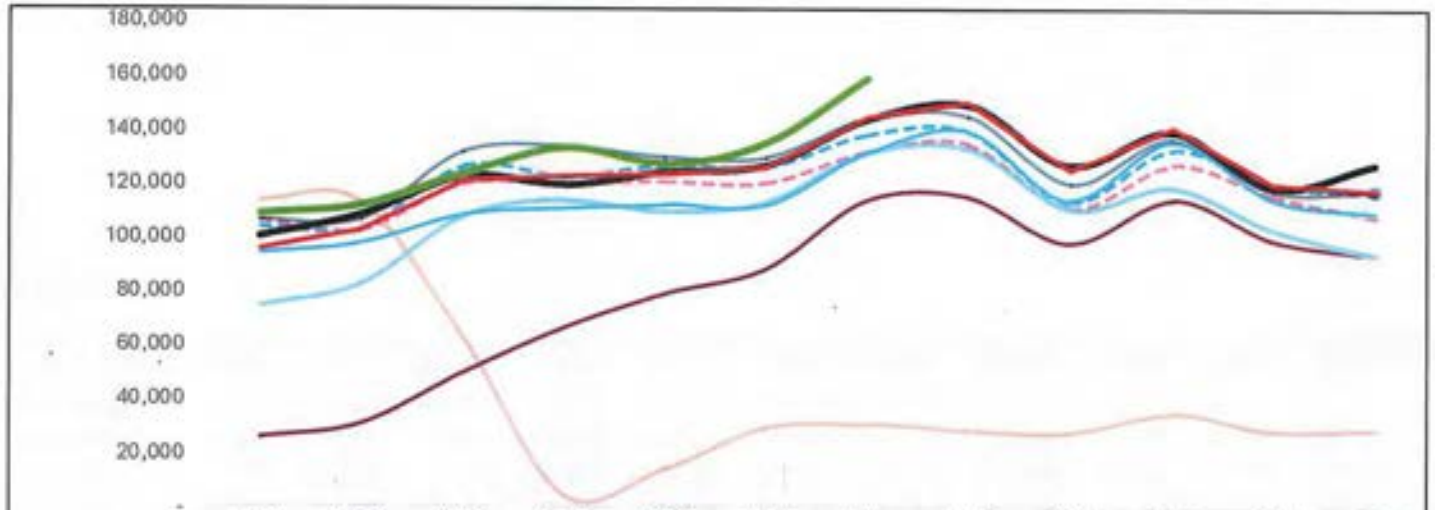




ALB ALBANY
INTERNATIONAL AIRPORT

FINANCIAL REPORT
AUGUST 2025

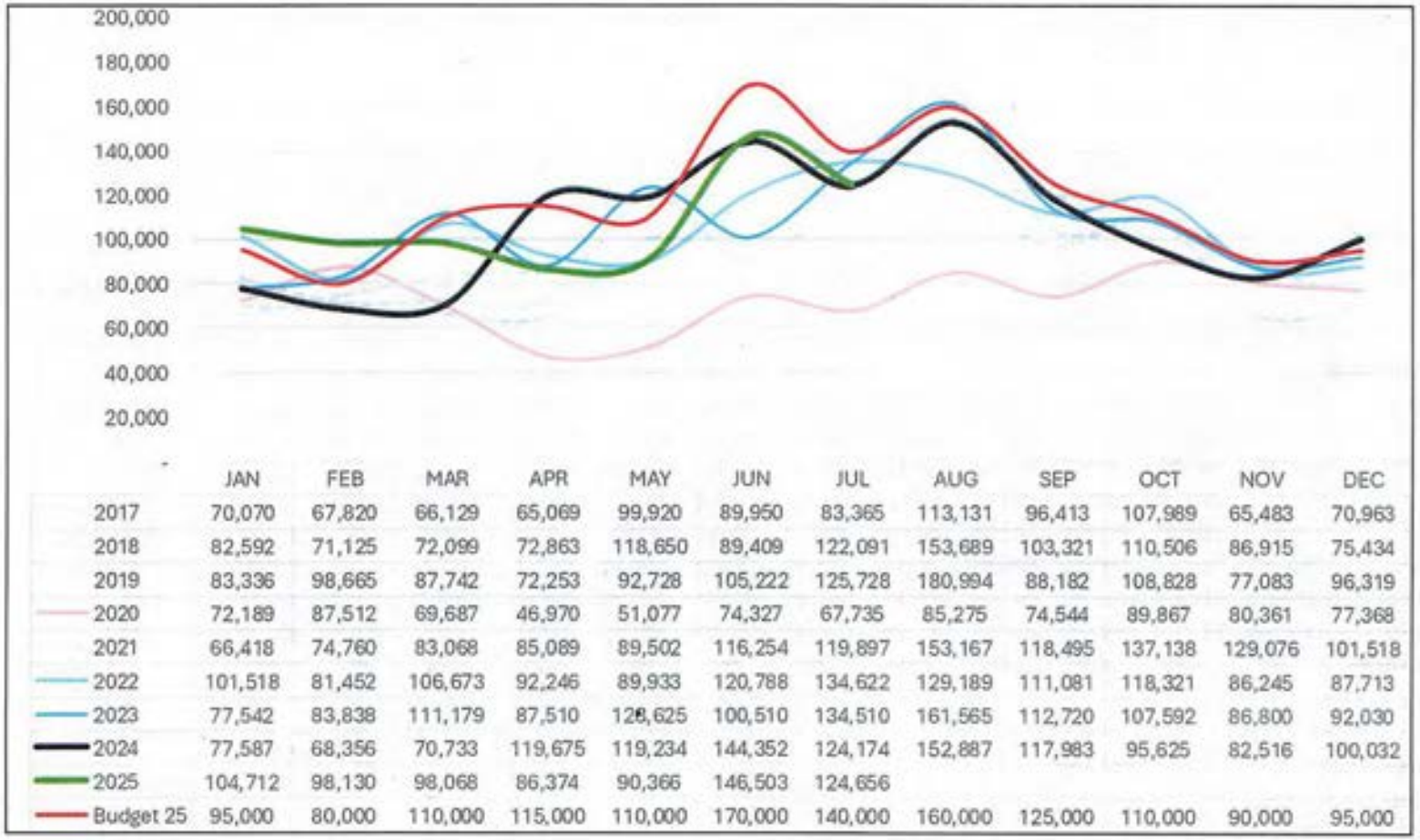
Monthly Enplanements



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Annual
2017	106,168	102,255	119,677	119,423	120,665	120,316	131,916	135,306	111,208	127,281	115,758	107,862	1,417,835
2018	104,011	102,852	126,052	122,342	126,345	125,618	137,983	139,520	113,139	132,723	119,639	116,482	1,466,706
2019	106,622	106,760	131,398	133,722	129,868	129,585	143,957	144,967	120,058	136,558	117,662	117,812	1,518,969
2020	114,119	113,232	62,622	4,147	13,968	29,752	31,092	29,022	28,257	35,274	29,089	29,455	520,029
2021	25,665	30,538	49,504	66,433	79,125	88,614	114,106	115,469	98,456	114,335	99,723	93,971	975,939
2022	74,020	82,020	107,454	113,430	109,543	113,139	131,337	132,892	110,178	118,321	102,991	93,607	1,288,932
2023	93,882	97,311	108,087	110,378	111,996	111,736	131,035	139,302	113,844	135,785	114,293	108,990	1,376,639
2024	100,258	108,129	122,407	119,477	123,993	126,907	143,652	149,279	127,013	139,688	118,826	127,341	1,507,130
2025	108,922	111,997	123,488	132,964	127,066	134,902	158,852						Est: 1,575,000
Budget 25	95,719	102,608	120,629	122,534	123,336	125,567	144,929	150,443	125,301	141,133	120,030	117,770	

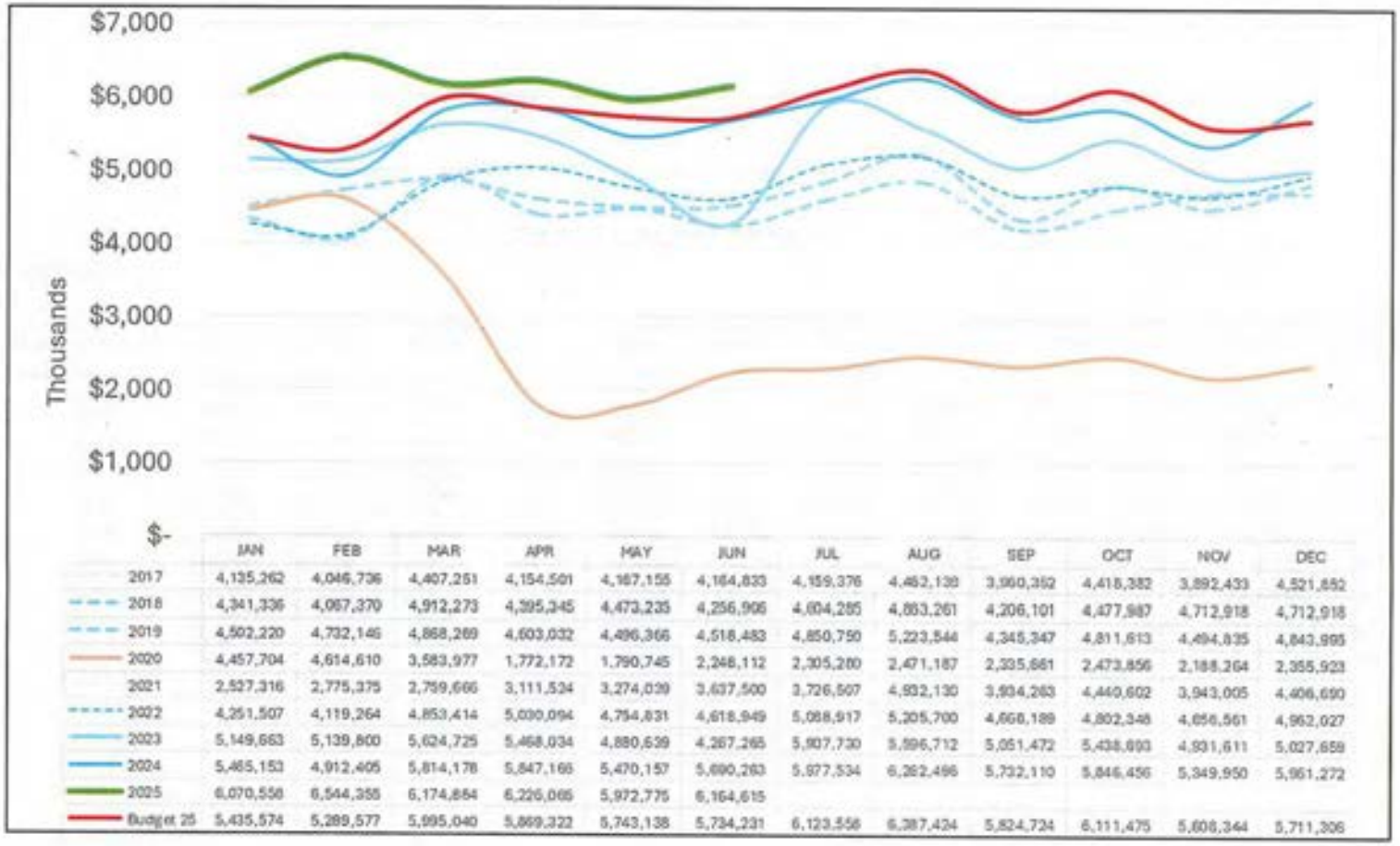
- 2nd highest June on record – 1st was June 2001 at 137,165
- Highest July on record and 4th highest month on record
- Last 2 months were highest in 21 years- August is trending to be 2nd highest month ever on record

Monthly Jet A FBO only (gallons)



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Annual
2017	70,070	67,820	66,129	65,069	99,920	89,950	83,365	113,131	96,413	107,989	65,483	70,963	996,302
2018	82,592	71,125	72,099	72,863	118,650	89,409	122,091	153,689	103,321	110,506	86,915	75,434	1,158,694
2019	83,336	98,665	87,742	72,253	92,728	105,222	125,728	180,994	88,182	108,828	77,083	96,319	1,217,080
2020	72,189	87,512	69,687	46,970	51,077	74,327	67,735	85,275	74,544	89,867	80,361	77,368	876,912
2021	66,418	74,760	83,068	85,089	89,502	116,254	119,897	153,167	118,495	137,138	129,076	101,518	1,274,382
2022	101,518	81,452	106,673	92,246	89,933	120,788	134,622	129,189	111,081	118,321	86,245	87,713	1,259,781
2023	77,542	83,838	111,179	87,510	126,625	100,510	134,510	161,565	112,720	107,592	86,800	92,030	1,279,421
2024	77,587	68,356	70,733	119,675	119,234	144,352	124,174	152,887	117,983	95,625	82,516	100,032	1,266,446
2025	104,712	98,130	98,068	86,374	90,366	146,503	124,656						
Budget 25	95,000	80,000	110,000	115,000	110,000	170,000	140,000	160,000	125,000	110,000	90,000	95,000	

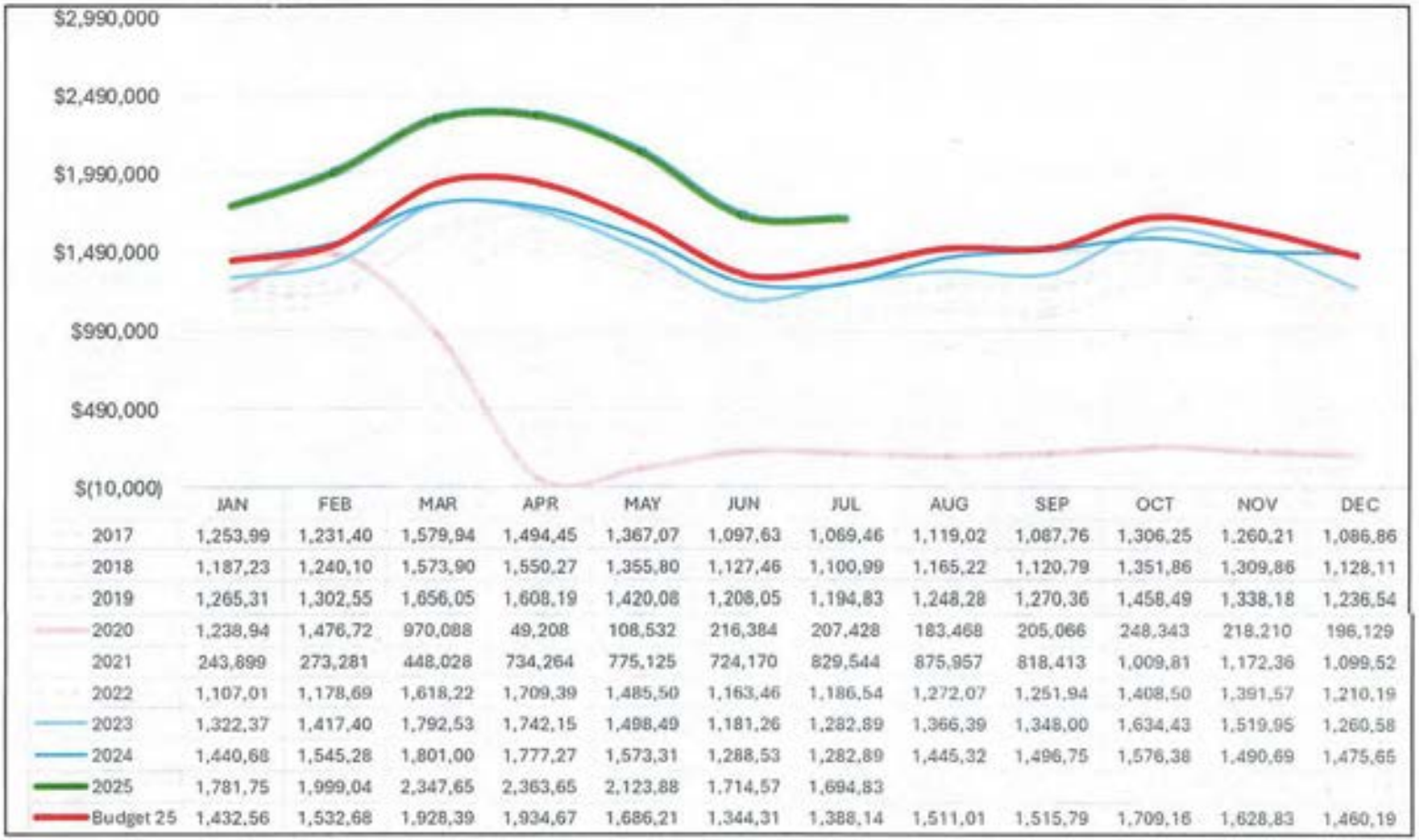
Operating Revenue (Including FBO)



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2017	4,135,262	4,046,736	4,407,251	4,154,501	4,167,155	4,164,833	4,159,376	4,462,130	3,960,352	4,416,382	3,892,433	4,521,652
2018	4,341,336	4,057,370	4,912,273	4,395,345	4,473,235	4,256,906	4,604,285	4,883,261	4,206,101	4,477,987	4,712,918	4,712,918
2019	4,502,220	4,732,146	4,868,269	4,603,032	4,496,366	4,518,483	4,850,750	5,223,544	4,345,347	4,811,613	4,494,835	4,843,995
2020	4,457,704	4,614,610	3,583,977	1,772,172	1,790,745	2,248,112	2,305,280	2,471,187	2,335,661	2,473,856	2,188,264	2,355,923
2021	2,527,316	2,775,375	2,759,666	3,111,534	3,274,039	3,637,500	3,726,507	4,932,130	3,934,263	4,440,602	3,943,005	4,406,690
2022	4,251,507	4,119,264	4,853,414	5,030,094	4,754,831	4,618,949	5,088,917	5,205,700	4,668,189	4,802,348	4,656,561	4,962,027
2023	5,149,663	5,139,800	5,624,725	5,468,034	4,880,639	4,267,265	5,907,730	5,596,712	5,051,472	5,438,893	4,931,611	5,027,659
2024	5,465,153	4,912,405	5,814,178	5,847,166	5,470,157	5,690,263	5,977,534	6,262,496	5,732,110	5,846,456	5,349,950	5,961,272
2025	6,070,556	6,544,355	6,174,864	6,226,065	5,972,775	6,164,615						
Budget 25	5,435,574	5,289,577	5,995,040	5,869,322	5,743,138	5,734,231	6,123,556	6,387,424	5,824,724	6,111,475	5,608,344	5,711,306

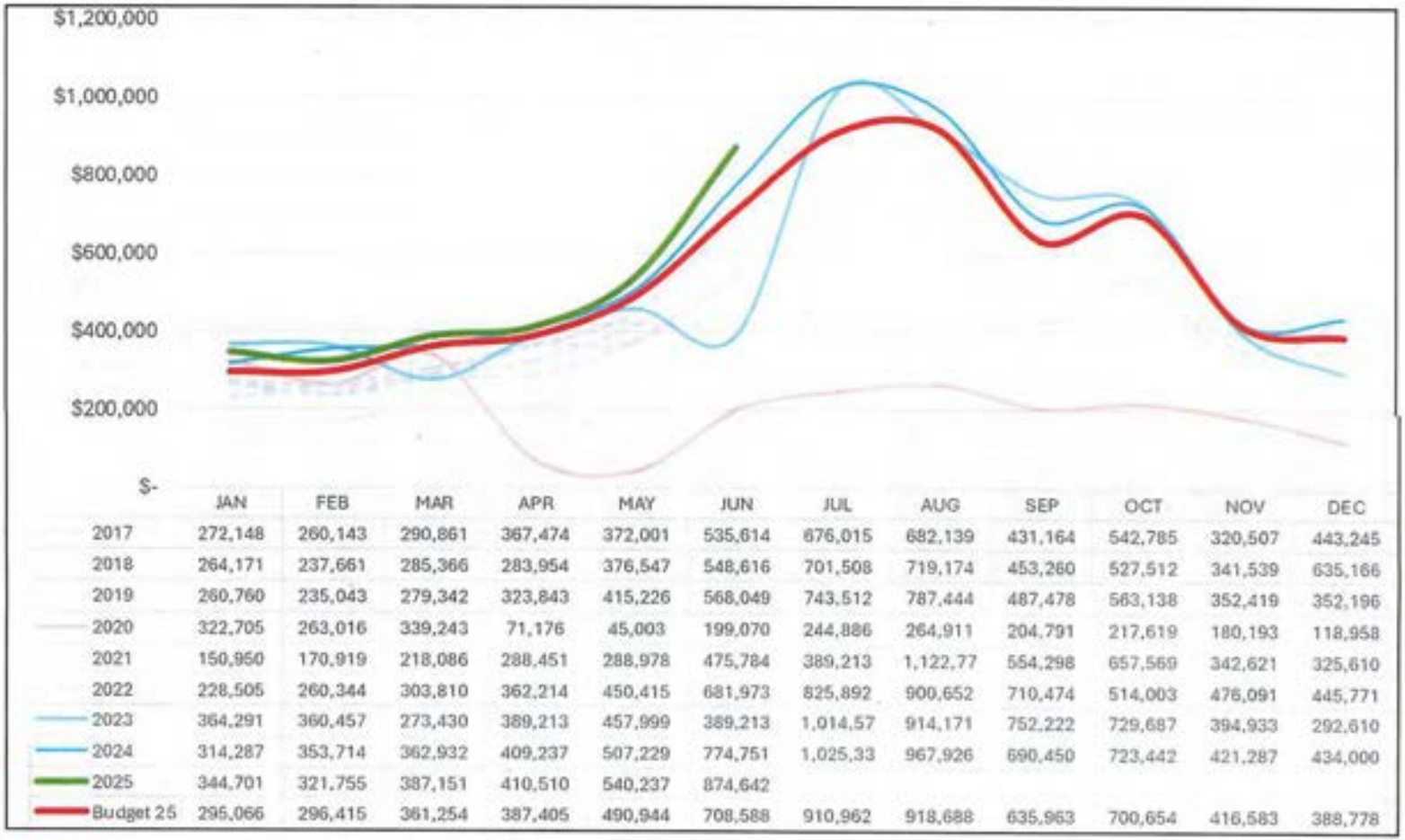
Revenues continue to b above budget due to higher parking and concessions

Parking Revenues



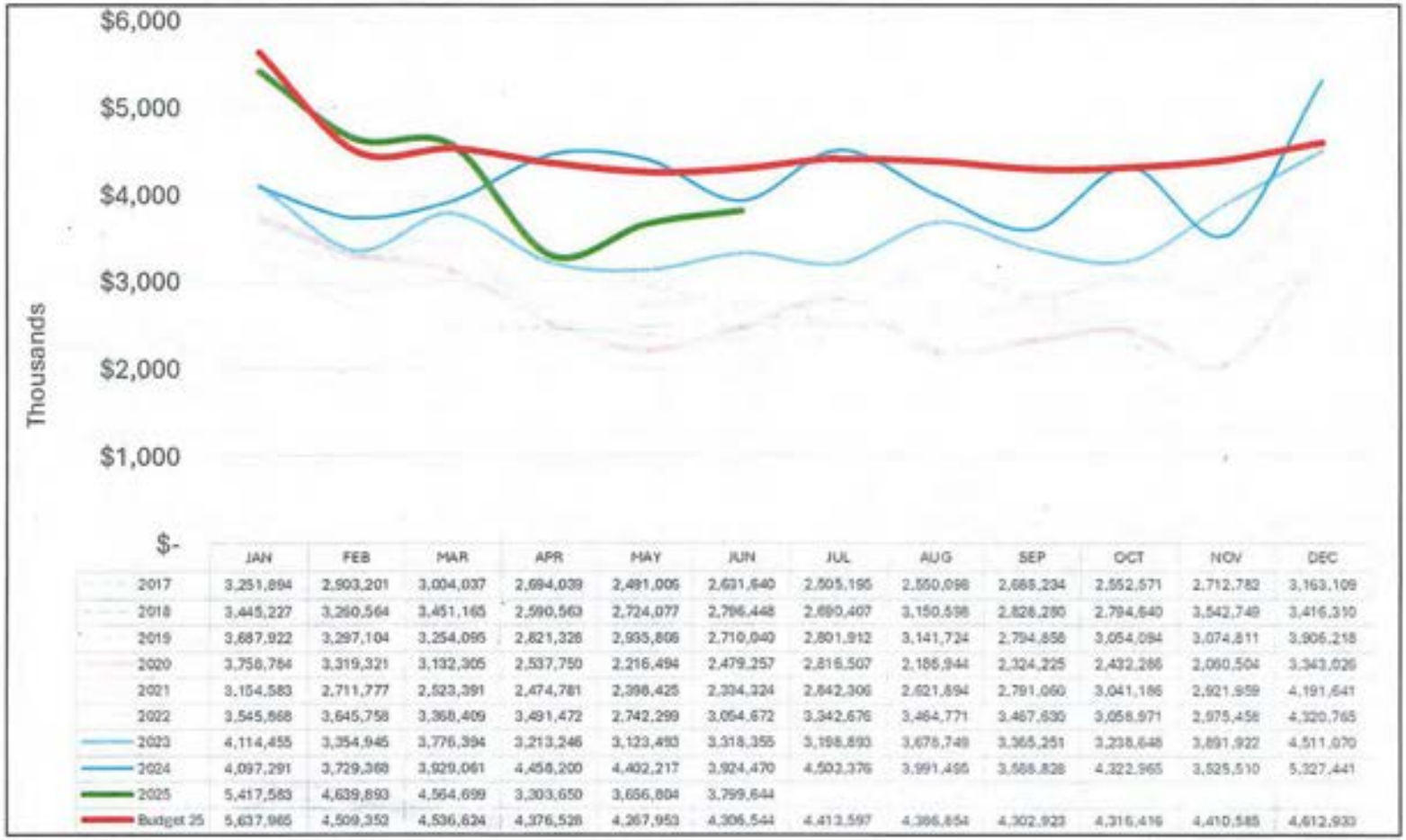
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2017	1,253.99	1,231.40	1,579.94	1,494.45	1,367.07	1,097.63	1,069.46	1,119.02	1,087.76	1,306.25	1,260.21	1,086.86
2018	1,187.23	1,240.10	1,573.90	1,550.27	1,355.80	1,127.46	1,100.99	1,165.22	1,120.79	1,351.86	1,309.86	1,128.11
2019	1,265.31	1,302.55	1,656.05	1,608.19	1,420.08	1,208.05	1,194.83	1,248.28	1,270.36	1,458.49	1,338.18	1,236.54
2020	1,238.94	1,476.72	970.088	49.208	108.532	216.384	207.428	183.468	205.066	248.343	218.210	196.129
2021	243.899	273.281	448.028	734.264	775.125	724.170	829.544	875.957	818.413	1,009.81	1,172.36	1,099.52
2022	1,107.01	1,178.69	1,618.22	1,709.39	1,485.50	1,163.46	1,186.54	1,272.07	1,251.94	1,408.50	1,391.57	1,210.19
2023	1,322.37	1,417.40	1,792.53	1,742.15	1,498.49	1,181.26	1,282.89	1,366.39	1,348.00	1,634.43	1,519.95	1,260.58
2024	1,440.68	1,545.28	1,801.00	1,777.27	1,573.31	1,288.53	1,282.89	1,445.32	1,496.75	1,576.38	1,490.69	1,475.65
2025	1,781.75	1,999.04	2,347.65	2,363.65	2,123.88	1,714.57	1,694.83					
Budget 25	1,432.56	1,532.68	1,928.39	1,934.67	1,686.21	1,344.31	1,388.14	1,511.01	1,515.79	1,709.16	1,628.83	1,460.19

Rental Car Revenues



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2017	272,148	260,143	290,861	367,474	372,001	535,614	676,015	682,139	431,164	542,785	320,507	443,245
2018	264,171	237,661	285,366	283,954	376,547	548,616	701,508	719,174	453,260	527,512	341,539	635,166
2019	260,760	235,043	279,342	323,843	415,226	568,049	743,512	787,444	487,478	563,138	352,419	352,196
2020	322,705	263,016	339,243	71,176	45,003	199,070	244,886	264,911	204,791	217,619	180,193	118,958
2021	150,950	170,919	218,086	288,451	288,978	475,784	389,213	1,122,77	554,298	657,569	342,621	325,610
2022	228,505	260,344	303,810	362,214	450,415	681,973	825,892	900,652	710,474	514,003	476,091	445,771
2023	364,291	360,457	273,430	389,213	457,999	389,213	1,014,57	914,171	752,222	729,687	394,933	292,610
2024	314,287	353,714	362,932	409,237	507,229	774,751	1,025,33	967,926	690,450	723,442	421,287	434,000
2025	344,701	321,755	387,151	410,510	540,237	874,642						
Budget 25	295,066	296,415	361,254	387,405	490,944	708,588	910,962	918,688	635,963	700,654	416,583	388,778

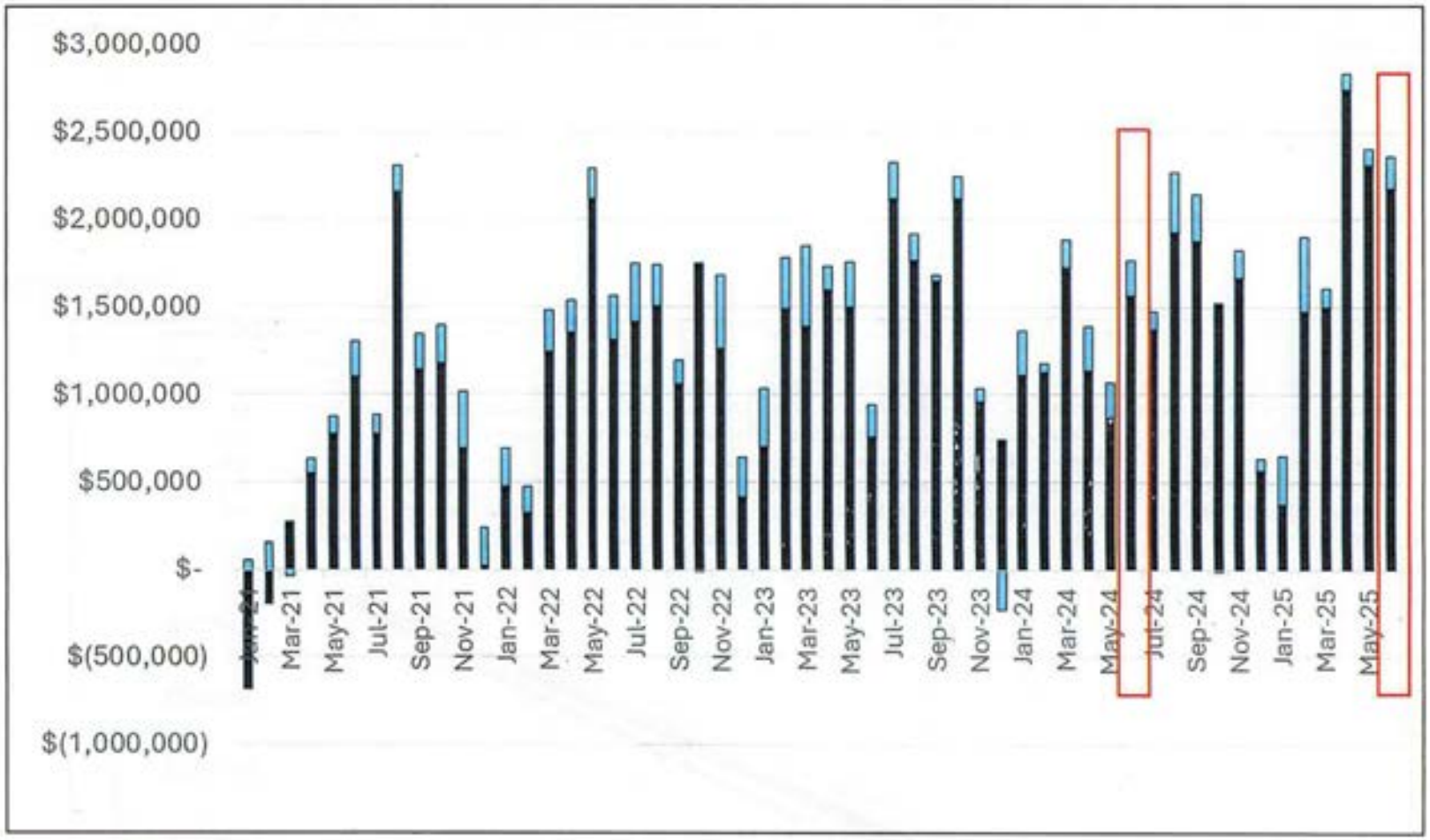
Operating Expense (including FBO)



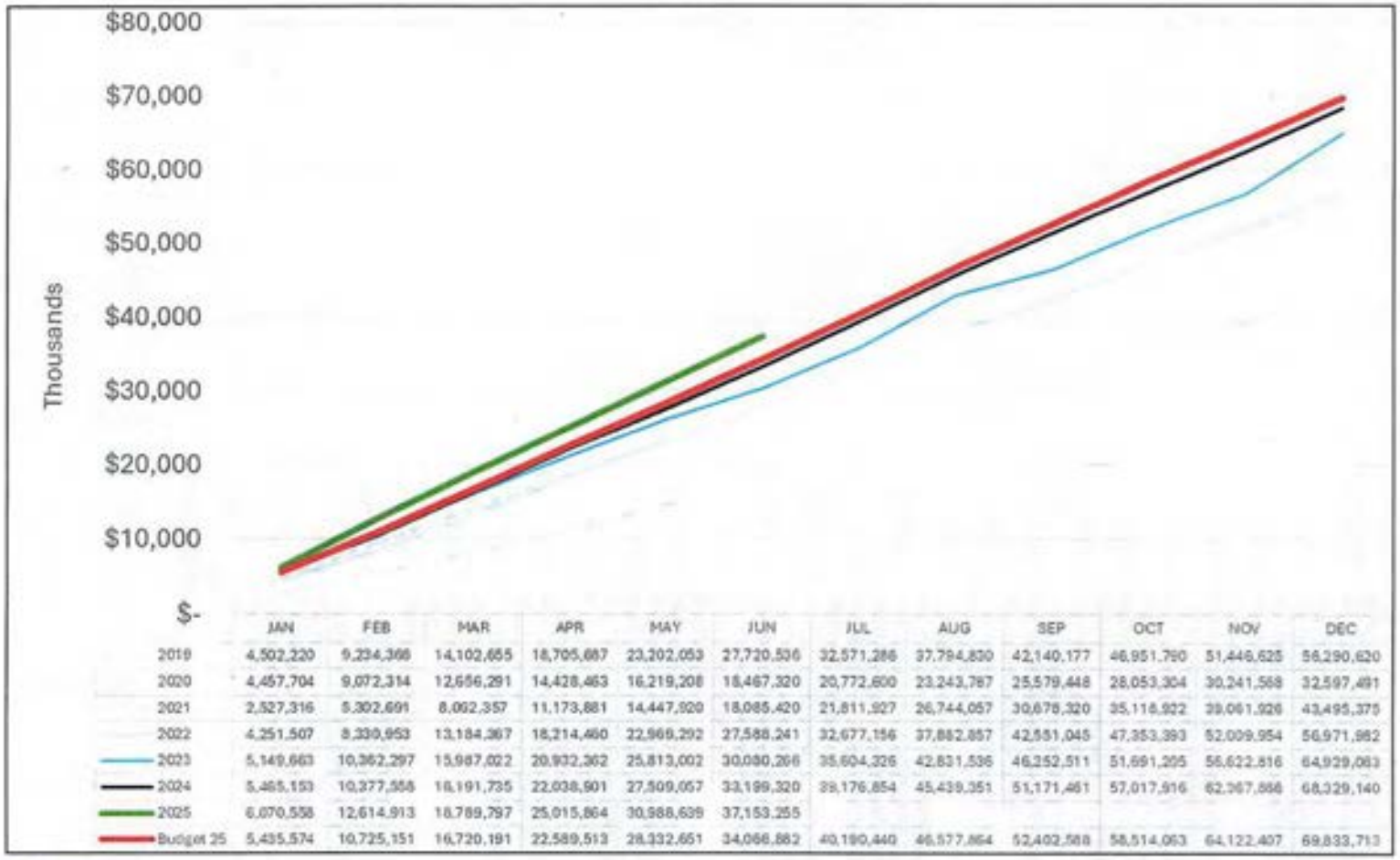
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2017	3,251,894	2,903,201	3,004,037	2,694,039	2,491,005	2,631,640	2,505,195	2,550,096	2,685,234	2,552,571	2,712,782	3,163,109
2018	3,445,227	3,260,564	3,451,165	2,590,563	2,724,077	2,796,448	2,690,407	3,150,536	2,826,280	2,794,640	3,542,749	3,416,310
2019	3,687,922	3,297,104	3,254,095	2,821,326	2,935,806	2,710,040	2,801,912	3,141,724	2,794,858	3,054,094	3,074,811	3,906,218
2020	3,758,784	3,319,321	3,132,305	2,537,750	2,216,494	2,479,257	2,816,507	2,186,944	2,324,225	2,432,286	2,060,504	3,343,026
2021	3,154,583	2,711,777	2,523,391	2,474,781	2,398,425	2,334,324	2,842,306	2,621,894	2,791,060	3,041,186	2,921,959	4,191,641
2022	3,545,668	3,645,758	3,368,409	3,491,472	2,742,299	3,054,672	3,342,676	3,464,771	3,467,630	3,058,971	2,975,456	4,320,765
2023	4,114,455	3,354,945	3,776,394	3,213,246	3,123,493	3,318,355	3,198,893	3,675,749	3,365,251	3,238,648	3,891,922	4,511,070
2024	4,097,291	3,729,368	3,929,061	4,456,200	4,402,217	3,924,470	4,503,376	3,991,466	3,568,828	4,322,965	3,525,510	5,327,441
2025	5,417,583	4,639,893	4,564,699	3,303,650	3,656,804	3,799,644						
Budget 25	5,637,965	4,509,352	4,536,624	4,376,528	4,267,953	4,306,544	4,413,597	4,396,854	4,302,923	4,316,416	4,410,585	4,612,933

Monthly Financial Report

Operating Net Profit, Airport and FBO

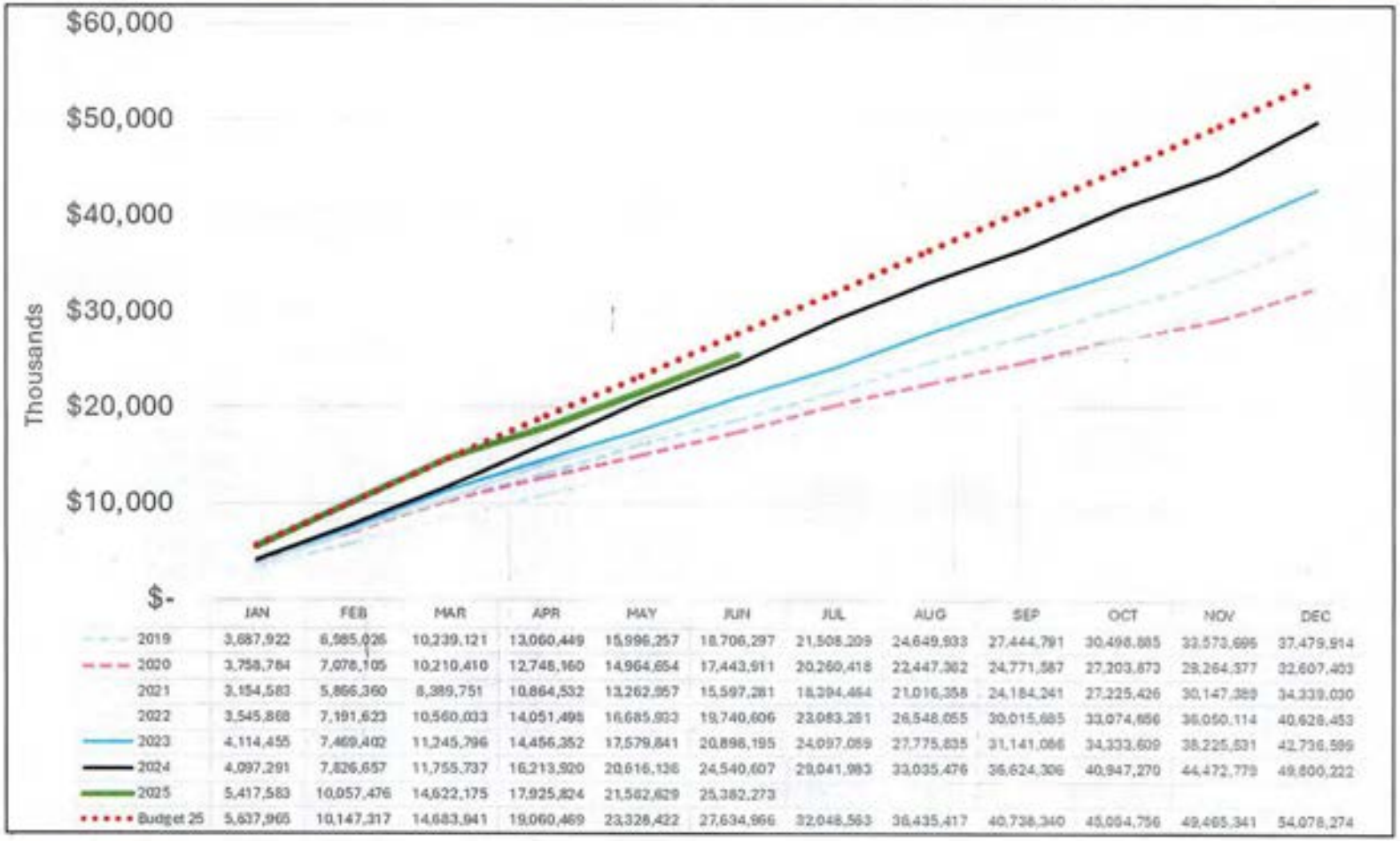


YTD Operating Revenue (excluding CARES) vs. YTD Budget (including FBO)



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2019	4,502,220	9,234,366	14,102,655	18,705,687	23,202,053	27,720,536	32,571,286	37,794,830	42,140,177	46,951,790	51,446,625	56,290,620
2020	4,457,704	9,072,314	12,656,291	14,428,463	16,219,208	18,467,320	20,772,600	23,243,787	25,579,448	28,053,304	30,241,569	32,597,491
2021	2,527,316	5,302,691	8,092,357	11,173,881	14,447,920	18,085,420	21,811,927	26,744,057	30,678,320	35,116,922	39,061,926	43,495,375
2022	4,251,507	8,330,953	13,184,367	18,214,460	22,969,292	27,588,241	32,677,156	37,882,857	42,551,045	47,353,393	52,009,954	56,971,982
2023	5,149,663	10,362,297	15,987,022	20,932,362	25,813,002	30,080,266	35,604,326	42,831,536	46,252,511	51,691,205	56,622,816	64,929,063
2024	5,465,153	10,377,558	16,191,735	22,038,901	27,509,057	33,199,320	39,176,854	45,439,351	51,171,461	57,017,916	62,367,866	68,329,140
2025	6,070,558	12,614,913	18,789,797	25,015,864	30,988,639	37,153,255						
Budget 25	5,435,574	10,725,151	16,720,191	22,589,513	28,332,651	34,066,882	40,190,440	46,577,864	52,402,588	58,514,063	64,122,407	69,833,713

YTD Operating Expense vs. YTD Budget (including FBO)



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2019	3,687,922	6,585,026	10,239,121	13,060,449	15,996,257	18,706,297	21,508,209	24,649,933	27,444,791	30,498,885	33,573,696	37,479,914
2020	3,758,784	7,078,105	10,210,410	12,748,160	14,964,654	17,443,911	20,260,418	22,447,362	24,771,587	27,203,873	29,264,377	32,607,403
2021	3,154,583	5,866,360	8,389,751	10,864,532	13,262,957	15,597,281	18,294,464	21,016,358	24,184,241	27,225,426	30,147,389	34,339,030
2022	3,545,868	7,191,623	10,560,033	14,051,498	16,685,933	19,740,606	23,083,281	26,548,055	30,015,685	33,074,656	36,050,114	40,628,453
2023	4,114,455	7,469,402	11,245,796	14,456,352	17,579,841	20,898,195	24,097,059	27,775,835	31,141,086	34,333,609	38,225,531	42,736,599
2024	4,097,291	7,826,657	11,755,737	16,213,920	20,616,136	24,540,607	29,041,993	33,035,476	36,624,306	40,947,270	44,472,779	49,600,222
2025	5,417,583	10,057,476	14,622,175	17,925,824	21,562,629	25,382,273						
Budget 25	5,637,965	10,147,317	14,683,941	19,060,469	23,328,422	27,634,966	32,048,563	36,435,417	40,738,340	45,094,756	49,495,341	54,078,274

Line of Credit Draws

	Draw Date	Amount	Repayment Date	Partial Repayment Amount	Partial Repayment Date	Current LOC Balance
LOC Draw 01	8-Mar-24	$ 984,381.73	12-Aug-24			
LOC Draw 02	8-Mar-24	761,816.97	2-Apr-24			
LOC Draw 03	20-Mar-24	959,655.24	8-Apr-24			
LOC Draw 04	9-May-24	2,152,308.12	1-Jul-24			
LOC Draw 05	9-May-24	1,285,737.86	1-Jul-24			
LOC Draw 06	14-Jun-24	2,586,897.15	2-Oct-24			
LOC Draw 07	14-Jun-24	2,337,750.23	2-Oct-24			
LOC Draw 08	22-Aug-24	4,055,372.75	16-Oct-24			
LOC Draw 09	15-Nov-24	3,159,332.20	10-Jan-25			
LOC Draw 10	23-Dec-24	1,554,653.15		293,829.45	15-Jul-25	1,260,823.70
LOC Draw 11	16-Jan-25	1,045,137.75		197,531.03	15-Jul-25	847,606.72
LOC Draw 11	16-Jan-25	1,667,596.47	27-Mar-25			
LOC Draw 12	27-Feb-25	875,236.80		165,419.76	15-Jul-25	709,817.04
LOC Draw 12	27-Feb-25	1,342,431.04	18-Apr-25			
LOC Draw 13	5-Mar-25	1,104,266.22	18-Apr-25			
LOC Draw 13	5-Mar-25	1,366,011.17	18-Apr-25			
LOC Draw 14	28-Apr-25	618,447.81		116,886.64	15-Jul-25	501,561.17
LOC Draw 14	28-Apr-25	579,232.10	2-Jun-25			
LOC Draw 15	12-May-25	391,933.11	2-Jun-25			
LOC Draw 15	12-May-25	937,919.23		177,266.73	15-Jul-25	760,652.50
LOC Draw 16	28-May-25	896,225.85	15-Jul-25	896,225.85	15-Jul-25	
LOC Draw 16	28-May-25	1,099,420.41				1,099,420.41
LOC Draw 17	23-Jun-25	326,556.42				326,556.42
LOC Draw 17	23-Jun-25	1,442,159.62				1,442,159.62
	Outstanding					$ 6,948,597.58

Airline Schedules

Albany International Airport
Airline and Direct Market Flights
For the week of August 17, 2025

AIRLINE	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Allegiant	3	3		1	3	3	1
American	17	16	13	15	17	16	14
Avelo		1				1	
Breeze	1	1			1	1	
Delta	9	9	9	9	9	9	7
Jet Blue	4	3	4	3	4	3	3
Southwest	13	12	10	10	12	12	11
United	8	8	7	7	8	8	7
	55	53	43	45	54	53	43

DIRECT MARKET							
Atlanta	3	3	3	3	3	3	3
Baltimore	5	5	5	5	5	5	4
Charleston		1				1	
Charlotte	4	3	3	3	4	3	4
Chicago-Midway	3	3	2	2	3	3	2
Chicago-O'Hare	7	7	4	5	7	7	5
Dallas/Ft. Worth	1	1	1	1	1	1	1
Denver	1	1	1	1	1	1	1
Detroit	4	4	4	4	4	4	3
Fort Lauderdale	2	1	2	1	2	1	1
Las Vegas	1	1			1	1	
Myrtle Beach	1	1			1	1	1
Nashville	1	2	1	1	1	2	1
New York LaGuardia	2	2	2	2	2	2	1
Orlando	4	3	3	3	3	3	4
Orlando/Sanford	1				1		
Philadelphia	5	5	4	5	5	5	5
Punta Gorda	1				1		
Raleigh Durham	1	1			1	1	
St. Petersberg		1		1		1	
Tampa							1
Washington/Dulles	4	4	4	4	4	4	4
Washington/Reagan	4	4	4	4	4	4	2
	55	53	43	45	54	53	43

Status of Airline Use & Lease Agreement Renewal for January 1, 2026:

- May 22, ALB Use & Lease Kickoff Meeting w Signatory Airlines
- Jun 27, ALB Use & Lease Second Meeting
- Jul 25, ALB Use & Lease Third Meeting
- Aug 26, ALB Use & Lease Fourth Meeting, w 2025 Rates & Charges
- Sep 23, ALB Use & Lease Fifth Meeting, w 2025 Rates & Charges
- Oct 16, ALB Use & Lease Sixth Meeting
- Nov 20, ALB Use & Lease Seventh Meeting
- Dec 18, ALB Use & Lease Eighth Meeting
- February 27, 2025 Meeting to discuss redline version of agreement
- March 11, 2025 Internal meeting to discuss airline requested changes
- July 25, 2025 Met with airlines to discuss redline version of agreement after airline suggested changes were made. Draft agreement was presented to the board in July.







PROJECT DEVELOPMENT



ALB



CONCOURSE A REVITALIZATION

NEWLY RENOVATED GATES A1 & A2
OPENED TO PUBLIC ON AUGUST 6TH





ALLEGIANT'S ALB TO ST. PETERSBURG MARKED FIRST FLIGHT OUT OF RENOVATED GATES





OTHER CAPITAL PROJECTS

TERMINAL ELEVATOR REPLACEMENT



AIR TRAFFIC CONTROL TOWER
HVAC UPGRADES





OTHER CAPITAL PROJECTS

RUNWAY 1-19 REHAB & SOUTH PERIMTER ROAD UPDATE





JET BRIDGES A6 AND B6 REPLACEMENT





OTHER CAPITAL PROJECTS

GENERAL AVIATION APRON REHAB



TRAFFIC SIGNAL UPGRADE



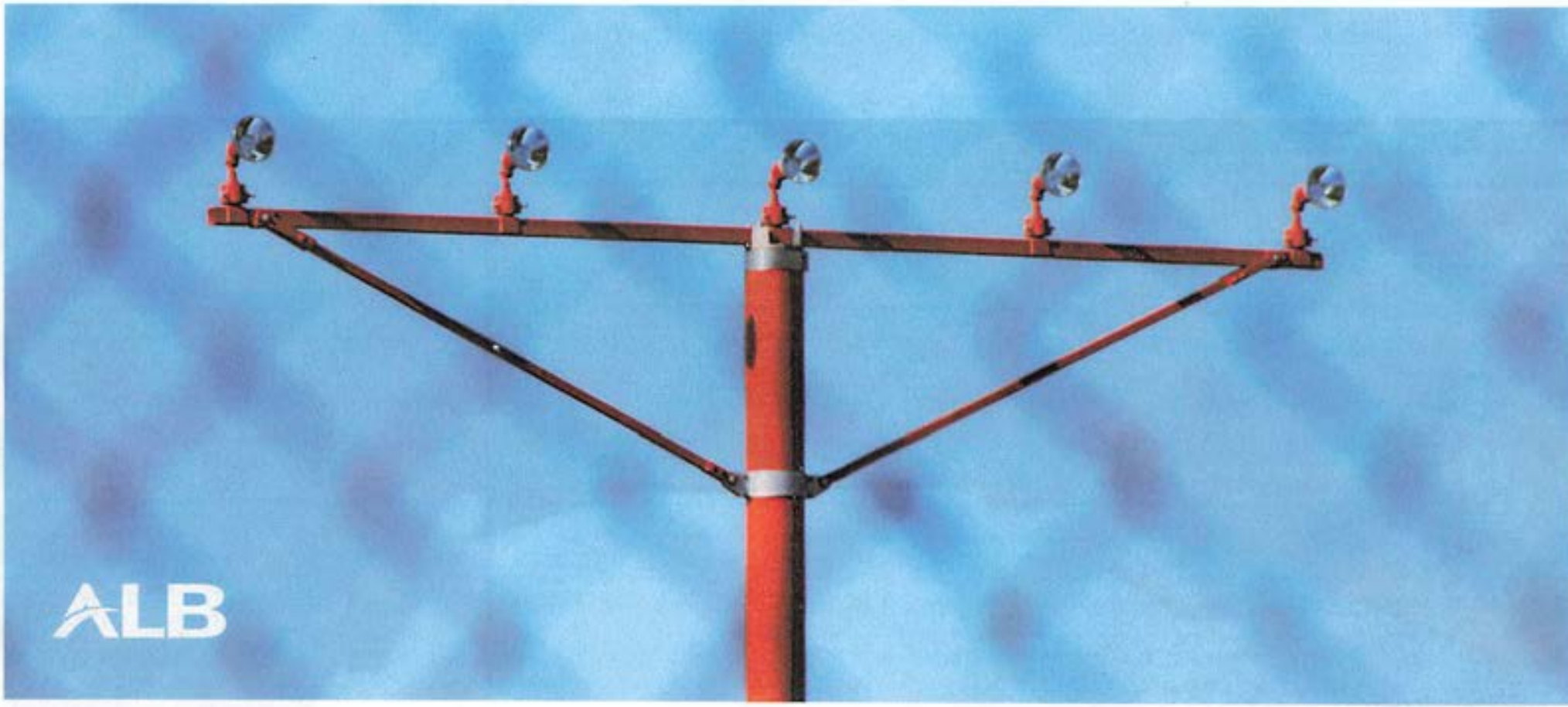


OTHER CAPITAL PROJECTS

FUEL FARM FIRE SUPPRESSION



MALSR LIGHTS



OTHER CAPITAL PROJECTS

TRANSFORMER PROJECT









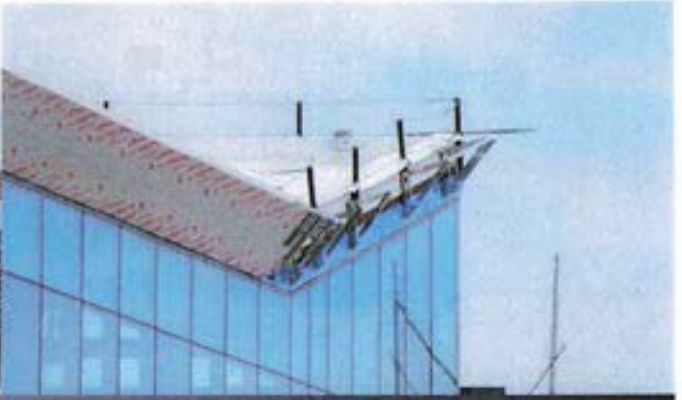
CONCESSIONS AND AMBASSADOR PROGRAM



ALB







PUBLIC AFFAIRS



ALB



ALB IN THE NEWS

Concourse A Revitalization

- WNYT
- WTEN
- WRGB
- Times Union

Breeze Announces ALB to Fort Myers

- WTEN
- WGY
- Gulfshore Business Journal
- The Bulkhead Seat
- The Points Guy
- USA Today Network

Emergency Landing at ALB

- WTEN
- WGY

Avelo Protest

- Times Union

Rhode Island Plane Crash

- WNYT
- WRGB
- WTEN
- Spectrum News
- Times Union
- Lower Hudson Journal
- Boston Globe
- Rhode Island Current
- WPRI
- Daily Voice
- LongIsland.com
- WJAR

ALB

ONLY ON 13: Tour of Albany International Airport construction shows off completed Concourse A



ALBANY COUNTY

Albany International Airport completes phase 1 of concourse upgrades

ALBANY COUNTY

Plane makes emergency landing at Albany International Airport

Albany International Airport completes first phase of concourse renovations

Albany International Airport unveils first major concourse upgrade since 1979

Breeze Airways to Launch Albany-Fort Myers Flights

SOCIAL MEDIA HIGHLIGHTS

MONTHLY TOTALS

July 2025

Facebook	Instagram	LinkedIn	Combined
New Followers 262	New Followers 49	New Followers 20	New Followers 331
Total Followers 18,588	Total Followers 2,448	Total Followers 1,396	Total Followers 22,432
Reach 426,311	Reach 2,827	Reach 1,048	Reach 430,186
Page Visits 10,028	Page Visits 576	Page Visits 135	Page Visits 10,739
Interactions 1,868	Interactions 653	Interactions 600	Interactions 3,121

ALB

TOP PERFORMING POST

JetBlue's Dunkin' Special Livery Lands at ALB (7/8/2025)



61,601 Views

40,083 Reach

697 Interactions

74 Shares

ON THE HORIZON

PRESS CONFERENCE AND RIBBON CUTTING FOR LOWER B CONCOURSE

- Date: TBD
- Coordinating with state leaders and community partners to schedule grand opening in late summer or early fall





ALB





ART AND CULTURE PROGRAM



ART & CULTURE PROGRAM

ALBANY INTERNATIONAL AIRPORT

25 YEARS OF MAKING ART PUBLIC



Special Event

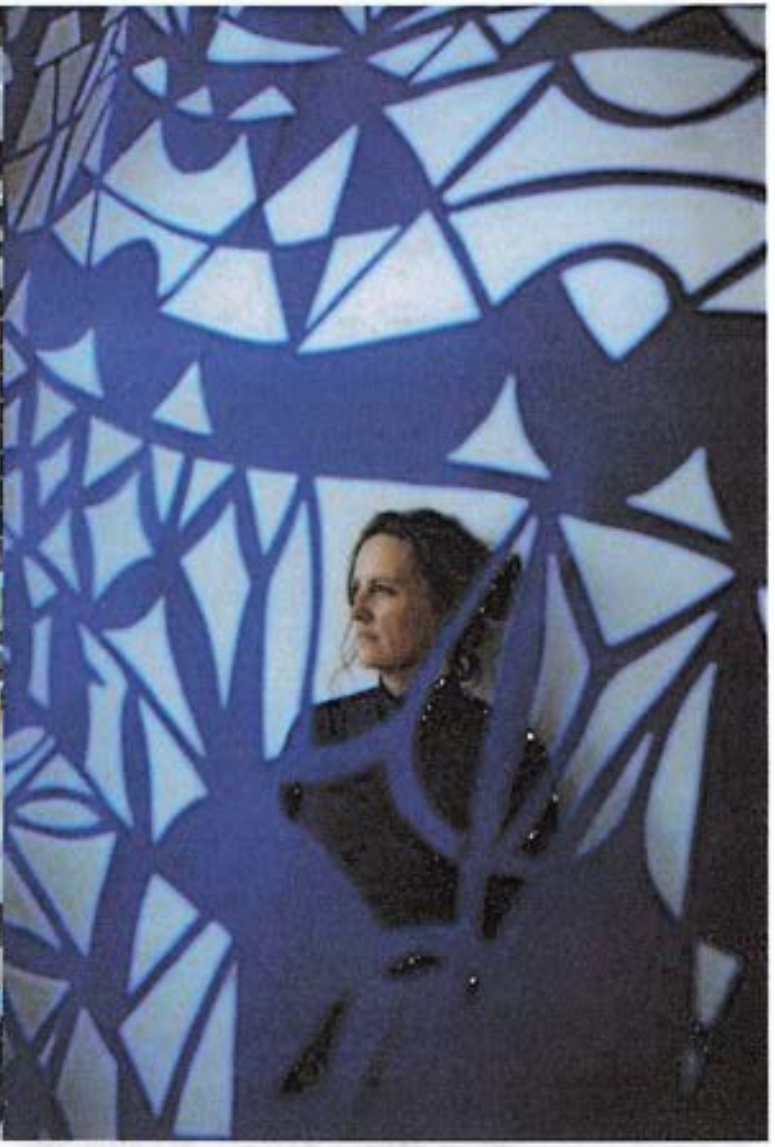
Saturday, September 13, 2-4pm

A Reception Celebrating
Southwest Airlines
25 Years of Service to Albany
& *Treasure Map* by Ruby Palmer
Supported by SW's Repurpose with Purpose Program

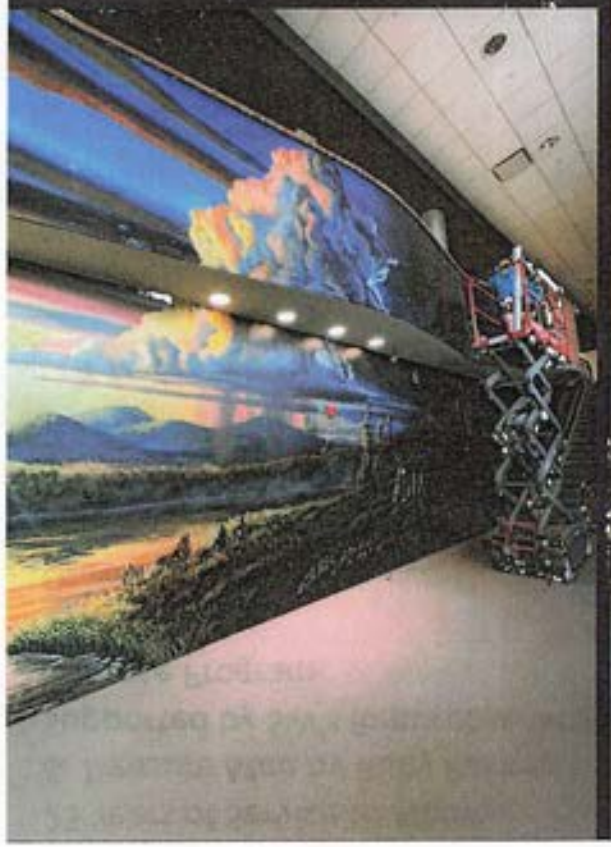
Drawings for

- 25 Southwest Roundtrip Tickets
- An original artwork by Ruby Palmer

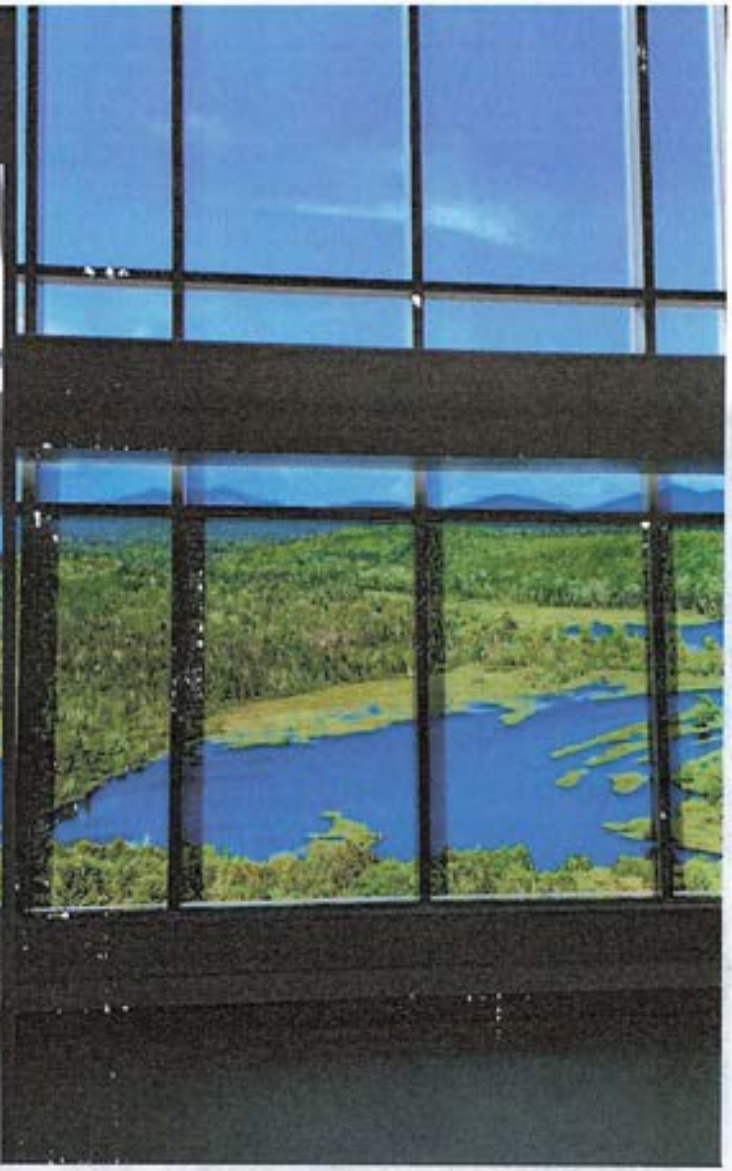




Vinyl mural application
Sculpture installation prepl









Apple of Your Eye
& tree/stumps
Nearing completion






ALB
ALBANY
INTERNATIONAL AIRPORT

AGENDA ITEM NO. 3

Communications and

Report of Chief Executive Officer

AGENDA ITEM NO. 4

Chief Operating Officer

AGENDA ITEM NO. 5

Chief Financial Officer



Albany County Airport Authority

Monthly Financial Report

As of July 31, 2025

July 2025 Financial Performance

INTRODUCTION

The attached report includes the Airport's July 2025 statistical highlights, financial information, and operating information. This financial information is presented for the purposes of comparing budget to actual results and for indicating generally how revenues and expenses have compared to budgeted revenues and expenses through July 2025. The financial information presented herewith is prepared on the Albany County Airport Authority's budgetary basis of accounting. The information provided in this report does not include a forecast of the effects of the final settlement based upon the calculation provided for in the Airport Use and Lease Agreement, which expires December 31, 2025, or make any provision for accrual of funds owed to or from the Signatory Airlines. *This report includes preliminary operating and performance statistics and financial forecasts based upon the budgetary basis of accounting estimates that involve uncertainties that could result in actual financial results differing materially from preliminary estimates.* This report is divided into the following sections: Statistical Information, Financial Information, Airline Rates & Charges, Airport Revenues, Combined Management Expenses, Other Revenues and Expenses, Airline Incentives, Million Air FBO Operations, Line of Credit, Federal (FAA) & State Grants and Employee Counts.

STATISTICAL INFORMATION

Below are the key performance indicators for ALB through July 31:

		2025 Budget	2025 Actual	Budget Variance	2024 Actual	% Actual 2025 vs. 2024
Enplanements	Current Month	144,929	158,852	9.6%	143,652	10.6%
	Year-to-Date	835,322	898,191	7.5%	844,823	6.3%
Aircraft Seats	Current Month		178,176		163,382	9.1%
	Year-to-Date		1,115,947		969,583	15.1%
Load Factor	Current Month		89%		88%	1.4%
	Year-to-Date		80%		87%	-7.6%
Aircraft Operations	Current Month	5,015	5,439	8.4%	5,212	4.4%
	Year-to-Date	30,664	32,608	6.3%	31,137	4.7%
Landed Weight (1,000#)	Current Month	166,819	166,867	0.0%	143,770	16.1%
	Year-to-Date	1,024,410	1,031,211	0.7%	922,883	11.7%
Cargo & Mail (Tons)	Current Month	1,646	1,549	-5.9%	1,562	-0.9%
	Year-to-Date	11,548	10,111	-12.4%	10,576	-4.4%

FINANCIAL INFORMATION

The change in unrestricted working capital has improved by $8,272,248 January 1, 2025. Total unrestricted cash as of July 31, 2025 is $38,706,973, an increase of $2,452,562 since the beginning of 2025.

	7/31/2025	12/31/2024	Change
Cash	$ 38,706,971	$ 36,254,409	$ 2,452,562
Accounts Receivable	4,200,887	5,001,083	(800,196)
Prepaid Expenses	580,623	709,984	(129,361)
Unrestricted Assets	43,488,481	41,965,476	1,523,005
Payables from Unrestricted Assets	(2,917,216)	(9,666,459)	6,749,243
Unrestricted Working Capital	$ 40,571,265	$ 32,299,017	$ 8,272,248

The summary of Revenues, Expenses and Net Results shows YTD 2025 results compared to the 2025 budgeted amounts and 2024 actual amounts. The summary shows the YTD net operating results for 2025 are more than the amount budgeted by $8,319,907. These YTD results do not reflect the adjustments for year-end settlement or reflect other year-end adjustments for 2025 which affect the revenue sharing with the airlines.

	2025 YTD Budget	2025 YTD Actual	2024 YTD Actual	Prior Year Variance
Airport revenues	$ 32,637,118	$ 36,767,702	$ 31,785,106	4,982,596
FBO revenues less cost of sales	4,162,632	4,494,646	4,198,124	296,522
Total operating expenses	(28,657,875)	(27,236,678)	(25,850,360)	(1,386,318)
Operating results	8,141,875	14,025,670	10,132,870	3,892,800
Other revenue and (expenses), net	(2,722,812)	(2,189,616)	(1,812,963)	(376,653)
Net results	$ 5,419,063	$ 11,836,054	$ 8,319,907	
Net variances: (2025 Actual to Budget)		$ 6,416,991		
(2025 Actual to 2024 Actual)				$ 3,516,147

Under the revenue sharing formula, the net revenues or deficiency at year-end are split fifty (50) percent to the signatory airlines and fifty (50) percent to the Authority, subject to certain limitations which require the airlines to ensure the Authority's net revenues are not less than 125 percent of its annual debt service requirement.

The summary information above does not reflect the effect of allocating all budget variances in accordance with the Airport Use and Lease Agreement or the potential assessment of charges to meet debt service coverage requirements, and accordingly, does not reflect the amount of an accumulated potential year-end settlement with the signatory airlines.

AIRLINE RATES AND CHARGES

Airline Rates and Charges shown for 2025 are based on the adopted budget and are calculated using the formulas incorporated into the Airline Use and Lease Agreement. Final 2025 rates will be calculated in the final settlement and revenue sharing report. The signatory airlines will be billed or credited for their share of any final variance and the Authority will fund its share of any negative variance from its reserves.

AIRPORT REVENUES

AIRPORT REVENUES for YTD 2025 are $36,767,702 and are $4,130,584 more than the $32,637,118 budget to date. The main contributor to the increase is parking revenues of $2,758,472.

FBO NET OPERATING REVENUES (revenues less cost of sales) for YTD 2025 are $4,494,646 and are $332,014 greater than the $4,162,632 YTD budget. This is due to glycol revenues being higher than budget and expenses are lower than budget.

PUBLIC PARKING REVENUES for YTD 2025 total $14,026,236 compared to $10,708,365 in YTD 2024, a 31.0% increase and are $2,758,478 higher than budgeted for 2025. Parking revenue per passenger increased from $12.68 in YTD 2024 to $15.62 in YTD 2025. This is due to the parking rate increase that was effective on January 1, 2025.

RENTAL CAR REVENUES for YTD 2025 total $3,930,497 compared to $3,747,485 in YTD 2024 and are $479,863 more than budget. Rental car revenue per passenger was $4.38 in YTD 2025 compared to $4.44 in YTD 2024.

FOOD AND BEVERAGE REVENUES for YTD 2025 total $918,327 compared to $830,686 in YTD 2024 and are $80,895 more than budget. Revenue per passenger was $1.02 in YTD 2025, which is an increase from $0.98 in YTD 2024

RETAIL REVENUES for YTD 2025 total $631,238 compared to $571,324 in YTD 2024 and are $93,458 more than budgeted. Revenue per passenger was $0.70 in YTD 2025 compared to $0.68 in YTD 2024.

		2025 Budget	2025 Actual	Budget Variance	2024 Actual	% Actual 2025 vs. 2024
Parking	Current Month	$ 1,391,110	$ 1,695,677	21.9%	$ 1,282,266	32.2%
	Year-to-Date	$ 11,267,765	$ 14,026,236	24.5%	$ 10,708,365	31.0%
	YTD Rev/Enp	*$ 13.49*	*$ 15.62*	*15.8%*	*$ 12.68*	*23.2%*
Rental Cars	Current Month	$ 910,962	$ 1,051,501	15.4%	$ 1,025,334	2.6%
	Year-to-Date	$ 3,450,634	$ 3,930,497	13.9%	$ 3,747,485	4.9%
	YTD Rev/Enp	*$ 4.13*	*$ 4.38*	*5.9%*	*$ 4.44*	*-1.3%*
Food and Beverage	Current Month	$ 149,689	$ 160,283	7.1%	$ 147,431	8.7%
	Year-to-Date	$ 837,432	$ 918,327	9.7%	$ 830,686	10.6%
	YTD Rev/Enp	*$ 1.00*	*$ 1.02*	*2.0%*	*$ 0.98*	*4.0%*
Retail	Current Month	$ 98,027	$ 111,395	13.6%	$ 97,471	14.3%
	Year-to-Date	$ 537,780	$ 631,238	17.4%	$ 571,324	10.5%
	YTD Rev/Enp	*$ 0.64*	*$ 0.70*	*9.2%*	*$ 0.68*	*3.9%*

COMBINED MANAGEMENT OPERATING EXPENSES

The airports three operating centers have combined operating expense results (including FBO cost of sales) is as follows:

	2025 YTD Budget	2025 YTD Actual	Budget Variance	2024 YTD Actual	Prior Year Variance
AvPorts	$ 21,744,451	$ 20,600,752	$ (1,143,699)	$ 19,239,107	$ 1,361,645
Million Air	6,723,075	5,374,300	(1,348,775)	6,177,854	(803,554)
Authority	3,581,039	3,561,711	(19,328)	3,627,022	(65,311)
Total	$ 32,048,565	$ 29,536,763	$ (2,511,802)	$ 29,043,983	$ 492,780
Variance			-7.8%		1.7%

OTHER REVENUES AND EXPENSES

Other revenues and expenses when netted together for YTD 2025 are $533,196 more than budgeted mainly due to 1) interest earnings that were $389,076 more than budgeted and 2) the line of credit expense that was $165,809 less than budgeted.

AIRLINE INCENTIVES

Airline incentives paid to new entrant carriers or for new route services for YTD through July was $325,990 compared to $253,239 for YTD 2024.

MILLION AIR FBO OPERATIONS

The commercial and retail YTD revenues and cost of sales results are as follows:

	2025 YTD Budget	2025 YTD Actual	Budget Variance	2024 YTD Actual	Prior Year Variance
Revenues	$ 7,553,322	$ 6,794,731	$ (758,591)	$ 7,391,748	$ (597,017)
Cost of Sales	(3,390,690)	(2,300,085)	1,090,605	(3,193,624)	893,539
Net results before O & M Expenses	$ 4,162,632	$ 4,494,646	$ 332,014	$ 4,198,124	$ 296,522
			8.0%		7.1%

2025 YTD Net Results before YTD Operating and Maintenance expenses were $4,494,646, $332,014 more than budgeted and $296,522 more than YTD 2024. Revenue from deicing services and hangar rental were the most significant variance from the budget amounts.

Operating expenses, not including the cost of retail sales, for YTD 2025 were $258,171 less than budgeted. A statement of FBO Results is included.

		2025 Budget	2025 Actual	Budget Variance	2024 Actual	% Actual 2025 vs. 2024
Jet A	Current Month	103,369	124,656	20.6%	124,174	0.4%
	Year-to-Date	570,187	748,812	31.3%	724,111	3.4%
AvGas	Current Month	7,318	10,462	43.0%	8,513	22.9%
	Year-to-Date	36,889	43,576	18.1%	45,850	-5.0%
Deicing Gallons Sprayed	Current Month	0	0	0.0%	0	0.0%
	Year-to-Date	37,867	37,218	-1.7%	51,582	-27.8%
Deicing Gallons Consortium	Current Month	0	0	0.0%	0	0.0%
	Year-to-Date	40,871	48,128	17.8%	49,880	-3.5%

LINE OF CREDIT

On February 28, 2024 the Authority closed on a $30 million line of credit with M&T Bank to provide cash to help fund Authority payments on the terminal connector project until the reimbursements from the NYS DOT and FAA are received. Below is the activity on the line of credit:

	Draw Date	Amount	Repayment Date	Partial Repayment Amount	Partial Repayment Date	Current LOC Balance
LOC Draw 01	8-Mar-24	$ 984,381.73	12-Aug-24			
LOC Draw 02	8-Mar-24	761,816.97	2-Apr-24			
LOC Draw 03	20-Mar-24	959,655.24	8-Apr-24			
LOC Draw 04	9-May-24	2,152,308.12	1-Jul-24			
LOC Draw 05	9-May-24	1,285,737.86	1-Jul-24			
LOC Draw 06	14-Jun-24	2,586,897.15	2-Oct-24			
LOC Draw 07	14-Jun-24	2,337,750.23	2-Oct-24			
LOC Draw 08	22-Aug-24	4,055,372.75	16-Oct-24			
LOC Draw 09	15-Nov-24	3,159,332.20	10-Jan-25			
LOC Draw 10	23-Dec-24	1,554,653.15		293,829.45	15-Jul-25	1,260,823.70
LOC Draw 11	16-Jan-25	1,045,137.75		197,531.03	15-Jul-25	847,606.72
LOC Draw 11	16-Jan-25	1,667,596.47	27-Mar-25			
LOC Draw 12	27-Feb-25	875,236.80		165,419.76	15-Jul-25	709,817.04
LOC Draw 12	27-Feb-25	1,342,431.04	18-Apr-25			
LOC Draw 13	5-Mar-25	1,104,266.22	18-Apr-25			
LOC Draw 13	5-Mar-25	1,366,011.17	18-Apr-25			
LOC Draw 14	28-Apr-25	618,447.81		116,886.64	15-Jul-25	501,561.17
LOC Draw 14	28-Apr-25	579,232.10	2-Jun-25			
LOC Draw 15	12-May-25	391,933.11	2-Jun-25			
LOC Draw 15	12-May-25	937,919.23		177,266.73	15-Jul-25	760,652.50
LOC Draw 16	28-May-25	896,225.85	15-Jul-25	896,225.85	15-Jul-25	
LOC Draw 16	28-May-25	1,099,420.41				1,099,420.41
LOC Draw 17	23-Jun-25	326,556.42				326,556.42
LOC Draw 17	23-Jun-25	1,442,159.62				1,442,159.62
	Outstanding					$ 6,948,597.58

The line of credit renewed on February 28, 2025 with a two year term expiring on February 28, 2027.

FEDERAL (FAA) & NYS DOT GRANTS

The Authority accepts various FAA and NYS DOT grants to fund capital improvements at the Airport. Below is the status of the current grants as of July 30, 2025:

FAA Grants:	FAA Grant #	Grant Amount	Balance
Conduct an Airport Master Plan Study	141-2020	$ 751,154	$ -
Acquire Snow Removal Equipment	147-2021	$ 1,537,635	$ 582,999
American Rescue Plan Act (ARPA)	148-2022	$ 12,113,224	$ 12,113,224
Rehabilitate Rwy 10/28 & Taxiway C	150-2022	$ 7,144,824	$ -
Replace ATCT HVAC & Roof	151-2023	$ 2,000,000	$ 228,206
Reconstruct Terminal A & 2 PBBs	152-2024	$ 10,600,000	$ 1,150,163
Rehabilitate Rwy 1/19 & Perimeter Road	153-2024	$ 9,326,858	$ 9,036,395

New York State DOT Grants:	State Grant #	Grant Amount	Balance
Rehabilitate Rwy 10/28 & Taxiway C	1A00.30	$ 357,241	$ 357,241
Replace ATCT HVAC & Roof	1A00.31	$ 52,632	$ 52,632
Rehabilitate Rwy 1/19 & Perimeter Road	TBD	$ 518,159	$ 518,159
Rehabilitate Elevators	1A00.94	$ 1,612,560	$ 1,612,560
Terminal Expansion Connector	1A00.95	$ 60,000,000	$ 22,754,747

EMPLOYEE COUNTS

	2025 Budget	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Variance Budget vs. Jul-25
AvPorts:									
Airfield	30	20	18	19	20	20	20	20	10
Terminal	41	36	35	35	35	36	35	34	7
Loading Bridges	3	3	3	3	3	3	3	3	-
Parking	33	26	27	25	25	24	24	27	7
Curbside Security	3	4	4	4	4	4	4	4	(1)
ARFF	26	24	24	24	24	26	26	26	-
Operations	21	18	18	17	17	16	16	15	6
Vehicles & Equipment	12	10	10	9	9	9	9	9	3
Administration	10	11	9	8	7	7	7	7	3
Total AvPorts Positions	178	151	148	144	144	145	143	144	34
Million Air:									
Commercial	11	11	11	11	11	11	11	11	-
General Aviation	22	21	21	22	21	22	21	21	1
Administration	5	4	4	4	4	4	4	4	1
Total Million Air Positions	38	36	36	37	36	37	36	36	2
Authority Positions	22	17	17	20	20	21	21	21	1
Total Positions	238	204	201	201	200	203	200	201	37

Albany International Airport
Airline and Direct Market Flights
For the week of September 14, 2025

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
AIRLINE							
Allegiant	1	3			1	3	
American	15	15	14	14	16	15	12
Avelo	1	1			1	1	
Breeze	1			1	1		1
Delta	9	9	9	9	9	9	6
Jet Blue	2	1	1		2	2	2
Southwest	13	12	10	10	12	12	11
United	8	8	7	7	8	8	7
	50	49	41	41	50	50	39
DIRECT MARKET							
Atlanta	3	3	3	3	3	3	2
Baltimore	5	5	5	5	5	5	4
Charleston					1		1
Charlotte	4	3	3	3	4	3	3
Chicago-Midway	3	3	2	2	3	3	2
Chicago-O'Hare	7	6	6	6	7	7	6
Dallas/Ft. Worth	1	1	1	1	1	1	1
Denver	1	1	1	1	1	1	1
Detroit	4	4	4	4	4	4	3
Fort Lauderdale	1	1	1			1	1
Las Vegas	1	1			1	1	
Myrtle Beach		1				1	
Nashville	1	2	1	1	1	2	1
New York LaGuardia	2	2	2	2	2	2	1
Orlando	3	2	1	1	2	2	3
Orlando/Sanford							
Philadelphia	5	5	4	4	5	5	3
Punta Gorda	1				1		
Raleigh Durham	2	1			2	1	
St. Petersberg		1		1		1	
Tampa							1
Washington/Dulles	4	4	4	4	4	4	4
Washington/Reagan	2	3	3	3	3	3	2
	50	49	41	41	50	50	39

Albany County Airport Authority
Statements of Net Position

	Unaudited July 31, 2025	Unaudited July 31, 2024
ASSETS		
CURRENT ASSETS		
Unrestricted Assets		
Cash and Cash Equivalents	$ 7,277,939	$ 4,052,308
Development Fund	31,429,032	24,908,441
Accounts Receivable	1,716,985	1,202,711
Leases	2,483,902	2,722,345
Prepaid Expenses	580,623	993,975
Total Unrestricted Assets	43,488,481	33,879,780
Restricted Assets		
Operating and Renewal Reserves	9,727,131	9,227,643
CFC Funds	499,082	478,408
Capital Funds	2,627,446	9,429,913
PFC Funds	8,490,700	10,896,836
Revenue Bond Funds	12,148,898	14,395,113
FAA Restricted Funds	226,167	216,799
Concession Improvement Funds	775,321	743,205
Total Restricted Assets	34,494,745	45,387,917
Total Current Assets	77,983,226	79,267,697
NON-CURRENT ASSETS		
Capital Assets	327,195,780	292,412,979
Lease Receivable	13,832,941	16,969,066
Prepaid Expenses	163,361	178,797
Total Non-Current Assets	341,192,082	309,560,842
Total Assets	419,175,308	388,828,539
DEFERRED OUTFLOWS OF RESOURCES		
Refunding	386,207	638,650
OPEB Expenses	622,429	906,998
Pension Expenses	930,867	1,063,610
Total Deferred Outflows of Resources	1,939,503	2,609,258
TOTAL ASSETS AND DEFERRED OUTFLOWS	421,114,811	391,437,797
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Payable from Unrestriced Assets	2,917,216	3,429,019
Payable from Restricted Assets	23,851,583	22,015,682
Total Current Liabilities	26,768,799	25,444,701
NON-CURRENT LIABILITIES		
Bonds and other debt obligations	42,683,796	51,326,409
Net OPEB Liability	5,922,276	6,484,189
Net Pension Liability - proportionate share	862,845	1,228,812
Total Non-Current Liabilities	49,468,917	59,039,410
Total Liabilities	76,237,716	84,484,111
DEFERRED INFLOWS OF RESOURCES		
Concession Improvement Funds	1,142,563	991,282
OPEB Expenses	725,677	766,596
Pension Expenses	379,064	75,313
Leases	15,194,017	18,721,114
Total Deferred Inflows of Resources	17,441,321	20,554,305
NET POSITION		
Invested in Capital Assets, net of Related Debt	264,382,969	223,382,233
Restricted	30,383,063	40,972,018
Unrestricted	32,669,742	22,045,130
Net Position	327,435,774	286,399,381
TOTAL LIABILITES, DEFERRED INFLOWS AND NET POSITION	$ 421,114,811	$ 391,437,797

Albany County Airport Authority
2025 Summary of Revenues, Expenses and Net Results
For the seven months ended July 31, 2025

	2025 Adopted FY Budget	July 2025 Budget YTD	July 2025 Actual YTD	Variance YTD	Variance %	July 2024 YTD Unaudited	2025 Actual/ Prior Year Variance %
AIRPORT OPERATING REVENUES							
Airline	$ 17,438,116	$ 11,862,378	$ 12,452,372	$ 589,994	5.0%	$ 11,288,842	10.3%
Non-Airline	36,087,292	20,774,740	24,315,330	3,540,590	17.0%	20,496,264	18.6%
Total Revenues	53,525,408	32,637,118	36,767,702	4,130,584	12.7%	31,785,106	15.7%
AIRPORT OPERATING EXPENSES							
Personal Services	13,946,659	8,135,551	7,382,983	(752,568)	-9.3%	7,291,159	1.3%
Employee Benefits	6,655,075	3,910,380	3,716,266	(194,114)	-5.0%	3,400,843	9.3%
Utilities & Communications	2,903,498	1,693,707	1,685,263	(8,444)	-0.5%	1,383,862	21.8%
Purchased Services	10,162,173	6,252,310	6,190,528	(61,782)	-1.0%	5,817,144	6.4%
Material & Supplies	6,054,576	3,540,511	3,651,170	110,659	3.1%	3,301,136	10.6%
Office	1,166,388	683,935	561,151	(122,783)	-18.0%	546,221	2.7%
Administration	992,307	577,679	609,385	31,706	5.5%	828,648	-26.5%
Non-Capital Equipment	911,000	531,417	365,717	(165,700)	-31.2%	297,116	23.1%
Total Expenses	42,791,676	25,325,490	24,162,463	(1,163,026)	-4.6%	22,866,129	5.7%
AIRPORT OPERATING RESULTS	10,733,732	7,311,628	12,605,239	5,293,610	72.4%	8,918,977	41.3%
FBO OPERATING RESULTS	1,602,831	830,247	1,420,431	590,185	71.1%	1,213,893	17.0%
TOTAL OPERATING RESULTS	12,336,563	8,141,875	14,025,670	5,883,795	72.3%	10,132,870	38.4%
OTHER REVENUES (EXPENSES)							
Interest Earnings	1,700,000	991,667	1,380,743	389,076	39.2%	1,617,035	-14.6%
Passenger Facility Charges	3,641,472	2,124,192	2,124,192	-	0.0%	2,124,192	0.0%
ACAA Debt Service	(9,916,250)	(5,784,479)	(5,784,479)	-	0.0%	(5,794,495)	-0.2%
Insurance Recoveries	-	-	-	-	0.0%	32,201	-100.0%
Line of Credit Interest	(600,000)	(350,000)	(184,191)	165,809	-47.4%	(57,792)	0.0%
Grant Income	138,700	80,908	59,219	(21,689)	-26.8%	50,996	16.1%
Improvement Charges	368,400	214,900	214,900	-	0.0%	214,900	0.0%
Total Other Revenues(Expenses)	(4,667,678)	(2,722,812)	(2,189,616)	533,196	-19.6%	(1,812,963)	20.8%
INCOME/(LOSS) BEFORE CAPITAL CONTRIBUTIONS	**7,668,885**	**5,419,063**	**11,836,054**	**6,416,991**	118.4%	**8,319,907**	**42.3%**
AIRLINE INCENTIVES	(400,000)	(233,333)	(325,990)	(92,657)	39.7%	(253,239)	28.7%
CAPITAL CONTRIBUTIONS	-	-	10,141,461	10,141,461	0.0%	7,614,626	0.0%
INCREASE (DECREASE) IN NET POSITION	$ 7,268,885	$ 5,185,730	$ 21,651,525	16,465,795	317.5%	15,681,294	38.1%
NET POSITION, BEGINNING OF PERIOD			305,784,249			270,718,087	
NET POSITION, END OF PERIOD			$ 327,435,774			$ 286,399,381	
RECONCIATION TO AIRLINE FUNDS REMAINING:							
NET RESULTS BEFORE CAPITAL CONTRIBUTION	7,668,885	5,419,063	11,836,054	6,416,991	118.4%	8,319,907	42.3%
Less: Capital Improvements	(4,044,255)	(2,359,149)	(2,359,149)	-	0.0%	(2,009,501)	17.4%
Less: Reserve Requirements	(650,670)	(379,558)	(379,558)	-	0.0%	(500,099)	-24.1%
NET RESULTS	2,973,960	2,680,357	9,097,348	6,416,991	239.4%	5,810,307	56.6%
Revenue Sharing:							
Transfer to/from Airlines (50%)	1,486,980	1,340,178	4,548,674	3,208,495	239.4%	2,905,154	56.6%
Authority Share (50%)	1,486,980	1,340,178	4,548,674	3,208,495	239.4%	2,905,154	56.6%
Less: Airline Incentives	(400,000)	(233,333)	(325,990)	(92,657)	39.7%	(253,239)	28.7%
Net Authority Share	$ 1,086,980	$ 1,106,845	$ 4,222,684	$ 3,115,839	281.5%	$ 2,651,915	59.2%

Albany County Airport Authority
Operating Revenues
For the seven months ended July 31, 2025

	2025 Adopted FY Budget	July 2025 Budget YTD	July 2025 Actual YTD	July 2025 Variance YTD	July 2025 Variance %	July 2024 YTD Unaudited	2025 Actual/ Prior Year Variance %
AIRLINE REVENUES							
COMMERCIAL							
Landing Fees-Signatory	$ 6,986,385	$ 4,205,937	$ 4,892,053	$ 686,116	16.3%	$ 4,975,377	-1.7%
Landing Fees-Non Signatory	47,680	27,813	0	(27,813)	-100.0%	0	0.0%
Airline Apron Fees	1,005,383	586,473	585,572	(901)	-0.2%	525,039	11.5%
Glycol Disposal Fee	301,436	175,838	253,771	77,933	44.3%	227,695	11.5%
CARGO							
Landing Fees-Signatory	949,230	517,841	433,459	(84,382)	-16.3%	487,773	-11.1%
Landing Fees-Non Signatory	0	0	0	0	0.0%	3,612	-100.0%
TERMINAL							
Loading Bridges	897,387	523,476	486,085	(37,391)	-7.1%	487,284	-0.2%
Space Rental	7,241,615	5,819,750	5,752,773	(66,977)	-1.2%	4,578,461	25.6%
Non-Signatory Per Turn Fee	9,000	5,250	48,661	43,411	826.9%	3,601	1251.4%
TOTAL AIRLINE REVENUES	17,438,116	11,862,378	12,452,372	589,994	5.0%	11,288,842	10.3%
NON-AIRLINE REVENUES							
AIRFIELD							
Tenant Maintenance	30,000	17,500	31,700	14,200	81.1%	44,767	-29.2%
Total Airfield	30,000	17,500	31,700	14,200	81.1%	44,767	-29.2%
TERMINAL							
Utility Reimbursement	36,920	21,537	23,577	2,040	9.5%	21,279	10.8%
Tenant Maintenance	20,559	11,993	22,036	10,043	83.7%	26,820	-17.8%
Space Rent - Non Airline	199,247	116,227	144,503	28,275	24.3%	115,454	25.2%
Space Rent - Fixed Non Airline	565,568	329,915	329,907	(8)	0.0%	329,907	0.0%
Food & Beverage	1,490,000	837,432	918,327	80,895	9.7%	830,686	10.6%
Retail	953,600	537,780	631,238	93,458	17.4%	571,324	10.5%
Advertising	0	0	0	0	0.0%	(4,300)	-100.0%
ATM	14,598	8,516	8,408	(108)	-1.3%	8,471	-0.7%
Operating Permits	348,420	203,245	253,534	50,289	24.7%	241,131	5.1%
Vending Machines	14,900	8,692	12,335	3,643	41.9%	8,328	48.1%
Baggage Cart Rentals	14,900	8,692	9,682	990	11.4%	9,127	6.1%
Total Terminal	3,658,712	2,084,028	2,353,545	269,517	12.9%	2,158,227	9.0%
GROUND TRANSPORTATION							
Parking	19,107,600	11,267,765	14,026,236	2,758,472	24.5%	10,708,365	31.0%
Rental Cars	6,511,300	3,450,634	3,930,497	479,863	13.9%	3,747,485	4.9%
Access Fees	238,166	138,930	65,005	(73,925)	-53.2%	112,073	-42.0%
TNCs	368,030	214,684	274,014	59,330	27.6%	201,578	35.9%
Garage Space Rent	89,702	52,326	51,456	(870)	-1.7%	50,313	2.3%
Garage Kiosk Rent	21,600	12,600	12,600	0	0.0%	12,600	0.0%
Total Ground Transportation	26,336,398	15,136,939	18,359,809	3,222,869	21.3%	14,832,414	23.8%
OTHER AIRPORT							
Telephone System - Tenants	49,032	28,602	26,732	(1,870)	-6.5%	30,528	-12.4%
Building Rental	76,965	44,896	43,989	(908)	-2.0%	44,713	-1.6%
Control Tower Rental	806,376	470,386	461,211	(9,175)	-2.0%	461,211	0.0%
Air Cargo Facility	1,341,818	782,727	767,303	(15,424)	-2.0%	767,432	0.0%
State Executive Hangar	1,247,083	727,465	727,465	0	0.0%	727,465	0.0%
T Hangars	176,328	102,858	95,211	(7,647)	-7.4%	97,664	-2.5%
Tie Downs	1,586	925	981	56	6.1%	953	3.0%
Industrial Park	617,937	360,463	378,819	18,356	5.1%	352,189	7.6%
Land Rental	363,074	211,793	238,565	26,772	12.6%	245,132	-2.7%
Hangar Rental	950,492	554,454	563,086	8,632	1.6%	535,154	5.2%
Antenna Space Rental	112,473	65,609	49,308	(16,301)	-24.8%	48,537	1.6%
Internet and Cable Access	2,660	1,552	1,885	333	21.5%	1,885	0.0%
Fingerprinting	39,000	22,750	29,805	7,055	31.0%	25,302	17.8%
Tenant Maintenance	2,000	1,167	0	(1,167)	-100.0%	0	0.0%
Ebay/Scrap/Equipment Sales	5,000	2,917	14,831	11,914	408.5%	8,180	81.3%
Utility Reimbursement	165,000	96,250	123,423	27,173	28.2%	92,681	33.2%
Reimbursement of Property Taxes	25,357	14,792	19,919	5,128	34.7%	15,741	26.5%
Other	80,000	46,667	27,743	(18,924)	-40.6%	6,089	355.6%
Total Other Airport	6,062,181	3,536,272	3,570,277	34,004	1.0%	3,460,856	3.2%
TOTAL NON AIRLINE REVENUES	36,087,292	20,774,740	24,315,330	3,540,590	17.0%	20,496,264	18.6%
TOTAL REVENUES	$ 53,525,408	$ 32,637,118	$ 36,767,702	$ 4,130,584	12.7%	$ 31,785,106	15.7%

Albany County Airport Authority
FBO Results
For the seven months ended July 31, 2025

	2025 Adopted FY Budget	July 2025 Budget YTD	July 2025 Actual YTD	July 2025 Variance YTD	Variance %	July 2024 YTD Unaudited	2025 Actual/ Prior Year Variance %
REVENUES							
Retail Fuel							
Jet A Fuel Sales	$ 7,450,000	$ 4,247,893	$ 2,886,331	$ (1,361,562)	-32.1%	$ 3,692,647	-21.8%
AvGas Fuel Sales	424,350	226,867	238,724	11,857	5.2%	275,910	-13.5%
Commercial AvGas Fuel Sales	20,000	11,667	8,511	(3,156)	-27.0%	9,306	-8.5%
Auto & Diesel Fuel Sales	295,000	172,083	158,960	(13,123)	-7.6%	156,273	1.7%
Retail Fuel Sales	8,189,350	4,658,510	3,292,526	(1,365,984)	-29.3%	4,134,135	-20.4%
Into Plane Fees	810,000	472,500	480,930	8,430	1.8%	431,440	11.5%
Fuel Farm Fees	916,500	534,625	666,048	131,423	24.6%	571,629	16.5%
General Aviation Landing Fees	340,000	198,333	260,427	62,094	31.3%	286,221	-9.0%
Aircraft Parking Fees	550,000	320,833	326,991	6,158	1.9%	349,236	-6.4%
Deicing Services	1,499,450	1,027,777	1,341,002	313,225	30.5%	1,222,118	9.7%
FBO Properties	449,130	261,993	323,046	61,054	23.3%	224,049	44.2%
FBO Services	135,000	78,750	103,761	25,011	31.8%	172,920	-40.0%
TOTAL REVENUES	12,889,430	7,553,322	6,794,731	(758,590)	-10.0%	7,391,748	-8.1%
COST OF SALES							
Fuel Costs - Jet A	3,740,000	2,132,499	1,114,257	(1,018,242)	-47.7%	1,968,132	-43.4%
Fuel Discounts - Jet A	300,000	171,056	69,724	(101,332)	-59.2%	111,103	-37.2%
Fuel Costs - SAF	0	0	0	0	0.0%	0	0.0%
Fuel Costs - AvGas	320,850	171,534	174,237	2,703	1.6%	205,128	-15.1%
Fuel Discounts - AvGas	0	0	4,947	4,947	0.0%	6,493	-23.8%
Fuel Costs - Commercial AvGas	15,000	8,750	7,068	(1,682)	-19.2%	8,023	-11.9%
Fuel Costs - Auto & Diesel	222,000	129,500	128,290	(1,210)	-0.9%	121,011	6.0%
Total Fuel Costs	4,597,850	2,613,339	1,498,523	(1,114,816)	-42.7%	2,419,890	-38.1%
Deicing Costs - Type I & IV	1,133,308	776,184	760,880	(15,303)	-2.0%	750,185	1.4%
Customs Garbage, Oil & Other	2,000	1,167	40,682	39,516	3387.2%	23,547	72.8%
Total Cost of Sales	5,733,158	3,390,689	2,300,085	(1,090,604)	-32.2%	3,193,623	-28.0%
Net Operating	7,156,272	4,162,632	4,494,646	332,014	8.0%	4,198,124	7.1%
OPERATING EXPENSES BY CATEGORY							
Personal Services							
Salaries	2,280,507	1,330,296	1,283,717	(46,578)	-3.5%	1,135,958	13.0%
Overtime	252,024	147,014	137,307	(9,707)	-6.6%	141,994	-3.3%
Total Personal Services	2,532,531	1,477,310	1,421,024	(56,286)	-3.8%	1,277,952	11.2%
Employee Benefits	615,360	366,869	382,906	16,038	4.4%	378,286	1.2%
Utilities & Communications	114,537	66,813	74,430	7,617	11.4%	60,619	22.8%
Purchased Services	728,139	509,718	531,772	22,054	4.3%	425,977	24.8%
Materials & Supplies							
Buildings	128,406	74,904	42,861	(32,043)	-42.8%	56,090	-23.6%
Grounds	38,000	22,167	8,950	(13,217)	-59.6%	7,065	26.7%
Vehicles	844,751	492,772	424,687	(68,085)	-13.8%	397,961	6.7%
Total Materials & Supplies	1,011,157	589,842	476,497	(113,344)	-19.2%	461,116	3.3%
Admistrative Expenses	364,717	212,752	165,080	(47,671)	-22.4%	265,919	-37.9%
Non-Capital Equipment	187,000	109,083	22,504	(86,579)	-79.4%	114,361	-80.3%
TOTAL EXPENSES	5,553,441	3,332,386	3,074,215	(258,171)	-7.7%	2,984,231	3.0%
FBO Net Direct Cost	$ 1,602,831	$ 830,247	$ 1,420,431	$ 590,185	71.1%	$ 1,213,893	17.0%

AGENDA ITEM NO. 6

Project Development

AGENDA ITEM NO. 7

Counsel

AGENDA ITEM NO. 8

Concessions/Ambassador Program

ALB ALBANY INTERNATIONAL AIRPORT

September 15, 2025
Concessions & Ambassador Program Report
Minority Percentages in the Concessions Workforce

Date	HMSHost	Paradies	Chick fil A (OHM)	Dunkin	Uncommon Grounds	Minority/Total %
January	28/58=48%	11/24=46%	30/36=83%	4/6=67%		73/124=59%
February	26/55=47%	10/21=48%	30/35=86%	4/6=67%		70/117=60%
March	25/54=46%	10/21=48%	24/30=80%	4/6=67%		63/111=57%
April	25/53=47%	10/21=48%	28/33=85%	4/6=67%	8/13=62%	75/126=60%
May	23/52=44%	9/20=45%	26/31=84%	4/6=67%	9/17=53%	71/126=57%
June	25/56=45%	12/23=52%	25/31=80%	4/6=67%	9/15=60%	75/131=57%
July	22/52=42%	10/22=45%	28/34=82%	5/7=71%	11/20=55%	76/135=56%
August	24/49=49%	13/23=57%	28/34=82%	5/7=71%	10/21=48%	80/134=60%
September						
October						
November						
December						

ALB ALBANY INTERNATIONAL AIRPORT

Date	HMSHost	OHM	Paradies	Uncommon	Total	$/Enp
2025		Chick fil A		Grounds		
January	617,516	287,027	372,265		1,276,808	$11.72/enp
February	696,480	310,151	439,827		1,415,808	$12.64/enp.
March	711,512	299,741	439,827		1,451,080	$11.75/enp.
April	694,345	317,822	461,512	93,962	1,567,641	$11.79/enp.
May	651,170	301,649	427,280	123,978	1,504,077	$11.83/enp
June	732,824	325,735	489,155	132,213	1,679,927	$12.45/enp.
July	805,177	389,844	556,976	148,583	1,900,580	$11.96/enp.
August						
September						
October						
November						
December						
Total					$10,795,921	

July Enplanements – 158,852

Ambassador Program

2025 Totals

Tours

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
-	-	1	-	1	3	-	-	1				

Canines

4224	4965	4838	5043	4635	4798	7118	6245					**41,866**

Ambassador Hours

756	588	755	871	809	609	801	717					**5,906**

Guests Served

6528	4896	7405	7051	7962	7463	9957	7641					**51,262**

Ambassador Shifts

266	205	257	274	286	226	294	255					**2,063**

Business Center - Closed

AGENDA ITEM NO. 9

Public Affairs

AGENDA ITEM NO. 10

Authorization of Contracts/Leases/Contract Negotiations/Contract Amendments

AGENDA ITEM NO. 10.1

Construction Contract: Authorization to Award Contract 1251-M for Installation of 3 Roof Top Units – B Concourse to Eckert Mechanical, LLC

AGENDA ITEM NO: 10.1
MEETING DATE: September 15, 2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
09/15/2025

DEPARTMENT: *Engineering*

Contact Person: *John LaClair, P.E., Chief Engineer*

PURPOSE OF REQUEST:

Construction Contract: *Authorization to Award Contract 1251-M for Installation of 3 Roof Top Units – B Concourse to Eckert Mechanical, LLC*

CONTRACT AMOUNT:

Total Contract Amount: *$189,482*

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes √ No ___ NA ___

FISCAL IMPACT – FUNDING * (Dollars or Percentages)

Federal *0%* **State** *0%* **Airport** *100%* **NA** ___
Funding Source: *2025-2027*

JUSTIFICATION:

This request is to authorize award of a contract to Eckert Mechanical, LLC to add cooling capacity to Concourse B. During the summer, the building's cooling system has difficulty maintaining comfortable temperatures when there are multiple flights departing concurrently. The high passenger levels in the hold rooms create a heat load whereby the existing conditioned air units cannot maintain a pleasant environment.

The addition of the 3 roof-top A/C units will provide additional cooling capacity and provide a redundant system in the event of an unforeseen maintenance issue. The work entails labor to install the units previously purchased by the Authority. Associated duct work along with miscellaneous supplies are also included in the work.

Three quotes were requested and two HVAC contractors responded, offering price quotes for the work. One bidder declined to submit a bid due the condensed project schedule. The low bidder has satisfactorily performed HVAC work previously for the Airport and is familiar with the security and operational requirements associated with an operating airport.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

AGENDA ITEM NO: 10.1
MEETING DATE: September 15, 2025

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES √ NA____

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. YES √ NA___

BACK-UP MATERIAL:

Eckert Mechanical, LLC proposal.

Eckert Mechanical, LLC

49 Sicker Rd
Latham, NY 12110
518-459-4116

August 19, 2025

Estimate No. 25-059 REV-2

Re: Albany Airport Concourse B HVAC Upgrades

Attn: Steve Fodera (Albany Airport)

Eckert Mechanical LLC is pleased to offer the following proposal for the installation of the Mechanical scope of work, as indicated in the Hensor M documents dated July 23,2025. No addenda for this project have been noted.

Mechanical Scope Inclusions:

1. Only that work which is expressly shown on the M-drawings
2. Installation of the owner furnished roof top unit equipment.
3. Receive and set owner furnished rooftop units
4. Sheetmetal and Sheetmetal Accessories as needed
5. Grills, Dampers, Registers and Diffuser Furnish and Install
6. Rigging and Crane as required for the mechanical installations
7. Insulation of duct
8. Hangers and supports
9. Local control per thermostat furnished by owner
10. Testing and balancing
11. Ceiling Tile removal and reinstallations as needed
12. Prevailing wage and certified payroll

Exclusions and Clarifications:

1. Cutting/patching of architectural work (i.e. walls, ceilings, roofs, etc.)
2. Concrete saw cutting, removals, replacement flatwork and or finishes
3. Seismic design or installations
4. Demolition of existing systems
5. Building management system and/or controls related work of any kind
6. Cleaning of existing ductwork
7. Roofing work of any kind
8. Cutting/patching of any roof work or penetrations
9. Cutting/patching for duct penetrations
10. Furnishing or installing temporary barriers of any kind
11. Providing HEPA filters of any kind
12. Line voltage electrical work of any kind
13. Painting of any kind
14. Work on any existing to remain equipment
15. Structural work of any kind
16. Fire protection work of any kind
17. Insulation beyond specified
18. Structural steel and miscellaneous support steel
19. Temporary facilities
20. Dumpsters
21. Delegated design or design-build services
22. Liquidated damages due to schedule impacts by others
23. Removal and or handling of any hazardous materials.

24. Premium time or off-hours work
25. Bonds
26. Allowances
27. Taxes

Mechanical Lump Sum $189,482.00

This proposal is valid for 30 days.
Sincerely

Russell Lincoln

President
Eckert Mechanical, LLC

AGENDA ITEM NO. 10.2

Issue Purchase Order for Purchase of Materials at Fixed Cost Option

AGENDA ITEM NO: 10.2
MEETING DATE: September 15, 2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
09/15/2025

DEPARTMENT: *Finance*

Contact Person: *Margaret Herrmann, Acting Chief Financial Officer*

PURPOSE OF REQUEST:

Issue Purchase Order for Purchase of Materials at Fixed Cost Option

CONTRACT AMOUNT:

Total Contract Amount: *$1,103,750 (estimated usage)*

BUDGET INFORMATION:

Anticipated in Current Budget: Yes √ No___ NA___
Funding Account Number: 51109.60.0000 / 51111.60.0000

JUSTIFICATION:

Request is made to approve the purchase of Type I and Type IV glycol from Ascent Aviation Group, Inc. Type I and Type IV glycol is used in two ways: 1) for resale to the commercial airlines for their own use and 2) for use in deicing services performed by Million Air for commercial airlines that do not deice their own aircraft and other general aviation customers. The resale of glycol to airlines that do their own deicing is at cost plus 30 cents per gallon flowage fee and a $2.30/gallon glycol recovery fee. Deicing services performed by Million Air are priced at cost plus $5.50 a gallon and a $2.30/gallon Airport glycol recovery fee to the airlines which the cost of owning and operating the deicing equipment and staff required to perform the deicing service. The glycol recovery fee covers part of the cost of treating glycol contaminated water collected from the runoff.

Competitive price quotes were received from two vendors who supply Type I and Type IV glycol. Even though Cryotech was slightly lower in price, the costs to perform a fluid change are far greater that the potential cost savings. Ascent Aviation Group, Inc. stores the deicing fluids in Albany for easy and quick transport during snow events. Ascent Aviation Group, Inc. has provided the current product and will require no change in product.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval to Ascent Aviation Group, Inc.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES_____ N/A √

A standard purchase order will be issued.

AGENDA ITEM NO: 10.2
MEETING DATE: September 15, 2025

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES √ NA**

BACK-UP MATERIAL:

Please refer to the attached quote summary and quote form issued with response from Ascent Aviation Group, Inc.

Albany County Airport Authority
Quote 25-0813 August 13, 2025
Quote Results for Winter Season 2025-2026

	Est Usage	Current Product/Pricing	**Ascent Aviation Group, Inc.** Year 1	**Crytoech Deicing Technology** Year 1
Type I	100,000	$ 9.19	$ 8.39	$ 8.22
Type I Product		UCAR PG Conc ADF	UCAR PG Conc ADF	Cryotech Polar Plus LT
Type IV	25,000	$ 7.29	$ 6.59	$ 7.15
Type IV Product		UCAR Flighguard AD-49	UCAR Flightguard AD-49	Cyrotech Polar Guard Xtend
Total Est. Annual Cost			$ 1,003,750	$ 1,000,750
Delivery Time			48 Hours	48 Hours

REQUEST FOR QUOTATION

ALBANY COUNTY AIRPORT AUTHORITY

PURCHASING OFFICE
737 ALBANY SHAKER ROAD
ALBANY, NEW YORK 12211-1057
PHONE (518)242-2213 FAX (518)242-2640

TAX EXEMPT ID # 14-1768979

Quotation Request Number: 25-0813 dated August 13, 2025
Quote MUST be submitted: NO LATER THAN: September 2, 2025 @ 1:00 P.M. (EST)

ITEMS REQUESTED: Qualified Deicing/Anti-Icing Fluids per FAA Table 7 - Heavy Snow Procedures for Winter: 2025-2026

	Estimated Quantity	Fixed Pricing One Year Ending May-2026 Including Freight
1) TYPE I Concentrate - Cost to the Airport	100,000 gals	$ 8.39 ea
Identify Fluid Product Name:		UCAR PG Aircraft Deicing Fluid Concentrate
2) TYPE IV - Cost to the Airport	25,000 gals	$ 6.59 ea
Identify Fluid Product Name:		UCAR Flightguard AD-49 Type IV

Delivery to Airport: 48 **Hours after receipt of order (Maximum 2 Days).**

Do you meet or exceed required FAA specifications YES ☒ NO ☐
(Submit supporting documentation)

COMPANY SUBMITTING QUOTE:

Name: Ascent Aviation Group, Inc.
Address: One Mill St.
Parish, NY 13131
Contact Person: April Andrews
Telephone: 315-440-7360
Fax: None
E-Mail: aandrews@wfscorp.com

**** If vendor would like to also submit a variable price structure, please explain how prices will be determined and a base price for the beginning of the season on a separate page.**

AGENDA ITEM NO. 10.3

Approval to extend Management Operating Agreement for Fixed Base of Operations and Fuel Farm with REW Investments, Inc., d/b/a Million Air –Albany.

AGENDA ITEM NO: 10.3
MEETING DATE: September 15, 2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
09/15/2025

DEPARTMENT: *Legal Department*

Contact Person: *Christine C. Quinn, Authority Counsel*

PURPOSE OF REQUEST:

Approval to extend Management Operating Agreement for Fixed Base of Operations and Fuel Farm with REW Investments, Inc., d/b/a Million Air –Albany.

CONTRACT AMOUNT:

The base contract amount is $200,000. A $5,000 increase over the contract year ending in 2025 plus other fixed-rate fees applicable to variable activities and monthly advertising costs.

BUDGET INFORMATION:

Anticipated in Current Budget: Yes ✓ **No** ___ **NA** ___

AWARD CONDITIONS MET:

Apprenticeship N/A **DBE:** N/A **MWBE:** N/A

Service-Disabled, Veteran-Owned Business (SDVOB): N/A

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal ___ **State** _____ **Airport** ✓ **NA** _____

JUSTIFICATION:

On May 8, 2023, the Board approved a one (1) year term ending August 31, 2024 with two one (1) year options to renew, with a $5,000 increase annually.

On September 16, 2024, the Board approved the first one (1) year option renewal term ending August 31, 2025.

Authorization is requested to enter into the second one (1) year option renewal with a $5,000 increase to the management fee.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend Approval

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES ✓

AGENDA ITEM NO: 10.3
MEETING DATE: September 15, 2025

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Chief Financial Officer has approved. **YES_____ NA__J__**

BACK-UP MATERIAL: ***N/A***

AGENDA ITEM NO. 10.4

Amendment No. 5: General Services Administration, Transportation Security Office

General Services Administration
Lease No: GS-02P-LNY00753
Public Buildings Service
Lease Amendment No. 5

AGENDA ITEM NO: __10.4__
MEETING DATE: September 15, 2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved 09/15/2025

DEPARTMENT: ***Legal Department***

Contact Person: ***Christine Quinn, Authority Counsel***

PURPOSE OF REQUEST:

Amendment No. 5: General Services Administration, Transportation Security Office

General Services Administration ***Lease No: GS-02P-LNY00753***
Public Buildings Service
Lease Amendment No. 5

LEASE AMOUNT: ***$644,744.72 annually***

BUDGET INFORMATION:

Anticipated in Current Budget: Yes___ No___ NA__✓___

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal ___ State _____ Airport _____ NA__✓___

JUSTIFICATION:

Request is made to approve Amendment No. 5 to Lease No. GS-02P-LNY00753. Amendment will add 852 rentable square feet to the existing GSA Lease to support the TSA Canine Unit.

The GSA lease amount will increase to $644,744.72 annually. Tenant paid for improvements will include fiber, CAT6, electrical outlets and security with a quote of $35,362.94.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL:

YES__✓____ NA__ ___

PROCUREMENT DEPARTMENT APPROVAL:

Purchase is consistent with Procurement Policy.

AGENDA ITEM NO: 10.4
MEETING DATE: September 15, 2025

BACK-UP MATERIAL:

Lease Amendment No. 5

GENERAL SERVICES ADMINISTRATION PUBLIC BUILDINGS SERVICE LEASE AMENDMENT	LEASE AMENDMENT No. 5 TO LEASE NO. GS-02P-LNY00753
ADDRESS OF PREMISES Albany International Airport, Albany Shaker Road, Albany NY	PDN Number: PS0059825

THIS AMENDMENT is made and entered into between **ALBANY COUNTY AIRPORT AUTHORITY, Unique Entity ID: DVHVBGFA2SA5**

whose address is: Albany International Airport, 737 Albany Shaker Road, Albany, NY

hereinafter called the Lessor, and the **UNITED STATES OF AMERICA**, hereinafter called the Government:

WHEREAS, the parties hereto desire to amend the above Lease in order to: 1) establish the total costs of Tenant Improvements and 2) add additional rentable square feet of office and related space.

NOW THEREFORE, these parties for the considerations hereinafter mentioned covenant and agree that the said Lease is amended, effective upon the date of the government signature of this Amendment as follows.

1. The current space known as Unit-I consists of 9,196 RSF of office and related space as shown on exhibit "A", which yield 9,196 ABOA SF of office and related space. The current annual rent is $592,346.72 (shell annual rent is $565,554.00, $61.50/RSF, tenant improvement annual rent is $26,792.72, $2.91/RSF, and operating annual rent is $0.00).

2. The Government shall lease approximately an additional 852 rentable square feet (RSF) of office and related space on exhibit "B", which yields 852 ANSI BOMA Office area Square Feet (ABOASF) of office and related space, hereinafter to be known as Unit II, as shown on the floor plan labeled Exhibit "B", attached hereto. Upon the execution of this Lease Amendment No. 5 to GS-02P-LNY00753 the Government shall lease approximately 10,048 RSF, which yields 10,048 ABOASF of office and related space of building known as Albany International Airport, Albany, NY 12211.

3. For Unit II, the Government shall pay the Lessor an annual rent of $52,398 (shell annual rent is $52,398, $61.50/RSF, and the operating annual rent is $0.00), which shall be subject to operating cost and real estate tax escalation as per the Lease.

This Lease Amendment contains 2 page.

All other terms and conditions of the lease shall remain in force and effect.
IN WITNESS WHEREOF, the parties subscribed their names as of the below date.

FOR THE LESSOR:

Signature: _____
Name: _____
Title: _____
Entity Name: ALBANY COUNTY AIRPORT AUTHORITY
Date: _____

FOR THE GOVERNMENT:

Signature: _____
Name: _____
Title: Lease Contracting Officer
GSA, Public Buildings Service,
Date: _____

WITNESSED FOR THE LESSOR BY:

Signature: _____
Name: _____
Title: _____
Date: _____

4) The revised annual rent will be effective once the Government accepts and occupies Unit II, the total annual rent for both Unit I and Unit II will be $644,744.72.

1.03 RENT AND OTHER CONSIDERATION (AAAP VARIATION (OCT 2023))

A. The Government shall pay the Lessor annual rent, payable in monthly installments in arrears, at the following rates:

	YEARS 1 THROUGH 5	YEARS 6 THROUGH 10
	ANNUAL RENT	ANNUAL RENT
SHELL RENT[1]	$617,952.00	$708,384.00
OPERATING COSTS[2]	$0.00	$0.00
TENANT IMPROVEMENTS RENT[3]	$26,792.72	$0.00
BUILDING SPECIFIC AMORTIZED CAPITAL (BSAC)[4]	$ 0.00	$0.00
PARKING[5]	$ 0.00	$ 0.00
TOTAL ANNUAL RENT	$644,744.72	$708,384.00

[1] Shell rent reflects rental rates as follows:
(Years 1 through 5) $61.50 per ABOA SF multiplied by the ABOA SF stated under Paragraph 1.01 (converts to a rate of approximately $61.50 per RSF, as rounded to the nearest penny)
(Years 6 through 10) $70.50 per ABOA SF multiplied by the ABOA SF stated under Paragraph 1.01 (converts to a rate of approximately $70.50 per RSF, as rounded to the nearest penny)
[2] Operating Costs rent reflects a rate of: $0.00 per ABOA SF multiplied by the ABOA SF stated under Paragraph 1.01
[3] Tenant Improvements of $2.91 are amortized at a rate of 1.0 percent per annum over 5 years.
[4] Building Specific Amortized Capital (BSAC) of $0.00 are amortized at a rate of 0 percent per annum over 5 years
[5] Parking costs described under sub-paragraph B below
[6] Total Annual Rent does not reflect reduction for free rent (if applicable). See subparagraph C below.

5) The Lessor shall install new fiber and CAT 6 along with electrical outlets. Also, 2 entry door will require cypher locks and attached scope of work, Attachment "C". The cost shall be **$35,362.94.**

6) Upon full execution and delivery of this Lease Amendment No. 5, the Lessor shall consider this as a Notice to Proceed installing new fiber and CAT 6 along with electrical outlets. Also, the 2nd entry door will require cypher locks in amount not to exceed **$35,362.94.**

7) Upon completion, inspection and acceptance of the electrical design, the Government shall pay the Lessor **$35,362.94** as follows:

   a. **$35,362.94** shall be funded by the following Reimbursable Work Authorization ("RWA"): **N3414583.**

8) After completion, inspection and acceptance of the Tenant Improvement Design, an original invoice can be submitted directly to the GSA Finance Office at the following address:

   General Services Administration
   Fort Worth Finance
   FTS and PBS Payment Division (7BCP)
   819 Taylor Street, P.O. Box 17181
   Fort Worth, TX 76102-0181

   a. A copy of the invoice must be provided to Viengkeo Keophommasane, Lease Contracting Officer, Viengkeo.Keophommasane@gsa.gov, and to Bonnie Smith, Lease administrator, **bonnie.smith@gsa.gov**

   b. A Proper Invoice must include the following:
      - Name of the Lessor as shown on the Lease

INITIALS: _____ & _____
LESSOR GOVT

- Lease contract number, building address, and a description, price, and quantity of the items delivered
- PDN #: PS0059825

The invoice may also be submitted electronically at http:www.finance.gsa.gov.

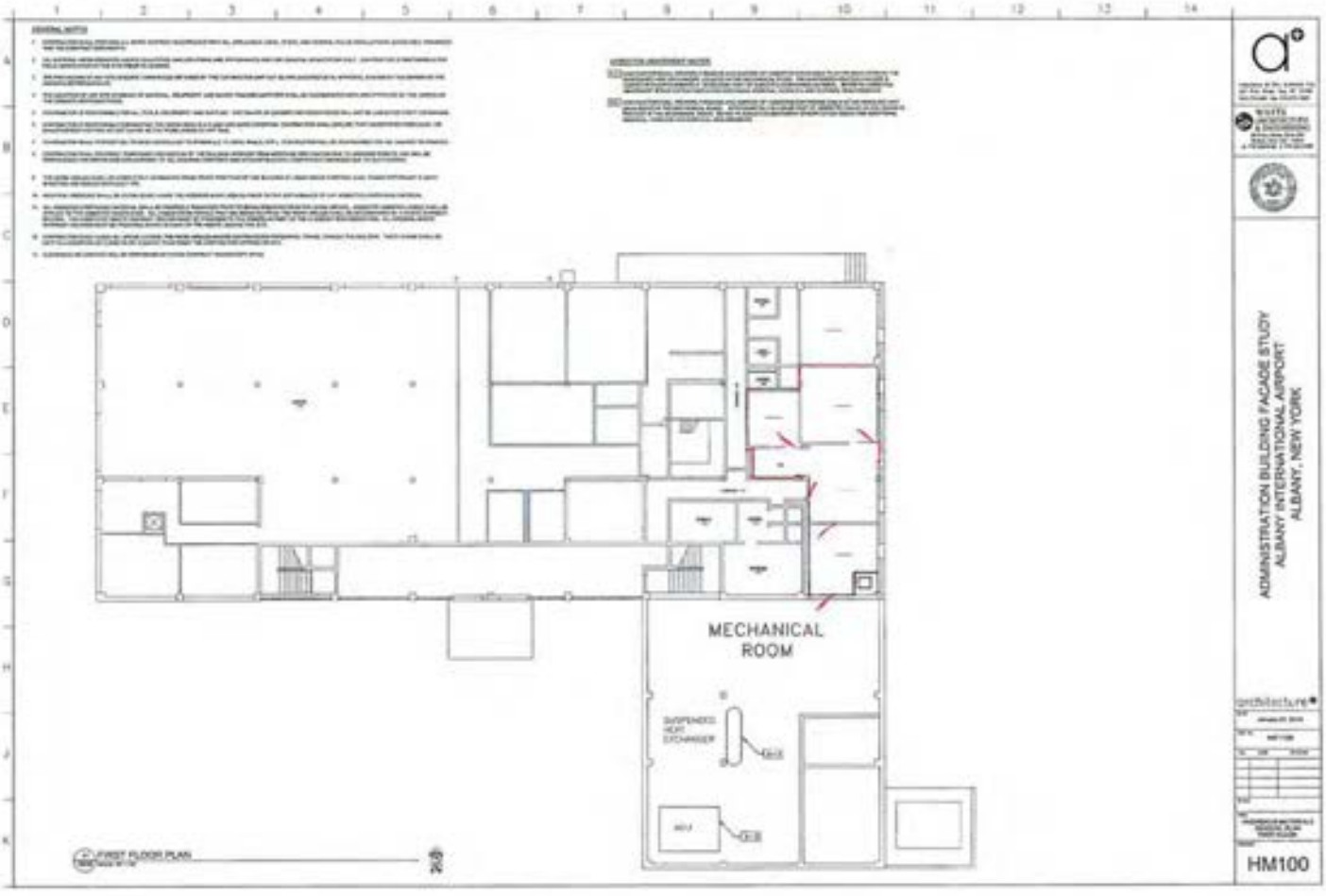
9) Non-Payment for Additional Work: Any additional supplies, services or a change to work specified herein performed by a contractor, either at his/her own volition, or at the request of an individual rather than a duly-appointed Lease Contracting Officer, except as may be explicitly authorized, will not be paid for by the Government. Only a duly-appointed Lease Contracting Officer is authorized to change the specifications, terms and conditions of the Lease. Any requests by the Government to revise any unauthorized deviations to the Lease, agency requirements, Design-Intent-Drawings, or construction drawings shall be the sole responsibility of the Lessor.

10) As part of the rental consideration, the Lessor shall furnish to the Government, TSA, four (4) additional onsite, reserved parking spaces. Paragraphs 1.02 A., and 1.03 B. of the Lease are hereby amended to reflect a total of thirteen (13) on-site parking spaces of which thirteen (13) are reserved, outside/surface parking spaces. The parking is included in the Shell Rental Rate. The additional parking spaces will be allocated within the area outlined in the parking plans, referenced via Exhibit "D" of this Lease Amendment.

11) The Lessor hereby waives future restoration rights as a result of these tenant improvements.

12) Except as modified in this Lease Amendment No. 5, all terms and conditions of the Lease shall remain in full force and effect, and in the event that any of the terms and conditions of this Lease Amendment No. 5 conflict with any terms and conditions of the Lease, the terms and conditions of this Lease Amendment No. 5 shall control and govern.

INITIALS: _____ & _____
LESSOR GOV'T


MECHANICAL
ROOM
SUSPENDED
HEAT
EXCHANGER
AHU-1
CH-1
FIRST FLOOR PLAN
ADMINISTRATION BUILDING FACADE STUDY
ALBANY INTERNATIONAL AIRPORT
ALBANY, NEW YORK
HM100

AGENDA ITEM NO. 10.5

Issue Purchase Order to Replace Carbon Steel Heat Recovery Piping done by BPI Piping, Inc.

AGENDA ITEM NO: 10.5
MEETING DATE: September 15, 2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
09/15/2025

DEPARTMENT:

Contact Person: *John LaClair, P.E. Chief Engineer*

PURPOSE OF REQUEST:

Issue Purchase Order to Replace Carbon Steel Heat Recovery Piping done by BPI Piping, Inc.

CONTRACT AMOUNT:

Total Contract Amount: **$87,900.00**

BUDGET INFORMATION:

Federal Airport Improvement Program
Anticipated in Current ALB Capital Plan : Yes ✓ **No** ___ **NA**
Funding Account No.: Capital

FISCAL IMPACT – FUNDING

Federal *N/A* **State** *N/A* **Airport** *100%* **NA** _____
Term of Funding: *2024-2026*
Grant No. : *N/A* **State PIN:** *N/A*

JUSTIFICATION:

Request is made to approve a Purchase Order for $87,900.00 to BPI Piping, Inc. of Waterford, New York. BPI was the lowest of three vendors that quoted the work to remove the existing carbon steel heat recovery piping in the Glycol processing plant and install new stainless steel pipes and fittings with aluminum jacketing. All welding will be done onsite by a NYS certified welder.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES ✓ **NA** ___

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES** ✓ **NO** ___.

BACK-UP MATERIAL: *Please refer to attached BPI Piping proposal.*

BPi PIPING

COMMERCIAL & INDUSTRIAL MECHANICAL CONTRACTORS

August 7, 2025
Estimate # E25-048

To: Albany Airport
RE: Heat Recovery Piping
Attn: Tom Martin

We herewith submit to replace the carbon steel heat recovery piping with stainless steel pipe and fittings as per site walkthrough on 8/4/25 for the sum of.

Eighty-Seven Thousand Nine Hundred Dollars {$87,900.00}

Add Alternate

- If we are to include tax on materials, please add to our base bid {$1,500.00}

Scope Clarification

- This estimate is based on all work to be performed on straight time.
- We include insulation on 60 LF of 3" stainless steel pipe with aluminum jacket.
- We include cutting, removal and carting of existing heat recovery pipes.
- We include replacing carbon steel pipe 304 stainless steel pipe with butt weld joints.
- We include testing of newly installed heat recovery pipe.
- We omit cutting, patching, painting, power wiring, control wiring, cleaning, and bond.

Sincerely,
William Abbatine
William Abbatine
Burniche Piping Inc.

95 Hudson River Road Waterford, NY 12188 P: 518.238.2383

AGENDA ITEM NO. 10.6

Issue Purchase Order for the Purchase of Three Pumps for the Glycol Plant from Emerick Associates, Inc.

AGENDA ITEM NO: 10.6
MEETING DATE: September 15, 2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
09/15/2025

DEPARTMENT:

Contact Person: *John LaClair, P.E. Chief Engineer*

PURPOSE OF REQUEST: *Issue Purchase Order for the Purchase of Three Pumps for the Glycol Plant from Emerick Associates, Inc.*

CONTRACT AMOUNT:

Total Contract Amount: *$54,953.00*

BUDGET INFORMATION:

Federal Airport Improvement Program
Anticipated in Current ALB Capital Plan : Yes √ **No** ___ **NA**
Funding Account No.: Operation

FISCAL IMPACT – FUNDING

Federal *N/A* **State** *N/A* **Airport** *100%* **NA** _____
Term of Funding: *2025-2026*
Grant No. : *N/A* **State PIN:** *N/A*

JUSTIFICATION:

Request is made to approve a Purchase Order for $54,953.00 to Emerick Associates, Inc. of Cohoes, New York. In order to move the glycol through the processing stages, there are pumps (2- in plant and 1- processor) that need to be replaced before the de-icing season (October 15, 2025) this year. Emerick Associates is a sole source supplier for these specialized pumps. The glycol facility staff will do the replacement work.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES √ **NA** ___

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES** √ **NO** ___.

BACK-UP MATERIAL: *Please refer to attached Emerick Associates, Inc. proposal.*

GOULDS PUMPS
An ITT Brand

EMERICK ASSOCIATES INC

Emerick Associates, Inc.
1107 Loudon Road
Cohoes, N.Y. 12047
(518)785-6692 - Phone
(518)785-6944 - Fax
gemerick@emerickassociates.com

Albany International Airport

Proposal No: GPE25-06-26 01
Item Name: ITEM P-200 A&B (Base Offer)

July 23, 2025

MODEL: 3171 S SIZE: 2.5x3-11/4V QTY: 1

PRICES in USD	
Pump Unit	22,457
Driver	850
Boxing	
Testing	
Freight	
Total 1 Unit	**23,307**

Shipment: 8-10 wks ready ship ARO

Operating Conditions

SERVICE	Wastewater Feed Pumps
LIQUID	Wastewater, Rated Temp. 70.0 deg F, SP.GR 1.000, Viscosity 1.000 cp, Rated/Max. suction pressure 0.0 / 0.0 psi g
CAPACITY Rated	150.0 gpm
HEAD @ Imp.Centerline	66.0 (ft)
PIT DEPTH	7.00 (ft)
RATED FRICTION LOSS	1.6 (ft)

Performance at 1750 RPM per HI 14.6 1B basis power

PUBLISHED EFFY	61.5% (CDS)
RATED EFFY	58.5% corrected
RATED POWER	4.3 hp (incl. Mech.loss 0.20). (Run out 5.8 hp)
NPSHR	4.3 ft
DISCH PRESSURE (R)	29.0 psi g (31.7 psi g @ Shut off) based on 0.0 psi g rated suction pressure
PERF. CURVE	E-10132-1 (Rotation CW viewed from coupling end)
SHUT OFF HEAD	73.2 ft
MIN. CONTINUOUS STABLE FLOW	49.7 (gpm)

Materials

CONSTRUCTION	Iron with 316SS Impeller
CASING	Cast Iron (max. casing pressure @ rated temperature: 150.0 psi g)
IMPELLER	316SS - Open (8.5625 in rated, max=11.0000 in, min=8.5000 in)
SHAFT MATERIAL	Steel
LUBRICATION	Grease via 316SS lines from support plate
SUPPORT PLATE	Carbon Steel standard size, Size 26.5"
COUPLING	T.B. Wood's - Woods Flexible - 7S-S.F. 1.00
COUPLING PROPERTIES	1.0 Coupling service factor,AGMA Class 1 Clearance Fit
COUPLING GUARD	Non-Sparking OSHA compliant (Aluminum)
COLUMN	Carbon Steel Assy No 11 with Number of Bearings 2

Flanges

Disch. Size 3"
Less flange

Steady Bearing Material

Carbon - steady bearing

Thrust Bearing Lubrication

Thrust Bearing Lubrication - Greased

Assembly and Testing

Impeller balanced to ISO G6.3

Painting

Goulds Blue standard painting

Driver : Electric motor Manufacturer : Pump Mfg's Choice

FURNISHED BY	Pump Mfg	MOUNTED BY	Customer
RATING	5.0 hp (3.7 KW)	ENCLOSURE	Severe Duty/Mill and Chemical Premium Efficiency
PHASE/FREQ/VOLTS	3/60 Hz/460	SPEED	1800 RPM
INSULATION/SF	F/1.15	FRAME	184TC

Weights and Measurements

TOTAL NET UNIT WEIGHT / VOLUME	**760.0 lb / 39.0 ft³**
TOTAL GROSS UNIT WEIGHT / GROSS VOLUME	**1,303.0 lb / 108.6 ft³**
TOTAL GROSS UNIT DIMENSIONS (X,Y,Z)	**39.5in / 49.5in / 107.0in**

Program Version 1.76.0.0

This proposal reflects the intended scope from the customer specifications supplied at the time of quotation. Additional specifications, requirements and scope presented at time of award or during order execution outside the original bid scope request, is subject to a change order with a potential cost and lead-time impact. ITT reserves the right to present engineering charges for more than two revision cycles on submittal drawings, provided these two revision cycles cover the intent of the specifications. ITT requires customer to provide all drawing comments applicable to the specification within the first submission return.

Our offer does not include specific review and incorporation of any Statutory or Regulatory Requirements and the offer is limited to the requirements of the design specifications. Should any Statutory or Regulatory requirements need to be reviewed and incorporated then the Customer is responsible to identify those and provide copies for review and revision of our offer.

Our quotation is offered in accordance with our comments and exceptions identified in our proposal. The pricing quoted herein will remain valid for 30 business days from the time of quotation. In the event that this validity should expire, please contact your ITT sales representative to confirm pricing validity prior to order placement.

Please note: Due to current market volatility caused by governmental assessment of tariffs and duties we reserve the right to add a tariff surcharge related up to the date of shipment of any product(s) ordered from ITT in the foreseeable future. Pricing will reflect changes on an ongoing basis.

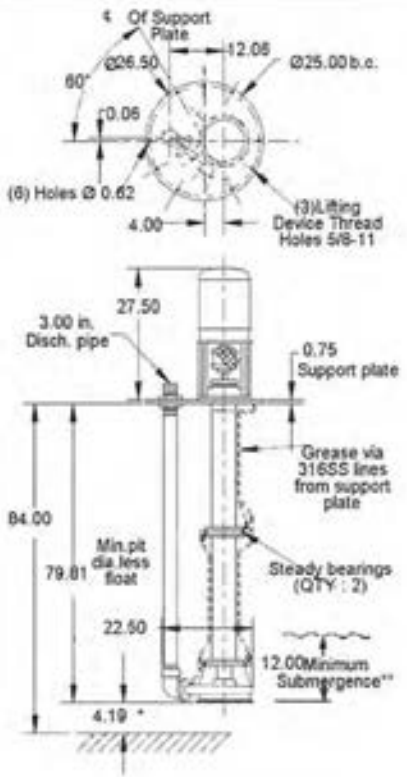
Click here to download the pump Bulletin

GOULDS PUMPS — An ITT Brand

OUTLINE DRAWING

Model 3171 S
Size 2.5x3-11

ITT



Pump Specification

SUCT.FLANGE SIZE	*NOT APPLICABLE*		
DISCH.FLANGE SIZE	*3" NPT*		
PUMP ROTATION (LOOKING AT PUMP FROM MOTOR)	*CW*		
TYPE OF LUBRICATION	*GREASE LUBRICATED THRUST BALL BEARING*	COOLED	*NO*
TYPE OF STUFFING BOX	*SEALESS*	COOLED	*NO*
TYPE OF SEALING	*N/A*		

Weights and Measurements

PUMP	645.0 lb
MOTOR	115.0 lb
PIT COVER	lb
TOTAL	760.0 lb
GR.VOLUME w/BOX	108.6 ft³
GR.WEIGHT w/BOX	1,303.0 lb

Motor Specification

MOTOR BY	*PUMP MFG*	MOUNT BY	*CUSTOMER*	MFG.	*BALDOR - RELIANCE OR EQUAL*
FRAME	*184TC*	POWER	*5.0 hp*	RPM	*1800*
PHASE	*3*	FREQUENCY	*60 HZ*	VOLTS	*460*
INSULATION	*F*	S.F.	*1.15*		
ENCLOSURE	*SEVERE DUTY/MILL AND CHEMICAL PREMIUM EFFICIENCY*				

Auxiliary Specification

COUPLING BY	*PUMP MFG*	CPLG TYPE	*T.B. WOOD'S WOODS FLEXIBLE - 7S*
CPL GUARD BY	*PUMP MFG*	CPLG GUARD MATL	*NON-SPARKING OSHA COMPLIANT (ALUMINUM)*
SUPPLATE	*CARBON STEEL STANDARD SIZE*		
SEALING METHOD NOT PROVIDED			

Notes and References

- MTR DIMENSIONS ARE APPROXIMATE
*Tolerance is +-0.50 in.
** Minimum Submergence is based on the rated flow rate of the pump selected

DRAWING IS FOR REFERENCE ONLY.
NOT CERTIFIED FOR CONSTRUCTION UNLESS SIGNED.

Customer: Albany International Airport
End User: Albany International Airport
Customer PO No:
Item/Equip. No: ITEM P-200 A&B
Serial No:
Service: Wastewater Feed Pumps

All dimensions are in inches.
Drawing is not to scale
Weights (lbs) are approximate

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DRAWING NO GPE25-06-26 01/ITEM P-200 A&B

FORM # N/A

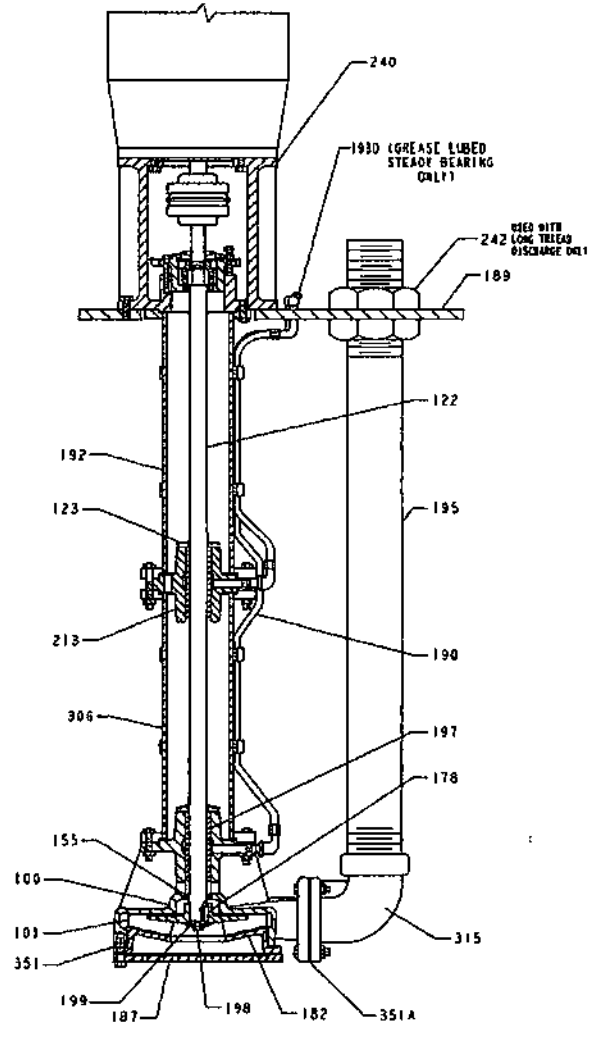
Program Version 1.76.0.0

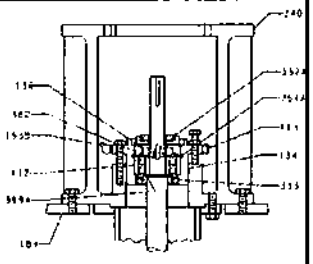
GOULDS PUMPS — An ITT Brand

CROSS SECTIONAL DRAWING

Model 3171 S
Size 2.5x3-11

ITT





* Recommended spare parts

\# Items not illustrated

BILL OF MATERIAL

ITEM	QTY		PART NAME	MATERIAL	ASTM#
100	1	*	CASING	Gray Iron	A48 CLAS
101	1		IMPELLER	Austenitic Stainless Steel 316	A744 GRA
112	1	*	BEARING,BALL		
122	1		SHAFT	Carbon Steel	SAE1045 1
123	2		DEFLECTOR	Rubber	3CA715A2
134	1	*	ASSY,THRUST BRG SHELL		
138	1		LOCKNUT,BRG	STEEL	
155	1		BUSHING,CASING		
178	1		KEY,IMPELLER	STAINLESS STEEL	A276 TYPE
182	1		COVER,SUCTION	CAST IRON	A48 CLAS
187	1	*	STRAINER	CAST IRON	A48 CLAS
189	1	*	PLATE,SUPPORT	CARBON STEEL	A1008 OR
190	120	*	TUBING (LUBE LINES)	316 Stainless Steel	A269 TYPE
190F	2	* #	NIPPLE,PIPE 1/4~ (LUBE FROM	Austenitic Stainless Steel	A312 TP 31
192	1	*	COLUMN,HEAD	Steel	A53 Carbo
193B	1		FITTING,GREASE		
193D	2	*	FITTING,GREASE (SUPPORT PL		
195	1	*	PIPE,DISCHARGE	Steel	A53 Carbo
197	2		BEARING (STDY)		
198	1		SCREW,IMPELLER	STAINLESS STEEL	A276 TYPE
199	1		WASHER,IMPELLER	STAINLESS STEEL	A276 TYPE
213	1		HOUSING,STDY BRG	Gray Iron	A48 CLAS
232	1	* #	MOTOR HUB		
233	1	* #	PUMP HUB		
235	1	* #	SLEEVE	EPDM	
240	1	*	SUPPORT,MOTOR	Gray Iron	A48 CLAS
242	2	*	NUT,PIPE	CAST IRON	A48 CLAS
306	1	*	EXTENSION,COLUMN	Steel	A53 Carbo
315	1	*	ELBOW,DISCHARGE	Ductile Iron	A536 GRA
317N	6	* #	SCREW,HHC (STRNR-CSG)	Carbon Steel	A108 GRA
332A	1		SEAL,LABYRINTH (OUTBOARD)		
333	1		SEAL,OIL (INBOARD)		
351	2	*	GASKET (SUCTION COVER)	Garlock Blue Guard	
351A	1	*	GASKET (DISCH FLANGE)	Garlock Blue Guard	
357E	4	* #	NUT,HEX (MTR-MTR SPRT) FOR	Carbon Steel	A108 GRA
357N	6	* #	NUT,HEX (HEAD-EXT)	Carbon Steel	A108 GRA
357V	6	* #	NUT,HEX (HEAD/EXT-CSG)	Carbon Steel	A108 GRA
358B	1	* #	PLUG,PIPE (CASING FOR LUBE	Carbon Steel	A108 GRA
358Z	3	* #	PLUG,PIPE (SPRT PLATE FOR L	Carbon Steel	A108 GRA
361A	1		RING RETAINING (MTR SPRT)	CARBON STEEL	
370C	3	* #	SCREW,HHC (BRG COVER-MTR	Carbon Steel	A108 GRA
370D	3	* #	SCREW,HHC (ADJ SCREW MTR	Carbon Steel	A108 GRA
370G	6	* #	SCREW,HHC (HEAD/EXT-CSG)	Carbon Steel	A108 GRA
370H	4	* #	SCREW,HHC (CSG-DISCH ELB	Carbon Steel	A108 GRA
370L	4	* #	SCREW,HHC (MTR SPRT/ST BO	Carbon Steel	A108 GRA
370M	6	* #	SCREW,HHC (MTR SPRT/ST BO	Carbon Steel	A108 GRA
371	4	* #	SCREW,HHC (MTR-MTR SPRT)	Carbon Steel	A108 GRA
372B	6	* #	SCREW,HHC (HEAD-EXT)	Carbon Steel	A108 GRA
382	1		LOCKWASHER,BRG	STEEL	
400	1	#	KEY,COUPLING	Carbon Steel	A108 GRA
415	3	* #	NUT,JAM (BRG SHELL ADJUSTI	Carbon Steel	A108 GRA
427G	4	* #	NUT,HEX (CSG-ELBOW)	Carbon Steel	A108 GRA
528D	6	* #	WASHER (HEAD/EXT-CSG)	Carbon Steel	A108 GRA
536E	2	* #	ELBOW,FEMALE (LUBE LINES)	316SS	
536I	4	* #	WASHER,PLAIN (STRNR-CSG)	Carbon Steel	A108 GRA
543E	2	* #	ELBOW,MALE (LUBE LINES/SP		

Customer: Albany International Airport
End User: Albany International Airport
Customer PO No:
Item/Equip. No: ITEM P-200 A&B
Serial No:
Service: Wastewater Feed Pumps

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DRAWING NO GPE25-06-26 01/ITEM P-200 A&B

FORM #

Program Version 1.76.0.0

Model: 3171	Size: 2.5x3-11	Group: S	60Hz	RPM: 1750	Stages: 1

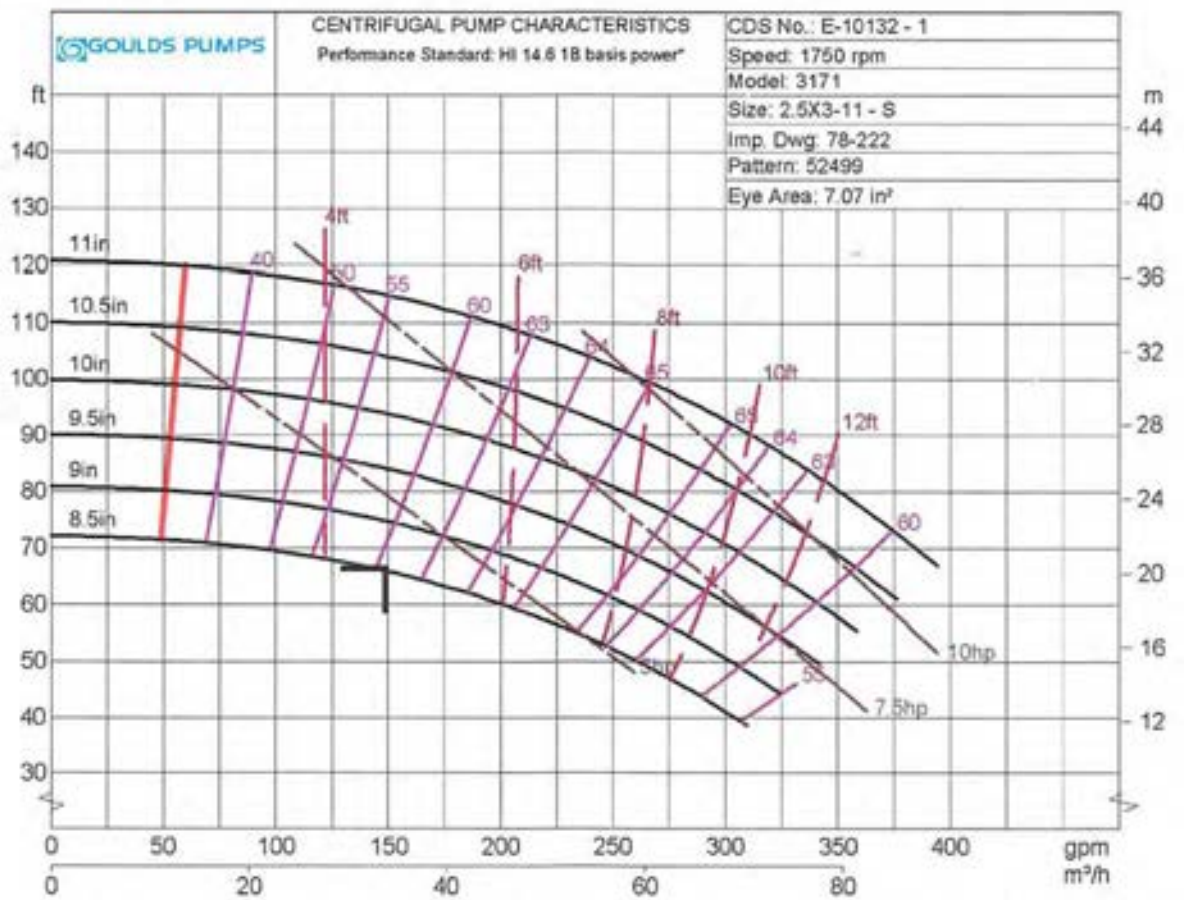
Customer:	Albany International Airport	Job/Inquiry No:	
End User:	Albany International Airport	Issued By:	Gary Emerick
Customer PO No:		Quotation No:	GPE25-06-26 01
Item/Equip. No:	ITEM P-200 A&B (Base Offer)	Certified By:	
Project No:		Date:	07/23/2025
Service:	Wastewater Feed Pumps	Revision:	0

Operating Conditions

Liquid:	Wastewater	Published Efficiency:	61.5 %	Suction Specific Speed:	7,139 gpm(US) ft
Temp.:	70.0 deg F	Rated Pump Efficiency:	58.5 %	Min. Hydraulic Flow:	49.7 gpm
S.G./Visc.:	1.000/1.000 cp	Rated Total Power:	4.3 hp	Min. Thermal Flow:	N/A
Flow:	150.0 gpm	Non-Overloading Power:	5.8 hp		
TDH:	66.0 ft	Imp. Dia. First 1 Stg(s):	8.5625 in		
NPSHa:		NPSHr:	4.3 ft		
Solid size:		Shut off Head:	73.2 ft		
% Susp. Solids (by wtg):		Vapor Press:		Max. Solids Size:	0.5940 in

Pump Performance

Notes: 1. Power and efficiency losses are not reflected on the curve below.
2. Curve shown is at ambient temperature conditions.



*Due to the low power (<10kw/13hp per HI 14.6, paragraph 14.6.3.4.1), acceptance tolerances are rate of flow: +/- 10%, pump total head: +/- 8%.

ITT

STANDARD TERMS AND CONDITIONS

WARRANTY- (a) Company warrants that on the date of shipment the goods are of the kind and qualities described herein and are free of non-conformities in workmanship and material. This warranty does not apply to goods or parts delivered by Company but manufactured by others. (b) Buyer's exclusive remedy for nonconformity in any item of the goods shall be the repair or the replacement (at Company's option) of the item and any affected part of the goods. (c) This warranty shall not apply to: (i) any defects caused or induced by damage from unreasonable use (accident, fire or other casualty, misuse, negligence, incorrect wiring); (ii) any use, maintenance or installation not in conformance with written instructions furnished by Company (with evidence of conformity to be provided to Company at its reasonable request from time to time); (iii) any defects occurring because of modifications or repairs to the Goods not authorized in writing or supplied by Company or because of improper storage or handling of the Goods; or (iv) any deficiency attributable to normal wear and tear; (v) cosmetic issues not materially impacting mechanical operation or hydraulic performance; (vi) where the Goods are affected by locating items in areas that do not conform, fall outside or exceed specification limits or environmental conditions which cause rust or corrosion of the equipment; or (vii) design errors due to inaccurate or incomplete information supplied by Buyer or its agents. Company's obligation to repair or replace shall be in effect for a period of twelve (12) months from initial operation of the goods but not more than eighteen (18) months from Company's shipment of the goods ("Warranty Period"), provided Buyer has sent written notice to Company within the Warranty Period that the goods do not conform to the above warranty. Repaired and replacement parts shall be warranted for the remainder of the original period of notification set forth above, but in no event less than 12 months from repair or replacement but in no event to exceed thirty (30) months from date of delivery of the Goods. At its sole risk and expense, Buyer shall remove and ship to Company any such nonconforming goods and shall reinstall the repaired or replaced goods or parts. Buyer shall grant Company access to the goods at all reasonable times in order for Company to determine any nonconformity in the goods. Company shall have the right of disposal of items replaced by it. If Company is unable or unwilling to repair or replace, or if repair or replacement does not remedy the nonconformity, Company and Buyer shall negotiate an equitable adjustment in the order price, which may include a full refund of the order price for the nonconforming goods. (c) THE WARRANTIES SET FORTH IN THIS AGREEMENT ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, FOR PERFORMANCE, MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR OTHERWISE. THERE ARE NO OTHER WARRANTIES, AGREEMENTS, ORAL OR WRITTEN, OR UNDERSTANDINGS WHICH EXTEND BEYOND THOSE SET FORTH IN THIS AGREEMENT WITH RESPECT TO THE WARRANTED WORK. (d) Buyer and successors of Buyer are limited to the remedies specified in this article and shall have no others for a nonconformity in the goods. Buyer agrees that these remedies provide Buyer and its successors with a minimum adequate remedy and are their exclusive remedies, whether Buyer's or its successors' remedies are based on contract, warranty, tort (including negligence), strict liability, indemnity, or any other legal theory, and whether arising out of warranties, representations, instructions, installations, or non- conformities from any cause. Buyer shall assume all responsibility and expense for removal, reinstallation and freight in connection with these remedies. (e) Company neither assumes, nor authorizes any person to assume for it, any other obligation in connection with the sale of its goods.

NO CONSEQUENTIAL DAMAGES - IN NO EVENT, WHETHER BASED ON CONTRACT, INDEMNITY, WARRANTY, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY OR OTHERWISE, SHALL EITHER PARTY BE LIABLE TO THE OTHER PARTY FOR ANY SPECIAL, INDIRECT, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES WHATSOEVER INCLUDING LOSS OF PROFITS OR REVENUE, OR COST OF CAPITAL.

LIMITATION OF LIABILITY - COMPANY'S AGGREGATE LIABILITY (INCLUDING BUT NOT LIMITED TO, THOSE ARISING UNDER TORT, INDEMNITY, WARRANTY, CONTRACT, STRICT LIABILITY OR OTHERWISE AND INCLUDING ALL COSTS, EXPENSES AND FEES) SHALL BE LIMITED, IN ALL CASES, TO THE AMOUNT PAID BY THE PURCHASER HEREUNDER HOWEVER, IF THE PURCHASE ORDER INCLUDES FIELD SERVICE, COMPANY'S LIABILITY FOR SUCH SERVICES SHALL BE LIMITED TO THE VALUE OF THE SERVICES.

ACCEPTANCE - The determination of compliance with performance guarantees will be based on results of factory tests under controlled conditions with calibrated instruments and tested per standards of the Hydraulic Institute, ISO standards, API standards, or other nationally recognized accreditation standards.

STATUTE OF LIMITATIONS - To the extent permitted by applicable law, any lawsuit for breach of contract, including breach of warranty, arising out of the transactions covered by this order, must be commenced not later than twelve (12) months from the date the cause of action accrued.

SHIPMENT - The term "shipment" means delivery to the initial carrier in accordance with the delivery terms of this order. Company may make partial shipments. Company shall select method of transportation and route, unless shipment is customer-routed and Buyer specifies the method and route and is to pay the freight costs in addition to the price. When terms are destination or freight allowed to destination, "destination" means common carrier delivery point (within the continental United States, excluding Alaska) nearest the destination. For movement outside the United States, company shall

arrange for inland carriage to Buyer's agents and shall cooperate in making necessary arrangements for overseas carriage and preparing necessary documents.

SPECIAL SHIPPING DEVICES - On shipments to a destination in the continental United States or Canada, Company has the right to add to the invoice, as a separate item, the value of any special shipping device (barrel, reel, tarpaulin, cradle, crib and the like) used to contain or protect the goods invoiced, while in transit. Full credit will be given on the return to Company of the device in a reusable condition, DDP, freight prepaid.

FORCE MAJEURE - If Company suffers delay in performance due to any cause beyond its control, including but not limited to act of God, war, act or failure to act of government, act or omission of Buyer, fire, flood, strike or labor troubles, sabotage, or delay in obtaining from others suitable services, materials, components, equipment or transportation ("Force Majeure Event"), the time of performance shall be extended a period of time equal to the period of the delay and its consequences. Company will give Buyer notice in writing within a reasonable time after Company becomes aware of any such delay caused by a Force Majeure Event. If the Force Majeure Event continues for a period of more than ninety (90) days in the aggregate, Company may terminate the applicable Purchase Order by giving written notice to the Buyer, which shall be provided at least thirty (30) days prior to the effective date of such termination.

NONCANCELLATION - Buyer may not cancel or terminate for convenience, or direct suspension of manufacture, except with Company's written consent upon terms agreed to by Company.

STORAGE - Any item of the goods on which manufacture or shipment is delayed by causes within Buyer's control, or by causes which affect Buyer's ability to receive the goods, may be placed in storage by Company for Buyer's account and risk and Buyer shall pay all charges for storage and shipping and incidental expenses.

TITLE AND INSURANCE - Title to the goods and risk of loss or damage shall pass to Buyer at the named place except that a security interest in the goods and proceeds and any replacement shall remain in Company, regardless of mode of attachment to realty or other property, until the full price has been paid in cash. Buyer agrees to do all acts necessary to perfect and maintain said security interest, and to protect Company's interest by adequately insuring the goods against loss or damage from any external cause with Company named as insured or co-insured.

INSPECTIONS / EXPEDITING - The Company restricts access to its facilities and requires seventy-two (72) written hour notice prior to each visit. Company requires that its agents or employees accompany inspectors/expeditors on their visit(s).

TERMS OF PAYMENT - Unless otherwise stated, all payments shall be by Letter of Credit or Net Thirty (30) Days and in United States dollars, and a pro rata payment shall become due as each shipment is made. If shipment is delayed by Buyer, date of readiness for shipment shall be deemed to be date of shipment for payment purposes.

If at any time in Company's judgment Buyer may be or may become unable or unwilling to meet the terms specified, Company may require satisfactory assurances or full or partial payment as a condition to commencing or continuing manufacture or making shipment; and may, if shipment has been made, recover the goods from the carrier, pending receipt of such assurances.

ELECTRONIC PAYMENT – In the event Buyer's invoicing portal or Buyer's 3rd party portal shall fail to occur for any reason in the course of accepting, acknowledging or remitting any invoice payments, Company will issue an invoice indicating that Buyer shall proceed manually with the full payment corresponding to the billing period as indicated on the invoice.

RIGHT TO SUSPEND DUE TO LATE PAYMENT – Without limiting its other rights or remedies, the Company may suspend provision of the Goods under the agreement or any other contract between the Buyer and the Company if the Buyer fails to pay any amount due under this agreement on the due date for payment.

LATE PAYMENT INTEREST ACCRUAL – Unless otherwise set forth in the applicable Purchase Order, interest shall be chargeable on any amounts overdue at the rate of six percent (6%) per annum above the six-month LIBOR base rate calculated from time to time. The interest period shall run from the due date for payment until receipt of the full amount by Company whether before or after judgment.

NO "PAY-WHEN-PAID" – Company does not accept the risk of Buyer's receipt of payments from any source, and in no event will payments to Company be based upon or subject to Buyer's receipt of payment for Seller's work.

INVOICE DISPUTES – If the Buyer disputes any invoice: (i) the Buyer shall notify the Company in writing within three (3) days of the date of receipt of the invoice, specifying the reasons for disputing the invoice; (ii) the Company shall provide all evidence as may be reasonably necessary to verify the disputed invoice; (iii) the Buyer shall pay to the Company all amounts not disputed by the Buyer on the due date as set out in this Agreement; (iv) the parties shall negotiate in good faith to attempt to resolve the dispute promptly; and (v) if the parties have not resolved the dispute within thirty (30) days of the Buyer giving notice to the Company, the dispute shall be resolved in accordance with the dispute resolution clause of this Agreement.

GOODS RETURN - Goods can be returned for credit only after receiving Company's written authorization and shipping instructions. Consignor's name and address must be plainly written on the shipping tag. Special goods fabricated to order are not returnable under any conditions

LETTER OF CREDIT - Unless otherwise specified in writing, payment shall be made by irrevocable letter of credit in form acceptable to Company, confirmed by a major USA bank, acceptable to the Company and providing for payment in full in United States dollars against presentation of United States inland shipping documents and invoices, such letter of credit to be established prior to Company's acceptance of the order. The letter of credit shall also provide that in the event Company is, for any reason beyond its control, prevented

from making shipment, a certificate of manufacture of the whole or any part of the goods shall constitute delivery of such whole or any part of the goods and payment in full of any and all drafts drawn against the letter of credit for the goods so "delivered" shall be made upon presentation of such certificates of manufacture in lieu of shipping documents. In the event that Company is prevented by law, or otherwise, from making shipment, on completion of manufacture, Company reserved the right to place the goods in storage for the Buyer's account and risk. Any charges incurred in this connection will be for the account of the Buyer at cost and will be payable upon demand. In regions where Letters of Credit are not available, surety bonds will be utilized in lieu of the bank guarantee.

PATENTS - Company shall pay costs and damages finally awarded in any suit against Buyer or its vendees to the extent based upon a finding that the design or construction of the goods as furnished, infringes a United States patent (except infringement occurring as a result of incorporating a design or modification at Buyer's request), provided that Buyer promptly notifies Company of any charge of infringement, and Company is given the right at its expense to settle such charge and to defend or control the defense of any suit based upon such charge. Company shall have no obligation hereunder with respect to claims, suits or proceedings, resulting from or related to, in whole or in part, (a) the use of software or software documentation, (b) compliance with Buyer's specifications, (c) the combination with, or modification of, the goods after delivery by Company, or (d) the use of the goods, or any part thereof, in the practice of a process. THIS ARTICLE SETS FORTH COMPANY'S ENTIRE LIABILITY WITH RESPECT TO PATENTS.

TIMELY APPROVAL OF DOCUMENTS – The Buyer shall render decisions and approve Company's submittals in a timely manner in order to avoid unreasonable delay in the orderly and sequential progress of the provision of the Goods. The Company agrees to submit all plans, drawings and documents required by the Specifications in such timely manner that the Buyer may have a reasonable opportunity to review and approve or comment on the same within the periods provided for below.

Within ten (10) Working Days after the Buyer's receipt of each set of plans, drawings and other documents submitted for approval pursuant to the Specification, one (1) copy of each such plan, drawing and other document shall be returned by the Buyer to the Company either as approved or as rejected by the Buyer provided that all rejections shall specify with reasons all aspects of the rejected plans, drawings or documents which in the opinion of the Buyer do not, or which provide for work which does not, comply with the requirements of this Contract, the Plans or the Specification.

If any aspect of a plan, drawing or other document is rejected by the Buyer as set out immediately above, and the Company accepts such rejection, the Company shall promptly alter the relevant plan, drawing or document without charge to the Buyer and resubmit it as altered for approval by the Buyer in accordance with the procedure and timetable referred to herein. For the avoidance of doubt, if any plans, drawings or other documents rejected by the Buyer contain any error, omission, ambiguity, inconsistency, inadequacy or other deficiency they and the related work shall be remedied by the Company (if the Company accepts such rejection) without any increase in the Contract Price or any extension of the Delivery Date.

If the Buyer fails to return to the Company or (in the case of any rejections) fails to give reasons, in accordance with the time limits referred to above, any plan or drawing or other document and this failure is not remedied within five (5) Working Days after the Buyer's receipt of a written notice from the Company specifying such failure, such plan or drawing or other document shall be deemed to have been automatically and expressly approved by the Buyer without any comments.

BUYER DATA - Timely performance is contingent upon the Buyer supplying to the Company, when needed, all required technical information, including drawing approval, and all required commercial documentation. Drawings returned with status approved as noted or revise and re-submit will be corrected and resubmitted only two (2) times. Additional comments or revisions to these drawings will incur additional charges. Documents with status approved as noted or revise and re-submit will be corrected and resubmitted only two (2) times and after two (2) times, such documents shall be deemed approved by Buyer.

NUCLEAR - Buyer represents and warrants that the Goods covered by this order shall not be used in or in connection with a nuclear facility or application.

PRICES - The prices stated herein will remain firm for the period up to the stated date of shipment providing the shipment is not delayed by the Buyer. If shipment is delayed by the Buyer beyond the shipment date quoted herein, the prices will be based on the prices in effect at time of shipment, including storage and material handling costs. In no event shall the adjusted price be less than the original order price, including change orders. Prices are, EXW unless otherwise specified. When price includes transportation and other charges pertaining to the shipment of goods, any increase in transportation rates and other charges will be for the account of the Buyer. There will be an extra charge for any test other than that which may be normally run by the Company, or for any test performed to suit the convenience of the Buyer. Any applicable duties or sales, use, excise, value added or similar taxes will be added to the price and invoiced separately.

NO SET-OFF – Neither Party may withhold payment of any amount due to the other because of any set-off, counter-claim, abatement, or other similar deduction.

FAILURE TO TAKE DELIVERY- If the Buyer fails to take delivery of the Goods on the Delivery Date then (i) delivery of the Goods shall be deemed to have been completed at 9:00 am five (5) business days from notification of shipment readiness and (ii) the Company shall store the Goods until delivery takes place, and charge the Buyer for all related costs and expenses (including insurance).

PACKING - when packing is available, equipment will be packed, boxed or crated in accordance with the Company's standard commercial practice, for containerized export shipment, unless otherwise agreed.

COMPANY AS AGENT - If Company makes or arranges for ocean shipment, Company shall act as agent for the

Buyer and reserves the right to procure full insurance coverage, including war risk insurance, at the expense of the Buyer. All expenses incurred in this connection will be payable upon demand to the Company. If Company as agent applies for or secures manufacturing, financing, exporting or other licenses required by the exporting country, or any department thereof, Company shall make such applications or secure such licenses solely as agent for the Buyer, and assumes no responsibility therefore.

BUYER SUPPLIED COMPONENTS - Buyer acknowledges that the products purchased by Buyer under this Agreement may contain products supplied by the Buyer or supplied by a third party at the Buyer's direction ("Buyer Supplied Components"). Buyer Supplied Components are not covered by the warranty in this Agreement. For the avoidance of doubt, Company makes no representations or warranties with respect to any Buyer Supplied Components. Company disclaims any liability arising from Buyer Supplied Components delivered late, damaged, defective, or nonconforming. In no event shall Company be liable for consequential, indirect, incidental, special, exemplary, punitive damages, or lost profits, arising out of or relating to late delivery of or defective Buyer supplied components. Subject to the terms and conditions of this Agreement, Buyer shall indemnify, defend and hold harmless Company and [its Representatives/officers, directors, employees, agents, [affiliates/Affiliates], successors and permitted assigns] ("Indemnified Party") against any and all losses, damages, liabilities, deficiencies, claims, actions, judgments, settlements, interest, awards, penalties, fines, costs, or expenses of whatever kind, including attorneys' fees, fees and the costs of enforcing any right to indemnification under this Agreement and the cost of pursuing any insurance providers, incurred by Indemnified Party in a final judgment relating to any third-party claims arising from defective Buyer Supplied Components.

CONTROLLING PROVISIONS - These terms and conditions shall control with respect to any purchase order or sale of the Company's goods. No waiver, alteration or modification of these terms and conditions whether on Buyer's purchase order or otherwise shall be valid unless the waiver, alteration or modification is specifically accepted in writing and signed by an authorized representative the of Company.

DISPUTE RESOLUTION– Any dispute, claim or controversy arising out of or relating to this Agreement or the breach, termination, enforcement, interpretation or validity thereof, including the determination of the scope or applicability of this agreement to arbitrate, shall be determined by arbitration in New York, New York before one (1) arbitrator. The arbitration shall be edministered by JAMS pursuant to its Comprehensive Arbitration Rules and Procedures and in accordance with the Expedited Procedures in those rules or pursuant to JAMS' Streamlined Arbitration Rules and Procedures. Judgment upon an arbitration award may be entered in any court having jurisdiction or application for a judicial acceptance of the arbitration award or an order of enforcement as the case may be. Costs of arbitration shall be borne equally by the Parties.

GENERAL (a) Company will comply with all laws applicable to Company during manufacture and sale of the goods. Purchaser will comply with all laws applicable to Purchaser during operation or use of the goods. (b) The laws of the State of New York shall govern the validity, interpretation and enforcement of any order of which these provisions are a part, without giving effect to any rules governing the conflict of laws. The application of the United Nations Convention on Contracts for the International Sale of Goods shall be excluded. (c) Assignment may be made only with written consent of both parties; provided, however, Company may assign to its affiliate without Buyer's consent. (d) Buyer shall be liable to Company for any attorney's fees and costs incurred by Company in enforcing any of its rights hereunder. This document and any other documents specifically referred to as being a part hereof, consritute the entire contract on the subject matter, and it shall not be modified except in writing signed by both parties, unless otherwise specified, any reference to Buyer's order is for identification only.

EXPORT - If this transactioo involves export, the following additional terms and conditions shall apply:

Compliance is required for all applicable US export laws, and the export laws of the country from where the goods are exported. Buyer acknowledges that it will comply with all applicable export or re-export restrictions and regulatory requirements in the purchase or resale of Products from the Company. Buyer acknowledges that this may include US export or re-export restrictions and controls in addition to requirements enforced by other international export control regimes, as applicable. Buyer agrees to full disclosure of all parties to a proposed sales transaction, and to comply with all license terms and conditions, destination control statements, or other restrictions on the export or re-export of Products. Buyer agrees that it will not divert such products to any unauthorized party or destination, including embargoed or sanctioned territories or countries. Buyer will include all information pertaining to export classification (ECCN or equivalent), applicable license restrictions, and authorized destination of the Product in its export and shipping documentation.

CLASSIFICATIONS –

(a) Electric Area Classification - If no electrical area classification is specified, then Company will supply equipment for a non-hazardous classification. If Buyer has indicated an electrical area classification to Company and does NOT specify ATEX conformance, only the electrical equipment is in scope with the specified area classification. If ATEX is specified, then the entire product (electrical and non-electrical equipment) shall be ATEX compliant. Company shall have no obligation to provide ATEX compliance on all equipment supplied by Company unless Buyer clearly specifies ATEX in writing.

(b) Hazardous Area Classification – Buyer understands that it has the duty to specify the correct hazardous area classification for the environment that Company's equipment will be operated. Based upon information provided by Buyer, Company may suggest a revision to the classification. It is solely the responsibility of Buyer to determine the accurate zone classification and Company will have no liability for any suggestion provided. Buyer represents that it has selected an accurate zone classification. Company shall supply the equipment in accordance with the zone specified by Buyer. Company will not have any liability for any claims or damages that may result from an incorrect zone classification selected by Buyer.

CANCELLATION SCHEDULE

Planned Shipment (weeks)	Elapsed Time - Date of Order to Date of Cancellation (weeks)																	
	0 to 2	2.01 to 4	4.01 to 6	6.01 to 8	8.01 to 12	12.01 to 16	16.01 to 20	20.01 to 24	24.01 to 28	28.01 to 32	32.01 to 36	36.01 to 40	40.01 to 44	44.01 to 48	48.01 to 52	52.01 to 56	56.01 to 60	60.01 64
Up to 8	20	50	75	100														
8.01 to 12	15	40	60	80	100													
12.01 to 16	10	25	45	60	85	100												
16.01 to 20	10	15	25	45	65	85	100											
20.01 to 24	10	10	20	25	50	70	90	100										
24.01 to 28	10	10	15	20	25	50	70	90	100									
28.01 to 32	10	10	10	15	20	35	60	75	90	100								
32.01 to 36	10	10	10	15	20	25	50	60	85	95	100							
36.01 to 40	10	10	10	10	15	25	50	60	70	85	95	100						
40.01 to 44	10	10	10	10	15	25	45	55	65	80	90	95	100					
44.01 to 48	10	10	10	10	15	25	45	55	60	65	80	90	95	100				
48.01 to 52	10	10	10	10	15	20	40	50	55	60	70	85	90	95	100			
52.01 to 56	10	10	10	10	15	20	35	50	55	60	70	80	85	90	95	100		
Above 56	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

Note: The above cancellation rates apply to manufactured equipment only. Any sub-supplier cancellation charges are not reflected above, and would apply accordingly.

* to Be Assigned

GOULDS PUMPS
An ITT Brand

EMERICK ASSOCIATES INC

Emerick Associates, Inc.
1107 Loudon Road
Cohoes, N.Y. 12047
(518)785-6692 - Phone
(518)785-6944 - Fax
gemerick@emerickassociates.com

Albany International Airport

Proposal No: GPE25-06-25 02
Item Name: ITEM 001 (Base Offer)

August 29, 2025

MODEL: 3196 MTi SIZE: 3x4-7/5V QTY: 2

i-FRAME™

5 YEAR WARRANTY

Operating Conditions

SERVICE

LIQUID	Water, Rated Temp. 70.0 deg F, SP.GR 1.000, Viscosity 1.000 cp, Rated/Max. suction pressure 0.0 / 0.0 psi g
CAPACITY Rated	150.0 gpm
HEAD	40.0 (ft)

Performance at 1750 RPM per HI 14.6 1B basis power

PUBLISHED EFFY	58.0% (CDS)
RATED EFFY	53.5% with contract seal
RATED POWER	2.8 hp (incl. Mech. seal drag 0.22). (Run out 3.3 hp)
NPSHR	4.1 ft
DISCH PRESSURE (R)	17.5 psi g (18.8 psi g @ Shut off) based on 0.0 psi g rated suction pressure
PERF. CURVE	2681-5 (Rotation CW viewed from coupling end)
SHUT OFF HEAD	43.5 ft
MIN. FLOW	Continuous Stable: 12.1 gpm Hydraulic: 12.1 gpm Thermal: N/A

PRICES in USD	
Pump Unit	15,823
Driver	
Subtotal 2 Units	31,646
Boxing	
Testing	
Freight	
Total 2 Units	**31,646**

Shipment: 6 Production Weeks

Materials

CONSTRUCTION	CD4MCuN
CASING	CD4MCuN (max. casing pressure @ 100°F (37.8°C): 290.0 psi g)
ST.BOX COVER	CD4MCuN
IMPELLER	CD4MCuN - Open (6.7188 in rated, max=7.1875 in, min=5.0000 in)
CASING GASKETS	Aramid Fiber with EPDM and Silicate Filler
IMPELLER O-RING	Teflon
SHAFT MATERIAL	SAE 4140
SHAFT SLEEVE	Duplex
LUBRICATION	Flood oil
SEAL CHAMBER	Taper bore plus with VPE
BEARINGS	6309 (Inboard) / 3309 (Outboard)

Sealing Method

MECHANICAL SEAL — Flex-A-Seal VBSMS Cartridge(Silicon Carbide vs Silicon Carbide w/Aflas) - (Cartridge - Single)

Casing Connections

Casing drain tapped
Tapped suction and discharge gauge

Flanges

150# flat face

Frame Connections

Bearing frame drain
Frame cooler access
Oil fill connection

Frame Features

Ductile iron frame adapter
Inpro VBXX-D Hybrid Bearing Isolators
Iron bearing frame
Premium Severe Duty Thrust Bearings
Shaft guard (304SS)
Shaft/Splash guard - safety orange

Assembly and Testing

Casing & Cover - Standard hydro test
Impeller balanced to ISO G6.3

Painting

Goulds Blue standard painting

Warranty

5 Year Extended Warranty (All the components, manufactured by ITT Goulds pumps, in the liquid end and power end are covered).

Noise Level Data

Maximum predicted sound pressures level pump only in Decibels (db) Re 0.0002 microbars measured 3ft horizontally and 5ft from the floor per QCP 580

Noise Level	31.5	63	125	250	500	1k	2k	4k	8k	A
Pump	59.0	60.0	61.0	63.0	62.0	61.0	60.0	60.0	57.0	67.5

Driver : Electric motor Manufacturer : Customer's Choice

FURNISHED BY	Customer	MOUNTED BY	Customer
RATING	0.00 hp (0.0 KW)	ENCLOSURE	
PHASE/FREQ/VOLTS	/60 Hz/460	SPEED	1800 RPM
INSULATION/SF	/1.15	FRAME	

Weights and Measurements

TOTAL NET UNIT WEIGHT ** / VOLUME	**240.0 lb / 3.3 ft³**
TOTAL GROSS UNIT WEIGHT / GROSS VOLUME	**305.0 lb / 12.9 ft³**

** Driver weight is not included in total unit weight

TOTAL GROSS UNIT DIMENSIONS (X,Y,Z)

Program Version 1.76.0.0

This proposal reflects the intended scope from the customer specifications supplied at the time of quotation. Additional specifications, requirements and scope presented at time of award or during order execution outside the original bid scope request, is subject to a change order with a potential cost and lead-time impact. ITT reserves the right to present engineering charges for more than two revision cycles on submittal drawings, provided these two revision cycles cover the intent of the specifications. ITT requires customer to provide all drawing comments applicable to the specification within the first submission return.

Our offer does not include specific review and incorporation of any Statutory or Regulatory Requirements and the offer is limited to the requirements of the design specifications. Should any Statutory or Regulatory requirements need to be reviewed and incorporated then the Customer is responsible to identify those and provide copies for review and revision of our offer.

Our quotation is offered in accordance with our comments and exceptions identified in our proposal. The pricing quoted herein will remain valid for 30 business days from the time of quotation. In the event that this validity should expire, please contact your ITT sales representative to confirm pricing validity prior to order placement.

Please note: Due to current market volatility caused by governmental assessment of tariffs and duties we reserve the right to add a tariff surcharge related up to the date of shipment of any product(s) ordered from ITT in the foreseeable future. Pricing will reflect changes on an ongoing basis.

Click here to download the pump Bulletin

Click here to learn more about the new *i-FRAME*™

STANDARD TERMS AND CONDITIONS

WARRANTY- (a) Company warrants that on the date of shipment the goods are of the kind and qualities described herein and are free of non-conformities in workmanship and material. This warranty does not apply to goods or parts delivered by Company but manufactured by others. (b) Buyer's exclusive remedy for nonconformity in any item of the goods shall be the repair or the replacement (at Company's option) of the item and any affected part of the goods. (c) This warranty shall not apply to: (i) any defects caused or induced by damage from unreasonable use (accident, fire or other casualty, misuse, negligence, incorrect wiring); (ii) any use, maintenance or installation not in conformance with written instructions furnished by Company (with evidence of conformity to be provided to Company at its reasonable request from time to time); (iii) any defects occurring because of modifications or repairs to the Goods not authorized in writing or supplied by Company or because of improper storage or handling of the Goods; or (iv) any deficiency attributable to normal wear and tear; (v) cosmetic issues not materially impacting mechanical operation or hydraulic performance; (vi) where the Goods are affected by locating items in areas that do not conform, fall outside or exceed specification limits or environmental conditions which cause rust or corrosion of the equipment; or (vii) design errors due to inaccurate or incomplete information supplied by Buyer or its agents. Company's obligation to repair or replace shall be in effect for a period of twelve (12) months from initial operation of the goods but not more than eighteen (18) months from Company's shipment of the goods ("Warranty Period"), provided Buyer has sent written notice to Company within the Warranty Period that the goods do not conform to the above warranty. Repaired and replacement parts shall be warranted for the remainder of the original period of notification set forth above, but in no event less than 12 months from repair or replacement but in no event to exceed thirty (30) months from date of delivery of the Goods. At its sole risk and expense, Buyer shall remove and ship to Company any such nonconforming goods and shall reinstall the repaired or replaced goods or parts. Buyer shall grant Company access to the goods at all reasonable times in order for Company to determine any nonconformity in the goods. Company shall have the right of disposal of items replaced by it. If Company is unable or unwilling to repair or replace, or if repair or replacement does not remedy the nonconformity, Company and Buyer shall negotiate an equitable adjustment in the order price, which may include a full refund of the order price for the nonconforming goods. (c) THE WARRANTIES SET FORTH IN THIS AGREEMENT ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, FOR PERFORMANCE, MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR OTHERWISE. THERE ARE NO OTHER WARRANTIES, AGREEMENTS, ORAL OR WRITTEN, OR UNDERSTANDINGS WHICH EXTEND BEYOND THOSE SET FORTH IN THIS AGREEMENT WITH RESPECT TO THE WARRANTED WORK. (d) Buyer and successors of Buyer are limited to the remedies specified in this article and shall have no others for a nonconformity in the goods. Buyer agrees that these remedies provide Buyer and its successors with a minimum adequate remedy and are their exclusive remedies, whether Buyer's or its successors' remedies are based on contract, warranty, tort (including negligence), strict liability, indemnity, or any other legal theory, and whether arising out of warranties, representations, instructions, installations, or non- conformities from any cause. Buyer shall assume all responsibility and expense for removal, reinstallation and freight in connection with these remedies. (e) Company neither assumes, nor authorizes any person to assume for it, any other obligation in connection with the sale of its goods.

NO CONSEQUENTIAL DAMAGES - IN NO EVENT, WHETHER BASED ON CONTRACT, INDEMNITY, WARRANTY, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY OR OTHERWISE, SHALL EITHER PARTY BE LIABLE TO THE OTHER PARTY FOR ANY SPECIAL, INDIRECT, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES WHATSOEVER INCLUDING LOSS OF PROFITS OR REVENUE, OR COST OF CAPITAL.

LIMITATION OF LIABILITY - COMPANY'S AGGREGATE LIABILITY (INCLUDING BUT NOT LIMITED TO, THOSE ARISING UNDER TORT, INDEMNITY, WARRANTY, CONTRACT, STRICT LIABILITY OR OTHERWISE AND INCLUDING ALL COSTS, EXPENSES AND FEES) SHALL BE LIMITED, IN ALL CASES, TO THE AMOUNT PAID BY THE PURCHASER HEREUNDER HOWEVER, IF THE PURCHASE ORDER INCLUDES FIELD SERVICE, COMPANY'S LIABILITY FOR SUCH SERVICES SHALL BE LIMITED TO THE VALUE OF THE SERVICES.

ACCEPTANCE - The determination of compliance with performance guarantees will be based on results of factory tests under controlled conditions with calibrated instruments and tested per standards of the Hydraulic Institute, ISO standards, API standards, or other nationally recognized accreditation standards.

STATUTE OF LIMITATIONS - To the extent permitted by applicable law, any lawsuit for breach of contract, including breach of warranty, arising out of the transactions covered by this order, must be commenced not later than twelve (12) months from the date the cause of action accrued.

SHIPMENT - The term "shipment" means delivery to the initial carrier in accordance with the delivery terms of this order. Company may make partial shipments. Company shall select method of transportation and route, unless shipment is customer-routed and Buyer specifies the method and route and is to pay the freight costs in addition to the price. When terms are destination or freight allowed to destination, "destination" means common carrier delivery point (within the continental United States, excluding Alaska) nearest the destination. For movement outside the United States, company shall

arrange for inland carriage to Buyer's agents and shall cooperate in making necessary arrangements for overseas carriage and preparing necessary documents.

SPECIAL SHIPPING DEVICES - On shipments to a destination in the continental United States or Canada, Company has the right to add to the invoice, as a separate item, the value of any special shipping device (barrel, reel, tarpaulin, cradle, crib and the like) used to contain or protect the goods invoiced, while in transit. Full credit will be given on the return to Company of the device in a reusable condition, DDP, freight prepaid.

FORCE MAJEURE - If Company suffers delay in performance due to any cause beyond its control, including but not limited to act of God, war, act or failure to act of government, act or omission of Buyer, fire, flood, strike or labor troubles, sabotage, or delay in obtaining from others suitable services, materials, components, equipment or transportation ("Force Majeure Event"), the time of performance shall be extended a period of time equal to the period of the delay and its consequences. Company will give Buyer notice in writing within a reasonable time after Company becomes aware of any such delay caused by a Force Majeure Event. If the Force Majeure Event continues for a period of more than ninety (90) days in the aggregate, Company may terminate the applicable Purchase Order by giving written notice to the Buyer, which shall be provided at least thirty (30) days prior to the effective date of such terminarion.

NONCANCELLATION - Buyer may not cancel or terminate for convenience, or direct suspension of manufacture, except with Company's written consent upon terms agreed to by Company.

STORAGE - Any item of the goods on which manufacture or shipment is delayed by causes within Buyer's control, or by causes which affect Buyer's ability to receive the goods, may be placed in storage by Company for Buyer's account and risk and Buyer shall pay all charges for storage and shipping and incidental expenses.

TITLE AND INSURANCE - Title to the goods and risk of loss or damage shall pass to Buyer at the named place except that a security interest in the goods and proceeds and any replacement shall remain in Company, regardless of mode of attachment to realty or other property, until the full price has been paid in cash. Buyer agrees to do all acts necessary to perfect and maintain said security interest, and to protect Company's interest by adequately insuring the goods against loss or damage from any external cause with Company named as insured or co-insured.

INSPECTIONS/EXPEDITING - The Company restricts access to its facilities and requires seventy-two (72) written hour notice prior to each visit. Company requires that its agents or employees accompany inspectors/expeditors on their visit(s).

TERMS OF PAYMENT - Unless otherwise stated, all payments shall be by Letter of Credit or Net Thirty (30) Days and in United States dollars, and a pro rata payment shall become due as each shipment is made. If shipment is delayed by Buyer, date of readiness for shipment shall be deemed to be date of shipment for payment purposes.

If at any time in Company's judgment Buyer may be or may become unable or unwilling to meet the terms specified, Company may require satisfactory assurances or full or partial payment as a condition to commencing or continuing manufacture or making shipment; and may, if shipment has been made, recover the goods from the carrier, pending receipt of such assurances.

ELECTRONIC PAYMENT– In the event Buyer's invoicing portal or Buyer's 3rd party portal shall fail to occur for any reason in the course of accepting, acknowledging or remitting any invoice payments, Company will issue an invoice indicating that Buyer shall proceed manually with the full payment corresponding to the billing period as indicated on the invoice.

RIGHT TO SUSPEND DUE TO LATE PAYMENT – Without limiting its other rights or remedies, the Company may suspend provision of the Goods under the agreement or any other contract between the Buyer and the Company if the Buyer fails to pay any amount due under this agreement on the due date for payment.

LATE PAYMENT INTEREST ACCRUAL – Unless otherwise set forth in the applicable Purchase Order, interest shall be chargeable on any amounts overdue at the rate of six percent (6%) per annum above the six-month LIBOR base rate calculated from time to time. The interest period shall run from the due date for payment until receipt of the full amount by Company whether before or after judgment.

NO "PAY-WHEN-PAID" – Company does not accept the risk of Buyer's receipt of payments from any source, and in no event will payments to Company be based upon or subject to Buyer's receipt of payment for Seller's work.

INVOICE DISPUTES – If the Buyer disputes any invoice: (i) the Buyer shall notify the Company in writing within three (3) days of the date of receipt of the invoice, specifying the reasons for disputing the invoice; (ii) the Company shall provide all evidence as may be reasonably necessary to verify the disputed invoice; (iii) the Buyer shall pay to the Company all amounts not disputed by the Buyer on the due date as set out in this Agreement; (iv) the parties shall negotiate in good faith to attempt to resolve the dispute promptly; and (v) if the parties have not resolved the dispute within thirty (30) days of the Buyer giving notice to the Company, the dispute shall be resolved in accordance with the dispute resolution clause of this Agreement.

GOODS RETURN - Goods can be returned for credit only after receiving Company's written authorization and shipping instructions. Consignor's name and address must be plainly written on the shipping tag. Special goods fabricated to order are not returnable under any conditions

LETTER OF CREDIT - Unless otherwise specified in writing, payment shall be made by irrevocable letter of credit in form acceptable to Company, confirmed by a major USA bank, acceptable to the Company and providing for payment in full in United States dollars against presentation of United States inland shipping documents and invoices, such letter of credit to be established prior to Company's acceptance of the order. The letter of credit shall also provide that in the event Company is, for any reason beyond its control, prevented

from making shipment, a certificate of manufacture of the whole or any part of the goods shall constitute delivery of such whole or any part of the goods and payment in full of any and all drafts drawn against the letter of credit for the goods so "delivered" shall be made upon presentation of such certificates of manufacture in lieu of shipping documents. In the event that Company is prevented by law, or otherwise, from making shipment, on completion of manufacture, Company reserved the right to place the goods in storage for the Buyer's account and risk. Any charges incurred in this connection will be for the account of the Buyer at cost and will be payable upon demand. In regions where Letters of Credit are not available, surety bonds will be utilized in lieu of the bank guarantee.

PATENTS - Company shall pay costs and damages finally awarded in any suit against Buyer or its vendees to the extent based upon a finding that the design or construction of the goods as furnished, infringes a United States patent (except infringement occurring as a result of incorporating a design or modification at Buyer's request), provided that Buyer promptly notifies Company of any charge of infringement, and Company is given the right at its expense to settle such charge and to defend or control the defense of any suit based upon such charge. Company shall have no obligation hereunder with respect to claims, suits or proceedings, resulting from or related to, in whole or in part, (a) the use of software or software documentation, (b) compliance with Buyer's specifications, (c) the combination with, or modification of, the goods after delivery by Company, or (d) the use of the goods, or any part thereof, in the practice of a process. THIS ARTICLE SETS FORTH COMPANY'S ENTIRE LIABILITY WITH RESPECT TO PATENTS.

TIMELY APPROVAL OF DOCUMENTS – The Buyer shall render decisions and approve Company's submittals in a timely manner in order to avoid unreasonable delay in the orderly and sequential progress of the provision of the Goods. The Company agrees to submit all plans, drawings and documents required by the Specifications in such timely manner that the Buyer may have a reasonable opportunity to review and approve or comment on the same within the periods provided for below.

Within ten (10) Working Days after the Buyer's receipt of each set of plans, drawings and other documents submitted for approval pursuant to the Specification, one (1) copy of each such plan, drawing and other document shall be returned by the Buyer to the Company either as approved or as rejected by the Buyer provided that all rejections shall specify with reasons all aspects of the rejected plans, drawings or documents which in the opinion of the Buyer do not, or which provide for work which does not, comply with the requirements of this Contract, the Plans or the Specification.

If any aspect of a plan, drawing or other document is rejected by the Buyer as set out immediately above, and the Company accepts such rejection, the Company shall promptly alter the relevant plan, drawing or document without charge to the Buyer and resubmit it as altered for approval by the Buyer in accordance with the procedure and timetable referred to herein. For the avoidance of doubt, if any plans, drawings or other documents rejected by the Buyer contain any error, omission, ambiguity, inconsistency, inadequacy or other deficiency they and the related work shall be remedied by the Company (if the Company accepts such rejection) without any increase in the Contract Price or any extension of the Delivery Date.

If the Buyer fails to return to the Company or (in the case of any rejections) fails to give reasons, in accordance with the time limits referred to above, any plan or drawing or other document and this failure is not remedied within five (5) Working Days after the Buyer's receipt of a written notice from the Company specifying such failure, such plan or drawing or other document shall be deemed to have been automatically and expressly approved by the Buyer without any comments.

BUYER DATA - Timely performance is contingent upon the Buyer supplying to the Company, when needed, all required technical information, including drawing approval, and all required commercial documentation. Drawings returned with status approved as noted or revise and re-submit will be corrected and resubmitted only two (2) times. Additional comments or revisions to these drawings will incur additional charges. Documents with status approved as noted or revise and re-submit will be corrected and resubmitted only two (2) times and after two (2) times, such documents shall be deemed approved by Buyer.

NUCLEAR - Buyer represents and warrants that the Goods covered by this order shall not be used in or in connection with a nuclear facility or application.

PRICES - The prices stated herein will remain firm for the period up to the stated date of shipment providing the shipment is not delayed by the Buyer. If shipment is delayed by the Buyer beyond the shipment date quoted herein, the prices will be based on the prices in effect at time of shipment, including storage and material handling costs. In no event shall the adjusted price be less than the original order price, including change orders. Prices are, EXW unless otherwise specified. When price includes transportation and other charges pertaining to the shipment of goods, any increase in transportation rates and other charges will be for the account of the Buyer. There will be an extra charge for any test other than that which may be normally run by the Company, or for any test performed to suit the convenience of the Buyer. Any applicable duties or sales, use, excise, value added or similar taxes will be added to the price and invoiced separately.

NO SET-OFF – Neither Party may withhold payment of any amount due to the other because of any set-off, counter-claim, abatement, or other similar deduction.

FAILURE TO TAKE DELIVERY- If the Buyer fails to take delivery of the Goods on the Delivery Date then (i) delivery of the Goods shall be deemed to have been completed at 9:00 am five (5) business days from notification of shipment readiness and (ii) the Company shall store the Goods until delivery takes place, and charge the Buyer for all related costs and expenses (including insurance).

PACKING - when packing is available, equipment will be packed, boxed or crated in accordance with the Company's standard commercial practice, for containerized export shipment, unless otherwise agreed.

COMPANY AS AGENT - If Company makes or arranges for ocean shipment, Company shall act as agent for the

Buyer and reserves the right to procure full insurance coverage, including war risk insurance, at the expense of the Buyer. All expenses incurred in this connection will be payable upon demand to the Company. If Company as agent applies for or secures manufacturing, financing, exporting or other licenses required by the exporting country, or any department thereof, Company shall make such applications or secure such licenses solely as agent for the Buyer, and assumes no responsibility therefore.

BUYER SUPPLIED COMPONENTS - Buyer acknowledges that the products purchased by Buyer under this Agreement may contain products supplied by the Buyer or supplied by a third party at the Buyer's direction ("Buyer Supplied Components"). Buyer Supplied Components are not covered by the warranty in this Agreement. For the avoidance of doubt, Company makes no representations or warranties with respect to any Buyer Supplied Components. Company disclaims any liability arising from Buyer Supplied Components delivered late, damaged, defective, or nonconforming. In no event shall Company be liable for consequential, indirect, incidental, special, exemplary, punitive damages, or lost profits, arising out of or relating to late delivery of or defective Buyer supplied components. Subject to the terms and conditions of this Agreement, Buyer shall indemnify, defend and hold harmless Company and [its Representatives/officers, directors, employees, agents, [affiliates/Affiliates], successors and permitted assigns] ("Indemnified Party") against any and all losses, damages, liabilities, deficiencies, claims, actions, judgments, settlements, interest, awards, penalties, fines, costs, or expenses of whatever kind, including attorneys' fees, fees and the costs of enforcing any right to indemnification under this Agreement and the cost of pursuing any insurance providers, incurred by Indemnified Party in a final judgment relating to any third-party claims arising from defective Buyer Supplied Components.

CONTROLLING PROVISIONS - These terms and conditions shall control with respect to any purchase order or sale of the Company's goods. No waiver, alteration or modification of these terms and conditions whether on Buyer's purchase order or otherwise shall be valid unless the waiver, alteration or modification is specifically accepted in writing and signed by an authorized representative the of Company.

DISPUTE RESOLUTION– Any dispute, claim or controversy arising out of or relating to this Agreement or the breach, termination, enforcement, interpretation or validity thereof, including the determination of the scope or applicability of this agreement to arbitrate, shall be determined by arbitration in New York, New York before one (1) arbitrator. The arbitration shall be administered by JAMS pursuant to its Comprehensive Arbitration Rules and Procedures and in accordance with the Expedited Procedures in those rules or pursuant to JAMS' Streamlined Arbitration Rules and Procedures. Judgment upon an arbitration award may be entered in any court having jurisdiction or application for a judicial acceptance of the arbitration award or an order of enforcement as the case may be. Costs of arbitration shall be borne equally by the Parties.

GENERAL (a) Company will comply with all laws applicable to Company during manufacture and sale of the goods. Purchaser will comply with all laws applicable to Purchaser during operation or use of the goods. (b) The laws of the State of New York shall govern the validity, interpretation and enforcement of any order of which these provisions are a part, without giving effect to any rules governing the conflict of laws. The application of the United Nations Convention on Contracts for the International Sale of Goods shall be excluded. (c) Assignment may be made only with written consent of both parties; provided, however, Company may assign to its affiliate without Buyer's consent. (d) Buyer shall be liable to Company for any attorney's fees and costs incurred by Company in enforcing any of its rights hereunder. This document and any other documents specifically referred to as being a part hereof, constitute the entire contract on the subject matter, and it shall not be modified except in writing signed by both parties, unless otherwise specified, any reference to Buyer's order is for identification only.

EXPORT - If this transaction involves export, the following additional terms and conditions shall apply:

Compliance is required for all applicable US export laws, and the export laws of the country from where the goods are exported. Buyer acknowledges that it will comply with all applicable export or re-export restrictions and regulatory requirements in the purchase or resale of Products from the Company. Buyer acknowledges that this may include US export or re-export restrictions and controls in addition to requirements enforced by other international export control regimes, as applicable. Buyer agrees to full disclosure of all parties to a proposed sales transaction, and to comply with all license terms and conditions, destination control statements, or other restrictions on the export or re-export of Products. Buyer agrees that it will not divert such products to any unauthorized party or destination, including embargoed or sanctioned territories or countries. Buyer will include all information pertaining to export classification (ECCN or equivalent), applicable license restrictions, and authorized destination of the Product in its export and shipping documentation.

CLASSIFICATIONS –

(a) Electric Area Classification - If no electrical area classification is specified, then Company will supply equipment for a non-hazardous classification. If Buyer has indicated an electrical area classification to Company and does NOT specify ATEX conformance, only the electrical equipment is in scope with the specified area classification. If ATEX is specified, then the entire product (electrical and non-electrical equipment) shall be ATEX compliant. Company shall have no obligation to provide ATEX compliance on all equipment supplied by Company unless Buyer clearly specifies ATEX in writing.

(b) Hazardous Area Classification – Buyer understands that it has the duty to specify the correct hazardous area classification for the environment that Company's equipment will be operated. Based upon information provided by Buyer, Company may suggest a revision to the classification. It is solely the responsibility of Buyer to determine the accurate zone classification and Company will have no liability for any suggestion provided. Buyer represents that it has selected an accurate zone classification. Company shall supply the equipment in accordance with the zone specified by Buyer. Company will not have any liability for any claims or damages that may result from an incorrect zone classification selected by Buyer.

CANCELLATION SCHEDULE

Planned Shipment (weeks)	Elapsed Time - Date of Order to Date of Cancellation (weeks)																	
	0 to 2	2.01 to 4	4.01 to 6	6.01 to 8	8.01 to 12	12.01 to 16	16.01 to 20	20.01 to 24	24.01 to 28	28.01 to 32	32.01 to 36	36.01 to 40	40.01 to 44	44.01 to 48	48.01 to 52	52.01 to 56	56.01 to 60	60.01 64
Up to 8	20	50	75	100														
8.01 to 12	15	40	60	80	100													
12.01 to 16	10	25	45	60	85	100												
16.01 to 20	10	15	25	45	65	85	100											
20.01 to 24	10	10	20	25	50	70	90	100										
24.01 to 28	10	10	15	20	25	50	70	90	100									
28.01 to 32	10	10	10	15	20	35	60	75	90	100								
32.01 to 36	10	10	10	15	20	25	50	60	85	95	100							
36.01 to 40	10	10	10	10	15	25	50	60	70	85	95	100						
40.01 to 44	10	10	10	10	15	25	45	55	65	80	90	95	100					
44.01 to 48	10	10	10	10	15	25	45	55	60	65	80	90	95	100				
48.01 to 52	10	10	10	10	15	20	40	50	55	60	70	85	90	95	100			
52.01 to 56	10	10	10	10	15	20	35	50	55	60	70	80	85	90	95	100		
Above 56	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

Note: The above cancellation rates apply to manufactured equipment only. Any sub-supplier cancellation charges are not reflected above, and would apply accordingly.

* to Be Assigned

New Product Announcement

ONBOARD INTELLIGENCE BECOMES STANDARD ON WORLD BEST-SELLING PROCESS PUMP

On July 1, 2008 ITT Goulds Pumps proudly began production of the next generation ANSI pump - the **3196 i-FRAME ™.**

Marking an industry first, the new 3196 i-FRAME provides operations personnel, maintenance managers, and reliability engineers - the people responsible for monitoring and repairing rotating equipment - with early warning of trouble so that changes to the process or machine can be made before failure occurs.

The 3196 i-FRAME patent-pending condition monitor is nested securely atop the power end to measure critical vibration and temperature readings. Variations in temperature or vibration that exceed preset parameters will activate the early warning system by displaying flashing red lights easily recognized during routine walk-arounds.

The Goulds Model 3196 is already the best-selling process pump in the world and now we have made it even better. This increased reliability and condition monitoring intelligence gets to the heart of our most important customer requirement - reduced downtime and equipment Life Cycle Cost.

In addition to the condition monitor built into the pump, this innovative new design incorporates many other standard features designed to increase reliability and the life of the pump. They include:

- Premium severe duty thrust bearings which increase fatigue life by 2 to 5 times that of standard bearings
- Dual stainless-steel, bronze-bearing isolators for improved corrosion resistance and contaminant exclusion
- An optimized sump design to improve heat transfer and collect and concentrate contaminants away from the bearings, resulting in longer bearing life

So in addition to providing great additional value, buying the 3196 i-FRAME gives you peace of mind in knowing that you have an authentic Goulds pump, designed and manufactured to our quality standards to minimize Life Cycle Costs and maximize uptime.

We are so confident this is the most reliable and intelligent product on the market, we will back every 3196 i-FRAME pump with a 5-Year Warranty as standard.

The Goulds 3196 pump continues to be recognized as a workhorse in chemical, oil and gas, petrochemical, pulp and paper, and other industrial processes, making it the most popular process pump in the world. It is available in 29 different sizes with a wide range of features for handling challenging applications.

AGENDA ITEM NO. 10.7

Authorization to purchase Medeco XT
Intelligent Key System for Operations
NYS State Contract #PT68819, Group #77201, Award #23150
From Kelley Bros

AGENDA ITEM NO: 10.7
MEETING DATE: September 15, 2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
09/15/2025

DEPARTMENT: *Finance*

Contact Person: *Margaret Herrmann, Acting Chief Financial Officer*

PURPOSE OF REQUEST:

Authorization to purchase Medeco XT Intelligent Key System for Operations
NYS State Contract #PT68819, Group #77201, Award #23150 From Kelley Bros

CONTRACT AMOUNT:

$137,690.12

BUDGET INFORMATION:

Anticipated in Current ALB Capital Budget: Yes X No___ NA

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal *0%* State *0%* Airport *100%*

JUSTIFICATION:

Request is made to purchase an electronic programmable key system under NYS Contract #PT68819 for access doors and doors in critical infrastructure areas such as electrical and communication rooms. This new electronic system will eliminate the need to change cores and reissue keys when a key is lost or unaccounted for. Keys can be programmed to unlock specific cores/locks as needed, giving the ability to add and remove access as necessary – unlike traditional core specific traditional keys. The system assists with key management and does not require any change of door hardware to accommodate the new cores.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES J NA_____

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. YES J NA___

BACK-UP MATERIAL:

Proposal from Kelley Bros.

Kelley Bros, LLC
Box 177
Colvin Station
Syracuse, NY 13205
Phone: 877-247-5992

CUSTOMER PROPOSAL

Ethan Fordham, Sales Rep

Acct#: 69997

Project Number: 6-2557755-2
Proposal Date: 8/18/2025
Re-Print Date: 8/29/2025
JOB NAME: **Medeco XT**

Sold To: **Albany International Airport**
James O'brien
737 Albany Shaker Rd

Albany, NY 12211
Tel: 518-242-2301
Fax:

Attn:

Ship To: **Albany International Airport**
James O'brien
737 Albany Shaker Rd

Albany, NY 12211
Tel: 518-242-2301
Cell:

Qty	Mfr Part# / Description	Unit Price	Extended
	New York State Contract #PT68819 Group #77201 Award #23150		
75	Slim line Gen 3 key EA-100178	$143.29	$10,746.75
150	Slim line key bundle 94-0307	$196.69	$29,503.50
225	SFIC cylinder EA-100108	$320.40	$72,090.00
55	7/8 cam lock, key retaining /counter clockwise 90 degree EN-150002-239	$307.94	$16,936.70
2	Multi-key programmer/charger EA-100232	$4,060.18	$8,120.36
1	Desk top Programmer EA-100109	$292.81	$292.81
1	EA-200058 Cable Included at no charge		

Customer PO#:

Customer Acceptance: _____ Date: _____

Printed Name: _____

SubTotal:	$ 137,690.12
Freight:	0
Tax:	$ 0.00
Project Total:	**$ 137,690.12**

NET 30 subject to credit approval **Prices quoted valid For 30 days** **Orders may be subject to $25.00 minimum.**
Freight is PrePay and Add unless otherwise specified in writing.
Credit Card orders will be charged PRIOR to delivery and receipt will be provided upon request. Credit cards used 30 days after sale date subject to a 3% fee.
Returns must be requested through issuing office and are subject to restocking fees.
Due to recent US Supreme Court ruling, we may have to charge sales tax if required by law unless the project is specifically tax exempt.

AGENDA ITEM NO. 10.8

Professional Services Contract:
Contract No. SC-1250 for Construction Related Legal Services with Whiteman, Osterman & Hanna, LLP

AGENDA ITEM NO: 10.8
MEETING DATE: September 15, 2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved 09/15/2025

DEPARTMENT: *Legal Department*

Contact Person: *Christine C. Quinn, Esq., Authority Counsel*

PURPOSE OF REQUEST:

Professional Services Contract: *Contract No. SC-1250 for Construction Related Legal Services with Whiteman Osterman & Hanna, LLP*

CONTRACT AMOUNT:

Professional Legal Services:	**$ 60,000**
Forensic/Consultant Experts:	**$ 60,000**
Total	**$120,000**

BUDGET INFORMATION:

Anticipated in Current Budget: Yes___ No_✓_ NA_____

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal _____ State _____ Airport _✓___ NA _____
Funding Source: ***Airport Operating Budget***

JUSTIFICATION:

Authorization is requested to award the Professional Services Contract SC-1250 for Construction Related Legal Services to Whiteman Osterman & Hanna, LLP. After an RFQ process, which yielded 13 responses, Whiteman Osterman & Hanna, LLP received the highest score. Whiteman Osterman & Hanna, LLP will render legal services from time to time that may include but are not limited to; claims involving contractors, claims involving sureties, construction contract review, forensic project record and document review, construction liens, litigation and alternate dispute resolution (including but not limited to mediation or mediation alternatives).

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES_✓___ NA_____

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Chief Financial Officer has

AGENDA ITEM NO: 10.8
MEETING DATE: September 15, 2025

approved. **Yes ✓ NA**

BACK-UP MATERIAL:

1) Statement of Qualifications submitted by Whiteman Osterman & Hanna, LLP

[ORIGINAL]

WHITEMAN OSTERMAN & HANNA LLP
ATTORNEYS AT LAW

One Commerce Plaza
Albany, New York 12260
518.487.7600

Robert T. Schofield
Managing Partner
518.487.7616 phone
rschofield@woh.com

September 3, 2025

Via Hand Delivery

Albany County Airport Authority Purchasing Department
Albany County Airport Authority
737 Albany Shaker Road
Building #117
Albany, New York 12211-1057

Re: Proposal for Construction Attorney Services
CONTRACT #SC-1250 / Construction Attorney Services

Dear Sir / Madam:

Please accept this proposal in response to the Albany County Airport Authority's (the "Authority") Request for Qualifications ("RFQ") for Construction Attorney Services. We are pleased to confirm our interest in providing those services. We believe that we have the depth and range of experience to serve as the Authority's construction attorneys, and to provide the full range of services the Authority requires with an efficiency and effectiveness that is unrivaled by other law firms.

The Firm and its litigation practice group have a fundamentally different approach to the attorney-client relationship than many lawyers. We believe that being integrated in our client's daily activities and making ourselves available to answer routine questions for clients before they act, are critical to avoiding litigation and other legal problems. Moreover, from an economic perspective, our approach usually results in less expense to our clients over the long-term, because legal issues can be spotted and addressed before they become legal problems. We believe this approach has served our current clients well and is the distinguishing factor that makes us the best choice for the Authority.

As you will see from the enclosed material, I and my partners Rob Gach and Christopher McDonald, and our colleagues Jennifer Yetto, Randall Beach, and Scott Greer will be the attorneys primarily assigned to your matters. In addition to being experienced construction law practitioners individually, collectively, our Firm and our practice group are well-regarded by other lawyers and clients in the field. In choosing Whiteman Osterman & Hanna, you can rest

assured that you will approach legal issues and controversies with a team that is known for aggressively, proficiently, and professionally representing its clients.

For your convenience, we have organized this RFP response by tabbed sections which correspond to the following subjects:

- Section A – The Firm and Its History
- Section B – Construction Law Experience
- Section C –The Litigation Practice Group and Its Attorneys
- Section D – Proposed Staffing Plan
- Section E – Proposed Fee Structure
- Section F – References and Contact Information
- Section G – Professional Biographies

We would welcome the opportunity to meet with you to discuss in greater detail how we can best meet the Authority's needs.

Sincerely,

Robert T. Schofield

Enclosures

cc: Robert M. Gach, Esq.
Christopher M. McDonald, Esq.

WHITEMAN OSTERMAN & HANNA LLP
ATTORNEYS AT LAW

SECTION A

THE FIRM AND ITS HISTORY

The Firm was founded in Albany in 1975 by several high-ranking officials from the Rockefeller and Wilson administrations. The Firm has been in business for over 50 years. Today, the Firm has 115 attorneys, 18 paralegals, and 63 support staff, making it the largest legal practice in the Capital Region. Our main office is located at One Commerce Plaza in Albany, New York and we have satellite offices in downtown Albany, the Town of Colonie, and the City of Poughkeepsie. Although we have a well-recognized specialty in higher education, we are a full-service law firm with the following practice/industry groups:

- *Banking and Financial Services*
- *Business, Corporate and Commercial*
- *Business Restructuring, Creditors' Rights and Bankruptcy*
- *Education*
- *Environmental*
- *Family and Matrimonial Law*
- *Federal and State Taxation*
- *Government Relations*
- *Healthcare*
- *Immigration*
- *Intellectual Property and Technology Transfer*
- *Labor and Employment Law*
- *Land Use and Development*
- *Litigation and Appeals*
- *Municipal*
- *Privacy, Cybersecurity and Information Management*
- *Public Agency Regulatory Compliance*
- *Real Estate*
- *Estate Planning and Administration*

Additional information regarding our other areas of practice can be found at www.woh.com.

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SECTION B

CONSTRUCTION LAW EXPERIENCE

We are experienced construction lawyers who have extensive experience in both the transactional and litigation aspect of construction law. On the transactional side, our practice relates to all phases of a project and includes representation of private and public stakeholders as well as contractors and professional service providers. We routinely help clients develop a project team; assist with the bidding process; draft and negotiate construction contracts utilizing AIA, ConsensusDocs and other forms of agreements; and assist with retainage and project close-out issues. We often provide advice during construction including topics related to budget, schedule and work quality. Other frequent topics include compliance with notice provisions, change orders and amendments, addressing non-conforming work or contractor non-compliance and many other issues that arise on a day-to-day basis for a construction project. The Firm has a statewide recognized expertise in public project construction requirements including prevailing wage, competitive bidding (and other procurement matters) and Wicks Law compliance.

The Firm also has substantial experience litigating construction matters in State and Federal Courts throughout New York State, including representation of public and private sector owners, general contractors, subcontractors, and materialman in claims, public and private improvement liens, alleged design and construction defects, and in alternative dispute resolution, including mediation and arbitration. As a Firm, we prioritize a practical and solution-based approach to disputes, with the first line of defense often being an attempt to quickly negotiate a resolution that keeps the project on track. Sometimes, however, simple negotiation is not enough, and, in these circumstances, our team is fully prepared to pursue any and all avenues of relief for our clients, including litigation. The following are just a few examples of our experience over the last twenty years in this area:

1. *Westmere Fire District v Liberty Mutual Ins. Co., et al.* - Action by local fire district against general contractor and surety for breach of contract and performance bond in connection with delays in completion of new firehouse.

2. *Village of Whitehall* - Represented municipality in dispute against contractor and design professional with respect to construction of new sewer system; settled pre-suit.

3. *New York Independent System Operator* - Represented owner with respect to: (i) general contractor change order claims for additional payment; and (ii) non-party subpoena response; settled pre-suit,

4. *Vermont Stone Art v Mark Cerrone, Inc. et al.* - Public improvement lien claim by materialman arising out of Erie Canal Renovation Project.

5. *Custom Sealcoating BP v Mid-State Industr., Ltd.* - Represented subcontractor in

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ATTORNEYS AT LAW

public improvement contract dispute arising out of renovations to SUNY New Paltz.

6. *Plank, LLC* – General representation of local general contractor with respect to various public and private improvement projects.

7. *Lake Avenue Plaza, LLC* - Representation of owner of Pavilion Grand Hotel in Saratoga in litigation against general contractor.

8. Public entities that we represent on transactional construction matters include: Schenectady Metroplex Development Authority; City of Binghamton; City of Utica; City of Schenectady, and numerous other municipalities and public authorities.

9. We are also actively engaged in the representation of numerous school districts and dozens of public libraries in connection with capital improvement projects.

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SECTION C

THE LITIGATION PRACTICE GROUP AND ITS ATTORNEYS

The Firm is well situated to represent the Authority on litigated matters because its litigators have represented public authorities, municipalities, school districts and other governmental entities in state and federal courts throughout New York for more than 50 years. That experience includes providing litigation services to the New York Department of Corrections and Community Services, the New York State Thruway Authority, the Dormitory Authority of the State of New York, and various other State departments and authorities. Given that experience, our litigators are well versed in the jurisdictional and notice requirements that may apply to litigation involving public entities, as well as in the substantive areas of the law that can be involved in litigation arising out of the financing and construction of a wide range of projects.

Although our litigators are always prepared to go to trial if necessary, the Firm's decades of experience in alternate dispute resolution, including arbitration and mediation, will assist the Authority in developing strategies for early resolution of disputes whenever possible. Although our litigators' goal is always to obtain the earliest, cost-effective, favorable result for our clients, our appellate experience permits our litigators to tailor our approach in each case to limit or preserve issues for appeal, should the matter need to proceed that far.

The Firm's Litigation Practice Group consists of more than 20 attorneys and includes some of the most talented lawyers in the Capital Region, including a former Judge of the New York State Court of Appeals (Judge Howard A. Levine), and a former Justice of the New York State Supreme Court at both the trial level and Appellate Division (Justice Bernard J. Malone, Jr.). Our litigators are very well rounded, given that they service the litigation needs of all the Firm's other practice groups, giving them experience in many different subject areas.

The Firm's Litigation and Appeals Practice Group and Real Estate Practice Group would collaborate to provide services to the Authority in connection with Construction Litigation, specifically. By teaming with the Firm attorneys who provide day-to-day real estate, construction, and project planning advice to our clients, our litigators appreciate where the goals in a particular piece of litigation or dispute fit within the broader goals of its public clients. Our litigators are also sensitive to the heightened public scrutiny that can accompany representation of a public entity. In addition, we understand that the Authority has important working relationships with other government agencies and constituencies, and we are mindful of those relationships in crafting and carrying out litigation strategies and counseling public clients on construction and general litigation matters. In short, the Firm's experience in representing public entities in state and federal courts across New York makes us highly qualified to provide cost-effective construction law and litigation services to the Authority.

The Firm's areas of concentration enable it to serve clients with the effectiveness of larger

firms, yet provide the individual attention needed to serve the clients' interests properly. The Firm has the resources and staff to manage large and complex litigation matters while still placing direct responsibility for a client's representation with a single designated attorney. A Firm partner assumes overall responsibility for each client's matters, offering a clearly designated contact person and ensuring no duplication of effort at the client's expense.

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SECTION D

PROPOSED STAFFING PLAN

While there are a number of attorneys whose strengths contribute to our ability to serve a client, we recognize the need for central contact persons. We propose to staff this assignment with Mr. Schofield as the partner in charge.[1] We anticipate that he would be your day-to-day contact. Christopher McDonald will be the lead on construction litigation matters, assisted by Jennifer Yetto and Scott Greer, as needed. Robert Gach and Randall Beach will work with you on construction contract review and planning, will be fully familiar with all your matters, and able to step in in the event of Mr. Schofield's temporary unavailability. It is the policy of the Firm that there always will be two attorneys who can provide any service you require at any time.

[1] As you know, he is already the Authority's primary contact for the firm with respect to its service on the Authority's Labor & Employment panel.

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SECTION E

PROPOSED FEE STRUCTURE

1. **Proposed Hourly Rate**

Discounted, Blended Hourly Rates: **$275/hour attorneys; $165/hour paralegals.**

We will consider alternate fee arrangements, including an un-capped retainer, if the Authority prefers. To do so we would need to have a discussion with you regarding your anticipated usage. Please do not hesitate to ask us about this should it be of interest.

2. **Additional Fee Information**

We will not charge for travel within Albany County. Travel outside the County will be billed at IRS reimbursement rates.

We will charge for the following out-of-pocket costs and disbursements. Monthly bills will be submitted that show the hours worked and disbursements incurred during the preceding month.

Photocopies	$0.10 per page
Air Freight	Actual bulk discounted rates
Lexis/Westlaw	Actual discounted charges
Stenographic Services	Actual charges
Travel	Actual charges for mileage/tolls
Filing fees, process service fees and court costs	Actual charges

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SECTION F

REFERENCES AND CONTACT INFORMATION

Please find the following list of references for clients similar to the Authority.

Rob Fernandez, Esq.	General Counsel NY Independent System Operator	518-356-7504 rfernandez@nyiso.com
Bobbi O'Connor, Esq.	General Counsel & Secretary Long Island Power Authority	516-719-8618 boconnor@lipower.org
Dr. Steady Moono	President SUNY Schenectady	518-381-1201 moonosh@sunysccc.edu
John Roth	CEO Plank Construction Services	518-344-5400

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SECTION G

PROFESSIONAL BIOGRAPHIES



ROBERT T. SCHOFIELD
Partner
Education; Labor and Employment Law; and Litigation and Appeals Practice Groups

Robert Schofield is a partner in Whiteman Osterman & Hanna's Labor and Employment Law, Education, and Litigation, Arbitration and Mediation Practice Groups. His areas of expertise include public and private sector labor and employment issues, education law, and general litigation, as well as State Court practice. Mr. Schofield has been with Whiteman Osterman & Hanna LLP since 2000 and currently serves as the Firm's managing partner.

Representative Accomplishments

- Negotiation and administration of public and private sector collective bargaining agreements.
- Representation of public, private, and corporate clients in labor, employment, and commercial lawsuits, administrative proceedings, and arbitrations.
- Advise clients regarding daily employment decisions such as hiring, discipline, and termination of employees; draft employment contracts, personnel policy manuals and other employment related documents; and work with employers to ensure compliance with federal and State statutes such as the Americans with Disabilities Act, Title VII of the Civil Rights Act of 1964, the Age Discrimination in Employment Act, the Family and Medical Leave Act, the Fair Labor Standards Act, the National Labor Relations Act, the Taylor Law and others.
- Representation of municipalities on a full range of labor and employment matters.
- Representation of employers on all manner of employment law and disciplinary matters.
- Representation of public libraries and library systems in full range of legal issues, including funding litigation, construction projects, employment matters, governance issues, and creation of new library districts.
- Representation of multiple *FORTUNE 500* companies in discrimination cases and commercial disputes.
- Representation of a *FORTUNE 100* manufacturing company in a nuisance action against a neighboring industry.
- Representation of a medical manufacturing company in a lengthy commercial lawsuit to preserve the business's right to the benefit of long-standing real property covenants from adjoining landowners.

Affiliations

Mr. Schofield is a past President of the Albany County Bar Association and the Albany County Bar Foundation, and has served as the 3rd District Vice President of the New York Bar Association and a member of its House of Delegates. He has served as the President of the NY Capital Chapter of the Labor and Employment Research Association, an organization of practitioners and arbitrators in the labor-management community. He is a member of the New York State School Boards Association Council of School Attorneys.

Mr. Schofield has served as a member of the City of Albany's Industrial Development Agency and of the Boards of Capital Region Chamber of Commerce and its subsidiary, the Albany-Colonie Regional Chamber of Commerce, where he recently served as chair. He is currently a member of the board of the Center for Economic Growth. He was a member of the Capital Leadership Class of 2002. In 2007, he was named one of the Capital Region's "40 Under Forty" by *The Albany Business Review* newspaper. In 2008, Mr. Schofield was appointed to the City of Albany's Comprehensive Plan Review Board and in 2011 to its Community Advisory Committee on Sustainability. In 2010, Mr. Schofield was awarded the New York Library Association's Outstanding Advocate of Libraries Award. In 2023, he was named to *City & State*'s Upstate Power 100 list and in 2025, to its Law Power 100 list. He has served on the Board of Habitat for Humanity of the Capital District and the Plattsburgh College Foundation.

Background/Education

Prior to joining the Firm, Mr. Schofield was the law clerk to the Hon. Justices Bernard J. Malone, Jr. and Joseph Harris of the New York Supreme Court, and previously served as an Appellate Court Attorney for the New York Supreme Court, Appellate Division, Third Department. Mr. Schofield graduated, *magna cum laude*, from Syracuse University College of Law, where he was an editor of the *Syracuse Law Review*. He holds a Master of Public Administration degree from Syracuse University's Maxwell School of Citizenship and Public Affairs, as well as a Bachelor of Arts degree from Plattsburgh State University. He is admitted to practice in New York and in the United States District Courts for the Northern and Southern Districts of New York, the United States Court of Appeals for the Second Circuit, and the United States Supreme Court. He is a member of the Appellate Division, 3rd Department's Committee on Character and Fitness, which governs the admission of attorneys. He is listed in the upstate editions of *Best Lawyers in America* and *New York Super Lawyers*. He is the *Best Lawyers in America* 2021 and 2025 Lawyer of the Year in the practice area of Employment Law – Management, in Albany.

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CHRISTOPHER M. MCDONALD
Partner
Litigation, Arbitration and Mediation Practice

Christopher McDonald joined Whiteman Osterman & Hanna LLP in January 2006 and became a partner in 2015. During his tenure with the firm, he has been a member of the litigation, arbitration and mediation practice group. His principal area of practice is commercial litigation, with an emphasis on real estate and land use disputes, construction law, administrative law, and eminent domain and tax certiorari proceedings.

Representative Accomplishments:

- Defeated motion to stay construction dispute in favor of arbitration (*Rocco Rescelo & Son Plumbing & Heating, LLC v Plank, LLC*, 191 AD3d 1217 [3d Dep't 2021])
  http://decisions.courts.state.ny.us/ad3/Decisions/2021/530771.pdf

- Defeated challenge to urban renewal agency's determination and findings under Eminent Domain Procedure Law (*Matter of Court Street Development Project, LLC v Utica Urban Renewal Agency*, 188 AD3d 1601 [4th Dep't 2020])
  https://www.nycourts.gov/courts/ad4/Clerk/Decisions/2020/1113T1500/PDF/0588.pdf

- Defeated municipality's motion to dismiss tax certiorari proceeding (*Matter of Abner Doubleday, LLC v Assessor of the Town of Oneonta*, 187 AD3d 1478 [3d Dep't 2020])
  http://decisions.courts.state.ny.us/ad3/Decisions/2020/530310.pdf

- Defeated challenge to environmental review for truck stop project (*Matter of Pilot Travel Centers, LLC v. Town Board of Town of Bath*, 163 A.D.3d 1409 [4th Dep't 2018])
  http://www.nycourts.gov/courts/ad4/Clerk/Decisions/2018/07-06-18/PDF/0539.pdf

- Defended owner in construction dispute (*MLB Construction Services, LLC v Lake Avenue Plaza, LLC*, 156 AD3d 983 [3d Dep't 2017])
  http://decisions.courts.state.ny.us/ad3/Decisions/2020/524393.pdf

Affiliations

Mr. McDonald is a member of the New York State Bar Association.

Background/Education

Mr. McDonald was awarded a Juris Doctor, *magna cum laude*, from Albany Law School of Union University. While at Albany Law School, Mr. McDonald served as an Associate Editor of the Albany Law Review and as a Sponsler Teaching Fellow for first year civil procedure classes. Prior to law school, Mr. McDonald received a Bachelor of Science degree in Psychology from Union College.

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ROBERT M. GACH
Partner
Business, Corporate and Commercial; Environmental; Real Estate; Real Estate Development, Zoning and Land Use Practices

Rob Gach is a partner with Whiteman Osterman & Hanna. His principal areas of practice are public and private financing and commercial real estate development, with a particular emphasis on the financing acquisition, disposition, development and the re-development of commercial and corporate real property including the preparation and negotiations of all transactional documentation related thereto. Mr. Gach is experienced with regard to commercial leasing, asset transfers, corporate governance, construction law financing and land use matters. Prior to joining Whiteman Osterman & Hanna, Mr. Gach was employed as a Real Estate Development Associate for the Washington D.C. firm of Ruben & Aronson, L.L.P. and, before that, as Assistant Counsel to the New York State Thruway Authority and Canal Corporation concentrating on transactional, land use, public finance, economic development and environmental matters.

Representative Accomplishments

- Counsel to the Schenectady Metroplex Development Authority. Advise Metroplex on all economic development issues including bond and other financing issues, development, construction and other agreements, compliance with State and local regulations.
- Counsel to Renaissance Corporation of Albany with respect to philanthropic development projects in the Capital District.
- Represented public benefit corporation in three separate private revenue bond issuances as well as the sale, on two separate occasions of Bond Anticipation Notes.
- Represented Industrial Development Agency in sale of bank qualified tax-exempt bonds.
- Represented publicly traded company in acquisition and development of warehousing and distribution centers.
- Represented multiple not-for-profit corporations in the acquisition, financing and development of headquarters facilities.

Affiliations

Mr. Gach is a member of both the Virginia and New York State Bars. He is a former Board member of both the Historic Albany Foundation and the Empire State Aerosciences Museum. He is also a member of the Commercial and Industrial Real Estate Brokers, Inc. and the National Association of Bond Lawyers and is listed in the "redbook" published by the Bond Buyer's Municipal Marketplace.

WHITEMAN OSTERMAN & HANNA LLP
ATTORNEYS AT LAW

Background/Education

Mr. Gach was awarded a Juris Doctor degree from Union University Albany Law School. Prior to law school, Mr. Gach taught English and consulted for the Foundation for Local Democracy in Poland in Poznan, Poland, and worked for United States Senator John Seymour. He holds a Bachelor of Arts degree in both Political Science and English from Rutgers University where he was a member of the varsity crew team.

WHITEMAN OSTERMAN & HANNA LLP
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J. SCOTT GREER
Senior Counsel
Litigation & Appeals, Business, Corporate & Commercial, and Labor & Employment Practice Groups



J. Scott Greer is a member of the Firm's Litigation and Appeals Group, Business, Corporate and Commercial Group, and Labor and Employment Law Group. Mr. Greer has nearly 40 years' experience litigating construction, business, and commercial disputes in the state and federal courts and before the American Arbitration and other ADR forums, as well as advising clients how to avoid litigation. Mr. Greer's construction law practice provides representation to owners, general contractors, subcontractors, material suppliers, design professionals, and sureties, with respect to all aspects of the construction industry. He also provides representation in business/commercial disputes, including business divorces; employment/human resources (employer only); and labor negotiations, grievances, and arbitrations (employer only).

Representative Accomplishments

- History of successful outcomes in a variety of construction litigations, including breach of contract, insurance and bonding, liens, design defects, and delays, with respect to a variety of construction projects, such as custom and modular homes, government buildings, high-rise residential buildings; high-tech facilities, hospitals, office buildings, religious facilities, schools, shopping malls, and wastewater treatment facilities, ranging in value from $50,000 to $280,000,000.

- Member of legal team that successfully represented plaintiffs in a civil racketeering jury trial (leasing fraud) that lasted three months and involved more than 30 witnesses and hundreds of exhibits.

- Successfully prosecuted breach of contract claims on behalf of a general contractor with respect to the construction of a multi-million educational facility in Antiqua and Barbuda.

- Litigated and negotiated the dissolution of complex, multi-level family limited partnerships.

- Successfully defended a "buyer's remorse" lawsuit concerning the sale of an electrical contracting business.

Affiliations

Mr. Greer is admitted to practice in the State of New York; the United States District Courts for the Southern, Eastern Northern, and Western Districts of New York; The United States Court of Claims; United States Court of Appeals for the Second Circuit; and United States Supreme Court.

Professional/Community

Mr. Greer has served on the American Arbitration Association National Panel of Neutrals for Commercial and Construction Disputes since 2007. He is a Fellow in the Construction Lawyers Society of America, a highly selective, invitation-only construction lawyer honorary society with membership limited to 1,200 practicing Fellows from the United States and internationally; and has been recognized as an Upstate New York Super

Lawyer in construction law annually since 2015. Mr. Greer served as special counsel to New York State Assemblyman Stephen M. Saland, Minority Leader Codes Committee, from 1985 – 1990, and special counsel to New York State Senator Saland from 1991 – 1992. Mr. Greer currently serves on the Think Dutchess Alliance for Business, Business Development Committee, and previously served on the Board of Directors for Family Services of Dutchess County, Catherine Street Community Center, and Marist College Red Fox Club. Mr. Greer is a member of the Dutchess County Bar Association (former member of judicial review committee) and New York State Bar Association (former member of executive committee for Commercial Litigation Section).

Background/Education

Scott was born in the Lower Hudson Valley, and except for brief stints in Aruba, Connecticut, and Virginia, and six years in Albany, NY pursing higher education, he has resided in the Hudson Valley his entire life. Scott has lived and worked in Poughkeepsie NY, since graduating from Albany Law School of Union University in 1984. He earned his Bachelor's Degree in Psychology, *magna cum laude*, from the University at Albany, where he played on the rugby team. When not practicing law, Scott enjoys spending time with his family, travel, culinary exploration, and the outdoors. He is also a gym rat, fly fishing enthusiast, sports fan, and news junkie.

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RANDALL S. BEACH
Of Counsel
Real Estate, Land Use and Development and Alcoholic Beverages/Hospitality

Randall Beach is Of Counsel with Whiteman Osterman & Hanna where he has practiced since April 2002. Mr. Beach concentrates his practice in the areas of commercial real estate, real estate development, commercial transactions and alcoholic beverages/hospitality. Mr. Beach is experienced with regard to the acquisition, disposition, development and the re-development of commercial and corporate real property, commercial leasing, construction law, financing and land use matters, including the preparation and negotiation of all transactional documentation related thereto, and federal and State alcoholic beverage licensing matters.

Prior to joining Whiteman Osterman & Hanna, Mr. Beach was the Director of Legal Affairs for Plattsburgh Airbase Redevelopment Corporation (PARC), a corporation charged with redeveloping the former Plattsburgh Air Force Base in Upstate New York. As Director of Legal Affairs, Mr. Beach was engaged in all legal aspects of the redevelopment of an installation comprised of 3,500 acres and millions of square feet of existing building space, including land use, environmental, commercial real estate, and general corporate matters.

Representative Accomplishments

- Represents Schenectady Metroplex Development Agency with respect to all legal aspects of the redevelopment of downtown Schenectady and environs.
- Represented Plattsburgh Airbase Redevelopment Corporation with respect to all legal aspects of the mixed-use redevelopment of the former Plattsburgh Air Force Base.
- Represents various Canadian and international companies with respect to establishing businesses and real property holdings in the United States.
- Represents various distilleries, cideries and breweries with respect to federal and State Licensing.
- Represented a community-based local development corporation with respect to the cooperative economic development of an active Army installation.
- Represented an alternative energy company with respect to the siting of wind farms in northern New York.
- Assists various developers in obtaining financing, local permits and SEQRA approval for large commercial, housing and retail developments.
- Negotiation and drafting of complex commercial leasing, acquisition and conveyance agreements in connection with commercial office, retail, hotel and industrial properties.

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Affiliations

Mr. Beach is a member of the New York State and American Bar Associations and the Capital Region Building Owners and Managers Association. He is the Executive Vice President of the Board of Directors of Lakes to Locks Passages, a Federal By-way, a member of the Planning Commission of the City of Schenectady and a former member of the Board of Directors of Junior Achievement of Northeastern New York, of the Chamber of Southern Saratoga County; and the Board of Directors of Literacy Volunteers – Mohawk/Hudson, Inc. and the Southern Saratoga YMCA.

Publications

Mr. Beach has made regional media appearances with respect to base closure issues, and is the author of many published articles including: *Syndication: An Alternative Financing Mode*, Saratoga Business Journal, July 2011; *Syndication: An alternative financing tool for small to mid-sized real estate development projects*, New York Real Estate Journal, June 2011; *Representations and Warranties in the Commercial Real Estate Contract from the Purchaser's Perspective*, Saratoga Business Journal, March 2011; *Managing the Risks of Green Construction*, Saratoga Business Journal, November 2010; *"Social Media and the Workplace,"* Strictly Business, September 2009; *"Avoid Electronic Data Pitfalls,"* co-written with Chris Meyer, Strictly Business, March 2008; *"Be Proactive To Protect Against Sexual Harassment,"* co-written with Katy Coleman, Strictly Business, September 2008; *"A Smart Future for the North Country,"* Strictly Business, March 2006; *"Coming to a Community Near You, BRAC 2005 and the Transformation of the American Military,"* PROB. & PROP., July-August 2005, at 11; *"Local Military Bases Are Among The Lucky,"* Saratoga Business Journal, June 2005; *"Quick Response to BRAC List is Critical to Base Viability,"* The Buffalo News, May 2005; *"Let's Be Smart About Growth,"* Saratoga Business Journal, September 2004; *"'Swords to Plow Shares, The No-Cost Economic Development Conveyance of Cold War Installations,"* PROB. & PROP., July-August 2001, at 58; *"Recycling the Cold War, The Conversion of Military Aviation Assets,"* AIR & SPACE LAW, Vols. 14, 15, Spring/Summer 2000; *"Preventing Jurisdictional Chaos: Interbank Disputes and the Expedited Funds Availability Act under Bank One Chicago, N.A.V. Midwest Bank & Trust Co.,"* 16 ANN.REV.BANKING L., 577 (1997).

Background/Education

Mr. Beach was awarded a Juris Doctor from Boston University School of Law. He holds a Bachelor of Arts degree, *cum laude*, in Political Science from Union College.

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JENNIFER M. YETTO
Associate
Litigation and Appeals

Jennifer Yetto joined Whiteman Osterman & Hanna in August 2021. Ms. Yetto is a member of the Firm's Litigation and Appeals Group. Ms. Yetto litigates a broad range of matters, including corporate disputes, commercial real estate and construction litigation, civil rights and constitutional claims, land use, zoning and commercial development litigation, complex personal injury litigation, and employment litigation. Ms. Yetto also performs *pro bono* work, including the litigation of a prisoner civil rights trial in Federal Court.

Prior to joining the Firm, Ms. Yetto was an associate at Wollmuth Maher and Deutsch in New York, New York, where she litigated all aspects of complex commercial litigation and arbitration in both State and federal court, including appeals in the Second Circuit and First Department of New York State, representing institutional investors and insurance companies. Previously, Ms. Yetto was a judicial intern for the Hon. Debra Freeman, United States magistrate judge for the Southern District of New York. Additionally, Ms. Yetto was a legal intern with the Securities and Exchange Commission in New York, New York.

Affiliations

Ms. Yetto is admitted to practice in New York State and is a member of the Rensselaer County Bar Association, New York City Bar Association, and American Bar Association. Ms. Yetto also serves on the Board of Directors of the Lansingburgh Boys and Girls Club.

Background/Education

Ms. Yetto graduated from St. John's University School of Law in 2017 with her Juris Doctor. Ms. Yetto served as a Senior Articles Editor on the *St. John's Law Review*. Ms. Yetto also served as a teaching assistant for Constitutional Law, Legal Writing, and Introduction to Law for incoming law students. Ms. Yetto also served as a research assistant to Professor Anita Krishnakumar regarding statutory interpretation. During law school, through a seminar, Ms. Yetto taught criminal law to high school students in Queens, NY. At graduation, Ms. Yetto received the Dean's Award for the highest grade in Federal Courts and the *pro bono* service award for completing over 500 *pro bono* hours of public service.

Ms. Yetto received a Bachelor of Arts Degree, *magna cum laude*, from Siena College in Loudonville, New York with a major in Psychology and a pre-law certificate. During her time at Siena College, Ms. Yetto was a legal intern with the Hon. Andrew G. Ceresia in Rensselaer County Court and a legal intern with Mental Hygiene Legal Services for the Third Judicial Department in Albany, New York. Ms. Yetto also worked part time as a legal assistant at Schiller and Knapp LLP in Latham, New York. Additionally, Ms. Yetto was a summer legal fellow at American University Washington College of Law in Washington, D.C.

Ms. Yetto is originally from Troy, New York, is a graduate of Catholic Central High School, and currently lives in Averill Park, New York.

Outside of work, Ms. Yetto enjoys traveling both within and outside of the U.S. and has a goal to visit all 50 states by 2030. Ms. Yetto also enjoys cooking and frequents cooking classes to perfect her skills.

AGENDA ITEM NO. 11

Authorization of Change Orders

AGENDA ITEM NO. 11.1

Authorization of Change Order No. 7 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC.

AGENDA ITEM NO: 11.1
MEETING DATE: September 15, 2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved 09/15/2025

DEPARTMENT: *Planning and Engineering*

Contact Person: *Matthew J. Mokey, P.E., Airport Engineer*

PURPOSE OF REQUEST:

Construction Contract: *Authorization of Change Order No. 7 for Construction Contract 1127-GC for Concourse A Rehabilitation to AOW Construction LLC.*

CONTRACT AMOUNT:

Base Amount:	$12,733,787.00	
Change Order #1:	$80,789.00	ACAA Approved 02/10/2025
Change Order #2:	$122,480.00	ACAA Approved 03/24/2025
Change Order #3:	$78,708.00	ACAA Approved 05/12/2025
Change Order #4:	$55,205.00	ACAA Approved 06/09/2025
Change Order #5:	$293,015.00	ACAA Approved 07/14/2025
Change Order #6:	$53,371.00	ACAA Approved 08/18/2025
Change Order #7:	$143,963.00	*
Total:	$13,561,318.00	

**Pending approval at this meeting.*

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes √ No ___ NA
Funding Account No.: *CPN*

AWARD CONDITIONS MET:

Apprenticeship √ *DBE* Y *MWBE* N/A

Service Disable Veteran Owned Business (SDVOB) N/A

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal 85% State N/A Airport 15%
Term of Funding: 2024-2026
Grant No.: N/A STATE PIN: N/A

AGENDA ITEM NO: 11.1
MEETING DATE: September 15, 2025

JUSTIFICATION:

Request to approve Change Order No. 7 for Contract # 1127-GC Concourse A Rehabilitation to qualified low bidder AOW Construction LLC. of Albany, NY for $143,963.00. This change order work includes additional excavation, asphalt, and subgrade required to allow for a smooth transition from the new concrete apron elevation to the existing pavement surface. Additional work included under this change order includes the removal of the existing fire sprinkler piping and heads and replacing with an NFPA compliant assembly in Stairwell P (located near new Gate A1). This change also included modifications to the new 9-wood ceiling system to create 2-ft x 2-ft removable access panels to allow easier access for future maintenance.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES ✓ **NA**_____

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES** ✓ **NA**___

BACK-UP MATERIAL:

Please refer to the attached Contract 1127-GC Change Order No. 7 backup.

AIA® Document G731™ – 2019

Change Order, Construction Manager as Adviser Edition

PROJECT: *(name and address)*
Albany County Airport Authority
Terminal A
737 Albany Shaker Road
Albany, New York 12211

CONTRACT INFORMATION:
Contract For: General Construction
[1127-GC]
Date: 06-10-2024

CHANGE ORDER INFORMATION:
Change Order Number: 007

Date: 09-08-2025

OWNER: *(name and address)*
Albany County Airport Authority
737 Albany Shaker Road
Albany, NY 12211

ARCHITECT: *(name and address)*
Fennick McCredie Architecture, LTD
70 Franklin Street
Boston, MA 02110

CONTRACTOR: *(name and address)*
AOW Construction, LLC
30 Essex Street
Albany, NY 12206

CONSTRUCTION MANAGER: *(name and address)*
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

THE CONTRACT IS CHANGED AS FOLLOWS:
(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits. Also include agreed upon adjustments attributable to executed Construction Change Directives.)

01. PCO-076 [COR-076] RFI-110 Concrete Pavement Tie-in [Add $91,288.00]
02. PCO-082 Removal of Existing TZ-5 Terrazzo [Add $1,822.00]
03. PCO-088 [COR-088] Modifications to Framing Gate Back Boxes [Add $2,405.00]
04. PCO-089 [COR-089] ASI-032 Ceiling Mounted TV's [Add $6,963.00]
05. PCO-092 [COR-092] PBB Additional Accessories [Add $2,501.00]
06. PCO-093 [COR-093] RFI-147 Stair P Sprinklers [Add $16,312.00]
07. PCO-099 [COR-099] RFI-160 CNBC Gate Switch [Add $740.00]
08. PCO-100 [COR-100] RFI-161 L1 Ceiling Misallignment [Add $9,379.00]
09. PCO-102 ASI-023 L2 Access Panels in Wood Ceilings [Add $12,136.00]
10. PCO-105 RFI-163 Gate Podium Device Cutouts [Add $214.00]
11. PCO-107 RFI-169 Removal of Transfer Fan [Add $203.00]

The original Contract Sum was	$	12,733,787.00
Net change by previously authorized Change Orders	$	683568.00
The Contract Sum prior to this Change Order was	$	13,417,355.00
The Contract Sum will be increased by this Change Order in the amount of	$	143963.00
The new Contract Sum including this Change Order will be	$	13,561,318.00

The Contract time will be unchanged by (0) days.
The Contractor's Work shall be substantially complete on08-10-2026.

NOTE: This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.

NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONSTRUCTION MANAGER, CONTRACTOR, AND OWNER.

ARCHITECT *(Signature)*	**CONSTRUCTION MANAGER** *(Signature)*
BY: Joe Sirkovich, Project Manager, Fennick McCredie Architecture, LTD.	BY: Robert Wagner, Sr. Project Manager, Turner Construction Company
(Printed name, title, and license number if required)	*(Printed name and title)*
Date	*Date*

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User Notes: (68bf1b2d07679ec30c7af68e)

PCO-076

Outlook

PCO-076 [COR-076]

From Wagner, Robert C - (NYN) <rwagner@tcco.com>
Date Thu 07/03/25 11:52 AM
To Patrick Andrews <pandrews@aowconstruction.com>; Al Burgazoli <aburgazoli@aowconstruction.com>
Cc McNeil, Brian - (NYN) <bmcneil@tcco.com>

Pat-

John and I are not in agreement with Maloy's statement of saving money as a result of their 2' overcut - we believe this the paving and backfilling of this area is owed by Maloy and should be excluded from this proposal

We do not agree with the over all tonnage of asphalt that was not addressed in their revised proposal (refer to June 27th correspondence) . Please review with Maloy and provide a revised proposal. This change proposal will not be included in AIA-005.

Robert Wagner, LEED© AP | Project Manager
Turner Construction Company 1 Computer Drive South | Albany, New York 12205
office 518.432.0277 | mobile 518.852.1093 | rwagner@tcco.com
website | linkedin | facebook | twitter | youtube

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VEVRAA Federal Contractor

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~~~

Docusign Envelope ID: 558BAC3D-4CC4-4AC2-8399-EB78E52C296A

PCO-076

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 076
Date: 7/1/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-076 - PCO-076 RFI-110 Concrete Pavement Tie-in - This change order includes the sawcutting, removal, and replacement of approximately 8'-6" of existing pavement as directed in RFI-110.

Pricing Summary

James H. Maloy		$ 86,884.00
Subtotal:		$ 86,884.00
Bond	0.50%	$ 454.00
OH&P on Sub Work	5.00%	$ 3,949.00
Total:		$ 91,288.00

Posting At CB - 900 Field Changes PCO

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Al Bugazoli (Signed by: EAA73EE4455F407...)
Date: 7/2/2025

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

Docusign Envelope ID: 558BAC3D-4CC4-4AC2-8399-EB78E52C29BA

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-076 - PCO-076 RFI-110 Concrete Pavement Tie-in

AOW Labor	Regular Hours		Regular Rate		Total
AOW Labor (Superintendent)			$ 94.00		$ -
AOW Labor (Project Manager)			$ 95.00		$ -
AOW Labor (Carpenter Foreman)			$ 90.00		$ -
AOW Labor (Carpenter)			$ 88.00		$ -
AOW Labor (Laborer Foreman)			$ 90.00		$ -
AOW Labor (Laborer)			$ 87.00		$ -
			AOW Labor Total:		**$ -**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
				$ -	$ -
			AOW Material Total:		**$ -**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
			AOW Tool Rental Total:		**$ -**
			AOW Subtotal:		**$ -**

Subcontractors			Subcontractor Costs	10% Mark-up	
James H. Maloy			$ 78,985.65	$ 7,898.56	$ 86,884.21
				$ -	$ -
				$ -	$ -
				$ -	$ -
Subcontractor Total:			**$ 78,985.65**	**$ 7,898.56**	**$ 86,884.21**
			Subtotal All Categories:		**$ 86,884.21**
		15.0%	AOW OH&P on Self-Performed		$ -
		5.0%	AOW OH&P on Sub costs		$ 3,949.28
				Subtotal:	**$ 90,833.49**
		0.5%	Bond		$ 454.17
			Grand Total:		**$ 91,287.66**

Docusign Envelope ID: 558BAC3D-4CC4-4AC2-8399-EB78E52C29BA

JAMES H. MALOY, INC.

Contractors

P.O. Box 11016
Loudonville, N.Y. 12211-0016
Phone (518) 438-7881
Fax: (518) 438-7884

June 30, 2025

AOW Construction LLC
30 Essex St, Albany, NY 12206
Albany Airport Concourse A

Aowinc06 - Albany Airport
RFI - 110

Sawcut, remove and replace 8' 6" of existing pavement per RFI #110

	Quantity	Unit	Rate	Cost	Total
Labor					
Foreman - S/T	16.0	Hour	$ 106.90	$ 1,710.40	
Laborer - S/T	16.0	Hour	$ 85.60	$ 1,369.60	
Class A Operator S/T	16.0	Hour	$ 108.31	$ 1,732.96	
Gate Guard S/T	16.0	Hour	$ 40.00	$ 640.00	
Escort S/T	16.0	Hour	$ 40.00	$ 640.00	
Teamster S/T	16.0	Hour	$ 84.75	$ 1,356.00	
					$ 7,448.96
Equipment					
CAT 325 Excacator	16.0	Hour	$ 185.36	$ 2,965.76	
Roller	8.0	Hour	$ 137.44	$ 1,099.52	
Service truck	16.0	Hour	$ 28.57	$ 457.12	
Tri-axle	16.0	Hour	$ 87.64	$ 1,402.24	
Pavement saw w/blade	2.0	Days	$ 225.00	$ 450.00	
					$ 6,374.64
Subcontractor					
Costello	1.0	LS	$75,850.00	$ 75,850.00	
					$ 75,850.00
Credit					
Costello (15 Ton)	1.0	LS	-$7,585.00	-$7,585.00	
					-$7,585.00

Subtotal:	$ 82,088.60
Tax (Tax Exempt):	$ -
10% O&P:	$ 1,382.36
5% (Subcontractor Only):	$ 3,413.25
Total:	$ 86,884.21
TOTAL:	**$ 86,884.21**

Docusign Envelope ID: 558BAC3D-4CC4-4AC2-8399-EB78E52C29BA

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

April 9, 2025,

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-075 RFI-110 Concrete Pavement Tie-in

Dear Mr. Andrews,

Please provide pricing for RFI-110 Concrete Pavement Tie-in. Refer to RFI-110 for further clarification on this change. Pricing to include but not limited to placement of P-209 and P-306 Alternative Mix. Submit pricing on this item no later than next Wednesday April 16, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

Docusign Envelope ID: 558BAC3D-4CC4-4AC2-8399-EB78E52C29BA

Turner

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal A Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #110: Concrete Pavement Tie-In

Status	Closed on 04/09/25		
To	Joe Sirkovich (Fennick McCredie Architecture) Melissa Vaillancourt, AIA (Fennick McCredie Architecture) Ozlem Kizilkaya (Fennick McCredie Architecture) Brett Frears (McFarland-Johnson Inc) Turner Bradford, PE (McFarland-Johnson Inc)	**From**	Alysia Sanichar (AOW Construction) 30 Essex Street Albany, New York 12206
Date Initiated	Mar 20, 2025	**Due Date**	Apr 9, 2025
Location	Phase 1: Gates A1 + A2>Site Work	**Project Stage**	Course of Construction
Cost Impact	TBD	**Schedule Impact**	TBD
Spec Section	P-101 - Preparation/Removal of Existing Pavements	**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings	C-302		
Received From	Patrick Andrews (AOW Construction)		
Copies To	Patrick Andrews (AOW Construction), Bruce Boice (AOW Construction), Turner Bradford, PE (McFarland-Johnson Inc), Al Burgazoli (AOW Construction), Zack Geddies (Albany County Building Department), Ozlem Kizilkaya (Fennick McCredie Architecture), Natram Lackraj (Turner Construction Company), John LaClair, PE (Albany County Airport Authority), Alysia Sanichar (AOW Construction), Joe Sirkovich (Fennick McCredie Architecture), Melissa Vaillancourt, AIA (Fennick McCredie Architecture), Robert Wagner (Turner Construction Company)		

Activity

Question

Question from Alysia Sanichar AOW Construction *on Wednesday, Mar 19, 2025 at 01:18 PM EDT*

The concrete paving elevations do not align flush with the existing paving. Please advise how to tie the two elevations together. Attached survey provides the elevations of the concrete paving and elevations for the asphalt paving at 2'-0" and 10'-0" offsets.

Attachments
CONCRETE PAVEMENT TIE IN.pdf

Official Response

Response from Turner Bradford, PE McFarland-Johnson Inc *on Tuesday, Apr 8, 2025 at 02:56 PM EDT*

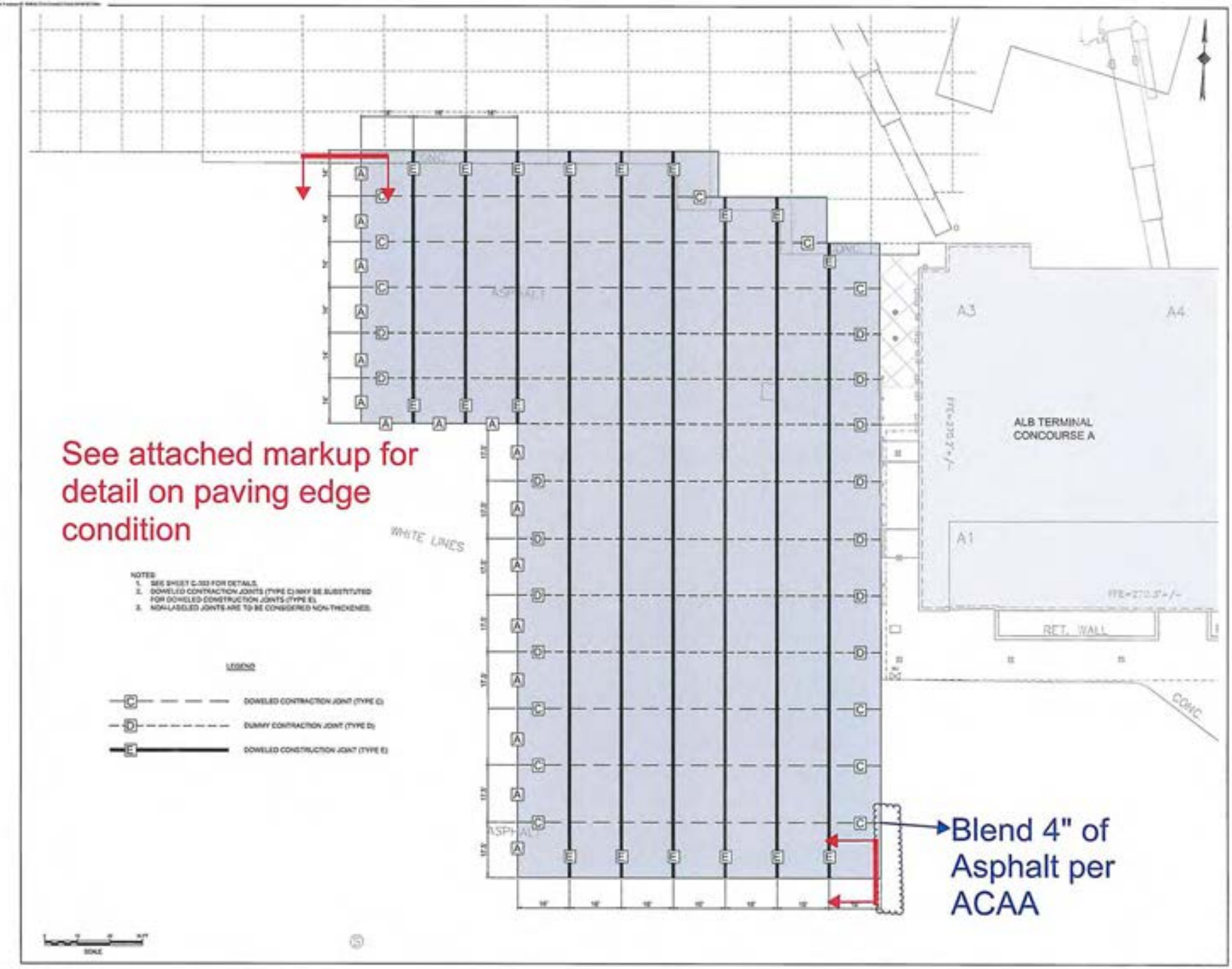
We take no exception to the proposed detail, with the caveat that existing asphalt to remain will be saw cut to create a clean edge and all joints will be sawed and sealed in accordance with specification P-605.

Official Response

Response from Brian McNeil Turner Construction Company *on Monday, Apr 7, 2025 at 04:17 PM EDT*

Per our pre-paving meeting and discussion with ACAA, please see attached detail. Please place 4" of new asphalt with a tack coat at 2". ACAA requests to blend asphalt at specified area in the attached markup.

Attachments
RFI-110 Markup Detail.pdf



Concourse A Rehabilitation

Albany County Airport Authority

Fennick McCredie Architecture

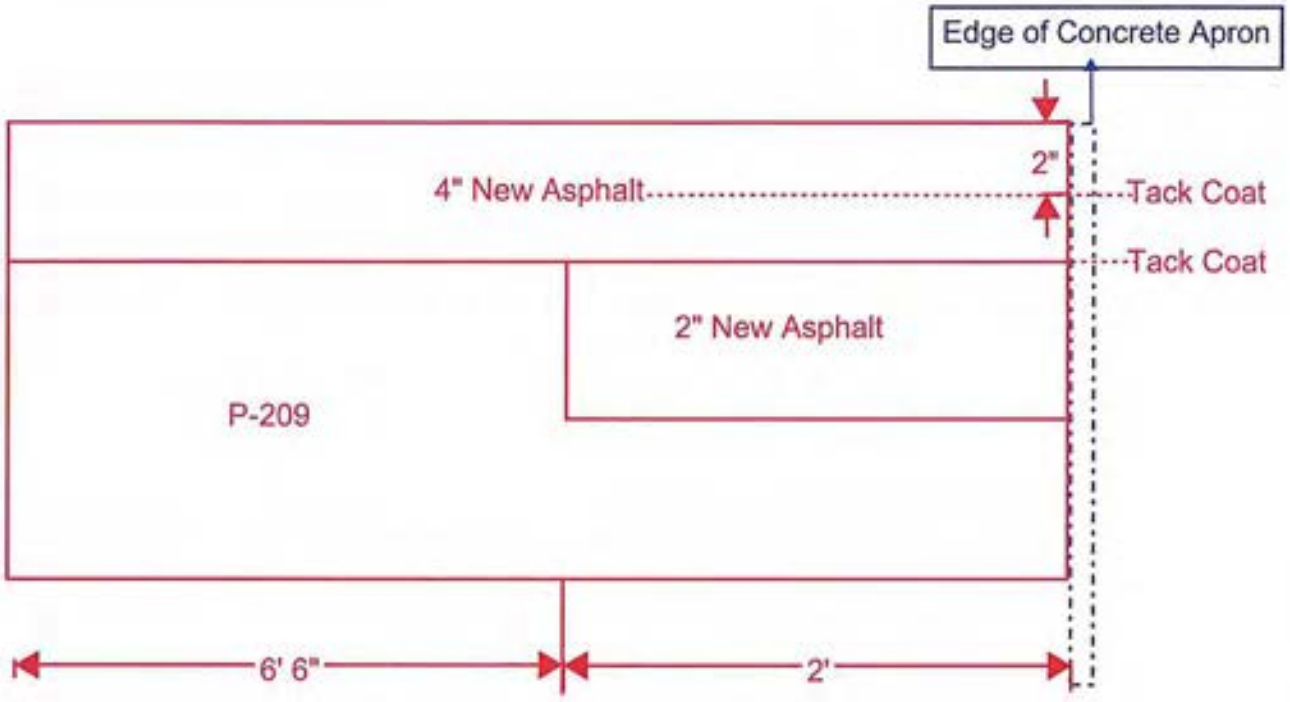
ISSUE FOR CONSTRUCTION
06.12.2024

Key Plan

CONCRETE JOINT LAYOUT

C-302

Docusign Envelope ID: 558BAC3D-4CC4-4AC2-8399-EB78E52C29BA



Outlook

Re: PCO-076 [COR-076] 2nd Submission

From Wagner, Robert C - (NYN) <rwagner@tcco.com>
Date Fri 06/27/25 1:43 PM
To Patrick Andrews <pandrews@aowconstruction.com>
Cc McNeil, Brian - (NYN) <bmcneil@tcco.com>; Al Burgazoli <aburgazoli@aowconstruction.com>

Pat-

Please review the history of the saw cutting of the asphalt apron:

- September 12th Maloy on site to saw cut asphalt apron
- September 13th Maloy had GPR survey performed
- September 16th Continue saw cut asphalt apron
- September 25th RFI-021 issued regarding the concrete edge condition

Maloy's error also resulted in additional forming and the use of concrete pumps which they are being compensated for. Their response also does not address the costs associated with the underdrain. We believe the total cost of the work should be roughly 100 tons of asphalt and the labor/material cost should be prorated accordingly.

Costello			
P401	97.45	100	$ 9,745.00
Tack Coat	6.59	66	$ 434.94
L+M	$0160.05	66%	$ 33,105.63
Tolls	200	100%	$ 200.00
Foreman	781.45	100%	$ 781.45
Pick up	408.3	100%	$ 408.30
Subtotal			$ 44,675.32
10% OHP			$ 4,467.53
			$ 49,142.86
JHM 10%			$ 4,914.29
Total			$ 54,057.14
Maloy			
Labor	13823.6	100%	$ 13,823.60
10% OHP			$ 1,382.36
			$ 15,205.96
Subtotal			$ 69,263.10
AOW			
5% OHP	$ 62,966.46		$ 3,148.32
			$ 72,411.42

Robert Wagner, LEED® AP | Project Manager
Turner Construction Company 1 Computer Drive South | Albany, New York 12205
office 518.432.0277 | mobile 518.852.1093 | rwagner@tcco.com
website | linkedin | facebook | twitter | youtube

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VEVRAA Federal Contractor

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From: Patrick Andrews <pandrews@aowconstruction.com>
Sent: Thursday, June 26, 2025 9:07 AM
To: Wagner, Robert C - (NYN) <rwagner@tcco.com>

Cc: McNeil, Brian - (NYN) <bmcneil@tcco.com>; Al Burgazoli <aburgazoli@aowconstruction.com>
Subject: RE: PCO-076 [COR-076] 2nd Submission

EXTERNAL EMAIL -- Please Handle Cautiously

Rob,

I shared your comments with Maloy for discussion, and they responded with the following:

> *"The detail provided showed the new concrete apron being poured to match the existing top of blacktop at the perimeter tie-in points (similar to the blast wall). We asked the engineer for finish grades at 20 ft. centers as required for grading and finished grades for the new apron. When we surveyed the points provided, it was found that finished grades were significantly higher or lower than the asphalt at the tie-in locations.*
> *We also pointed out that the vertical excavated face (4") at the edge of concrete would not stand, and we noted that we could not properly compact the P-209 at the edge of concrete. We were directed to over-excavate 24" beyond the edge of concrete so we could compact the P-209 at the tie-in location and save the owner from the risk of settlement at the edge of the new apron.*
> *Whether we sawcut the asphalt before or after the engineer realized the problems did not change the fact that it needed to be done. Also, it saved an extra sawcut cost in the end."*

That said, I do tend to agree with Maloy on this item. Yes, the paving was preemptively overcut, but waiting for design clarifications on every issue as that arose on this project would have severely impacted the schedule. In this case, the proactive approach saved time and avoided additional cost.

Please let me know how you'd like to proceed.

Patrick J. Andrews
Project Manager
AOW Construction, LLC
(518)512.5504 Direct Line
(914)606.2978 Cell Phone
pandrews@aowconstruction.com

From: Wagner, Robert C - (NYN) <rwagner@tcco.com>
Sent: Saturday, June 14, 2025 2:28 PM
To: Patrick Andrews <pandrews@aowconstruction.com>
Cc: McNeil, Brian - (NYN) <bmcneil@tcco.com>; Al Burgazoli <aburgazoli@aowconstruction.com>
Subject: PCO-076 [COR-076] 2nd Submission

Pat-

We are not in agreement with the number of hours being charged by Costello and the amount of asphalt. Turners takeoff shows 119 tons of asphalt which includes areas we believe should be Maloy's responsibility due to the initial error when they sawcut and removed the asphalt in preparation of the new concrete apron and the asphalt around the catch basin was included in the PCO for the underdrain.

PCO-076 Takeoff

Depth	Width	Length	CF	Density PCF	Pounds	Tons	15% Compaction	Notes
2"	2'	388'	129	155	19,995	10.0	11.5	n/a due to Maloy initial sawcut overcut
4"	2'	63'	42	155	6,510	3.3	3.7	n/a due to Maloy initial sawcut overcut
4"	8'-6"	394'	1118	155	173,290	86.6	99.6	
4"	12'	12'	48	155	7,440	3.7	4.3	Included in Underdrain PCO
					207,235	103.6	119.2	

Let me know when you would like to review in greater detail.

Robert Wagner, LEED® AP | Project Manager
Turner Construction Company 1 Computer Drive South | Albany, New York 12205
office 518.432.0277 | mobile 518.852.1093 | rwagner@tcco.com
website | linkedin | facebook | twitter | youtube

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VEVRAA Federal Contractor

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Outlook

PCO-076 [COR-076] 2nd Submission

From Wagner, Robert C - (NYN) <rwagner@tcco.com>
Date Sat 06/14/25 2:27 PM
To Patrick Andrews <pandrews@aowconstruction.com>
Cc McNeil, Brian - (NYN) <bmcneil@tcco.com>; Al Burgazoli <aburgazoli@aowconstruction.com>

1 attachment (658 KB)
2025.06.14 PCO-076 On Screen Takeoff.pdf;

Pat-

We are not in agreement with the number of hours being charged by Costello and the amount of asphalt. Turners takeoff shows 119 tons of asphalt which includes areas we believe should be Maloy's responsibility due to the initial error when they sawcut and removed the asphalt in preparation of the new concrete apron and the asphalt around the catch basin was included in the PCO for the underdrain.

PCO-076 Takeoff

Depth	Width	Length	CF	Density PCF	Pounds	Tons	15% Compaction	Notes
2"	2'	388'	129	155	19,995	10.0	11.5	n/a due to Maloy initial sawcut overcut
4"	2'	63'	42	155	6,510	3.3	3.7	n/a due to Maloy initial sawcut overcut
4"	8'-6"	394'	1118	155	173,290	86.6	99.6	
4"	12'	12'	48	155	7,440	3.7	4.3	Included in Underdrain PCO
					207,235	103.6	119.2	

Let me know when you would like to review in greater detail.

Robert Wagner, LEED® AP | Project Manager
Turner Construction Company 1 Computer Drive South | Albany, New York 12205
office 518.432.0277 | mobile 518.852.1093 | rwagner@tcco.com
website | linkedin | facebook | twitter | youtube

Turner is an Equal Opportunity Employer — minorities/females/veterans/individuals with disabilities/sexual orientation/gender identity.

VEVRAA Federal Contractor

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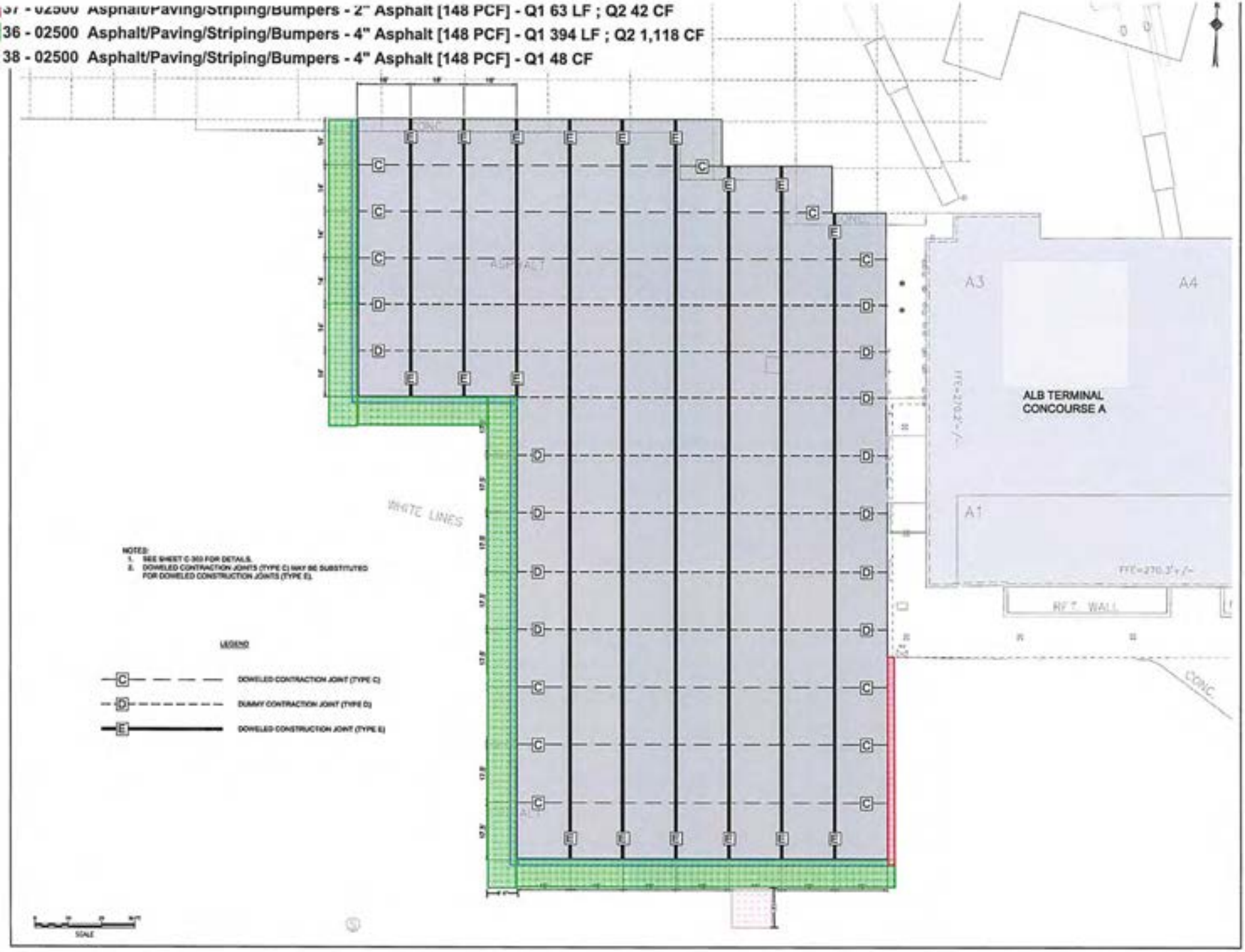
P401 - 97.45 /Ton × 100 Tons =

Tack Coat - 6.59/Gallon × 66 Gallons =

37 - 02500 Asphalt/Paving/Striping/Bumpers - 2" Asphalt [148 PCF] - Q1 63 LF ; Q2 42 CF

36 - 02500 Asphalt/Paving/Striping/Bumpers - 4" Asphalt [148 PCF] - Q1 394 LF ; Q2 1,118 CF

38 - 02500 Asphalt/Paving/Striping/Bumpers - 4" Asphalt [148 PCF] - Q1 48 CF



Rehabilitation

Albany County Airport Authority

Fennick McCredie Architecture

100% CONSTRUCTION DOCUMENTS 04.03.2024

Drawing Title:
CONCRETE JOINT LAYOUT

Drawing No.:
C-302

Docusign Envelope ID: 465F7DA6-ED6E-4438-8704-B86ED63F08FF

PCO-076

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 076
Date: 6/09/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-076 - PCO-076 RFI-110 Concrete Pavement Tie-in - This change order includes the sawcutting, removal, and replacement of approximately 8'-6" of existing pavement as directed in RFI-110.

Pricing Summary

James H. Maloy		$ 94,848.00
Subtotal:		$ 94,848.00
Bond	0.50%	$ 497.00
OH&P on Sub Work	5.00%	$ 4,484.00
Total:		$ 99,829.00

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Signed by: Al Burgazoli EA73EEA455F407...
Date: 6/9/2025

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

09 AE 09 PA

Docusign Envelope ID: 465F7DA6-ED6E-4438-B704-B86ED63F08FF

A·O·W CONSTRUCTION
30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-076 - PCO-076 RFI-110 Concrete Pavement Tie-in

AOW Labor	Regular Hours		Regular Rate		Total
AOW Labor (Superintendent)			$ 94.00		$ -
AOW Labor (Project Manager)			$ 95.00		$ -
AOW Labor (Carpenter Foreman)			$ 90.00		$ -
AOW Labor (Carpenter)			$ 88.00		$ -
AOW Labor (Laborer Foreman)			$ 90.00		$ -
AOW Labor (Laborer)			$ 87.00		$ -
			AOW Labor Total:		**$ -**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
				$ -	$ -
			AOW Material Total:		**$ -**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
			AOW Tool Rental Total:		**$ -**
			AOW Subtotal:		**$ -**

Subcontractors			Subcontractor Costs	10% Mark-up	
James H. Maloy			$ 89,673.60	$ 5,174.86	$ 94,848.46
				$ -	$ -
				$ -	$ -
				$ -	$ -
Subcontractor Total:			**$ 89,673.60**	**$ 5,174.86**	**$ 94,848.46**
			Subtotal All Categories:		**$ 94,848.46**
		15.0%	AOW OH&P on Self-Performed		$ -
		5.0%	AOW OH&P on Sub costs		$ 4,483.68
				Subtotal:	**$ 99,332.14**
		0.5%	Bond		$ 496.66
			Grand Total:		**$ 99,828.80**

Docusign Envelope ID: 465F7DA6-ED6E-4438-8704-B86ED63F08FF

JAMES H. MALOY, INC.

Contractors

P.O. Box 11016
Loudonville, N.Y. 12211-0016
Phone (518) 438-7881
Fax: (518) 438-7884

April 23, 2025

AOW Construction LLC
30 Essex St, Albany, NY 12206
Albany Airport Concourse A

Aowinc06 - Albany Airport
RFI - 110

Sawcut, remove and replace 8' 6" of existing pavement per RFI #110

	Quantity	Unit	Rate	Cost	Total
Labor					
Foreman - S/T	16.0	Hour	$ 106.90	$ 1,710.40	
Laborer - S/T	16.0	Hour	$ 85.60	$ 1,369.60	
Class A Operator S/T	16.0	Hour	$ 108.31	$ 1,732.96	
Gate Guard S/T Not on tickets	~~16.0~~	Hour	$ 40.00	$ 640.00	
Escort S/T Not on Tickets	~~16.0~~	Hour	$ 40.00	$ 640.00	
Teamster S/T	14 ~~16.0~~	Hour	$ 84.75	$ 1,356.00	
					$ 7,448.96
Equipment					
CAT 325 Excacator	16.0	Hour	$ 185.36	$ 2,965.76	
Roller	8.0	Hour	$ 137.44	$ 1,099.52	
Service truck	16.0	Hour	$ 28.57	$ 457.12	
Tri-axle	9hours ~~16.0~~	Hour	$ 87.64	$ 1,402.24	
Pavement saw w/blade	~~2.0~~ 1 day	Days	$ 225.00	$ 450.00	
					$ 6,374.64
Subcontractor					
Costello	1.0	LS	$75,850.00	$ 75,850.00	
					$ 75,850.00

Subtotal:	$ 89,673.60
Tax (Tax Exempt):	$ -
10% O&P:	$ 1,382.36
5% (Subcontractor Only):	$ 3,792.50
Total:	$ 94,848.46
TOTAL:	**$ 94,848.46**

Docusign Envelope ID: 465F7DA6-ED6E-4438-8704-B86ED63F08FF

COSTELLO BLACKTOP PAVING. Inc.

1 TECHNOLOGY BLVD.
CANASTOTA, NY 13032

Phone: (315)875-3093
Fax: (315)875-3318
E-mail: nancy@costellopaving.com

INVOICE

CUSTOMER:

JAMES H. MALOY
421 ALBANY SHAKER ROAD
LOUDONVILLE, NY 12211

INVOICE #: 2431-03 revised
Date: 5/21/2025

JOB # : 2431

PROJECT: ALBANY AIRPORT ADDITIONAL PAVING

QUANTITY	UNIT	ITEM	DESCRIPTION	UNIT PRICE	TOTAL
8.00	HRS	ST	FOREMAN] 16 Hour Day	$ 130.26	$ 1,042.08
8.00	HRS	OT	FOREMAN	$ 171.12	$ 1,368.96
32.00	HRS	ST	OPERATOR A (4 EA.)] 14.5 Hour Day	$ 130.26	$ 4,168.32
26.00	HRS	OT	OPERATOR A (4 EA.)	$ 171.12	$ 4,449.12
16.00	HRS	ST	LABORER C (2 EA.)] 13 Hour Day	$ 103.82	$ 1,661.12
10.00	HRS	OT	LABORER C (2 EA.)	$ 135.15	$ 1,351.50
16.00	HRS	ST	LABORER B (2 EA.)] 13 Hour Day	$ 103.52	$ 1,656.32
10.00	HRS	OT	LABORER B (2 EA.)	$ 134.70	$ 1,347.00
40.00	HRS	ST	TEAMSTER (5)] 15 Hour Day?	$ 103.88	$ 4,155.20
35.00	HRS	OT	TEAMSTER (5)	$ 133.57	$ 4,674.95
9.00	HRS		PAVER	$ 265.88	$ 2,392.92
9.00	HRS		ROLLER	$ 126.84	$ 1,141.56
42.00	HRS		PICK UPS (3 EA.) 14 Hour Day	$ 68.05	$ 2,858.10
32.00	HRS		UTILITY TRAILERS (2 EA.) 16 Hour Day	$ 15.45	$ 494.40
9.00	HRS		TACK BUGGY	$ 49.97	$ 449.73
				Sub Total	**$ 33,211.28**

Conditions:

Docusign Envelope ID: 465F7DA6-ED6E-4438-8704-B86ED63F08FF

COSTELLO BLACKTOP PAVING. Inc.

1 TECHNOLOGY BLVD.
CANASTOTA, NY 13032

Phone: (315)875-3093
Fax: (315)875-3318
E-mail: nancy@costellopaving.com

INVOICE

CUSTOMER:

JAMES H. MALOY
421 ALBANY SHAKER ROAD
LOUDONVILLE, NY 12211

INVOICE #: 2431-03 revised
Date: 5/21/2025

JOB # : 2431

PROJECT: ALBANY AIRPORT ADDITIONAL PAVING

QUANTITY	UNIT	ITEM	DESCRIPTION	UNIT PRICE	TOTAL
1.00	LS		SUBTOTAL CARRY FORWARD	$ 33,211.28	$ 33,211.28
9.00	HRS		SKID STEER	$ 189.49	$ 1,705.41
24.00	HRS		TRACTOR TRAILER	$ 225.39	$ 5,409.36
75.00	HRS		TRIAXLE FLOWBOYS (4 EA.) - 18.75 Hrs ?	$ 131.12	$ 9,834.00
155.08	TON		P401 AIRPORT MIX	$ 97.45	$ 15,112.55
100.00	GAL		P 603 TACK COAT	$ 6.59	$ 659.00
1.00	LS		TOLLS $100 EACH WAY	$ 200.00	$ 200.00
6.00	HRS		FOREMAN TO MEET ON JOB ABOUT	$ 130.26	$ 781.56
			WORK		$ -
6.00	HRS		PICKUP FOR JOB SET UP	$ 68.05	$ 408.30
1.00	LS	No	5% OVERHEAD	$ 3,366.07	$ 3,366.07
1.00	LS		10% PROFIT	$ 7,068.75	$ 7,068.75
					$ -
					$ -
					$ -
				Total	**$ 77,756.28**

Conditions:

JAMES H. MALOY, INC.

DAILY RECORD OF WORK AUTHORIZED, NOT INCLUDED IN CONTRACT

Project/Contract No.	Owner	Item Number	Work Description	Date
AOWINC0W	AOW	KEI-110	BLACKTOP TIE IN	4/24/25

LABOR

ID	Last Name, First Name	Trade & Group	Hours Reg	Hours Prem	Hours Total
1	ROWLEY, MIKE	FOREMAN	8		8
2	BAKER, DYLAN	LABOR	8		8
3	MANN, ROB	LABOR	8		8
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

MATERIALS

Description	Units	Qty	Stock (Y/N)

EQUIPMENT

ID	Description	Hours In Use	Hours Stndby
	FOREMAN TOOL TRUCK	8	
	RACK TRUCK	8	
	WATER TRAILER	8	
	WALK BEHIND SAW	8	

STATEMENT OF WORK ACCOMPLISHED: SAW CUT BLACK TOP 8'6" BACK FROM NEW CONCRETE APRON ON SOUTH AND WEST SIDES.

CERTIFICATION: I certify to the best of my knowledge and belief, that the equipment used on this work was of the proper size, that material taken from stock as designated above is charged at fair market value, and that the account herein shown is an accurate statement of labor, materials and equipment used on this day.

Printed Name	Signature	Date	Printed Name	Signature	Date
ERIK THEVIER		4/24/25			4-27-25
Brian McNeil VTO	James H. Maloy, Inc			Owner/Project Manager	

JAMES H. MALOY, INC.

DAILY RECORD OF WORK AUTHORIZED, NOT INCLUDED IN CONTRACT

Project/Contract No.	Owner	Item Number	Work Description	Date
AOWNC06	AOW		BLACK TOP TIE IN RFI-110	4/28/25

LABOR

ID	Last Name, First Name	Trade & Group	Hours Reg	Hours Prem	Hours Total
1	TOLLETT, ERICK	SUPER	8	1	
2	MANN, ROB	LABOR	8	1	
3	EGELSTON, REED	OPERATOR	8	1	
4	SPETTS, MARK	TEAMSTER	8	1	
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

MATERIALS

Description	Units	Qty	Stock (Y/N)

EQUIPMENT

ID	Description	Hours In Use	Hours Stndby
	FOREMAN TRACTOR	9	
	LINE BELT 210	9	
	KUBOTA KX057	9	
	TRI AXLE DUMP TRUCK	9	

STATEMENT OF WORK ACCOMPLISHED: REMOVE AND HAUL BLACK TOP OFFSITE. BEGIN REGRADING P209 PER PROVIDED DETAIL.

CERTIFICATION: I certify to the best of my knowledge and belief, that the equipment used on this work was of the proper size, that material taken from stock as designated above is charged at fair market value, and that the account herein shown is an accurate statement of labor, materials and equipment used on this day.

Printed Name	Signature	Date	Printed Name	Signature	Date
ERICK TOLLETT		4/28/25			4.28.25

Brian McNeil VTO James H. Maloy, Inc

Owner/Project Manager

JAMES H. MALOY, INC
DAILY RECORD OF WORK AUTHORIZED, NOT INCLUDED IN CONTRACT

Contract No.	General Contractor/Owner	Contractor	Date
AOWINC 06	AOW	James H. Maloy, Inc.	4/29/25

Item No. And Description: BLACK TOP TIE IN — RFI - 110

LABOR

Name	Classification	Hours Total	Hours O.T
TAYLOR, ERICK	SUPER	9	1
MANN, REID	LABOR	9	1
EGELSTON, REID	OPERATOR	9	1
ROWE, JEFF	CAT	4	1

MATERIALS

Material	Quantity	Units

EQUIPMENT

Description	Hours Used	Hours Standby
FOREMAN TOOL TRUCK	9	
KUBOTA D57	9	
CAT 950	9	
CAT ROLLER	9	
LARGE PLATE TAMPER	9	

STATEMENT OF WORK ACCOMPLISHED: GRADE RUN PER DETAIL PROVIDED IN ORDER TO TIE EXISTING BLACKTOP TO NEW CONCRETE APRON

CERTIFICATION: I certify to the best of my knowledge and belief, that the equipment used on this work was of the proper size, that from stock as designated above is charged at fair market value, and that the account herein shown is an accurate labor, materials and equipment used on this day.

Brian McNeil VTO

Signed: _____ 4-29-25 Signed: _____ 4/29/25
Verified By — Date — James H. Maloy, Inc — Date

Docusign Envelope ID: 465F7DA6-ED6E-4438-8704-B86ED63F08FF

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

April 9, 2025,

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-075 RFI-110 Concrete Pavement Tie-in

Dear Mr. Andrews,

Please provide pricing for RFI-110 Concrete Pavement Tie-in. Refer to RFI-110 for further clarification on this change. Pricing to include but not limited to placement of P-209 and P-306 Alternative Mix. Submit pricing on this item no later than next Wednesday April 16, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

Docusign Envelope ID: 465F7DA6-ED6E-4438-8704-B86ED63F08FF

Turner

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal A Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #110: Concrete Pavement Tie-In

Status	Closed on 04/09/25		
To	Joe Sirkovich (Fennick McCredie Architecture) Melissa Vaillancourt, AIA (Fennick McCredie Architecture) Ozlem Kizilkaya (Fennick McCredie Architecture) Brett Frears (McFarland-Johnson Inc) Turner Bradford, PE (McFarland-Johnson Inc)	**From**	Alysia Sanichar (AOW Construction) 30 Essex Street Albany, New York 12206
Date Initiated	Mar 20, 2025	**Due Date**	Apr 9, 2025
Location	Phase 1: Gates A1 + A2>Site Work	**Project Stage**	Course of Construction
Cost Impact	TBD	**Schedule Impact**	TBD
Spec Section	P-101 - Preparation/Removal of Existing Pavements	**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings	C-302		
Received From	Patrick Andrews (AOW Construction)		
Copies To	Patrick Andrews (AOW Construction), Bruce Boice (AOW Construction), Turner Bradford, PE (McFarland-Johnson Inc), Al Burgazoli (AOW Construction), Zack Geddies (Albany County Building Department), Ozlem Kizilkaya (Fennick McCredie Architecture), Natram Lackraj (Turner Construction Company), John LaClair, PE (Albany County Airport Authority), Alysia Sanichar (AOW Construction), Joe Sirkovich (Fennick McCredie Architecture), Melissa Vaillancourt, AIA (Fennick McCredie Architecture), Robert Wagner (Turner Construction Company)		

Activity

Question

Question from Alysia Sanichar AOW Construction *on Wednesday, Mar 19, 2025 at 01:18 PM EDT*

The concrete paving elevations do not align flush with the existing paving. Please advise how to tie the two elevations together. Attached survey provides the elevations of the concrete paving and elevations for the asphalt paving at 2'-0" and 10'-0" offsets.

Attachments
CONCRETE PAVEMENT TIE IN.pdf

Official Response

Response from Turner Bradford, PE McFarland-Johnson Inc *on Tuesday, Apr 8, 2025 at 02:56 PM EDT*

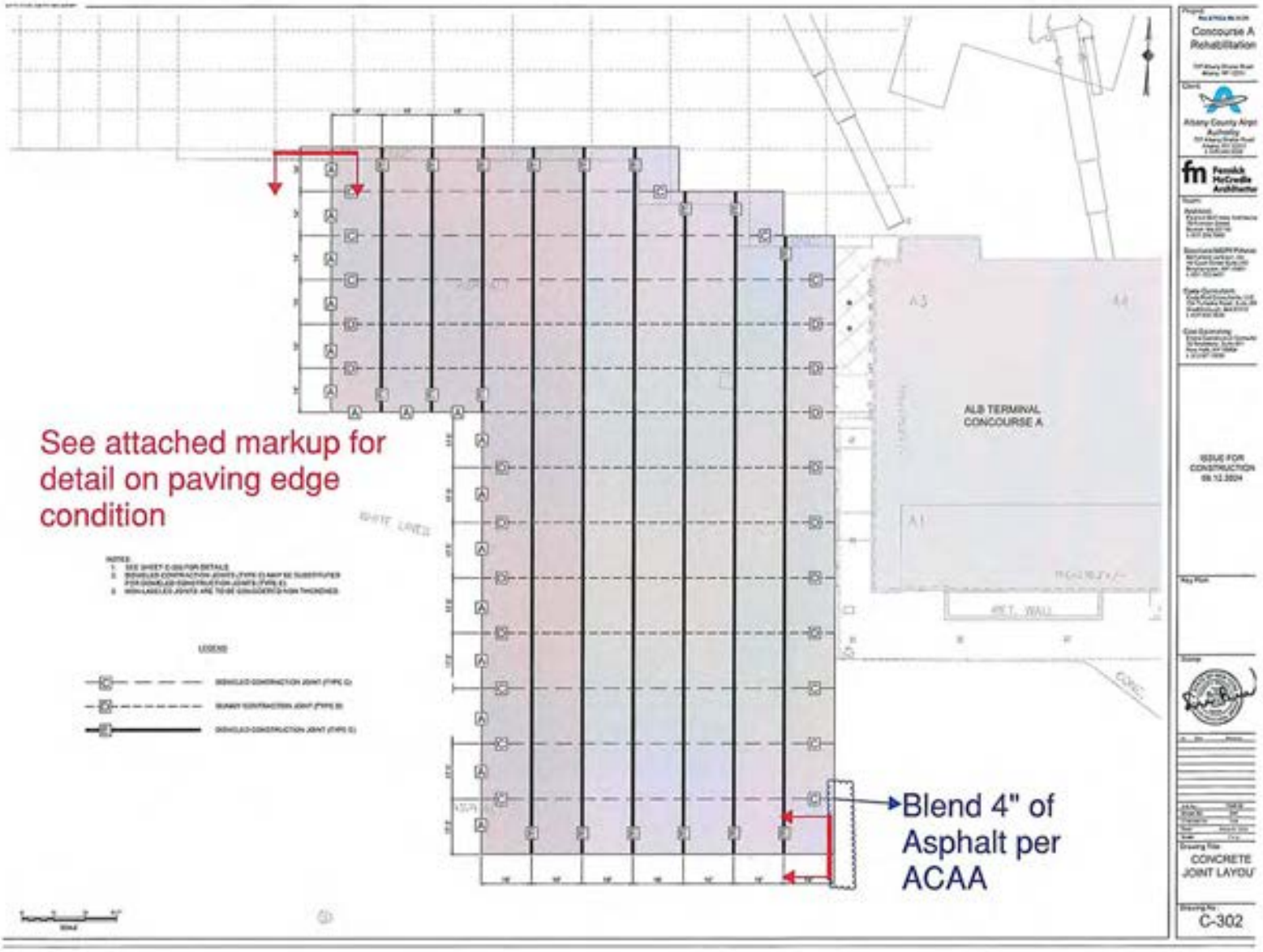
We take no exception to the proposed detail, with the caveat that existing asphalt to remain will be saw cut to create a clean edge and all joints will be sawed and sealed in accordance with specification P-605.

Official Response

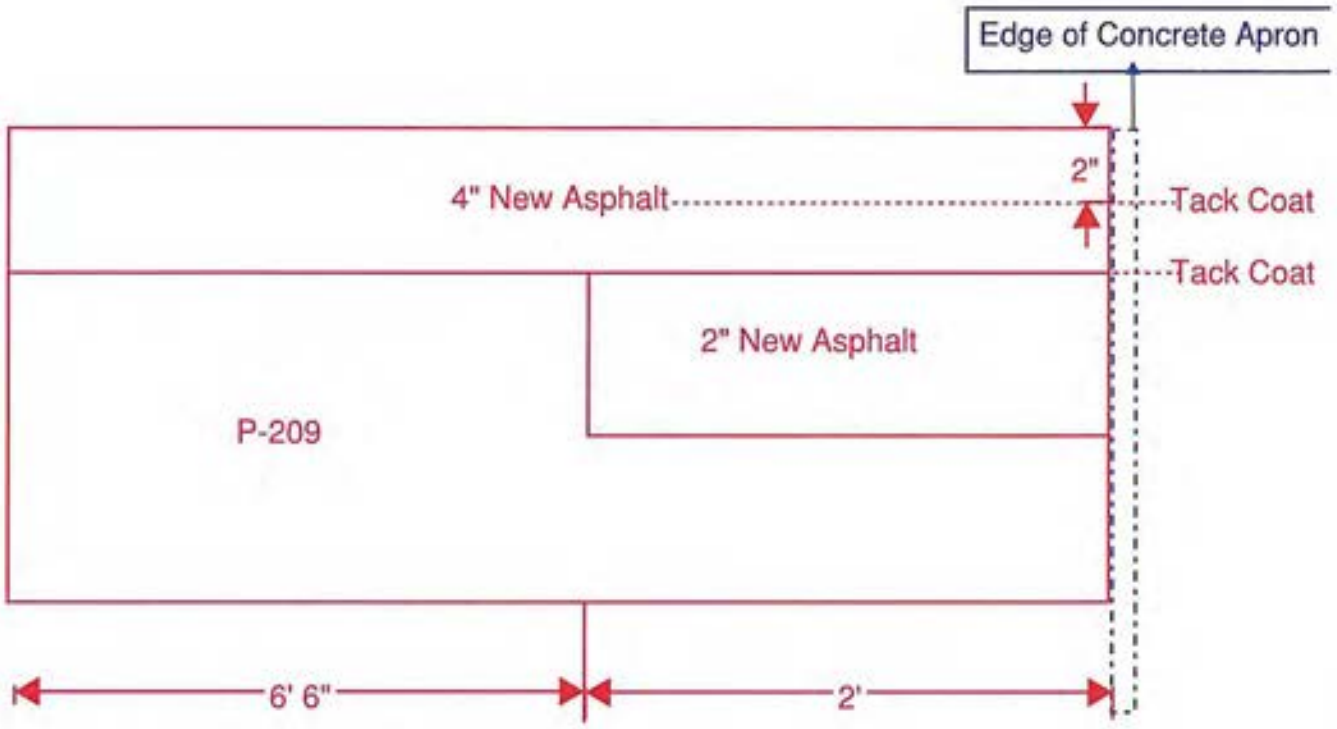
Response from Brian McNeil Turner Construction Company *on Monday, Apr 7, 2025 at 04:17 PM EDT*

Per our pre-paving meeting and discussion with ACAA, please see attached detail. Please place 4" of new asphalt with a tack coat at 2". ACAA requests to blend asphalt at specified area in the attached markup.

Attachments
RFI-110 Markup Detail.pdf


See attached markup for detail on paving edge condition
ALB TERMINAL CONCOURSE A
Blend 4" of Asphalt per ACAA
Concourse A Rehabilitation
Albany County Airport Authority
ISSUE FOR CONSTRUCTION
09.12.2024
CONCRETE JOINT LAYOU
C-302

Docusign Envelope ID: 465F7DA6-ED6E-4438-8704-B86ED63F08FF



Outlook

PCO-076 [AOW COR#76]

From Wagner, Robert C - (NYN) <rwagner@tcco.com>
Date Wed 04/30/25 5:42 PM
To Patrick Andrews <pandrews@aowconstruction.com>; Al Burgazoli <aburgazoli@aowconstruction.com>
Cc McNeil, Brian - (NYN) <bmcneil@tcco.com>

Pat-
Please provide a detailed breakdown for Costello's cost proposal of $75,850 - lump sum for labor, material (what is their tonnage of asphalt?) and the equipment is not acceptable. What is their OH+P on their work?

Robert Wagner, LEED® **AP** | Project Manager
Turner Construction Company 1 Computer Drive South | Albany, New York 12205
office 518.432.0277 | mobile 518.852.1093 | rwagner@tcco.com
website | linkedin | facebook | twitter | youtube

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VEVRAA Federal Contractor

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Docusign Envelope ID: 04639410-67FF-455F-974B-25F758FB4C0B

PCO-076 Rec'd TCCo 04.28.25

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12205
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 076
Date: 4/25/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-076 - PCO-076 RFI-110 Concrete Pavement Tie-in - This change order includes the sawcutting, removal, and replacement of approximately 8'-6" of existing pavement as directed in RFI-110.

Pricing Summary

James H. Maloy		**$ 94,848.00**
Subtotal:		**$ 94,848.00**
Bond	**0.50%**	**$ 497.00**
OH&P on Sub Work	**5.00%**	**$ 4,484.00**
Total:		**$ 99,829.00**

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Al Bongazoli
Signed by: EAA7EEEA455F407...
Date: 4/28/2025

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

DS AZ DS PA

docusign Envelope ID: 04639410-67FF-455F-974B-25F758FB4C0B

PCO-076 Rec'd TCCo 04.28.25

A-O-W CONSTRUCTION
30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-076 - PCO-076 RFI-110 Concrete Pavement Tie-in

AOW Labor	Regular Hours	Regular Rate	Total
AOW Labor (Superintendent)		$ 94.00	$ -
AOW Labor (Project Manager)		$ 95.00	$ -
AOW Labor (Carpenter Foreman)		$ 90.00	$ -
AOW Labor (Carpenter)		$ 88.00	$ -
AOW Labor (Laborer Foreman)		$ 90.00	$ -
AOW Labor (Laborer)		$ 87.00	$ -
		AOW Labor Total:	**$ -**

AOW Material	Quantity	Units	$/Unit	Cost/Item
			$ -	$ -
			$ -	$ -
			$ -	$ -
			AOW Material Total:	**$ -**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item
			$ -	$ -
			$ -	$ -
			AOW Tool Rental Total:	**$ -**
			AOW Subtotal:	**$ -**

Subcontractors	Subcontractor Costs	10% Mark-up	
James H. Maloy	$ 89,673.60	$ 5,174.86	$ 94,848.46
		$ -	$ -
		$ -	$ -
		$ -	$ -
Subcontractor Total:	**$ 89,673.60**	**$ 5,174.86**	**$ 94,848.46**
		Subtotal All Categories:	**$ 94,848.46**

15.0%	AOW OH&P on Self-Performed	$ -
5.0%	AOW OH&P on Sub costs	$ 4,483.68
	Subtotal:	**$ 99,332.14**
0.5%	Bond	$ 496.66
	Grand Total:	**$ 99,828.80**

Docusign Envelope ID: 04639410-67FF-455F-974B-25F758FB4C0B

PCO-076 Rec'd TCCo 04.28.25

JAMES H. MALOY, INC.

Contractors

P.O. Box 11016
Loudonville, N.Y. 12211-0016
Phone (518) 438-7881
Fax: (518) 438-7884

April 23, 2025

AOW Construction LLC
30 Essex St, Albany, NY 12206
Albany Airport Concourse A

Aowinc06 - Albany Airport
RFI - 110

Sawcut, remove and replace 8' 6" of existing pavement per RFI #110

	Quantity	Unit	Rate	Cost	Total
Labor					
Foreman - S/T	16.0	Hour	$ 106.90	$ 1,710.40	
Laborer - S/T	16.0	Hour	$ 85.60	$ 1,369.60	
Class A Operator S/T	16.0	Hour	$ 108.31	$ 1,732.96	
Gate Guard S/T	16.0	Hour	$ 40.00	$ 640.00	
Escort S/T	16.0	Hour	$ 40.00	$ 640.00	
Teamster S/T	16.0	Hour	$ 84.75	$ 1,356.00	
					$ 7,448.96
Equipment					
CAT 325 Excacator	16.0	Hour	$ 185.36	$ 2,965.76	
Roller	8.0	Hour	$ 137.44	$ 1,099.52	
Service truck	16.0	Hour	$ 28.57	$ 457.12	
Tri-axle	16.0	Hour	$ 87.64	$ 1,402.24	
Pavement saw w/blade	2.0	Days	$ 225.00	$ 450.00	
					$ 6,374.64
Subcontractor					
Costello	1.0	LS	$75,850.00	$ 75,850.00	
					$ 75,850.00

Subtotal:	$ 89,673.60
Tax (Tax Exempt):	$ -
10% O&P:	$ 1,382.36
5% (Subcontractor Only):	$ 3,792.50
Total:	$ 94,848.46
TOTAL:	**$ 94,848.46**

Docusign Envelope ID: 04639410-67FF-455F-974B-25F758FB4C0B

PCO-076 Rec'd TCCo 04.28.25

COSTELLO BLACKTOP PAVING. Inc.

1 TECHNOLOGY BLVD.
CANASTOTA, NY 13032

Phone: (315)875-3093
Fax: (315)875-3318
E-mail: nancy@costellopaving.com

PROPOSAL

CUSTOMER:
JAMES H. MALOY INC.
421 ALBANY SHAKER RD.
LOUDONVILLE, NY 12211

PROPOSAL #: N2025-25
Date: 4/22/2025

JOB #: 2431

PROJECT: ALBANY AIRPORT

QUANTITY	UNIT	ITEM	DESCRIPTION	UNIT PRICE	TOTAL
1.00	LS		ADDITIONAL WORK	$ 75,850.00	$ 75,850.00
			INSTALL 2" HMA 2' WIDE IN AREAS THAT		$ -
			REQUIRE INSTALL 4" (2 LIFTS) IN AREAS		$ -
			THAT REQUIRE TACK COAT ON ALL		$ -
			BUTT JOINTS AND BETWEEN LIFTS		$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
				Total	$ 75,850.00

Conditions:

Docusign Envelope ID: 04639410-67FF-455F-974B-25F758FB4C0B

PCO-076 Rec'd TCCo 04.28.25

Peter Maloy

From: Michael Costello <mike@costellopaving.com>
Sent: Tuesday, April 22, 2025 4:29 PM
To: Peter Maloy
Subject: Re: ALBANY AIRPORT

LABOR: $27,659.00
MATERIAL: $41,207.00
EQUIPMENT: $ 6,984.00

From: Peter Maloy
Sent: Tuesday, April 22, 2025 3:52 PM
To: Michael Costello
Subject: RE: ALBANY AIRPORT

They will probably want it broken in labor , material, equipment. But I'll submit as lump sum to start.

Peter J. Maloy, Exec. Vice President
James H. Maloy, Inc.
421 Albany Shaker Road
Loudonville, NY 12211
(518) 438-7881 Phone
(518) 438-7884 Fax
(518) 365-3892 Cell

From: Michael Costello <mike@costellopaving.com>
Sent: Tuesday, April 22, 2025 3:38 PM
To: Peter Maloy <pmaloy@jhmaloy.com>
Subject: Re: ALBANY AIRPORT

We have it covered.

From: Peter Maloy <pmaloy@jhmaloy.com>
Sent: Tuesday, April 22, 2025 3:35 PM
To: Michael Costello <mike@costellopaving.com>
Subject: RE: ALBANY AIRPORT

Thought you were going use a smaller paver. That's fine though. The area by the building 60 x 12 is mostly hand work.

Peter J. Maloy, Exec. Vice President
James H. Maloy, Inc.
421 Albany Shaker Road

Docusign Envelope ID: 04639410-67FF-455F-974B-25F758FB4C0B

PCO-076 Rec'd TCCo 04.28.25

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

April 9, 2025,

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-075 RFI-110 Concrete Pavement Tie-in

Dear Mr. Andrews,

Please provide pricing for RFI-110 Concrete Pavement Tie-in. Refer to RFI-110 for further clarification on this change. Pricing to include but not limited to placement of P-209 and P-306 Alternative Mix. Submit pricing on this item no later than next Wednesday April 16, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

Docusign Envelope ID: 04639410-67FF-455F-974B-25F758FB4C0B

PCO-076 Rec'd TCCo 04.28.25

Turner

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal A Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #110: Concrete Pavement Tie-In

Status	Closed on 04/09/25		
To	Joe Sirkovich (Fennick McCredie Architecture) Melissa Vaillancourt, AIA (Fennick McCredie Architecture) Ozlem Kizilkaya (Fennick McCredie Architecture) Brett Frears (McFarland-Johnson Inc) Turner Bradford, PE (McFarland-Johnson Inc)	**From**	Alysia Sanichar (AOW Construction) 30 Essex Street Albany, New York 12206
Date Initiated	Mar 20, 2025	**Due Date**	Apr 9, 2025
Location	Phase 1: Gates A1 + A2>Site Work	**Project Stage**	Course of Construction
Cost Impact	TBD	**Schedule Impact**	TBD
Spec Section	P-101 - Preparation/Removal of Existing Pavements	**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings	C-302		
Received From	Patrick Andrews (AOW Construction)		
Copies To	Patrick Andrews (AOW Construction), Bruce Boice (AOW Construction), Turner Bradford, PE (McFarland-Johnson Inc), Al Burgazoli (AOW Construction), Zack Geddies (Albany County Building Department), Ozlem Kizilkaya (Fennick McCredie Architecture), Natram Lackraj (Turner Construction Company), John LaClair, PE (Albany County Airport Authority), Alysia Sanichar (AOW Construction), Joe Sirkovich (Fennick McCredie Architecture), Melissa Vaillancourt, AIA (Fennick McCredie Architecture), Robert Wagner (Turner Construction Company)		

Activity

Question

Question from Alysia Sanichar AOW Construction *on Wednesday, Mar 19, 2025 at 01:18 PM EDT*

The concrete paving elevations do not align flush with the existing paving. Please advise how to tie the two elevations together. Attached survey provides the elevations of the concrete paving and elevations for the asphalt paving at 2'-0" and 10'-0" offsets.

Attachments
CONCRETE PAVEMENT TIE IN.pdf

Official Response

Response from Turner Bradford, PE McFarland-Johnson Inc *on Tuesday, Apr 8, 2025 at 02:56 PM EDT*

We take no exception to the proposed detail, with the caveat that existing asphalt to remain will be saw cut to create a clean edge and all joints will be sawed and sealed in accordance with specification P-605.

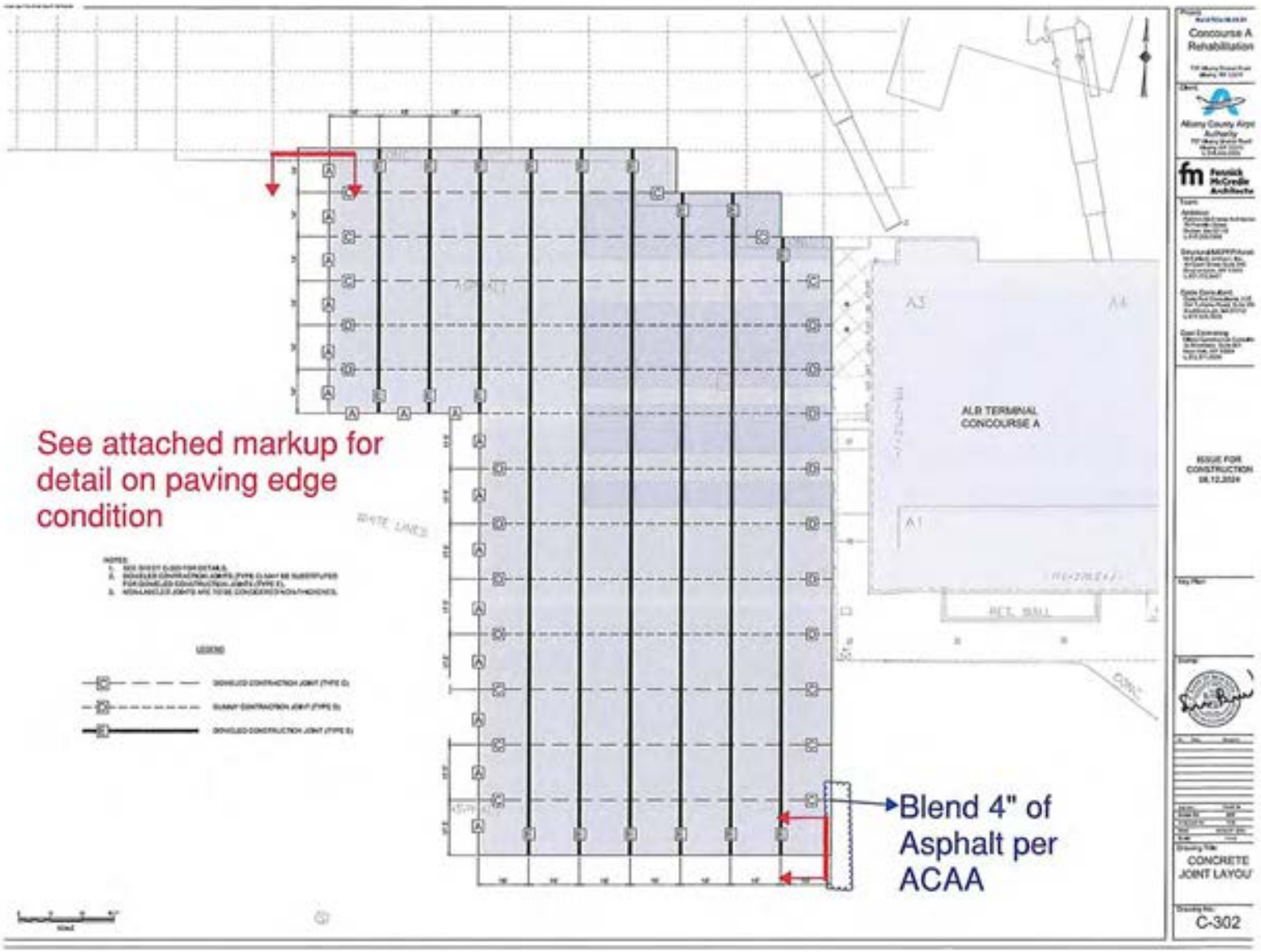
Official Response

Response from Brian McNeil Turner Construction Company *on Monday, Apr 7, 2025 at 04:17 PM EDT*

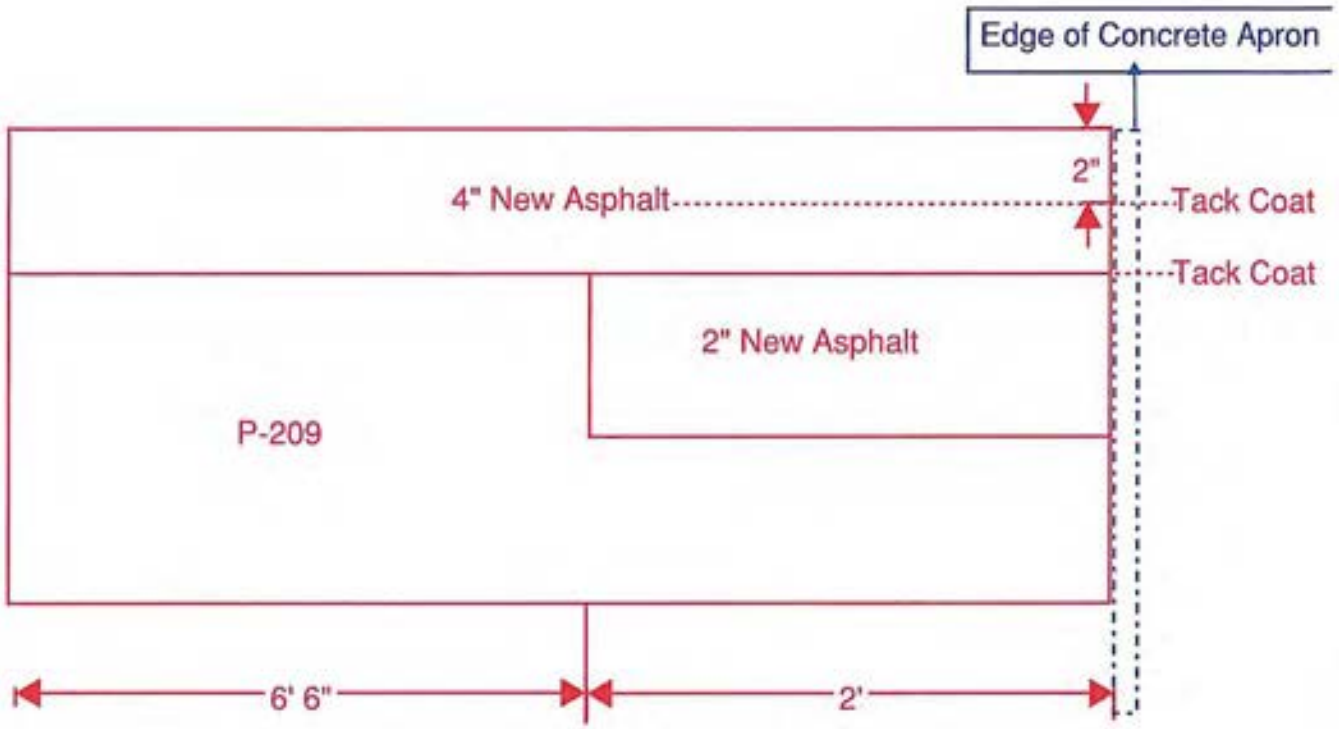
Per our pre-paving meeting and discussion with ACAA, please see attached detail. Please place 4" of new asphalt with a tack coat at 2". ACAA requests to blend asphalt at specified area in the attached markup.

Attachments
RFI-110 Markup Detail.pdf

PCO-076 Rec'd TCCo 04.28.25



Docusign Envelope ID: 04639410-67FF-455F-974B-25F758FB4C0B



PCO-082

A-O-W CONSTRUCTION, LLC.

CHANGE ORDER REQUEST
CHANGE PROPOSAL REQUEST

Date: 8-18-2025

Project Name: Albany County Airport Authority - Concourse A Rehab

AOW Job #: 24-00048

COR Summary: COR 082 PCO-082 Removal of Existing TZ-5 Terrazzo

To: Robert Wagner - rwagner@tcco.com

Project Manager: Patrick Andrews

Source: COR 082 PCO-082 Removal of Existing TZ-5 Terrazzo

Source #:

Detailed Scope:

COR 082 PCO-082 Removal of Existing TZ-5 Terrazzo - This change order request covers the removal of the terrazzo pattern to be replaced by a new color field TZ-5.

Est Start Date:

Est Completion Date:

OR No Change to Project Schedule: ✓

From:

CC:

Internal Yes

If internal, please provide cost code(s) & cost Category(ies) that should be decreased to include contingency or allowance use, along with applicable amounts below:

For CPR's Only

Response Due:

Urgency: Normal

Reason:

Initiated By:

Notice to Proceed or Approval Given By:

Date:

Cost Type*	Description, Vendor, or Sub Name	Units**	Unit Price	AOW Material	AOW Labor	Subcontractor
Labor	AOW	LS	$1,044.00			$1,044.00
Sub	T.Yorie	LS	$1,281.72			$1,281.72

** Cost Type - Select*

*** If Lump Sum, Input "LS" under Units and the Total Price Under Unit Price*

COR Total: $1,822.01 ✓

Bond Mark-up Applicable: $9.06

Insurance Mark-up Applicable:

GC Mark-up Applicable:

Sub OH & P Applicable: $26.62

AOW OH & P Applicable: $156.60

Please save in the Job File and email to the Project Administrator Assigned to the Job.

A-O-W CONSTRUCTION

30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR 082 PCO-082 Removal of Existing TZ-5 Terrazzo

AOW Labor	Regular Hours		Regular Rate		Total
AOW Labor (Superintendent)			$ 94.00		$ -
AOW Labor (Project Manager)			$ 95.00		$ -
AOW Labor (Carpenter Foreman)			$ 90.00		$ -
AOW Labor (Carpenter)			$ 88.00		$ -
AOW Labor (Laborer Foreman)			$ 90.00		$ -
AOW Labor (Laborer)	12		$ 87.00		$ 1,044.00
			AOW Labor Total:		**$ 1,044.00**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
				$ -	$ -
			AOW Material Total:		**$ -**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
			AOW Tool Rental Total:		**$ -**
			AOW Subtotal:		**$ 1,044.00**

Subcontractors			Subcontractor Costs	10% Mark-up	
T.Yorie			$ 532.47	$ 53.25	$ 585.72
				$ -	$ -
				$ -	$ -
				$ -	$ -
Subcontractor Total:			**$ 532.47**	**$ 53.25**	**$ 585.72**
			Subtotal All Categories:		**$ 1,629.72**
		15.0%	AOW OH&P on Self-Performed		$ 156.60
		5.0%	AOW OH&P on Sub costs		$ 26.62
				Subtotal:	**$ 1,812.94**
		0.5%	Bond		$ 9.06
			Grand Total:		**$ 1,822.01**

A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

04-18-25
Date

ACAA 24-048
Job Name/Number

Bruce Boice — PCO-082
Recorded By — COR/ICOR #

Bill To:

QTY	Material	Unit $	Cost	Description
				Use floor machine to remove Tile at
				Corridor G 202 for terazzo prep
				Remove debris to dumpster

QTY	Rentals/ Tools	Amount
1	Floor removal machine	
2	sharp blades	
	dumpster	
	Delivery	
	Total Rentals	

	Delivery				
	Total Materials				

Date	Name	Trade	Rate	Hours	Amount
04/18/25	Matt Jordan	L		4	
	Qamil Danaj	L		4	

Is Work Complete? ☐ Yes ☑ No

Total Labor

Work Order By:

Authorized Signature:

I acknowledge the completion of the above described work

Total Materials	
Total Rentals	
Total Labor	
Tax	
OH&P	
Total	

A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

04-18-25
Date

ACAA 24-048
Job Name/Number

Bruce Boice — PCO-082
Recorded By — COR/ICOR #

Bill To:

QTY	Material	Unit $	Cost	Description
				Use floor machine to remove existing Terazzo at
				Corridor G 202 for new terazzo layout
				Remove debris to dumpster
		Delivery		
		Total Materials		

QTY	Rentals/ Tools	Amount
1	Floor removal machine	
4	sharp blades	
	dumpster	
	Delivery	
	Total Rentals	

Date	Name	Trade	Rate	Hours	Amount
04/18/25	Matt Jordan	L		4	

Is Work Complete? ☐ Yes ☑ No

Work Order By:

Authorized Signature: VFO

I acknowledge the completion of the above described work

Total Labor	
Total Materials	
Total Rentals	
Total Labor	
Tax	
OH&P	
Total	

T. Yorie Corp

469 Schantz Road Suite 100
Allentown, PA 18104
Phone: (610) 841-9992
Fax: (610) 841-9946

Request for Change Order

To: AOW Construction LLC
30 Essex St
Albany, NY 12206
Project: Albany Airport Concourse A

RFC No: 2
Date: 5/21/2025
Description: PCO#082

Chip Existing Terrazzo To Match New TZ3

The above work is subject to the same conditions as specified in the original contract unless otherwise stipulated.

Upon approval the sum of $585.72will be added to the contract price.

Authorized Signature: _____ Date: _____
T. Yorie Corp

Authorized Signature: _____ Date: _____
AOW Construction LLC

T. Yorie Corp

469 Schantz Road Suite 100
Allentown, PA 18104
Phone: (610) 841-9992
Fax: (610) 841-9946

Request for Change Order

To: AOW Construction LLC
30 Essex St
Albany, NY 12206
Project: Albany Airport Concourse A

Labor	Hours	Rate	Burden	Fringes	Total
Labor	7	37.71	13.22	21.83	509.32
	7				509.32

Description	Pcnt	Amount
Labor		509.32
Total Cost		509.32
Overhead	10	50.93
Profit	5	25.47
Contract Amount		$585.72

0039

T. YORIE CORP.

Terrazzo Contractors Since 1976

Additional Work Order

******Text Photo of This Completed Ticket to Office & Field Super for Logging Prior to Giving GC******

Project: ALBANY AIRPORT	Date: 9/15/25
Address:	PCO# :
GC/CM: AOM	Building Sector:

Description of Authorized & Verified Additional Works:

Chip Existing terrazzo to match new T23

Material

Material Used	Units of:
Chipping gun	
	Mixes:
	Gallons:

Labor

Quantity of Trade Workers	Quantity of Hours Per	Total	Premium Hours (Check if Applicable)
1	7	7	

If appliable, cause for additional works performed:

We agree to pay the above work order:

Name of Company:	
Name of Authorized to Sign & Title of:	
Signature: VP	

a. 469 Schantz Road, Allentown PA 18104 p. 610 841 992 | a. 1 Gateway Center, Suite 2600, Newark NJ 07102 p. 201 988 0550

www. yorie-inc.com

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

April 30, 2025,

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-082 Removal of Existing TZ-5 Terrazzo

Dear Mr. Andrews,

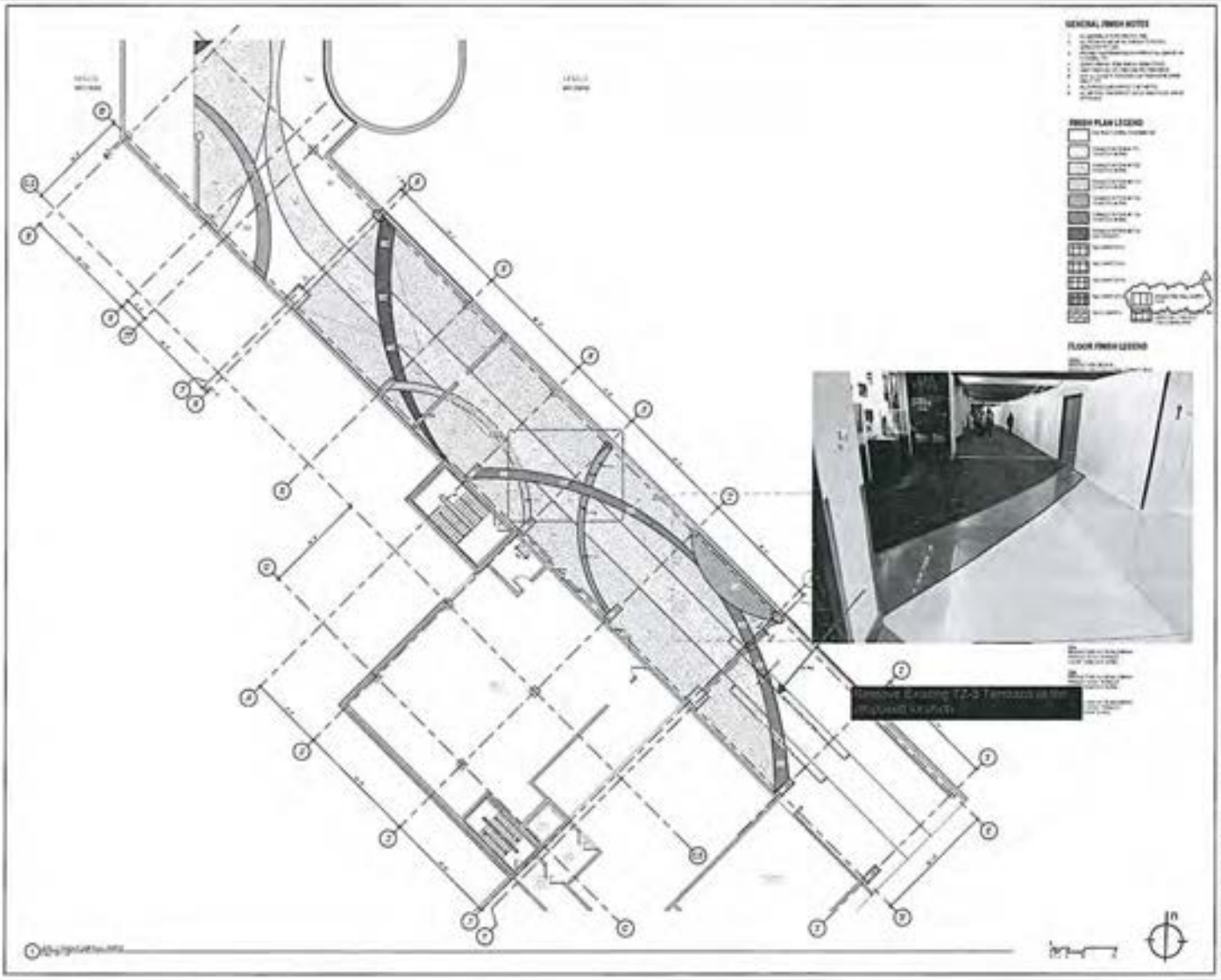
Please provide pricing for PCO-082 Removal of Existing TZ-5 Terrazzo. Pricing to include but not limited to removal of TZ-5 Terrazzo at the attached location. Please refer to the attached markup for further clarification. Submit pricing on this item no later than next Wednesday May 7, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company


GENERAL FINISH NOTES
FINISH PLAN LEGEND
FLOOR FINISH LEGEND
Concourse A Rehabilitation
Albany County Airport Authority
Fanslok McCredie Architecture
100% CONSTRUCTION DOCUMENTS
ISSUED FOR CONSTRUCTION
08.12.2014
LEVEL 2 - FLOOR FINISH PLAN - PART B
A-702B

PCO-088

Docusign Envelope ID: D5AE175E-5E1C-467E-AF59-E9ADF4C06963

PCO-088 Rec'd TCCo 08.27.25

A-O-W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 088B
Date: 8/28/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-088B PCO-088 Modification of Framing at Gate Back Boxes - This PCO covers the work required to modify wall framing for recessed monitor back boxes at Gates A1 through A6. At Gates A1 and A2, additional framing and cutting were required to create new openings and provide proper support for the recessed monitor mounts. Scope at A1 and A2 also includes rework by DLC Electric, as rigid conduit was installed per the original contract drawings prior to receiving revised monitor dimensions. The conduit was removed, adjusted, and re-routed to coordinate with the new back box locations and framing layout.

At Gates A3 through A6, modifications are bing made to the framing, blocking and electrical rough as needed.

Pricing Summary

AOW Materials		$ 77.00
AOW Labor		$ 1,066.00
COR 002		$ 1,032.00
Subtotal:		$ 2,175.00
Bond	0.50%	$ 12.00
OH&P on AOW Work	15.00%	$ 171.00
OH&P on Sub Work	5.00%	$ 47.00
Total:		$ 2,405.00

Docusign Envelope ID: D5AE175E-5E1C-467E-AF59-E9ADF4C06963

PCO-088 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION
30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-088B - PCO-088 Modification of Framing at Gate Back Boxes

AOW Labor	Regular Hours	OT Hours	Regular Rate	OT Rate	Total
AOW Labor (Superintendent)			$ 94.00	$ 141.00	$ -
AOW Labor (Project Manager)			$ 95.00	$ 110.00	$ -
AOW Labor (Carpenter Foreman)	5		$ 90.00	$ 135.00	$ 450.00
AOW Labor (Carpenter)	7		$ 88.00	$ 129.00	$ 616.00
AOW Labor (Laborer Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Laborer)			$ 87.00	$ 129.00	$ -
			AOW Labor Total:		**$ 1,066.00**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
See attached estimate	1	LS	$ 77.04	$ 77.04	$ 77.04
				$ -	$ -
				$ -	$ -
			AOW Material Total:		**$ 77.04**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
			AOW Tool Rental Total:		**$ -**
			AOW Subtotal:		**$ 1,143.04**

Subcontractors			Subcontractor Costs	10% Mark-up	
DLC			$ 938.18	$ 93.82	$ 1,032.00
				$ -	$ -
				$ -	$ -
				$ -	$ -
Subcontractor Total:			**$ 938.18**	**$ 93.82**	**$ 1,032.00**
			Subtotal All Categories:		**$ 2,175.04**
		15.0%	AOW OH&P on Self-Performed		$ 171.46
		5.0%	AOW OH&P on Sub costs		$ 46.91
				Subtotal:	**$ 2,393.41**
		0.5%	Bond		$ 11.97
			Grand Total:		**$ 2,405.37**

Docusign Envelope ID: D5AE175E-5E1C-467E-AF59-E9ADF4C06963

PCO-088 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

04-15-25
Date

ACAA 24-048
Job Name/Number

Bruce Boice — RFI -119
Recorded By — COR/ICOR #

Bill To:

QTY	Material	Unit $	Cost	Description
1	1-5/8" stud			frame and support framing at recessed Monitor back box
1	1-5/8 Track			
LS	fasteners			

QTY	Rentals/ Tools	Amount
1	20' PLATFORM LIFT	

	Delivery		Delivery
	Total Materials		Total Rentals

Date	Name	Trade	Rate	Hours	Amount
01/30/25	Frank Moore	CF		1	
	Sean Drury	C		1	

Is Work Complete?	☑ Yes ☐ No	Total Labor	
		Total Materials	
Work Order By:		Total Rentals	
		Total Labor	
Authorized Signature:		Tax	
		OH&P	
I acknowledge the completion of the above described work		Total	

Docusign Envelope ID: D5AE175E-5E1C-467E-AF59-E9ADF4C06983

PCO-088 Rec'd TCCo 08.27.25

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

May 22, 2025,

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-088 Modification of Framing at Gate Back Boxes

Dear Mr. Andrews,

Please provide pricing for PCO-088 Modification of Framing at Gate Back Boxes. Pricing to include but not limited to reworking of framing to install back boxes. Submit pricing on this item no later than next Thursday, May 29, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

File 00 3100

PCO-089

Docusign Envelope ID: 24012805-FA13-4BBA-BDAE-5B2EB5EFF58B

PCO-089 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION
30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 089
Date: 8/22/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-089 / PCO-089 ASI-032 Ceiling Mounted TVs:This change order covers the installation of owner-supplied ceiling mounts and associated electrical circuits for the added ceiling-mounted TVs, as directed in ASI-032.

Pricing Summary

AOW Materials		$ 129.00
AOW Labor		$ 1,197.00
DLC Electric		$ 5,168.00
Subtotal:		$ 6,494.00
Bond	0.50%	$ 35.00
OH&P on AOW Work	15.00%	$ 199.00
OH&P on Sub Work	5.00%	$ 235.00
Total:		$ 6,963.00

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Al Bruzgoli
EAA73FEA455F407...
Date: 8/27/2025

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

DS
PL

A·O·W CONSTRUCTION

SHEET# of

PCO-089 Rec'd TCCo 08.27.25

Architects: FMA

Estimate Number: 24-00048 - PCO-089

Estimator: P. ANDREWS

Date: 8/21/25

COR-089 / PCO-089 INSTALL CEILING MOUNTS

Description of Work	Total Estimated Quantity	Unit Price M'tl.	Total Estimated Material Cost	Unit Price Labor	Total Estimated Labor Cost
PCO-089 INSTALL CEILING MOUNTS FOR TV'S					
- ACAA PROVIDES MOUNTS, AOW INSTALLS					
BRACKETS, SUPPORTS & BLOCKING					
PHASE - 1 LOCATION WORK ON T&M					
LAYOUT, INSTALL SUPPORTS & BLOCKING					
MOUNT FRAME, CUT-OUT TILE					
(TICKET WORK) CARPENTER FOREMAN	1 HR	-	-	90-	90 -
CARPENTER	2 HR	-	-	88-	176 -
X3 ADDITIONAL LOCATIONS					
CARPENTER FOREMAN	3 HR	-	-	90-	270 -
CARPENTER	6 HR	-	-	88-	528 -
ACAA TICKET WORK TO ADJUST	-				
LOCATION IN PHASE - 1					
CARPENTER FOREMAN	1/2 HR	-	-	90-	45 -
CARPENTER	1 HR	-	-	88-	88 -
MATERIALS					
45 SQFT ACT 2 TILE	4	22 EA	89 08	-	-
MISC BLOCKING & FASTENERS	4	10-	40 -	-	-
			129 08		1197 -
					129 08
					1326 08
				15%	198 21

Docusign Envelope ID: 24012805-FA13-4BBA-BDAE-5B2EB5EFF58B

PCO-089 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

07-15-25
Date

ACAA 24-048
Job Name/Number

Bruce Boice — PCO-089
Recorded By — COR/ICOR #

Bill To:

QTY	Material	Unit $	Cost	Description
				remove incorrect ceiling TV post and install correct post and
				install correct post and TV mounting plate

QTY	Rentals/ Tools	Amount
1	20' Platform lift	

	Delivery		Delivery
	Total Materials		Total Rentals

Date	Name	Trade	Rate	Hours	Amount
07- 15 -25	Frank Moore	CF		.5	
	Jeff Rathbun	C		1	

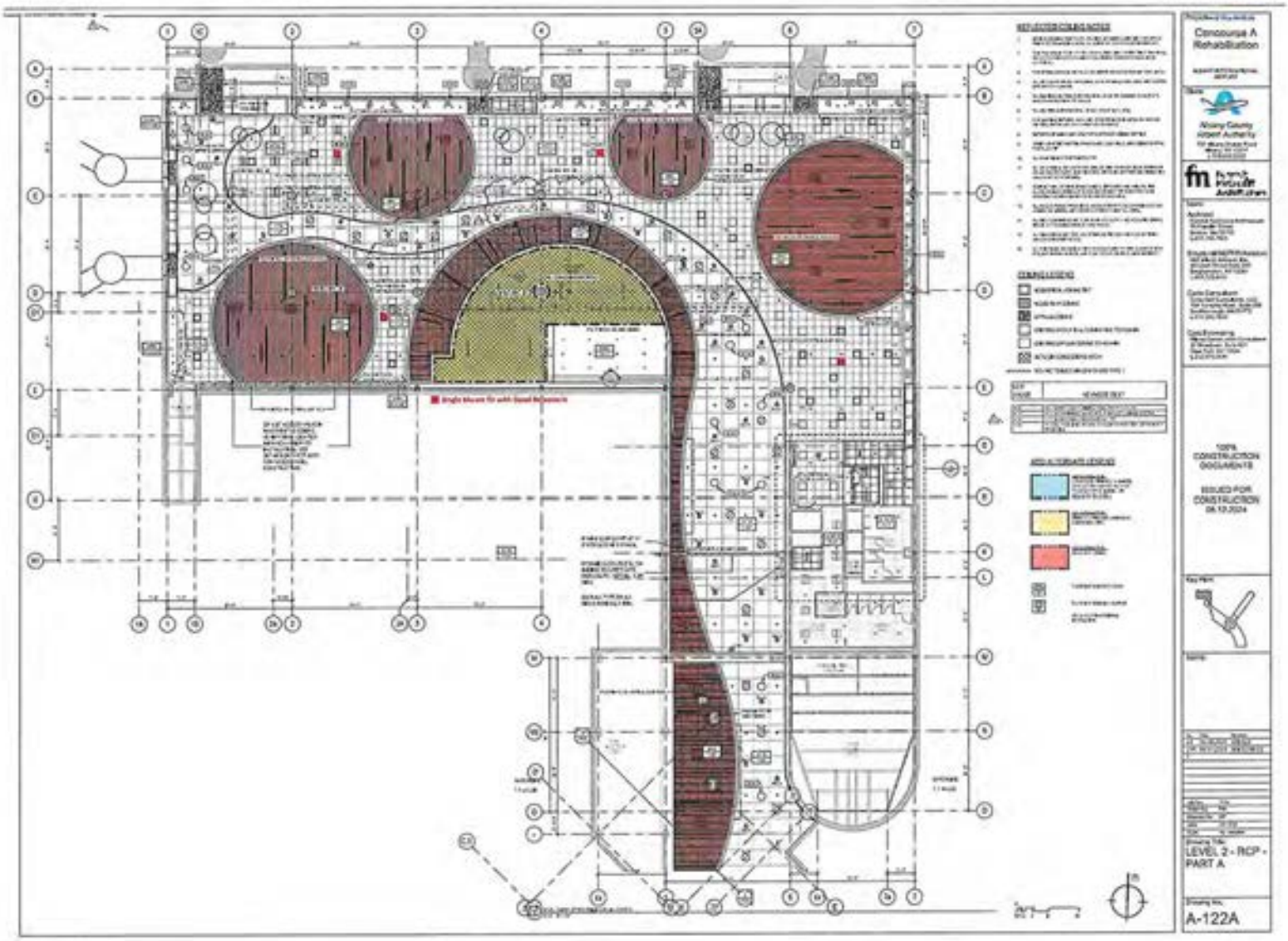
Is Work Complete? ☑ Yes ☐ No		Total Labor	
		Total Materials	
Work Order By:		Total Rentals	
		Total Labor	
Authorized Signature: VTO		Tax	
		OH&P	
I acknowledge the completion of the above described work		**Total**	

Docusign Envelope ID: 24012805-FA13-4BBA-BDAE-5B2EB5EFF58B

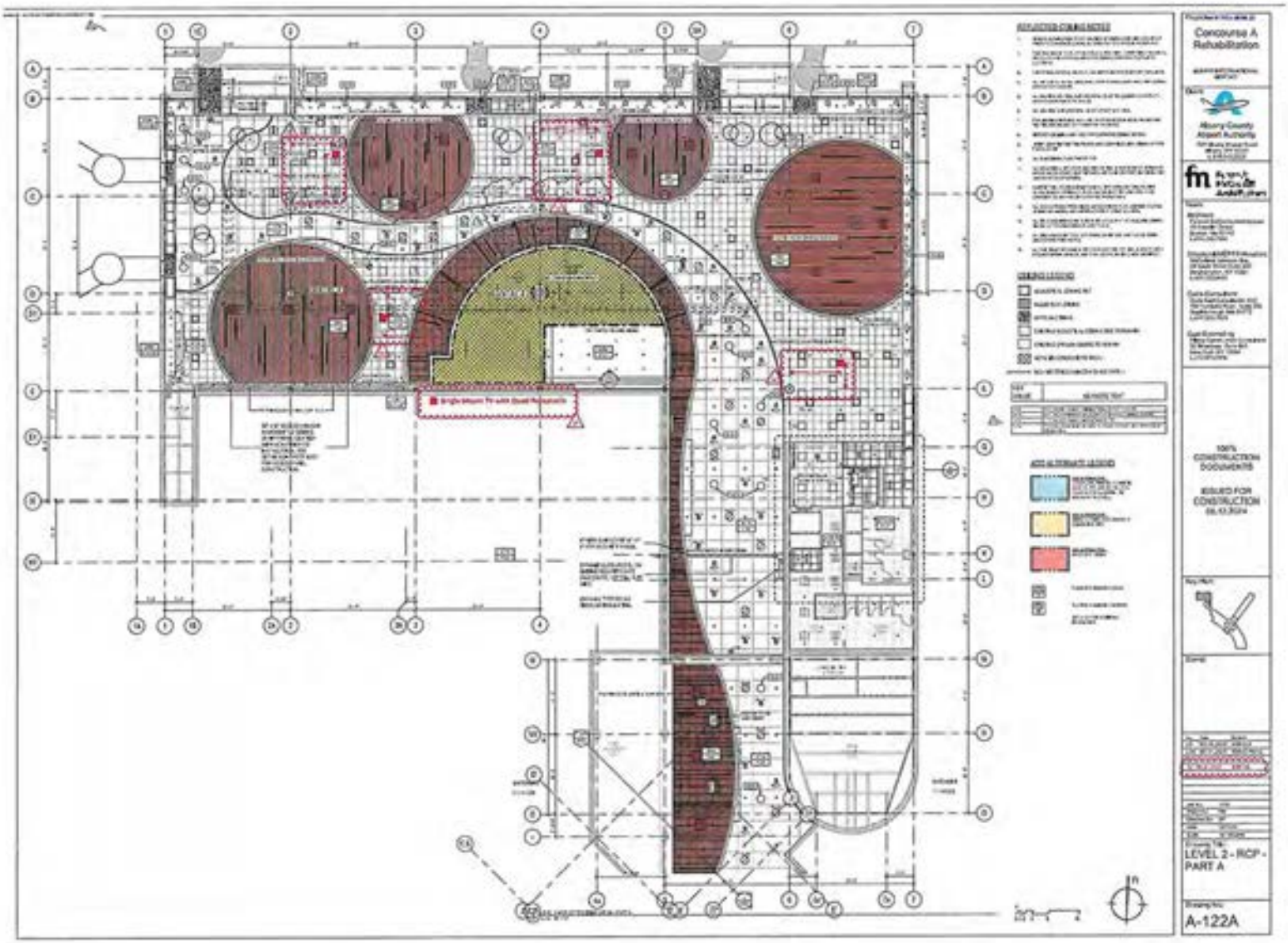
PCO-089 Rec'd TCCo 08.27.25

Item	Qty	Cost	Ext Cost
CAT 6 Cable	1200	$ 0.64	$ 768.00
Terminations	8	$ 2.00	$ 16.00
4" Square Boxes/Cover	4	$ 6.00	$ 24.00
Receptacles	4	$ 4.85	$ 19.40
12/2 MC Cable	100	$ 0.87	$ 87.00
MC Connectors	8	$ 0.75	$ 6.00
Supports	10	$ 0.65	$ 6.50
			$ 926.90

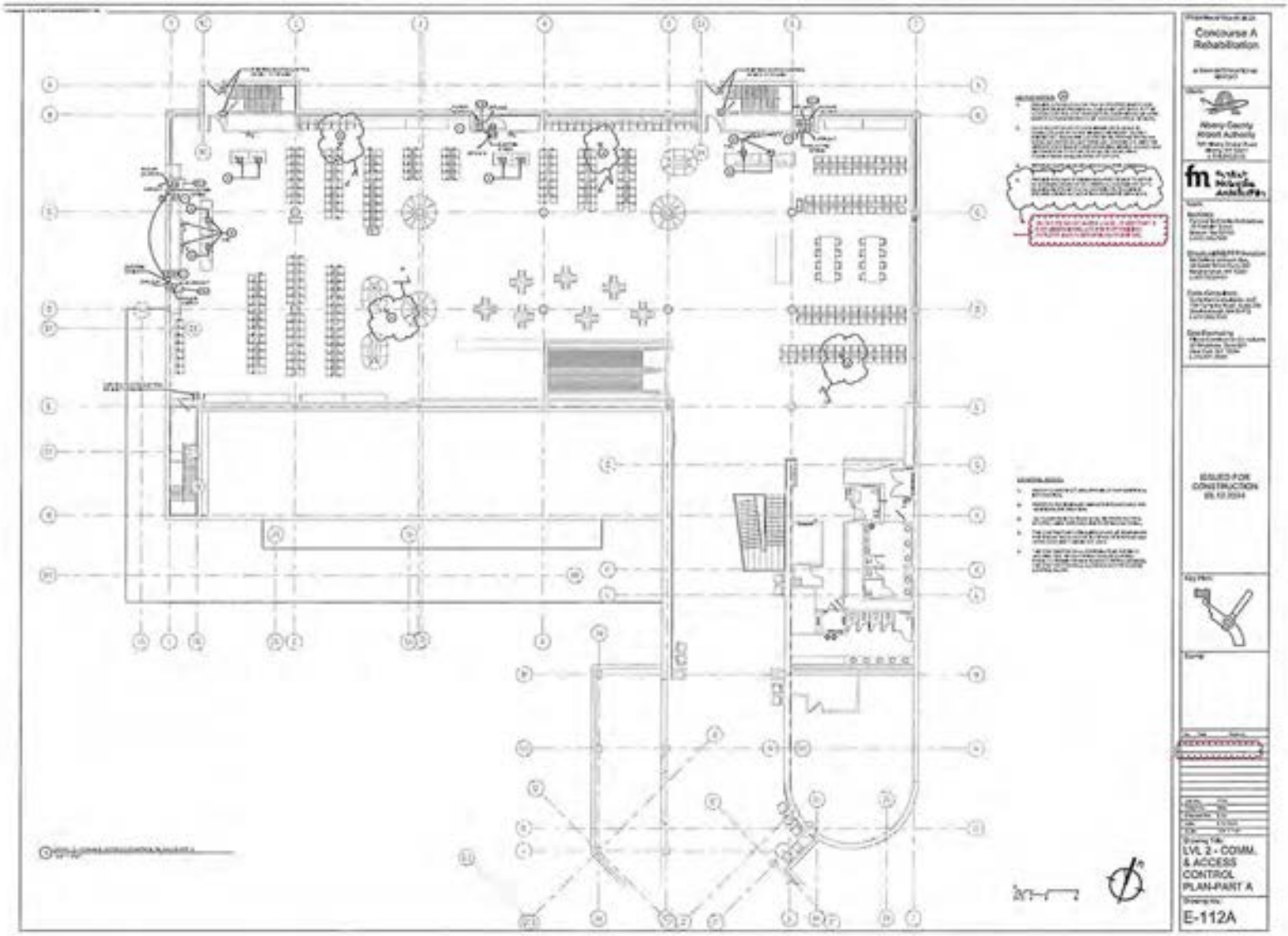
PCO-089 Rec'd TCCo 08.27.25



PCO-089 Rec'd TCCo 08.27.25



PCO-089 Rec'd TCCo 08.27.25



PCO-092

Docusign Envelope ID: 1E253D73-2386-4D71-BE2B-CE3DA9920A74

PCO-092 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 092
Date: 8/21/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-092 - PCO-092 Additional PBB Accessories This change includes the installation of kick plates, grounding cabling and modification to the exit signs on the boarding bridge and stair-P. Kick-plate work involves laying out each plate, marking and pre-drilling holes, and fastening the plates with screws to the interior side of the PBB doors. Grounding wiring to include the connection and termination of copper ground wire from the PBB grounding bar to the pedestal base. Modification to the stair-P exit sign included the removal modification of the exit sign from the metal mesh ceiling to surface mount on the the wall outside of the stairwell.

Pricing Summary

AOW Materials		$ 549.00
AOW Labor		$ 352.00
DLC Electric		$ 1,390.00
Subtotal:		$ 2,291.00
Bond	0.50%	$ 12.00
OH&P on AOW Work	15.00%	$ 135.00
OH&P on Sub Work	5.00%	$ 63.00
Total:		$ 2,501.00

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Signed by: Al Bongazoli EAA73FEA455F407...
Date: 8/27/2025

PL

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

Docusign Envelope ID: 1E253D73-2386-4D71-BE2B-CE3DA9920A74

A·O·W CONSTRUCTION

PCO-092 Rec'd TCCo 08.27.25

SHEET# of

Building: ADA Concourse - A

Architects: FMG

Estimate Number: 24-0004 | PCO-92

Estimator: P. Rodriguez

Date: 7/23/25

COR-092 - ADA Accessories

Description of Work	Total Estimated Quantity	Unit Price M'tl.	Total Estimated Material Cost	Unit Price Labor	Total Estimated Labor Cost
- 30" x 28" Kick Plate					
- Ives 8400 US32D 9.5"	1	211.25	211 46	28.-	156 -
- S.S. 410 #12 x 1" Fasteners	25	3.57	25 14	88.-	88 -
			459 60		264 -
					459 60
					723 60
				15%	108 84
					831 44
Remove and replace tegular ACT-2 Tile	1	89.08	89.08	88	88 -

Docusign Envelope ID: 1E253D73-2386-4D71-BE2B-CE3DA9920A74

PCO-092 Rec'd TCCo 08.27.25

24-00048 - COR-092

FASTENERE

Sign In Cart 1

CHECKOUT: SHIPPING/PAYMENT SELECTION

Customer — Shipping — Payment

Choose A Shipping Method

☒ U.S.P.S. Priority Mail® Small Flat Rate Box	$13.70
☐ U.S.P.S. Priority Mail Express™	$33.65
☐ UPS® Ground	$16.54
☐ UPS 2nd Day Air®	$26.83
☐ UPS Next Day Air®	$43.09
☐ U.S.P.S. Ground Advantage™	$7.30

Select Your Payment Method

☒ VISA/MC/AMEX/Discover

☐ PayPal

Continue To Payment

ORDER SUMMARY



M12 Phillips Flat Head Self Drilling Tek Screws Stainless Steel 410 — $11.44
Length: 1"
Package Quantity: 50
Qty: 1

Subtotal

1 Item — $11.44

Shipping: U.S.P.S. Priority Mail® Small Flat Rate Box — $13.70

Sales Tax — $0.00

Total **$25.14**

Order Comments

N/A
Dan3

Docusign Envelope ID: 1E253D73-2386-4D71-BE2B-CE3DA9920A74

PCO-092 Rec'd TCCo 08.27.25

DLC Electric, LLC
479 State Route 40
Troy, NY 12182
518-326-8130

Change Order Proposal

To:	AOW Construction	Project	Albany Airport Concourse A
Address:	30 Essex St	Date	8/11/2025
	Albany, NY 12206	Client #	PCO-104
Attn:	Patrick Andrews	DLC#	023

Work Scope

Relocate Exit Sign and install ground on bridge frame.
This work was approved for OT on Saturday 7/28/25.

Cost

	Qty	Unit	Rate	Total
JW		Hrs	$ 107.08	$0.00
Apprentice		Hrs	$ 92.03	$0.00
Foreman	6	Hrs	$ 155.20	$931.20
Material	1	LS	$ 232.40	$232.40
Equipment	1	LS	$ 100.00	$100.00
OH & Profit			10%	$126.36
Subtotal				$1,389.96
Subcontractors	1	LS		$0.00
Sub OHP			5%	$0.00
Bond			0.0%	$0.00
Total			**ADD**	**$1,390**

Notes

Steve Mohan
Project Manager
518-478-3813
smohan@dlcelectric.net

Docusign Envelope ID: 1E253D73-2386-4D71-BE2B-CE3DA9920A74

PCO-092 Rec'd TCCo 08.27.25

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

June 13, 2025

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-092 Additional PBB Accessories

Dear Mr. Andrews,

Please provide pricing for the additional PBB Accessories. Pricing to include but not limited to installation cameras within Passenger Boarding Bridges. Submit pricing on this item no later than next Friday, June 20, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

Work added to this PCO (AOW Note per Meeting 8/18/2025)

42	Stair P Exit Sign		Stair P exit sign to be lowered and wall mounted to be seen from all of Terminal A and remove ceiling view obstruction	AOW Construction AOW Construction	Bruce Bolce Patrick Andrews	Work Required Work Required	Brian McNeil	Brian McNeil
54	PBB Grounding Connections		Provide grounding connection for main PBB at compression lug to ground bar bus within disconnect cabinet.			Brian McNeil	Brian McNeil	Robert Wagner (Turner Construction Company)
54	PBB Grounding Connections		Provide grounding connection for main PBB at compression lug to ground bar bus within			Brian McNeil	Brian McNeil	Brian McNeil (Turner Construction Company)

PCO-093

Docusign Envelope ID: 9049C3E1-57DC-474A-B5AC-225C70BAB894

PCO-093 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 093
Date: 8/18/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

PCO-093 - COR-093- RFI-147 Stair-P Sprinkler Coverage- This change order covers the removal of fire sprinkler piping and heads mounted to the ceiling in stair-p and replacement with a NFPA compliant assembly for the ceiling coverage. AOW escort time required for Safespan set up and removal, no other work could be done during set up and removal of scaffold. Escort time is a direct cost to this COR.

Pricing Summary

AOW Materials		$ 115.00
AOW Labor		$ 1,427.00
Atlantic Contracting		$ 3,289.00
Absolute Fire Protection		$ 3,740.00
Safespan		$ 6,800.00
Subtotal:		$ 15,371.00
Bond	0.50%	$ 81.00
OH&P on AOW Work	15.00%	$ 231.00
OH&P on Sub Work	5.00%	$ 629.00
Total:		$ 16,312.00

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PCO-093 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION
30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR 093 PCO-093 RFI-147 Stair-P Sprinkler Coverage

AOW Labor	Regular Hours	Regular Rate	Total
AOW Labor (Superintendent)		$ 94.00	$ -
AOW Labor (Project Manager)		$ 95.00	$ -
AOW Labor (Escort)	10	$ 90.00	$ 900.00
AOW Labor (Carpenter)	5	$ 88.00	$ 440.00
AOW Labor (Laborer Foreman)		$ 90.00	$ -
AOW Labor (Laborer)	1	$ 87.00	$ 87.00
		AOW Labor Total:	**$ 1,427.00**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
Type X Drywall 5/8"	48	sq.ft	$ 0.62	$ 29.76	$ 29.76
Fasteners	1	LS	$ 25.00	$ 25.00	$ 25.00
Fire Barrier Sealant	1	Tube	$ 14.98	$ 14.98	$ 14.98
2" Fire Tape	1	Roll	$ 44.90	$ 44.90	$ 44.90
Dump Fees	800	LBS	$ 0.10	$ 80.00	$ 80.00
			AOW Material Total:		**$ 114.64**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
				$ -	$ -
				$ -	$ -
			AOW Tool Rental Total:		**$ -**
			AOW Subtotal:		**$ 1,541.64**

Subcontractors			Subcontractor Costs	10% Mark-up	
Atlantic Contracting			$ 2,990.42	$ 299.04	$ 3,289.46
Safespan			$ 6,181.82	$ 618.18	$ 6,800.00
Absolute Fire Protection			$ 3,400.00	$ 340.00	$ 3,740.00
				$ -	
Subcontractor Total:			**$ 12,572.24**	**$ 1,257.22**	**$ 13,829.46**
			Subtotal All Categories:		**$ 15,371.10**
		15.0%	AOW OH&P on Self-Performed		$ 231.25
		5.0%	AOW OH&P on Sub costs		$ 628.61
				Subtotal:	**$ 16,230.96**
		0.5%	Bond		$ 81.15
			Grand Total:		**$ 16,312.11**

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PCO-093 Rec'd TCCo 08.27.25

IREK Atlantic CONTRACTING

SUBCONTRACTOR PROPOSAL
or / SUB of SUBCONTRACTOR

Subcontractor Name: Atlantic Contracting & Specialties, LLC
Address: 1 Harrison Street
Troy, NY 12180
Telephone No.: (518) 275-2715

Date: 8/06/2025
Field Order ALB concourse A: stair ceiling repair
Change Proposal No.:

A. LABOR					Notes
WORK DESCRIPTION	Trade	Hours	Total Rate	Labor Cost	
patch ceiling around sprinkler pipe in stairwell	Taper	15	$ 75.37	$ 1,130.55	
paint entire repaired ceiling in stairwell	Painter	12	$ 75.37	$ 904.44	
field support and logistics	Gen Foreman	4.50	$ 81.85	$ 368.33	
				$ -	
TOTAL SUBCONTRACTOR LABOR				$ 2,403.32	
B. MATERIAL / EQUIPMENT RENTAL					
MATERIAL DESCRIPTION	Quantity	Unit	Unit Cost	Material Cost	
Joint compound	2	pail	$ 25.81	$ 51.62	
promar Primer	2	gallon	$ 20.93	$ 41.86	
Promar 200 HP Paint	4	gallon	$ 56.40	$ 225.60	
Shercryl	2	gallon	$ 51.00	$ 102.00	
wizz roller Frames	3	ea	$ 8.06	$ 24.18	
2.5 coating brush	4	ea	$ 14.98	$ 59.92	
4" roller sleeves	4	ea	$ 3.10	$ 12.40	
2" painters tape	1	ea	$ 5.77	$ 5.77	
Mixing Bucket	3	ea	$ 4.30	$ 12.90	
Screen Grid 1 gal	1	ea	$ 3.50	$ 3.50	
screen Grid 5 gal	2	ea	$ 4.57	$ 9.14	
9" roller covers	2	ea	$ 8.55	$ 17.10	
sanding sponge	2	ea	$ 8.47	$ 16.94	
5 gal bucket liners	1	ea	$ 4.17	$ 4.17	
			$ -	$ -	
Total from additional Material Worksheet Extension(s) if required					
TOTAL SUBCONTRACTOR MATERIAL				$ 587.10	
C. EQUIPMENT (From Equipment Expense Proposal)					
EQUIPMENT DESCRIPTION	Quantity	Unit	Unit Cost	Equipment Cost	
19' Scissor Lift Rental	0	Week		$ -	
Total from additional Equipment Worksheet Extension(s) if required					
TOTAL SUBCONTRACTOR EQUIPMENT				$ -	
D. SUMMARY			Total Labor, Material, Equipment (A+B+C)	$ 2,990.42	
			No Mark-up on Sub Of Sub 10%	$ 299.04	
			Total Premium Portion of O.T.	$ -	
			TOTAL SUBCONTRACTOR PROPOSAL	$ 3,289.46	

Brendan Weinstein
Subcontractor Signature

Brendan Weinstein - Account Manager
Name & Title (Please type or print.)

8/06/2025
Date

PCO-093 Rec'd TCCo 08.27.25

Docusign Envelope ID: 9049C3E1-57DC-474A-B5AC-225C70BAB894

Atlantic Contracting

CUSTOMER: AOW - Albany Airport Concourse A Finishing
PURCHASE ORDER NO:
JOB NO: 13900765
FOREMAN: Darwin Guerra
ADDRESS:

[ ] CONTRACT WORK
[X] T & M WORK

DATE: July 22, 2025

LABOR

NAME/LABOR	CLASSIFICATION	REGULAR HOURS	REGULAR RATE	REGULAR AMOUNT	OVERTIME HOURS	OVERTIME RATE	OVERTIME AMOUNT	DOUBLE TIME HOURS	DOUBLE TIME RATE	DOUBLE TIME AMOUNT
Darwin Guerra	Acting Foreman	4.00	75.37	301.48						
ken hall	General Foreman	2.00	81.85	163.70						
TOTALS		6.00		465.18						

MATERIAL

QTY.	DESCRIPTION	UNIT	% Markup	EXTENSION
2.00	Brush - coating 2.5"	14.98	0%	29.96
1.00	c- 4" Wizz frame	8.06	0%	8.06
1.00	c - 4" Roller Sleeves(ea)	3.10	0%	3.10
1.00	c - Wet Paint Tape	5.77	0%	5.77
1.00	c - Mixing Bucket	4.30	0%	4.30
1.00	c - Screen Grid (1gal)	3.50	0%	3.50
TOTALS				54.69

EQUIPMENT

EQUIPMENT	HOURS	RATE	% Markup	AMOUNT
TOTALS				

SUBCONTRACTORS

TOTALS			

DESCRIPTION OF WORK

drywall finishing and painting in stairwell for sprinkler relocation and patch

TIME SHEET TOTALS

Labor Hours	6.00
Labor Dollars	465.18
Materials	54.69
Equipment	
Subcontractors	
10.00% Add O&P	51.99
TIME SHEET GRAND TOTALS	**571.86**

PCO-093 Rec'd TCCo 08.27.25

Docusign Envelope ID: 9049C3E1-57DC-474A-B5AC-225C70BAB894

Atlantic Contracting

CUSTOMER: AOW - Albany Airport Concourse A Finishing
PURCHASE ORDER NO:
JOB NO: 13900705
FOREMAN: Darwin Guerra
DATE: July 18, 2025
ADDRESS:

[ ] CONTRACT WORK
[X] T & M WORK

LABOR

NAME/LABOR	Subcontractor	REGULAR HOURS	REGULAR RATE	REGULAR AMOUNT	OVERTIME HOURS	OVERTIME RATE	OVERTIME AMOUNT	DOUBLE TIME HOURS	DOUBLE TIME RATE	DOUBLE TIME AMOUNT
Darwin Guerra	Casing Foreman	8.00	75.37	602.96						
TOTALS		8.00		602.96						

MATERIAL

QTY.	DESCRIPTION	UNIT	% Markup	EXTENSION
1.00	joint compound	25.81	0%	25.81
TOTALS				25.81

EQUIPMENT

EQUIPMENT	HOURS	RATE	% Markup	AMOUNT
TOTALS				

SUBCONTRACTORS

TOTALS			

DESCRIPTION OF WORK

drywall finishing and painting in stairwell for sprinkler relocation and patch

TIME SHEET TOTALS

Labor Hours	8.00
Labor Dollars	602.96
Materials	25.81
Equipment	
Subcontractors	
10.00% Add O&P	62.88
TIME SHEET GRAND TOTALS	**691.65**

Docusign Envelope ID: 9049C3E1-57DC-474A-B5AC-225C70BAB894

ABSOLUTE
Fire Protection LLC

PCO-093 Rec'd TCCo 08.27.25
1182 US Route 9W (PO Box 10) • Selkirk, NY 12158

(518) 767-3700 • (518) 767-3711 Fax

www.AbsoluteFirePro.com • mail@AbsoluteFirePro.com

GENERAL TERMS AND CONDITIONS

ENTIRE CONTRACT

The provisions herein contained constitute all of the terms and conditions of this contract. No changes or additions shall be binding upon Seller unless in writing and signed by an authorized representative of Seller. Any terms or conditions of Purchaser's order inconsistent herewith or in addition hereto shall be of no force and effect and are hereby expressly rejected and purchaser's order shall be governed only by the terms and conditions appearing herein. This contract is not subject to cancellation, suspension or reduction in amount, except with Seller's written consent and upon terms which reimburse Seller for work performed, reasonable overhead and lost profit.

PAYMENT

Payment shall be due and payable within thirty (30) calendar days after substantial completion of the installation, or if, approved prior thereto, then upon approval. A service charge will be made and added to the prices on all payments Past due and owed by the Purchaser under this contract at a rate of 12% per annum, or if such rate is prohibited under applicable law, then at such maximum rate as is permitted under applicable law Purchaser shall pay any reasonable attorney's fees incurred in the collection of past due accounts.

DELAYS

Delay for any damage or penalty for delays in work due to acts of God, acts or omissions of the Purchaser, acts of civil or military authorities, Government regulations or priorities, fires, floods, epidemics, quarantine restrictions, war, riots, strikes differences with workmen, accidents to machinery, car shortages, inability to obtain necessary labor, materials or manufacturing facilities, delay in transportation, defaults of Seller's subcontractors failure of or delay in furnishing correct or complete information by Purchaser with respect to location or other details of work to be performed hereunder, impossibility or impracticability of performance or any other cause or causes beyond the control of Seller, whether or not similar to the foregoing. In the event of any delay caused as aforesaid, the completion shall be extended for a period equal to any such delay. In case work is temporarily discontinued by reason of any of the foregoing, all unpaid installments of the contract price less an amount equal to the value of material and labor not furnished shall be due and payable upon receipt of invoice by Purchaser.

EXCAVATION

In the event the work herein includes excavation, the Purchaser shall pay as an extra to the contract price the cost for any additional work performed by the seller due to water, quicksand, rock or other unforeseen obstruction encountered or shoring if required.

SITE FACILITIES

Purchaser shall furnish all necessary facilities for performance of its work by Seller, adequate space for storage and handling of material, light, water, heat, local telephone, watchman and crane and elevator service, if available and necessary permits. Where wet pipe system is installed, Purchaser shall supply and maintain sufficient heat to prevent freezing of the system.

STRUCTURE AND SITE CONDITIONS

While employees of Seller will exercise reasonable care in this respect, Seller shall be under no responsibility for loss or damage due to the character, condition or use of foundations, walls or other structures not erected by it or resulting from excavation in proximity thereto, or for damage resulting from concealed piping, wiring, fixtures or other equipment or condition of water pressure. All shoring and protection of foundations, walls or other structures subject to being distributed by any excavation required hereunder shall be the responsibility of the Purchaser unless otherwise specified. Purchaser warrants the sufficiency of the structure to support the sprinkler system and its related equipment (including tanks) The Purchaser shall have all things in readiness for installation, including, but not limited to, other materials, floor or suitable working base, connections and facilities for erection at the time of receipt of the materials at the place of erection the Purchaser shall reimburse Seller for any and all expenses caused by such failure to have such things in readiness. Failure to make proposal shall be considered a failure to have things in readiness for erection in accordance with the terms of this contract.

INTERFERENCES

Purchaser shall be responsible to coordinate the work of other trades (ducting, piping, electrical, etc.) and Purchaser shall be responsible for additional costs incurred by Seller arising out of interferences to Seller's work caused by such other trade(s).

LIMITATIONS OF LIABILITY

In no event shall Seller be liable for special or consequential damages. Seller's liability on any claim whether or not based in contract or in tort or occasioned by Seller's active or passive negligence for loss or liability arising out of or connected with this contract, or any obligation resulting therefrom, or from the manufacture, fabrication, sale, delivery, installation, or use of any materials covered by this contract, shall be limited to that set fourth in the paragraph entitled "Warranty". Cost of recovery by Purchaser shall be no more than one (1) day labor or cost of inspection price from Seller.

WARRANTY

Seller agrees that for a period of one (1) year after completion of said installation it will, at its expense, repair or replace any defective materials or workmanship supplied or performed by Seller. Upon completion of the installation, the system will be turned over to the Purchaser to maintain it in operative condition, it is understood that the Seller does not guarantee the operation of the system. Seller further warrants the products of other manufactures supplied hereunder, to the extent of the warranty of the respective manufacture.

ALL OTHER WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED, WARRANTIES OF MERCHANTABILITY OR FITNESS, WHICH EXCEED THE AFORESTATED OBLIGATION, ARE HEREBY EXCLUDED.

MODIFICATIONS AND SUBSTITUTIONS

Seller reserves the right to modify material or Seller's design sold hereunder and/or the drawings and specifications relating thereto, or to substitute material of later design to fulfill this contract providing that the modifications or substitutions will not materially affect the performance of the material, or lessen in any way the utility of the material to the Purchaser.

ASSIGNMENT

Any assignment of this contract by Purchaser without the written consent of Seller shall be invalid, Seller may assign this contract to is subsidiaries and affiliates.

SEVERABILITY

Should any part, term or provision of this agreement be found by the courts to be illegal or in conflict with any law of the state where made, the validity of the remaining provisions hereof shall not be affected thereby.

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PCO-093 Rec'd TCCo 08.27.25

PROPOSAL PRICING SHEET

Job Name:	AIA Rehabilitation of Concourse A			Bid #:	1318-3	
Description of Work:				Job #:	1318	
Replace sprinklers in stair P						
				DATE:	6/12/25	
DESCRIPTION	QUANITY	@			EXTEN.	
Material						
1 1/4 x 1 Mechanical Tee	1	$23.03		$23.03		
HSW sprinkler brass	2	$15.48		$30.96		
1" BCI 90	4	$6.26		$25.04		
1" BCI Tee	1	$9.36		$9.36		
1" Sch 40 blk Pipe	42	$2.53		$106.26		
Hanger assembly	6	$10.00		$60.00		
				$0.00		
				$0.00		
			Sub Total	$254.65		
			Sales Tax	$0.00		0
			Total	$254.65	$254.65	
Labor						
Foreman	14	$107.40		$1,503.60		
Fitter	10	$104.15		$1,041.50		
Engineering	8	$75.00		$600.00		
Truck	0	$45.00		$0.00		
				$3,145.10	$3,145.10	
				SUB-TOTAL:	3399.75	
				OH&P	339.98	10%
				TOTAL:	3739.73	

Docusign Envelope ID: 9049C3E1-57DC-474A-B5AC-225C70BAB894

PCO-093 Rec'd TCCo 08.27.25

ABSOLUTE Fire Protection LLC

No. 11143

DAILY WORK AUTHORIZATION

1182 US Route 9W (PO Box 10) · Selkirk, NY 12158 · (518) 767-3700 · (518) 767-3711 Fax
www.AbsoluteFirePro.com · mail@AbsoluteFirePro.com

DATE 7/15/25	PO No. —	JOB No. 1318	FOREMAN C. Beckham	CONTACT Brice Ann Patrick Turner	
JOB NAME Al Airport		LOCATION CoA/StateP	BUILDING CoA	PHONE	
ADDRESS 137 Albany Shaker Rd	CITY Albany		STATE NY	ZIP 12211	CELL

DESCRIPTION OF WORK: Remove Pipe From lower level, Remove Cooling Towers near StateP. Fire Sprinkler Feed line in Fire StateP. Complete the work will perform at a later date. Remove Cooling Towers & Lift. Remaining work to be completed. Scaffolding supplied by others.

SPRINKLER LABOR & MISC. PRICING

ITEM #	TECHNICAN / FOREMAN/ FITTER	HOURS REG/PREM	RATE/ REG	PREM/ O.T.	TOTAL AMOUNT
	Cory Beckham	8			
	Scott Hamper	2			
	Taylor Bouse	8			
	SHOP/DELIVERY/FAB				
	DESIGN/PROJECT MGR.				

TOTAL LABOR			$
TRUCK CHARGE		$	$
TOTAL MATERIAL			$
ADDITIONAL FEES:			
RENTAL EQUIPMENT ☐ YES			
☐ TAX EXEMPT ☐ CAPITAL IMPROVEMENT			
SUBTOTAL			
SALES TAX WILL BE CHARGED UNLESS A CERTIFICATE IS PROVIDED		%	
TOTAL INVOICE AMOUNT			$

MATERIALS (USE ATTACHMENT FOR ADDITIONAL ITEMS)

QTY	DESCRIPTION OR ATTACHMENT #	UNIT	TOTAL $
1	1"-SCH 40 (10'-6") pipe		
2	1"-BCI 90's		
1	3/8 beam clamp		
1	6'-0" (3/8) ATR		
1	1"-Swivel Ring assy		
	TOTAL MATERIAL		$

ALARM COMP: N/A		CODE: N/A	
CALL IN TIME: N/A	AM PM	CALL OUT TIME: N/A	AM PM
PHONE: N/A		CONTACT: N/A	
FIRE DEPT. No: N/A		VALVE TAG No: N/A	

☐ EMERGENCY CALL (4 HOUR MINIMUM) INITIALS: ✓

☐ T&M ☐ T&M NTE ☐ FIXED PRICE ☐ CONTRACT ☐ ADD TO CONTRACT ☐ WARRANTY

VALVES IN SERVICE AREA AT NORMAL POSITION: ☐ YES ☐ NO N/A
PANEL CLEAR & IN SERVICE: ☐ YES ☐ NO N/A

QTY: — OWNER INDICATED LOW POINTS DRAINED: ☐ YES ☐ NO

BILL TO ADDRESS (IF DIFFERENT FROM ABOVE)

NAME:	AOW Construction
ADDRESS:	30 esser Street
CITY:	Albany STATE: NY 12206
ATTENTION:	
PHONE:	FAX:
EMAIL:	

REFER TO TERMS & CONDITIONS ON REVERSE SIDE OF SHEET

IN SERVICE	☐ YES ☑ NO	AUTHORIZED SIGNATURE, WITNESSED BY:	PRINTED NAME:
JOB COMPLETE	☐ YES ☑ NO		

WHITE COPY: OFFICE YELLOW COPY: FIELD PINK COPY: CUSTOMER

Docusign Envelope ID: 9049C3E1-57DC-474A-B5AC-225C70BAB894

Safespan Scaffolding, LLC.
252 Fillmore Avenue
Tonawanda, New York 14150-2408
Tel: (518) 816-2131 – Fax: (716) 694-1188
www.safespan.com

PCO-893 Rec'd TCC 08.27.25

SAFESPAN Scaffolding, LLC

PROPOSAL

JOB NUMBER	JOB NAME		DATE
	Albany Airport Stairwell Ceiling Access		6/10/2025
CUSTOMER AOW Construction, LLC		JOB SITE CONTACT	
CONTACT Patrick Andrews		PERSON AUTHORIZED TO REQUEST CHANGE ORDERS	
ADDRESS 30 Essex Street		JOB SITE ADDRESS 737 Albany Shaker Rd,	
Albany, NY 12206		Albany, NY 12211	
PHONE 914-606-2978	FAX	PHONE	FAX

CONTRACT PRICE $ 6,800 INCLUDING 4 WEEKS EQUIPMENT RENTAL

EXTENDED EQUIPMENT RENTAL $ 98 PER WEEK

THIS QUOTATION IS VALID FOR 30 DAYS

SPECIAL TERMS AND CONDITIONS AND DESCRIPTION OF WORK

Safespan will install and dismantle a platform over the stairwell as shown on the concept drawing. The platform will be approximately 6' 6" wide X 25' long. There will be one uppermost deck level approximately 6' 6" below the ceiling and it will be accessed using an attached ladder.

Conditions:
All work to be completed during normal working hours, Monday through Friday. Engineering, Verification of the structure's ability to withstand intended loads, Protection/Repair of surfaces to be set on, and any applicable Sales Tax is not included in the Contract Price.

I HAVE READ THE REVERSE SIDE OF THIS CONTRACT AND AGREE TO THE TERMS AND CONDITIONS STATED HEREIN

BY (Safespan Scaffolding LLC.)	DATE	ACCEPTED	DATE
Colin Mueller	6/10/2025		
TITLE Estimator		TITLE	

Docusign Envelope ID: 9049C3E1-57DC-474A-B5AC-225C70BAB894

PCO-093 Rec'd TCCo 08.27.25

SAFES-1 OP ID: KS1

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 08/03/14

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
	PHONE (A/C, No, Ext):	FAX (A/C, No):
	E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	NAIC #
INSURED SAMPLE CERTIFICATE	INSURER A: XYZ Company	
	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	
	INSURER F:	

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YY)	POLICY EXP (MM/DD/YY)	LIMITS	
A	GENERAL LIABILITY X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC	X	X	POLICY NUMBER	01/01/00	01/01/00	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 100,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
A	AUTOMOBILE LIABILITY X ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS X HIRED AUTOS X NON-OWNED AUTOS	X	X	POLICY NUMBER	01/01/00	01/01/00	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $	X	X	POLICY NUMBER	01/01/00	01/01/00	EACH OCCURRENCE AGGREGATE	$ 6,000,000 $ 6,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N/A	X	POLICY NUMBER	01/01/00	01/01/00	X WC STATU-TORY LIMITS OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 100,000 $ 100,000 $ 500,000
A	Equipment			POLICY NUMBER	01/01/00	01/01/00	Limit	In contract

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

Certificate Holder is named as an additional insured under General Liability, Automobile, Umbrella with regards to lease of equipment scheduled in contract on a primary and noncontributory basis, including products and completed operations. Per Project Aggregate applies. Waiver of Subrogation in favor of Certificate Holder under General Liability/Automobile/Umbrella/WC.

Certificate Holder is named as loss Payee under equipment coverage.

CERTIFICATE HOLDER	CANCELLATION
Safespan Scaffolding LLC 252 Fillmore Ave. Tonawanda, NY 14150	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE

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PCO-093 Rec'd TCCo 08.27.25

IREX Atlantic CONTRACTING

SUBCONTRACTOR PROPOSAL
or / SUB of SUBCONTRACTOR

Subcontractor Name: Atlantic Contracting & Specialties, LLC
Address: 1 Harrison Street, Troy, NY 12180
Telephone No.: (518) 275-2715

Date: 6/13/2025
Field Order No: ALB concourse A: stair ceiling repair
Change Proposal No.:

A. LABOR

WORK DESCRIPTION	Trade	Hours	Total Rate	Labor Cost	Notes
patch ceiling around sprinkler pipe in stairwell	Taper	16	$ 75.37	$ 1,205.92	
paint entire repaired ceiling in stairwell	Painter	8	$ 75.37	$ 602.96	
				$ -	
TOTAL SUBCONTRACTOR LABOR				$ 1,808.88	

B. MATERIAL / EQUIPMENT RENTAL

MATERIAL DESCRIPTION	Quantity	Unit	Unit Cost	Material Cost
Joint compound	1	pail	$ 25.81	$ 25.81
Primer	2	gallon	$ 20.93	$ 41.86
Paint	4	gallon	$ 56.40	$ 225.60
			$ -	$ -
			$ -	$ -
			$ -	$ -
Total from additional Material Worksheet Extension(s) if required				
TOTAL SUBCONTRACTOR MATERIAL				$ 293.27

C. EQUIPMENT (From Equipment Expense Proposal)

EQUIPMENT DESCRIPTION	Quantity	Unit	Unit Cost	Equipment Cost
19' Scissor Lift Rental	0	Week		$ -
Total from additional Equipment Worksheet Extension(s) if required				
TOTAL SUBCONTRACTOR EQUIPMENT				$ -

D. SUMMARY

Total Labor, Material, Equipment (A+B+C)		$ 2,102.15
No Mark-up on Sub Of Sub	10%	$ 210.22
Total Premium Portion of O.T.		$ -
TOTAL SUBCONTRACTOR PROPOSAL		$ 2,312.37

Brendan Weinstein
Subcontractor Signature

Brendan Weinstein - Account Manager
Name & Title (Please type or print.)

6/13/2025
Date

Docusign Envelope ID: 9049C3E1-57DC-474A-B5AC-225C70BAB894

PCO-093 Rec'd TCCo 08.27.25

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

June 13, 2025

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-093 RFI-147 Stair P Sprinklers

Dear Mr. Andrews,

Please provide pricing for RFI-147 Stair P Sprinklers. Pricing to include but not limited to replacement of sprinkler system within Stair P, and connection to new sprinkler system in Hold Room. Submit pricing on this item no later than next Friday, June 20, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

PCO-099

Docusign Envelope ID: E59610CE-49CB-4876-B5B1-09CCA574D059

PCO-099 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 099
Date: 8/21/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-099 PCO-099 RFI-160 CNBC Keycard Access - This Change Order covers the removal, relocation, and reinstallation of the keyed gate switch at the CNBC store, as directed by RFI-160. DLC Signed ticket included for removal and relocation, 4 hours. 2 additional hours added to cost for removal and relocation back to original location, there is no signed ticket included for the future work.

Pricing Summary

DLC Electric		$ 704.00
Subtotal:		$ 704.00
Bond	0.50%	$ 4.00
OH&P on Sub Work	5.00%	$ 32.00
Total:		$ 740.00

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Al Bugayoli
EAA73FEA455F407...
Date: 8/27/2025

DS
PA

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

PCO-099 Rec'd TCCo 08.27.25

Docusign Envelope ID: E58610CE-49CB-4876-B5B1-09CCA574D059

DATE
NO.
JOB

QTY.	MATERIAL	PRICE	AMOUNT
40'	12-4 cable		

DLC ELECTRIC LLC
479 State Route 40
TROY, NEW YORK 12182

(518) 326-8130
Fax (518) 326-8132

INVOICE NO. 1642

DATE 7/11/25

Albany Airport
outside CNBC Store
RFI-160

TO: AOW

DESCRIPTION OF WORK	AMOUNT
> remove Key Switch from where Located, and move to other side	

LABOR	HOURS	RATE	AMOUNT
Scott Tech 10	2		
> Travis Pettit Jr	2		

TOTAL MATERIAL
TOTAL LABOR
TAX

VTO

Thank You!
PAY THIS AMOUNT →

PCO-099 Rec'd TCCo 08.27.25



PCO-099 Rec'd TCCo 08.27.25

RFI #160 - CNBC Gate Key Access

All Replies

Response from Brian McNeil Turner Construction Company *on Wednesday, Jul 9, 2025 at 09:10 AM EDT*

ACAA approved relocating the gate switch to a location outside temporary wall. Switch moved in field to the attached location.

Attachments
ef73ac73-2d2f-4682-8797-be21c550e49f_5542300272_production_thumbnail_large.png

PCO-100

Docusign Envelope ID: 458405A7-274B-458A-8E2E-0C818F5F5B76

PCO-100 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION
30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 100
Date: 7/29/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR 100 PCO-100 First Floor ACT Ceiling Alignment:This PCO covers the realignment, modification, and replacement of the lounge area ceiling grid (G138A) so it aligns with the new ACT ceiling in the adjacent holdroom areas (G138B/G138C), as directed by RFI-161: First Floor ACT Ceiling Alignment. Scope also includes construction of a new soffit at column line D5, along with associated finishes and paint.

Pricing Summary

AOW Materials		$ 1,072.00
AOW Materials		$ 268.00
AOW Labor		$ 6,384.00
Atlantic		$ 430.00
Subtotal:		$ 8,154.00
Bond	0.50%	$ 47.00
OH&P on AOW Work	15.00%	$ 1,159.00
OH&P on Sub Work	5.00%	$ 20.00
Total:		$ 9,379.00

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Ab Bugazoli
EAA73FEA455F407...
Date: 8/27/2025

DS
PA

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

PA/AB

PCO-100 Rev 1 CCE 08.27.25

INVOICE

Customer Number	115955-0001
Invoice Number	1014421013-001
Invoice Date	06/25/25
Customer PO#	
Payment Due Date	07/25/25
Total Invoice Amt	4,694.98
Total Amount Due	4,694.98

L&W SUPPLY

L&W Supply Corporation
1 ABC Parkway Ste 941
Beloit, WI 53511
http://www.lwsupply.com

RECEIVED
AOW CONSTRUCTION LLC

JUN 2 6 2025

Job #: 24048
Cost Code: PO
GL Code:

AOW Construction LLC
30 Essex St
Albany, NY 12206-2050

Ship To: 0018
Albany County Airport Auth
737 Albany Shaker Rd
Albany, NY 12211

Ship Via	Order Type	Order Date	Ship Date	Sales Agent	Ordered By	Reference	Job
OTF	DELIVERY	06/23/25	06/23/25	M Towers			
Shipping Branch	7118 Cohoes NY (518) 783-6121						

Item Code	Item Description	Quantity Ordered	Quantity Shipped	UOM	Extended Quantity	Price UOM	Price Per UOM	Extended Price
USG419	3/4" x 2' x 2' USG Frost FLB 32SF White 8/CT #419	49	49	CT	1.568	MS	2,950.000	4,625.60
	SUBTOTAL							4,625.60
	Freight Surcharge							69.38
	Sales Tax							0.00

RIGHT PRODUCT.
RIGHT PLACE.
RIGHT TIME.

- DRYWALL
- CEILINGS
- STEEL
- INSULATION & MORE



L&W SUPPLY

1% 10TH FM NET 25TH of FM

You may deduct 46.26 if paid by 07/10/25

Make Checks Payable & Remit To:
L&W Supply Corporation
P.O. Box 412898
Boston, MA 02241-2898

TOTAL PAYABLE IN U.S. DOLLARS: 4,694.98

VIEW AND PAY ONLINE: https://lwsupply.billtrust.com | ENROLLMENT TOKEN: QTT RRB MVQ | ACCOUNT #: 115955-0001

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Docusign Envelope ID: 458405A7-274B-458A-8E2E-0C818F5F5B76

PCO-100 Rec'd TCCo 08.27.25

A-O-W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

07-31-25
Date

ACAA 24-048
Job Name/Number

Bruce Boice — PCO-100
Recorded By — COR/ICOR #

Bill To:

QTY	Material	Unit $	Cost	Description
1 box	Armstrong ceiling Tees			

QTY	Rentals/ Tools	Amount
2	Bakers scaffolds	
	Delivery	
	Total Rentals	

	Delivery				
	Total Materials				

Date	Name	Trade	Rate	Hours	Amount
07-31-25	Evan Temple	C		8	
	Jeff Rathbun	C		8	
	Frank Moore	CF		8	

Is Work Complete? ☐ Yes ☑ No

Total Labor	
Total Materials	
Total Rentals	
Total Labor	
Tax	
OH&P	
Total	

Work Order By:

Authorized Signature:

I acknowledge the completion of the above described work

Docusign Envelope ID: 458405A7-274B-458A-8E2E-0C818F5F5B76

L&W SUPPLY

PCO-100 [illegible]

INVOICE

1014713651-001

L&W Supply - Cohoes, NY
36 Green Mountain Dr
Cohoes, NY 12047-4806
Phone: (518) 783-6121

Remit To: L&W Supply Corporation
P.O. Box 412898
Boston, MA 02241-2898

Invoice Date: 07/18/25
Account: 115955 0018
Branch: 7118
Phone: (518) 482-3400
Fax: (518) 482-3444
Delivery: 1014713651-001

Bill To: AOW Construction LLC
30 Essex St
Albany, NY 12206-2050

Ship To: Albany County Airport Auth
737 Albany Shaker Rd
Albany, NY 12211

Reprinted: 08/20/25 14:55:15

PO: 24048		Ref:		Job:	
Order Date: 07/18/25 Ship Date: 07/18/25	Sales Agents: M Towers C Nightingal	Order Type: CPU Ordered By: Patric Entered By: EB060073	Ship Via: CPU Auth Chg:	Frt Term:	

QTY ORDERED	QTY SHIPPED	UOM	ITEM/DESCRIPTION	CONVERTED QTY	PRICE/UOM	AMOUNT
3	3	PC	M20 1" x 2" x 10' USG Donn Wall Angle Molding Flat White 25/BX #M20	.03/ML	1,600.00/ML	48.00
2	2	CT	DXT222 1-1/2" x 2' USG Donn Centricitee Cross Tee 9/16" Flat White 050 60/BX #DXT222	.24/ML	1,100.00/ML	264.00
1	1	CT	DXT422 1-1/2" x 4' USG Donn Centricitee 9/16" Cross Tee Flat White 050 60/BX #DXT422	.24/ML	1,100.00/ML	264.00
			Subtotal			576.00
			Freight Surcharge			8.64

Payment Terms:
1% 10TH FM NET 25TH of FM Due Date: 08/25/25
You may deduct 5.76 if paid by 08/10/25

Balance **$584.64**

Printed: 08/20/25 14:55:15

Docusign Envelope ID: 458405A7-274B-458A-8E2E-0C818F5F5B76

PCO-100 Rec'd TCCo 08.27.25

Turner

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal A Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #161: First Floor ACT Ceiling Alignment

Status	Closed on 07/10/25		
To	Joe Sirkovich (Fennick McCredie Architecture) Melissa Vaillancourt, AIA (Fennick McCredie Architecture) Ozlem Kizilkaya (Fennick McCredie Architecture)	**From**	Alysia Sanichar (AOW Construction) 30 Essex Street Albany, New York 12206
Date Initiated	Jul 9, 2025	**Due Date**	Jul 29, 2025
Location	Phase 1: Gates A1 + A2>Level 1	**Project Stage**	Course of Construction
Cost Impact	TBD	**Schedule Impact**	TBD
Spec Section		**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings			
Received From	Patrick Andrews (AOW Construction)		
Copies To	Patrick Andrews (AOW Construction), Bruce Boice (AOW Construction), Turner Bradford, PE (McFarland-Johnson Inc), Al Burgazoli (AOW Construction), Zack Geddies (Albany County Building Department), Ozlem Kizilkaya (Fennick McCredie Architecture), John LaClair, PE (Albany County Airport Authority), Natram Lackraj (Turner Construction Company), Alysia Sanichar (AOW Construction), Joe Sirkovich (Fennick McCredie Architecture), Melissa Vaillancourt, AIA (Fennick McCredie Architecture), Robert Wagner (Turner Construction Company)		

Activity

Question

Question from Alysia Sanichar AOW Construction *on Tuesday, Jul 8, 2025 at 04:46 PM EDT*

The first floor ACT ceiling in the (old) hold room area A1 and A2 G138B/G138C does not align with the ceiling in the lounge area G138A. When installing the new ACT ceiling please advise if these ceilings can be mis-aligned or if the lounge area ceiling G138A should be removed and replaced.

Attachments
L1 Ceiling Allignment.png, RFI First Floor ACT Ceiling Alignment.pdf

Official Response

Response from Joe Sirkovich Fennick McCredie Architecture *on Thursday, Jul 10, 2025 at 12:46 PM EDT*

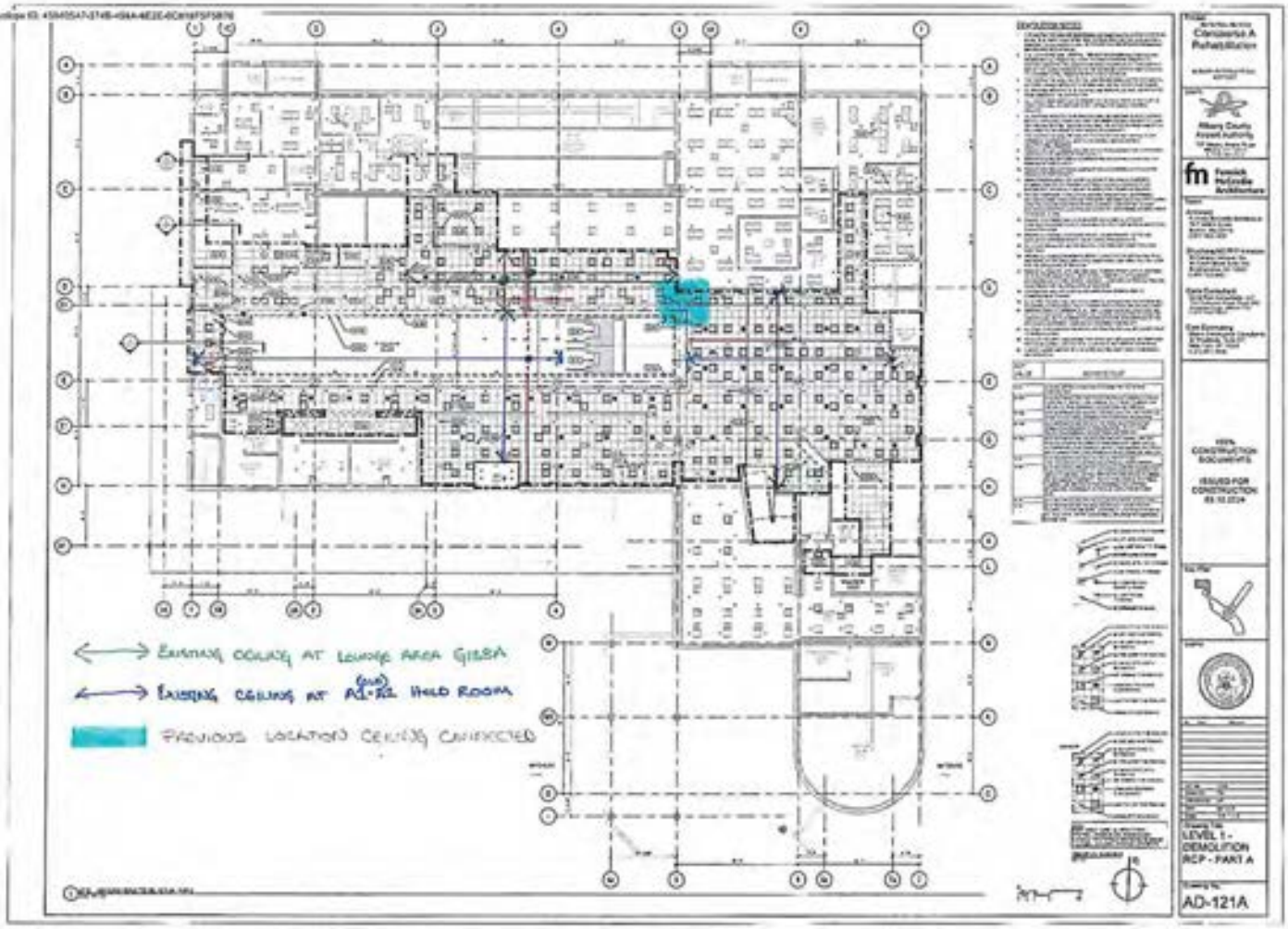
The ceiling grids were designed to be aligned throughout the Level 1 space as shown on the Level 1 RCP Part A floor plan, A-121A. Please adjust the lounge area ceiling grid to align with the main holdroom space ceiling grid.
Joe Sirkovich

All Replies

Response from Joe Sirkovich Fennick McCredie Architecture *on Thursday, Jul 10, 2025 at 12:46 PM EDT*

The ceiling grids were designed to be aligned throughout the Level 1 space as shown on the Level 1 RCP Part A floor plan, A-121A. Please adjust the lounge area ceiling grid to align with the main holdroom space ceiling grid.
Joe Sirkovich

PCO-100 Rec'd TCCo 08.27.25



PCO-102

Docusign Envelope ID: F7E1F1A8-A3B5-4BB9-A868-2D2894F27BDE

PCO-102 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (516)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 102
Date: 8/21/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR-102 PCO-102 ASI-023 R2 Access Panels in Wood Ceilings PCO-102 / COR-102 - This change order covers the work required to create access panels in the WD-1 (9-wood) ceiling located in Concourse A. The work includes laying out the panel locations, modifying and sectioning the existing wood baffles to form removable 24" x 24" panels, applying wood veneer to finish the exposed cut ends, constructing the supporting framework, and attaching the wood baffles to the framework so that the panels are self-supporting within the ceiling grid.

Pricing Summary

AOW Materials		$ 342.00
AOW Materials		$ 536.00
AOW Labor		$ 9,623.00
Subtotal:		$ 10,501.00
Bond	0.50%	$ 60.00
OH&P on AOW Work	15.00%	$ 1,575.00
Total:		$ 12,136.00

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Signed by: Al Bongazoli EAA73FEA455F407...
Date: 8/27/2025

PE

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

Docusign Envelope ID: F7E1F1A8-A3B5-4BB9-A868-2D2894F27BDE

PCO-102 Rec'd TCCo 08.27.25

A-O-W CONSTRUCTION
30 Essex Street
Albany, NY 12206
T 518-482-3400
F 518-482-3444

24-0048 Albany Airport Concourse A Rehab
COR-100 - PCO-100 - RFI 161 First Floor ACT Ceiling Alignment

AOW Labor	Regular Hours	OT Hours	Regular Rate	OT Rate	Total
AOW Labor (Superintendent)			$ 94.00	$ 141.00	$ -
AOW Labor (Project Manager)			$ 95.00	$ 110.00	$ -
AOW Labor (Carpenter Foreman)	24		$ 90.00	$ 135.00	$ 2,160.00
AOW Labor (Carpenter)	48		$ 88.00	$ 129.00	$ 4,224.00
AOW Labor (Laborer Foreman)			$ 90.00	$ 135.00	$ -
AOW Labor (Laborer)			$ 87.00	$ 129.00	$ -
			AOW Labor Total:		**$ 6,384.00**

AOW Material	Quantity	Units	$/Unit	Cost/Item	
USG 419 Frost Ceiling Tiles	5	Cases	$ 94.40	$ 472.00	$ 472.00
Hang Wire	2	Rolls	$ 7.68	$ 15.36	$ 15.36
			AOW Material Total:		**$ 487.36**

AOW Tool Rentals	Quantity	Units	$/Unit	Cost/Item	
Scissor Lift	1	Week	$ 268.00	$ 268.00	$ 268.00
				$ -	$ -
			AOW Tool Rental Total:		**$ 268.00**

AOW Subtotal:			**$ 7,139.36**

Subcontractors	Subcontractor Costs	10% Mark-up	
Atlantic Painting and Taping	$ 390.74	$ 39.07	$ 429.81
		$ -	$ -
		$ -	$ -
		$ -	$ -
Subcontractor Total:	**$ 390.74**	**$ 39.07**	**$ 429.81**

Subtotal All Categories:			**$ 7,569.17**
15.0%	AOW OH&P on Self-Performed		$ 1,070.90
5.0%	AOW OH&P on Sub costs		$ 19.54
	Subtotal:		**$ 8,659.61**
0.5%	Bond		$ 43.30
Grand Total:			**$ 8,702.91**

Docusign Envelope ID: F7E1F1A8-A3B5-4BB9-A868-2D2894F27BDE

PCO-102 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

07-16-25
Date

ACAA 24-048
Job Name/Number

Bruce Boice — COR-070
Recorded By — **COR/ICOR #**

Bill To:

QTY	Material	Unit $	Cost	Description
12 LF	1/8" 3/4" x 3/4" painted aluminum channel			Modify wood ceiling for added access panels
	fasteners			remove,cut, sand, finish and install
	veneer ends			

QTY	Rentals/ Tools	Amount
1	20' Platform lift	
	Delivery	
	Total Rentals	

		Delivery			
		Total Materials			

Date	Name	Trade	Rate	Hours	Amount
07-16-25	Frank Moore	CF		6	
	Georgy Balazs	C		8	

	Is Work Complete? ☐ Yes ☑ No	Total Labor	
		Total Materials	
Work Order By:		Total Rentals	
		Total Labor	
Authorized Signature:		Tax	
		OH&P	
I acknowledge the completion of the above described work		Total	

Docusign Envelope ID: F7E1F1A8-A3B5-4BB9-A868-2D2894F27BDE

PCO-102 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

07-18-25
Date

ACAA 24-048
Job Name/Number

Bruce Boice COR-070
Recorded By **COR/ICOR #**

PCO-102

Bill To:

QTY	Material	Unit $	Cost	Description
	veneer ends			Modify wood ceiling for added access panels
				remove,cut, sand, finish and install

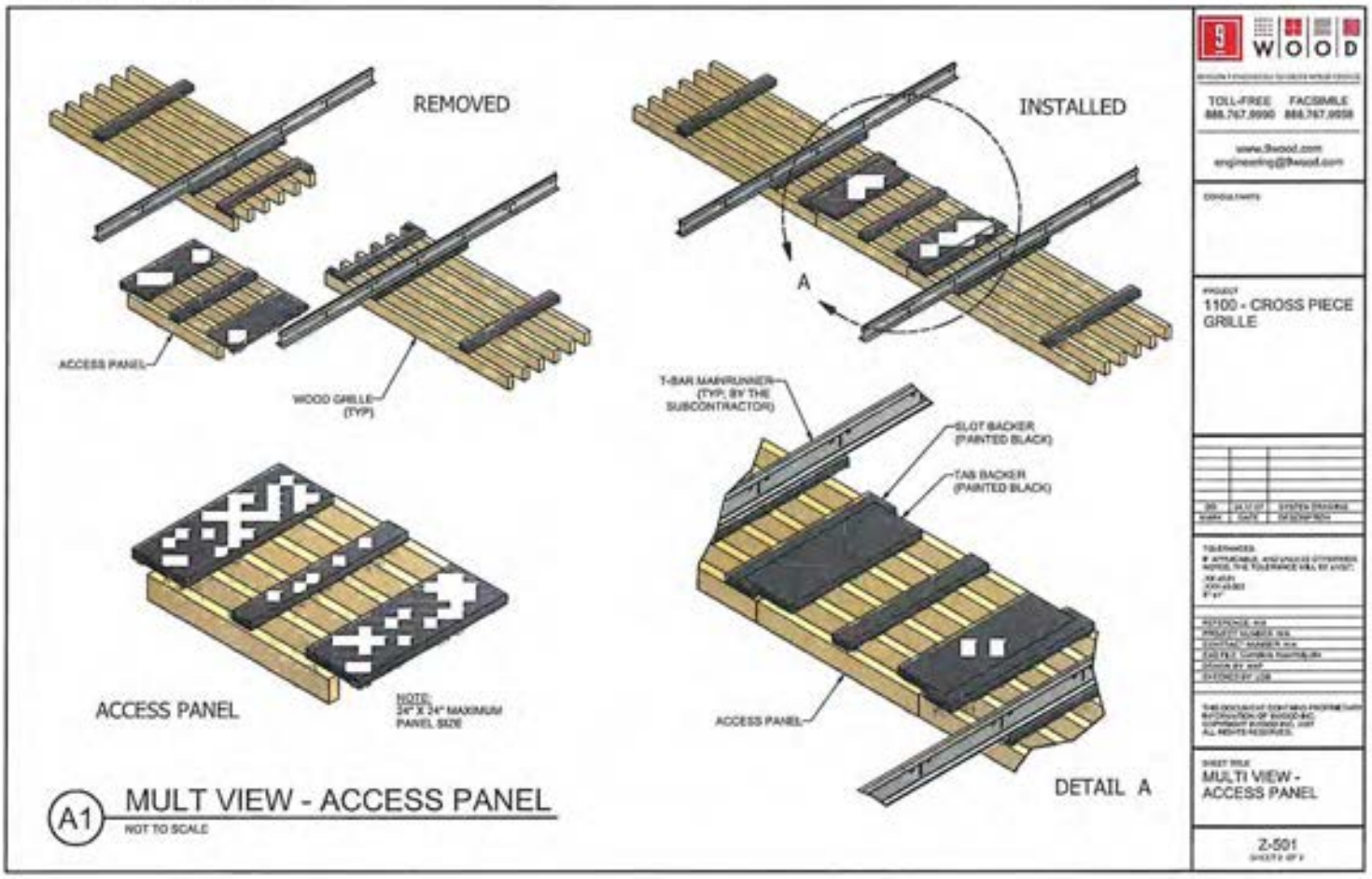
QTY	Rentals/ Tools	Amount
1	20' Platform lift	

	Delivery		Delivery
	Total Materials		Total Rentals

Date	Name	Trade	Rate	Hours	Amount
07-18-25	Georgy Balazs	C		6	

Is Work Complete? ☐ Yes ☑ No		Total Labor	
		Total Materials	
Work Order By:		Total Rentals	
		Total Labor	
Authorized Signature: VTO		Tax	
		OH&P	
I acknowledge the completion of the above described work		Total	

PCO-102 Rec'd TCCo 08.27.25



A1 MULT VIEW - ACCESS PANEL
NOT TO SCALE

WOOD
TOLL-FREE 888.767.9990 FACSIMILE 888.767.9958
www.9wood.com
engineering@9wood.com

CONSULTANTS

PROJECT
1100 - CROSS PIECE GRILLE

TOLERANCES

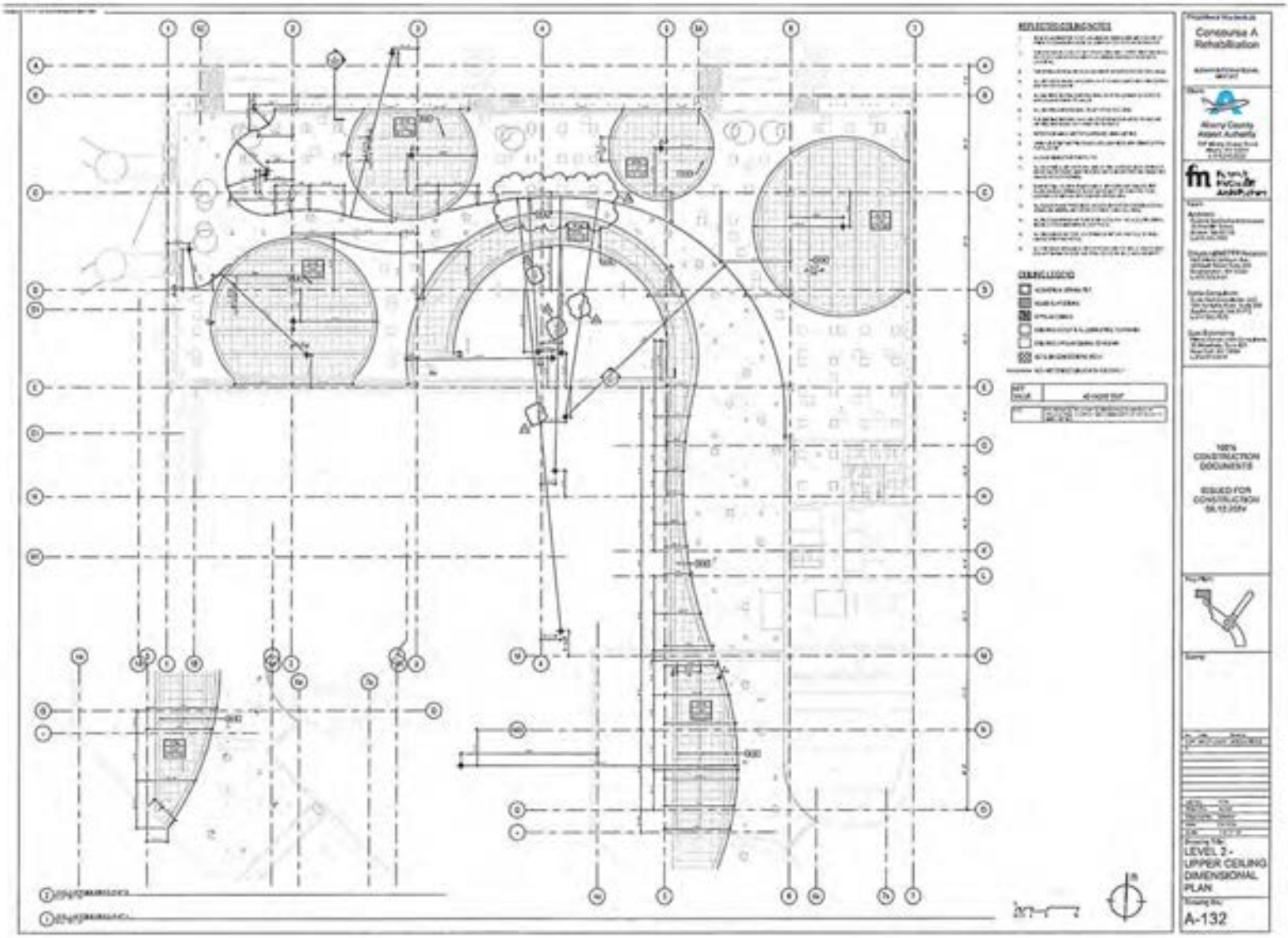
REFERENCE: n/a
PROJECT NUMBER: n/a
CONTRACT NUMBER: n/a
DATE FILE CREATED: 04/07/2025
DRAWN BY: MAP
CHECKED BY: JDB

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SHEET TITLE
MULTI VIEW - ACCESS PANEL

Z-501

PCO-102 Rec'd TCCo 08.27.25



PCO-105

Docusign Envelope ID: 2C0AF829-0FEA-4794-9BDD-F0B934D4A0C8

PCO-105 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION
30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 105
Date: 8/21/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR 105 PCO-105 RFI-163 Gate Podium Device Cut-Outs:This PCO covers additional cut-outs in the ticket counters for installation of ticket barcode scanners, as directed by ACAA and the Airlines per RFI-163. Scope included drilling holes in the solid surface countertops and installing grommets at each location.

Pricing Summary

AOW Materials		$ 5.00
AOW Labor		$ 180.00
Subtotal:		$ 185.00
Bond	0.50%	$ 1.00
OH&P on AOW Work	15.00%	$ 28.00
Total:		$ 214.00

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Al Burgazoli
EAA73FEA455F407...
Date: 8/27/2025

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

08
PK

PCO-105 Rec'd TCCo 08.27.25

Docusign Envelope ID: 2C0AF829-0FEA-4794-9BDD-F0B934D4A0C8

MyCableMart.com

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SHOP CATEGORIES: Grommets • 2IN CUT-HOLE SIZE White Round Wire Management Grommet with Removable Lid

2IN CUT-HOLE SIZE WHITE ROUND WIRE MANAGEMENT GROMMET WITH REMOVABLE LID

☆☆☆☆☆ 30 reviews



Price: $2.39 each

BA-1035WH

QUANTITY: 1 In Stock

REQUEST QUOTE OR CUSTOMIZATION

PRODUCT DATASHEET

QTY DISCOUNT PRICING

Docusign Envelope ID: 2C0AF829-0FEA-4794-9BDD-F0B934D4A0C8

PCO-105 Rec'd TCCo 08.27.25

Turner

Turner Construction Company
1 Computer Drive South
Albany, New York 12205

August 18, 2025

Mr. Patrick Andrews
AOW Construction
Project Manager
30 Essex Street
Albany, NY 12206

RE: Albany County Airport Authority
PCO-105 RFI-163 Gate Podium Device Cut-Outs

Dear Mr. Andrews,

Please provide pricing for RFI-163 Gate Podium Device Cut-Outs. Submit pricing on this item no later than next Monday, August 25, 2025.

Please feel free to contact me if you have any questions regarding this request.

Sincerely,

Brian McNeil

Brian McNeil
Project Engineer
Turner Construction Company

PCO-107

Docusign Envelope ID: E9710105-F3FF-4C0C-AB6C-D406D37C2CE3

PCO-107 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION

30 Essex Street
Albany, NY 12206
Ph : (518)482-3400

Change Request

To: Robert Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

Number: COR 107
Date: 8/21/25
Job: 24-00048 AIA Concourse A Rehab

Reason: Owner Request

We are pleased to offer the following specifications and pricing to make the following changes:

Detailed Description

COR 107 PCO-107 RFI-169 Removal of Transfer Fan - This PCO covers the removal of the ceiling-mounted transfer fan and its associated supports, as directed by RFI-169. The removed equipment will be turned over to ACAA.

Pricing Summary

AOW Labor		$ 176.00
Subtotal:		$ 176.00
Bond	0.50%	$ 1.00
OH&P on AOW Work	15.00%	$ 26.00
Total:		$ 203.00

If you have any questions, please contact me at 518-482-3400.

Submitted by: Patrick Andrews
AOW Construction, LLC

Cc:
Alysia Sanichar (AOW Construction, LLC)

Approved by AOW CONSTRUCTION, LLC.:
Approved: Ab Burgazoli
EAA73FEA455F407...
Date: 8/27/2025

Approved by ARCHITECT:
Approved: _____
Date: _____

Approved by OWNER:
Approved: _____
Date: _____

Docusign Envelope ID: E9710105-F3FF-4C0C-AB6C-D406D37C2CE3

PCO-107 Rec'd TCCo 08.27.25

A·O·W CONSTRUCTION

30 Essex St
Albany, NY 12206
P: (518)482-3400 F: (518)482-3444

Work Order

08-14-25
Date

ACAA 24-048
Job Name/Number

Bruce Boice — RFI - 169
Recorded By — COR/ICOR #

Bill To:

QTY	Material	Unit $	Cost	Description
				Remove Plenum transfer fan by gate A4

QTY	Rentals/ Tools	Amount
1	20' Platform lift	

	Delivery		Delivery
	Total Materials		Total Rentals

Date	Name	Trade	Rate	Hours	Amount
	Evan Temple	C		1	
	Jeff Rathbun	C		1	

Is Work Complete? ☑ Yes ☐ No		Total Labor	
		Total Materials	
Work Order By:		Total Rentals	
		Total Labor	
Authorized Signature:		Tax	
		OH&P	
I acknowledge the completion of the above described work		Total	

AGENDA ITEM NO. 11.2

Change Order 14: Authorization to Award Contract Change Order #14 to Construction Contract 21-1082-GC for the Pre-TSA Terminal Expansion to MLB Construction Services, LLC.

AGENDA ITEM NO: 11.2
MEETING DATE: September 15, 2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved 09/15/2025

DEPARTMENT: *Planning and Engineering*

Contact Person: *John LaClair, P.E., Chief Engineer*

PURPOSE OF REQUEST:

Change Order 14: *Authorization to Award Contract Change Order #14 to Construction Contract 21-1082-GC for the Pre-TSA Terminal Expansion to MLB Construction Services, LLC.*

CONTRACT AMOUNT:

Base:	$32,796,900.00
Change Order #1	49,999.00 - ACAA Approved 01/23/2024
Change Order #2	49,999.00 - ACAA Approved 01/23/2024
Change Order #3	49,999.00 - ACAA Approved 01/23/2024
Change Order #4	113,499.81 - ACAA Approved 01/23/2024
Change Order #5	188,732.19 - ACAA Approved 01/23/2024
Change Order #6	344,659.00 - ACAA Approved 02/12/2024
Change Order #7	No Cost - ACAA Approved 03/18/2024
Change Order #8	115,765.00 – ACAA Approved 05/09/2024
Change Order #9	273,508.00 – ACAA Approved 10/15/2024
Change Order #10	260,909.00 – ACAA Approved 04/16/2025
Change Order #11	531,855.00 - ACAA Approved 04/16/2025
Change Order #12	98,296.00 - ACAA Approved 05/12/2025
Change Order #13	61,603.00 - ACAA Approved 06/9/2025
Change Order #14	329,753.00 - *pending Board approval
Total:	$35,265,477.00

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes √ **No** ___ **NA**
Funding Account No.: *CPN 50-2021*

AWARD CONDITIONS MET:

Apprenticeship √ *DBE* √ *MWBE* √

Service Disable Veteran Owned Business (SDVOB) N/A

AGENDA ITEM NO: 11.2
MEETING DATE: September 15, 2025

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal *40%* **State** 60% **Airport** *N/A*
Term of Funding: *2023-2026*
Grant No.: *N/A* **STATE PIN:** *N/A*

JUSTIFICATION:

Request to approve Change Order #14 for Contract # 21-1082-GC for the Pre-TSA Terminal Expansion to qualified low bidder MLB Construction Services, LLC Malta, NY. This Change Order request is due to changes to the contract work due to additional structural removal and the addition of level 3, beam removal. Reworking of the Terminal glass wall handrail and relocation of the east Terminal temporary wall. There is an additional SOFP at the existing parking garage. Also there are several small items such as the level 1 viewing window installation, added concrete at the L-wall and storm and sewer line sleeves for the east mat slab.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES √ **NA**_____

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES** √ **NA**___

BACK-UP MATERIAL:

Please refer to the attached Change Order #14 backup information compiled by Turner Construction Company.

AIA® Document G731™ – 2019

Change Order, Construction Manager as Adviser Edition

PROJECT: *(name and address)*
Albany County Airport Authority
Terminal Expansion
737 Albany Shaker Road
Albany New York 12211

CONTRACT INFORMATION:
Contract For: General Construction
[1082-GC]
Date: 08-28-2023

CHANGE ORDER INFORMATION:
Change Order Number: 014

Date: 08-07-2025

OWNER: *(name and address)*
Albany County Airport Authority
737 Albany Shaker Road
Albany, NY 12211

ARCHITECT: *(name and address)*
CHA Consulting Inc.
3 Winners Circle
Albany, NY 12205

CONTRACTOR: *(name and address)*
MLB Construction Services LLC
One Stone Brook Road
Malta, NY 12020

CONSTRUCTION MANAGER: *(name and address)*
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

THE CONTRACT IS CHANGED AS FOLLOWS:
(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits. Also include agreed upon adjustments attributable to executed Construction Change Directives.)

01. PCO-052a ASI-023 Structural Revisions Demo (Add $41,729.00)
02. PCO-146d Back of House Firestopping Existing Penetrations (AHJ Request) (Add $3,891.00)
03. PCO-202c Jackson Cost of ASI-100 L3 Beam Removal (Add $51,775.00)
04. PCO-241 Terminal Side SOG Removal (Add $9,925.00)
05. PCO-243 RFI-275 Added Concrete at L-Wall (Add $2,182.00)
06. PCO-250 L1 Dunkin Viewing Window (Add $1,507.00)
07. PCO-251 Parking and Laydown Area (Add $3,987.00)
08. PCO-255 Terminal Glass Handrail Angle Rework (Add $24,667.00)
09. PCO-257 Exisitng Sky Light Conflict w West Mech. Room Wall (Add $770.00)
10. PCO-258 Site Fence Maintence (Add 4,483.00)
11. PCO-282 Terminal East Temporary Wall Relocations (Add $72,840.00)
12. PCO-284a ASI-128 B-Line Bracing Steel Cost Only (Add $16,651.00)
13. PCO-289 Additional SOFP at Parking Garage (Add $77,165.00)
14. PCO-291b Storm and Sewer Line Sleeves for East Mat Slab (Add $12,954.00)
15. PCO-309 East Connector Roof Deck Cut Back For Knee Wall Framing (Add $5,227.00)
16. A schedule adjustment can be made in a future change order to which MLB and ACAA agree in accordance with Article 17 of MLB's executed contract.

The original Contract Sum was	$	32,796,900.00
Net change by previously authorized Change Orders	$	2138824.00
The Contract Sum prior to this Change Order was	$	34,935,724.00
The Contract Sum will be increased by this Change Order in the amount of	$	329753.00
The new Contract Sum including this Change Order will be	$	35,265,477.00

The Contract time will be unchanged by Zero(0) days.
The Contractor's Work shall be substantially complete on11-12-2024.

NOTE: This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.

NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONSTRUCTION MANAGER, CONTRACTOR, AND OWNER.

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User Notes: (685ef20c1f2e9fa725259574)

PCO-052a

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	7/10/25
PROPOSAL NO.	PROPOSAL AMOUNT
38A	$41,729.00

Per NOC 38A dated 2/6/2024, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-023 has been issued for structural clarifications. This NOC, #38A, will be solely for the demolition portion as of 12/26/24 per TCCo request.

Approval of the proposed credit was received from TCCo on 3/14/25.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Jackson Demolition Service Inc				$39,915.06		$39,915.06
					Subtotal:	$39,915.06
		MLB OH&P (Subcontractor)		$36,286.42	5.00%	$1,813.94
					Total:	$41,729.00

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/10/25
Craig Dill
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services, LLC)

Craig Dittl

From: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Sent: Friday, March 14, 2025 11:15 AM
To: Craig Dittl
Cc: Wagner, Robert C - (NYN); Rosario, Gabrielle - (NYN)
Subject: FW: Albany Airport Expansion, BP-2: ASI-023 Demolition Credit

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Craig,

After review of the below email, we are in agreement with the credit below. Please proceed with formal proposal.

Thanks,

Nate Lackraj | Superintendent
Turner Construction Company - NYN
mobile 518.708.5445 | nlackraj@tcco.com

From: Rosario, Gabrielle - (NYN) <grosario@tcco.com>
Sent: Friday, March 14, 2025 10:17 AM
To: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Subject: FW: Albany Airport Expansion, BP-2: ASI-023 Demolition Credit

Gaby Rosario | Field Engineer
Turner Construction Company | 1 Computer Drive South | Albany, NY 12205
main office: 518.432.0277 | mobile: 838.207.7648
website | linkedin | facebook | twitter | youtube

From: Craig Dittl <cdittl@mlbind.com>
Sent: Friday, February 21, 2025 12:05 PM
To: Wagner, Robert C - (NYN) <rwagner@tcco.com>; Lackraj, Natram - (NYN) <nlackraj@tcco.com>; Rosario, Gabrielle - (NYN) <grosario@tcco.com>
Cc: Jeffrey Lino <Jlino@mlbind.com>; jfrederick@jacksondemolition.com
Subject: Albany Airport Expansion, BP-2: ASI-023 Demolition Credit

EXTERNAL EMAIL - Please Handle Cautiously

As discussed, below is the labor breakout from Jackson. As a refresher for everyone, what this is for is to essentially credit back not just what was shown to remain in the ASI (head of doorway) but also the jambs...the thought process here is that if Jackson is going to do the jambs on T&M because of the change in condition, by rights they needed to give back the portion already owned.

Jackson figured a 4-man crew for a week and a half for this work. Keep in mind, originally the plan was to simply cut the jamb/head and push into the existing elevator shaft...debris to be removed when the shaft came down. With all the back and forth about the heads, the shaft ended up coming down before a definitive path about the heads was devised.

The way I see it, that means we have 4 levels in consideration (Level 5 remains both jambs and heads to be demolished per DM-201).

If Jackson is providing a credit of 4 laborers for 8 days...that equates to that 4-man crew completing a floor every two days. That didn't seem unreasonable to me. Monetary breakdown below:

4 Laborers, 8 days is 256 manhours x $77.89/HR = ($19,939.84)

If you provide the acceptance of this credit, the balance of this change will be the T&M add-back.

Rob, the other thing you asked about was the shoring. I did confirm this with Josh, his scope included that during their demo and until we built it back...his team was going to install lally columns/jackposts. Jackson owns that material so there really isn't anything to give back on that. This situation wouldn't be a wall as with the other areas because if you built a wall you'd essentially cut yourself off from doing the concrete and block work to rebuild the jambs.

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

mlb

Over 75 Years of Construction Excellence
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:

ECA Eastern Contractors Association
AGC New York State — Associated General Contractors New York State
NAWIC the National Association of Women in Construction — Capital District, NY

Albany Airport PCO-264

Item	Rate	Hours	Total
Superintendent	$ 125.00	~~88~~ 96	$ ~~12,000.00~~
Foreman	$ 120.00	✓72	$ 8,640.00
Operator	$ 114.51	✓32	$ 3,664.32
Laborer (ATLANTIC)	$ 85.56	✓144	$ 12,320.64
Misc. Rentals, PPE, ETC (ATLANTIC)	~~$ 3,008.17~~	1	~~$ 3,008.17~~
Eagle Invoices	$ 17,600.00	✓ 1	$ 17,600.00
			$ -
			$ -
			$ -
			$ -
		Total	~~$ 57,233.13~~
		MU	~~$ 5,873.72~~
		~~Grand Total~~	~~$ 63,106.85~~

~~$11,000~~ (CD)

~~$2728.45 + 10% = $3001.3~~

$56,226.26

* APPLY ($19,939.84) CREDIT

+ $56,226.26

$36,286.42

+ 10%, $3,628.64

$39,915.06

(CD)

Rec'd TCCo PCO-052a 07.[illegible].25

Company: MLB

JACKSON

2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

Date: 12 May 25

Job #: 23026

Job Name: Albany Airport

Description of Work: Jawcut Elevator Door Openings

Equipment, Labor and Material Provided		
Eagle Ticket		
(2 men @ 8 hrs)	1	
1 Lab @ 8 hrs ✓		
1 Supt @ 8 hrs ✓		
PCO # 264		
MW/ATC		
✓	(TO)	

Signature: Ed Andress Date: 5/13/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field

Rec'd TCCo PCO-052a 07.1[illegible].25

Company: ML-B

JACKSON

2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

Date: 13 May 25

Job #: 2302b

Job Name: Albany Airport

Description of Work: Sawcut Elevator Door openings

Equipment, Labor and Material Provided		
Eagle Ticket (Zimen @ 8 hrs Each) 2		
1 Lab @ 8 hrs ✓		
1 Supt @ 8 hrs		
PCO # 264		
MW ATD		
(ATD)		

Signature Ed Ackles ✓ Date: 5/14/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field

Rec'd TCCo PCO-052a 07.17.25

Company: MLB

JACKSON

2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

Date: 14 May 25

Job #: 2302b

Job Name: Albany Airport

Description of Work: Sawcut Elevator Door openings

Equipment, Labor and Material Provided		
Eagle Ticket		
(2 men @ 4 hrs EACH) 3		
1 Lab @ 4 hrs ✓		
1 Supt @ 4 hrs ✓		
PCO # 264		
APPROVED		

Signature: Ed Andras ✓ VPC Date: 5/15/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field

Rec'd TCCo PCO-058a 07.11.25

Company: MLB

JACKSON

2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

Date: 15 May 25

Job #: 23026

Job Name: Albany Airport

Description of Work: Install Elevator Door Openings

Equipment, Labor and Material Provided		
Eagle Ticket (Zimen 8 hrs EA) 4		
1 Lab @ 8 hrs ✓		
1 Supt @ 8 hrs ✓		
PCO # 264		
AP Collected VTO		
✓		

Signature: Ed Andres (VTO) Date: 5/16/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field

Rec'd TCCo PCO-052a 07.1[illegible]25

JACKSON

2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

Date: 19 May 25

Job #: 2306

Job Name: Albany Airport

Description of Work: Chip concrete from elevator Heads

Equipment, Labor and Material Provided		
1 Lab Foreman @ 3 hrs ✓		
1 Lab @ 3 hrs ✓		
Air compressor 2 Rivet busters } 3 hrs 4 Lengths hose		
PCO # 264		
EC Andres ✓ (TO)		

Signature EC Andres Date: 5/21/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field

Rec'd TCCo PCO-052a 07.17.25

Company: MLB

JACKSON
2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

Date: 20 May 25
Job #: 25066
Job Name: Albany Airport

Description of Work: Chip Concrete from Elevator Heads

Equipment, Labor and Material Provided		
1 Lab Foreman @ 8 hrs ✓		
2 Labs @ 8 hrs Each ✓✓		
Air compressor 2 8 hrs		
2 Rivet busters		
6 Lengths hose		
PCO # 264		
✓		

Signature: EE Andres (AO) Date: 5/21/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field

Rec'd TCCo PCO 052a 07.11.25

Company: MLB

JACKSON

2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

Date: 21 May 25

Job #: 23026

Job Name: Albany Airport

Description of Work: Saw cut Fender Door openings Chip concrete Headers

Equipment, Labor and Material Provided		
Eagle Ticket		
(Cement @ 8hrs) 5		
1 Lab Foreman @ 8hrs ✓		
1 Lab @ 8hrs ✓		
1 Supt @ 8hrs ✓		
AIR COMPRESSOR } 8 hrs EA		
blasting Hose		
2 Dust Busters		
PCO #264		

Signature _____ Date: 5/21/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field

Rec'd TCCo PCO-052a 07.1?.25

Company: MLD

JACKSON
2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

Date: 22 May 25
Job #: 23016
Job Name: Albany Airport

Description of Work: Squat elevator door openings. Chip Headers

Equipment, Labor and Material Provided		
Eagle Ticket (Zimen 8 hrs Each) ✓		
1 Lab Foreman @ 8 hrs ✓		
1 Lab @ 8 hrs ✓		
1 Supt @ 8 hrs ✓		
Air Compressor 2 Light Vibrators } 8 hrs Each 8 Light Hose		
PCO #264		
VM Wtd		
EA Andrew (40)		

Signature: EA Andrew Date: 5/23/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field

Rec'd TCC's PCO-052a 07.17.25

Company: MLB

JACKSON

2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

Date: 23 May 25

Job #: 23026

Job Name: Albany Airport

Description of Work: Saw cut door openings
Chip Concrete Headers

Equipment, Labor and Material Provided		
Eagle Ticket		
(2 men @ 8 hrs Each)		
1 Lab foreman ✓		
1 Lab ✓ } 8 hrs Each		
1 Supt ✓		
Air Compressor		
8 Lngths hose } 8 hrs Each		
2 Rivet busters		
PCO #264		

MWA ATO

EE Andres (VTC)

Signature EE Andres Date: 5/27/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field

Rec'd TCCo PCO-058a 07.17.25

Company: MLB

JACKSON

2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

Date: 27 May 25

Job #: 2302

Job Name: Albany Airport

Description of Work: Complete saw cuts at door openings. Chip concrete headers

Equipment, Labor and Material Provided		
Eagle Ticket		
(2 men @ 3 hrs Each) 8		
1 Laborer foreman ✓		
2 Labs ✓✓		
1 supt ✓		
1 O.E. ✓		
Air compressor		
2 Lngths hose		
2 rivet busters		
ACO #264		

Signature Ed Anders (PO) Date: 5/28/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field

Rec'd TCCo PCO-052a 07.11.25

Company: MLB

JACKSON

2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

Date: 28 May 25
Job #: 23046
Job Name: Albany Airport

Description of Work: Chip out concrete heads at Elevators

Equipment, Labor and Material Provided		
1 Lab Foreman ✓		
2 Labs ✓ } 8 hrs each		
1 OE ✓		
1 Supt ✓		
Air compressor		
8 Lbs hose } 8 hrs each		
2 Liwt buckets		
PCO # 264		
MWork AP		

Signature: Ed Anders (VIC) Date: 5/30/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field

Rec'd TCCo PCO-052a 07.17.25

Company: MLB

JACKSON

2754 Aqueduct Rd., Schenectady, NY 12309
518-374-3366

Work Order #:

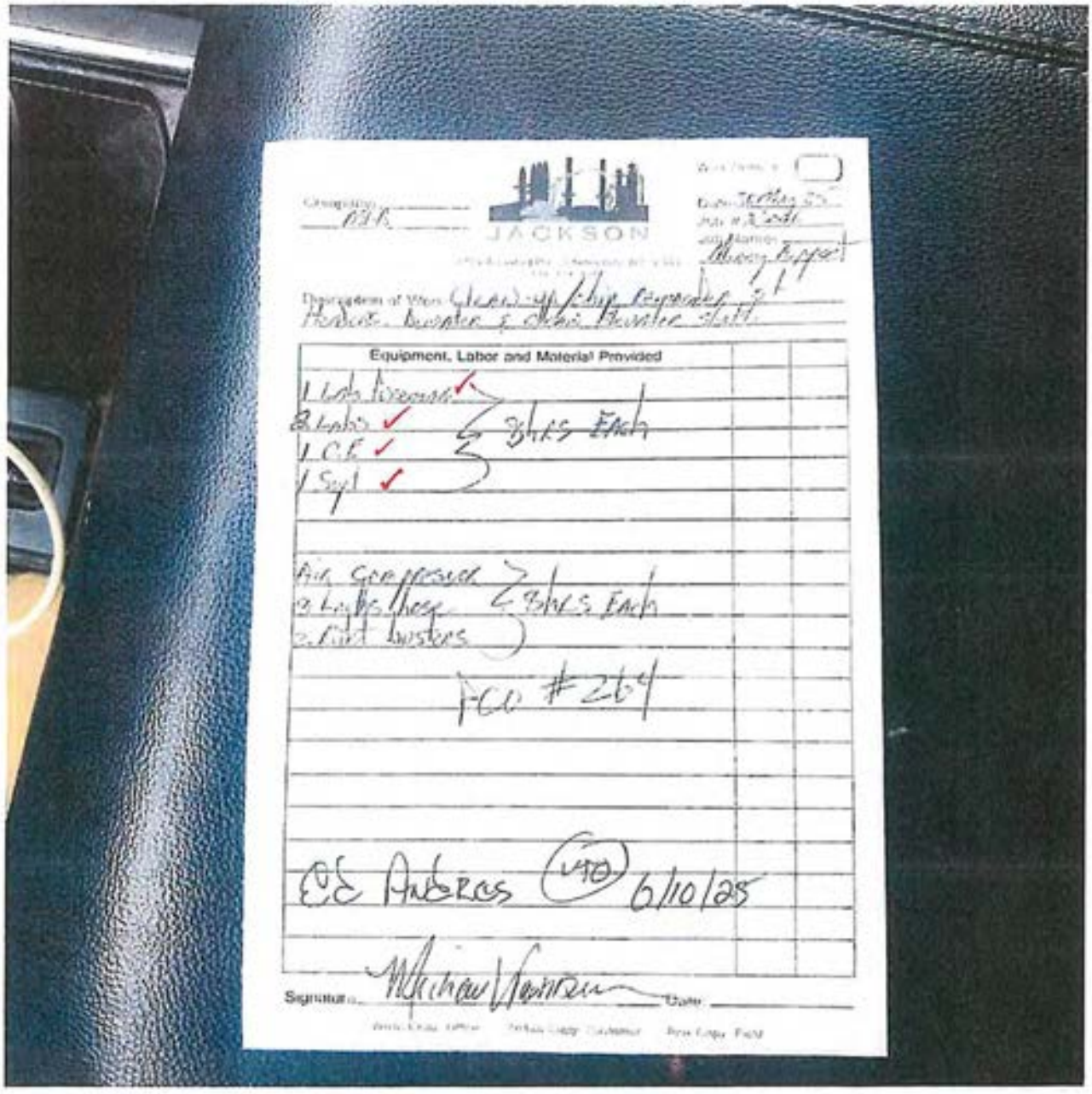
Date: 29 May 25
Job #: 23026
Job Name: Albany Hospital

Description of Work: Remove S.S. Elevator door jambs chip out concrete jambs

Equipment, Labor and Material Provided		
1 Lath Foreman ✓		
2 Laths ✓ } 8 hrs Each		
1 OE ✓		
1 Supt ✓		
Air Compressor		
2 Laths' hose } 8 hrs Each		
2 Rivet busters		
ACO #264		
MWA ATO		
(ATO)		

Signature: Ed Andres Date: 5/30/25

White Copy: Office Yellow Copy: Customer Pink Copy: Field



JACKSON

Description of Work: Clean-up / Dig Expanded Footer, Bucket & Thin Bucket Work

Equipment, Labor and Material Provided		
1 Lab Foreman ✓		
2 Labs ✓	3 hrs Each	
1 CE ✓		
1 Sup ✓		
Air Compressor		
3 Jackhammers	3 hrs Each	
2 Rock Busters		
PCO #264		

CE Anderson (VP) 6/10/25

Signature: Michael Harrison Date:

WALTER S. PRATT & SONS, INC.

P.O. Box 170 317 Columbia Street Rensselaer, N.Y. 12144

SALES - RENTAL - SERVICE

Telephone (518) 465-1549
(800) 613-4738
Fax No. (518) 465-0712

WALTER S. PRATT & SONS, INC.

P.O. Box 170 317 Columbia Street Rensselaer, N.Y. 12144

SALES - RENTAL - SERVICE

Telephone (518) 465-1549
(800) 613-4738
Fax No: (518) 465-0712

13900855

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TERMS: NET 30 DAYS
1 1/2% INTEREST CHARGE PER MONTH, 18% PER ANNUM
WILL BE ADDED TO ALL ACCOUNTS PAST 30 DAYS

FEDERAL I.D. # 14-1442115

WALTER S. PRATT & SONS, INC.

P.O. Box 170 317 Columbia Street Rensselaer, N.Y. 12144

SALES - RENTAL - SERVICE

Telephone (518) 465-1549
(800) 613-4738
Fax No: (518) 465-0712

Customer ID 8212 — SALES INVOICE — Contract Number 01-329078-02

06/04/25

ATLANTIC CONTRACTING & SPEC
1 HARRISON STREET
PO BOX 844
TROY. N.Y. 12180

*ATLANTIC CONTRACTING & SPEC
1 HARRISON STREET
PO BOX 844
TROY. N.Y. 12180

272-2715

P/O number: CREDIT RETURN — Out: WED 06/04/25

Item No.	Qty	Description	Rate Info	Unit	Extended
0590-0013	-2	.12"FLAT CHISEL 11X	5101	27.70	-55.40
0590-0010	-2	.12"POINT 11X RETURN FOR CREDIT INVOICE#328432	5001	27.70	-55.40

Receipts Summary

Date	Seq	Method	Ref/PO	Amount
06/04/25	02	Charge		-119.66

)))))Amt of this Credit Memo: -119.66

Summary

GENERAL RESALE	-110.80
NY REN TAX	-8.86
Total	<-119.66>

Pg Sales Agent: JEFF ROSE — Date: 06/04 — Customer: ATLANTIC CONTRACTIN — Contract:

FEDERAL I.D. #[illegible]115

A 1 1/2% INTEREST CHARGE PER MONTH 18% PER ANNUM WILL BE ADDED TO ALL ACCOUNTS PAST 30 DAYS

CM432

R 12.0.3

COLONY

INVOICE

Account # C-06686
Invoice # INV-2751954
Date 5/13/2025
Page 1 of 1

Please Remit To:
Colony Hardware Corporation
PO Box 21216
New York, NY 10087-1216

Atlantic Contr. & Specialties
PO Box 1658
Lancaster PA 17608

ShipTo: TROY
Atlantic Contracting &
1 Harrison St
Troy NY 12180

P.O.	Order Date	Ship Date	Sales Person	Order #	Ship Via	Due Date
albany airport	5/13/2025	5/14/2025	611 Nicholas Connolly	2118846	Counter	6/12/2025

Ordered By	Job		
Billy			

Line	Item	Description	Catalog	Ship	Price	UM	Ext	Txbl
001	1111504 48-73-1420 Milwaukee BOLT Clear Dual Coat Lens Full Face Shield 14-2732	BOLT Clear Dual Coat Lens Full Face Shield	142732	4	69.9900	EA	279.96	Y

Associated Fulfillments

Route No	Date	Time	Customer
603			

Merchandise Sub Total	279.96
Freight	0.00
Tax Total	22.40
Total Due	302.36

- Returns allowed within 60 days, written authorization required.
- A 15% Restock Fee may apply.
- NO RETURNS after 60 days.
- Special order/customized items are not returnable.

CLICK TO PAY NOW

For questions about this invoice, please contact
Linda Sanders at (585) 262-6813 or lsanders@colonyhardware.com

COLONY

COLONYHARDWARE.COM

INVOICE

Account # C-06686
Invoice # INV-2765540
Date 5/21/2025
Page 1 of 1

Please Remit To:
Colony Hardware Corporation
PO Box 21216
New York, NY 10087-1216

Atlantic Contr. & Specialties
PO Box 1658
Lancaster PA 17608

ShipTo: TROY
Atlantic Contracting &
1 Harrison St
Troy NY 12180

P.O.	Order Date	Ship Date	Sales Person	Order #	Ship Via	Due Date
13900858	5/21/2025	5/22/2025	611 Nicholas Connolly	2129612	Counter	6/20/2025

Ordered By	Job		
Chris			

Line	Item	Description	Catalog	Ship	Price	UM	Ext	Txbl
001	1002076 48-22-8902B Milwaukee ANSI Cut 1 Nitrile Dipped Glove Size L - Bulk 16-8029	ANSI Cut 1 Nitrile Dipped Glove Size L - Bulk	168029	12	4.9900	PR	59.88	Y

Associated Fulfillments

Route No	Date	Time	Customer
603			

Merchandise Sub Total	59.88
Freight	0.00
Tax Total	4.79
Total Due	64.67

- Returns allowed within 60 days, written authorization required.
- A 15% Restock Fee may apply.
- NO RETURNS after 60 days.
- Special order/customized items are not returnable.

CLICK TO PAY NOW

For questions about this invoice, please contact
Linda Sanders at (585) 262-6813 or lsanders@colonyhardware.com

WALTER S. PRATT & SONS, INC.

P.O. Box 170 317 Columbia Street Rensselaer, N.Y. 12144

SALES - RENTAL - SERVICE

Telephone (518) 465-1549
(800) 613-4738
Fax No: (518) 465-0712

Customer ID ========== Contract Number
8212 CONTRACT CLOSING 01-329388-01

06/09/25

ATLANTIC CONTRACTING & SPEC
1 HARRISON STREET
PO BOX 844
TROY. N.Y. 12180

ATLANTIC CONTRACTING & SPEC
1 HARRISON STREET
PO BOX 844
TROY. N.Y. 12180

272-2715

P/O number: ALBANY AIRPORT

From: MON 05/12/25
Thru: FRI 05/30/25

Item No.	Qty	Description	Rate Info	Unit	Extended
0090-0050	1	RIVET BUSTER, 11X LARGE DW		607.00	607.00
01-1253		PN4210250 Serial number: PN4210250			

Receipts Summary

Date	Seq	Method	Ref/PO	Amount
06/09/25	01	Charge		655.56

)))))Amt Due this Invoice: 655.56
Total Unpaid this Contract: 655.56

Summary

GENERAL RENTAL	607.00
NY REN TAX	48.56
Total	655.56

FRI 05/30/25 12:00

Pg Sales Agent: Date: Customer: Contract:
1 JEFF ROSE 06/09 ATLANTIC CONTRACTI FEDERAL I.D. 141142115

TERMS: NET 30 DAYS
A 1 1/2% INTEREST CHARGE PER MONTH, 18% PER ANNUM
WILL BE ADDED TO ALL ACCOUNTS PAST 30 DAYS

R 12.0.3

WALTER S. PRATT & SONS, INC.

P.O. Box 170 317 Columbia Street Rensselaer, N.Y. 12144

SALES - RENTAL - SERVICE

Telephone (518) 465-1549
(800) 613-4738
Fax No: (518) 465-0712

Customer ID: 8212 — CONTRACT CLOSING — Contract Number: 01-329235-01

06/04/25

ATLANTIC CONTRACTING & SPEC
1 HARRISON STREET
PO BOX 844
TROY. N.Y. 12180

*ATLANTIC CONTRACTING & SPEC
1 HARRISON STREET
PO BOX 844
TROY. N.Y. 12180

272-2715

P/O number: ALBANY AIRPORT

From: TUE 05/13/25
Thru: FRI 05/30/25

Item No.	Qty	Description	Rate Info	Unit	Extended
0090-0050 01-1252	1	RIVET BUSTER, 11X LARGE DW PN4210249	Serial number: PN4210249	607.00	607.00
0090-0050 01-1074	1	RIVET BUSTER, 11X LARGE DW PUN126669	Serial number: PUN126669	607.00	607.00

Receipts Summary

Date	Seq	Method	Ref/PO	Amount
06/04/25	01	Charge		1311.12

>>>>>Amt Due this Invoice: 1311.12
Total Unpaid this Contract: 1311.12

Summary

GENERAL RENTAL	1214.00
NY REN TAX	97.12
Total	1311.12

FRI 05/30/25 13:00

Pg Sales Agent: 1 JEFF ROSE

Date: 06/04

Customer: ATLANTIC CONTRACTING &

Contract: 01-329235-01

FEDERAL I.D. # 14-1442115

1 1/2% INTEREST CHARGE PER MONTH, 18% PER ANNUM WILL BE ADDED TO ALL ACCOUNTS PAST 30 DAYS

R 12.0.3

WALTER S. PRATT & SONS, INC.

P.O. Box 170 317 Columbia Street Rensselaer, N.Y. 12144

SALES - RENTAL - SERVICE

Telephone (518) 465-1569
(800) 613-4738
Fax No: (518) 465-0712

Customer ID=========== Contract Number
8212 CONTRACT CLOSING 01-329387-01

06/09/25

ATLANTIC CONTRACTING & SPEC
1 HARRISON STREET
PO BOX 844
TROY. N.Y. 12180

ATLANTIC CONTRACTING & SPEC
1 HARRISON STREET
PO BOX 844
TROY. N.Y. 12180

272-2715

P/O number: ALBANY AIRPORT

From: MON 05/12/25
Thru: WED 05/14/25

=Item No.	Qty	Description	Rate Info	Unit	Extended
0090-0050	1	RIVET BUSTER, 11X LARGE DW		186.00	186.00
01-1066		PUN127596 Serial number: PUN127596			

Receipts Summary

Date	Seq	Method	Ref/PO	Amount
06/09/25	01	Charge		200.88
}}}}}Amt Due this Invoice:				200.88
Total Unpaid this Contract:				200.88

Summary

GENERAL RENTAL	186.00
NY REN TAX	14.88
Total	200.88

WED 05/14/25 12:00

Pg Sales Agent: Date: Customer: Contract:
1 JEFF ROSE 06/09 ATLANTIC CONTRACTING & S 01-329387-01

FEDERAL I.D. # 33-1442115

1 1/2% INTEREST CHARGE PER MONTH 18% PER ANNUM
WILL BE ADDED TO ALL ACCOUNTS PAST 30 DAYS

R 12.0.3

Rec'd TCCo PCO-052a 07.17.25

RECEIVED

MAY 30 2025

INVOICE

Eagle Associates Concrete Drilling & Sawing Inc.
P.O. Box 250
Hannacroix, NY 12087
(518), NY 756-6531

erichoglund@ymail.com
(518)756-6531

23-024

Bill to
Jackson Demolition Services
397 Anthony Street
Schenectady, NY 12308

Invoice details
Invoice no.: 15618a
Terms: Net 30
Invoice date: 05/27/2025
Due date: 06/26/2025

Project: Albany Airport

#	Date	Product or service	Description	Qty	Rate	Amount
1.		**Wall Sawing**	Saw cut 10ea door openings through concrete wall for elevator 5/12-5/28 8 days	8	$2,200.00	$17,600.00
			Total			**$17,600.00**

APPROVED 6/9/25

5107

6/9/25

T&M Co

PCO-146d

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO - 146D

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	6/9/25
PROPOSAL NO.	PROPOSAL AMOUNT
129	$3,891.00

Per NOC 129 dated 5/12/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Ceiling re-work required to provide visibility for Phase 4 exploritory viewing. Ceiling needed to be reconstructed/fire-rated as required by Zack Geddies.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Ceiling Re-Work	$3,383.94					$3,383.94
					Subtotal:	$3,383.94
		MLB OH&P (Self-performed)		$3,383.94	14.98%	$507.06
					Total:	$3,891.00

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 6/9/25
Craig Ott
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

NOC #124 EXTRA = 3D

MLB CONSTRUCTION SERVICES LLC — GENERAL CONTRACTOR

PROJECT: Airport Terminal -BP02 DESCRIPTION: PCO-146 D - ACT Ceiling BOH East SPEC. SECT.

EST. #: EXTEN BY: CHKD BY: OF

	CODE	DESCRIPTION	QUANTITY	UNIT PRICE LABOR	TOTAL ESTIMATED LABOR COST	UNIT PRICE MATERIAL	MATERIAL & EQUIP COST	TOTAL ESTIMATED COST
1	06-100	Ticket Dated 2/4/25	1	$953.64	$953.64	$0.00	$0.00	$953.64
2	06-100	Ticket Dated 2/25/2025	1	$635.76	$635.76	$0.00	$0.00	$635.76
3	06-100	Ticket Dated 2/26/2025	1	$1,271.52	$1,271.52			$1,271.52
4	06-100	Ticket Dated 2/26/2025	1	$1,271.52	$1,271.52			$1,271.52
5	06-100	Ticket Dated 3/13/2025	1	$523.02	$523.02	$0.00	$0.00	$523.02
6		SHEET TOTALS			$4,655.46		$0.00	$4,655.46

$3,383.94 CD

STILL DUPLICATE CD

Rec'd TCCo PCO-146d 06.10.25

Item 30

Rec'd TCCo PCO-146d 06.10.25

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

Charge to PCO # 146 D Back of House East Date 2/24/25
Authorized by Turner MLB Job No 23-110
Description of Work: ceiling grid Re-work

LABOR

Name	Trade	Rate	Hours	Other	
Nick Sheppard	L	81.46	6		488.76 ✓
Bob Shoville	C	77.48	6		464.88 ✓

Total Labor Cost → 953.64 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel	

Total Trucking Cost → 4

VTO

Ed Andrus 2-25-25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4
ADD: _____ Small Tools
Subtotal
ADD: _____ % Sales Tax
ADD % Overhead
ADD % Profit
TOTAL VALUE of this Work Order

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

14419

Charge to PCO # 146 BD
Date 2/25/25 Cost Code 6100
Authorized by Turner
MLB Job No. 23-114
Description of Work: ACT Ceiling Back of house East

LABOR

Name	Trade	Rate	Hours	Other	Cost
Nick Shepard	L	81.46	4		325 84 ✓
Bob Shoville	C	77.48	4		309 92 ✓

Total Labor Cost → 1 | 635 76 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel	

Total Trucking Cost → 4

VTO

Ed Andres 2-25-25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4			
ADD:		Small Tools	
		Subtotal	
ADD:		% Sales Tax	
ADD:		% Overhead	
ADD:		% Profit	
TOTAL VALUE of this Work Order			

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind com

WORK ORDER VOUCHER

14120

Charge to PCO# 146D
Authorized by Turner
Description of Work: Back of house cieling

Date 2/26/25 Cost Code 06-100
MLB Job No 23-114

LABOR

Name	Trade	Rate	Hours	Other	Cost
Nick Sheppard	L	81.46	8		651 68 ✓
Bob Shaville	C	77.48	8		619 84 ✓

Total Labor Cost → 1 | 1271 52 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel	

Total Trucking Cost → 4

VTO
Ed Andres 2-27-25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4			
ADD:		Small Tools	
		Subtotal	
ADD:		% Sales Tax	
ADD:		% Overhead	
ADD:		% Profit	
TOTAL VALUE of this Work Order			

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

Charge to PCO# 146 D Date 3/13/25 Cost Code 06-100
Authorized by Turner MLB Job No 23-114
Description of Work: AHJ requested ceiling INSTALL [illegible]

LABOR

Name	Trade	Rate	Hours	Other	Cost
Bob Shovelle	C	64.87	2		16974 ✓
Brad Maassen	L	88.32	2		17664 ✓
Dalton Gisondi	L	88.32	2		17664 ✓
NIGHTS					

Total Labor Cost → 1: 52302 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2:

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3:

TRUCKING

	Driver	Rate	Pick Up	Fuel

Total Trucking Cost → 4:

VTO
Ed Andres 3-14-25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4
ADD: Small Tools
Subtotal
ADD: % Sales Tax
ADD: % Overhead
ADD: % Profit
TOTAL VALUE of this Work Order

PCO-202c

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	7/10/25
PROPOSAL NO.	PROPOSAL AMOUNT
99C R1	$51,775.00

Per NOC 99C dated 4/24/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

This portion of the proposal is for the actual demolition of the existing concrete beam. Should any added support framing be needed, that will be completed on T&M. Additionally, any dumpster costs will be tabulated upon completion.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Refuse Disposal		$1,386.72				$1,386.72
Fork Lift		$1,163.19				$1,163.19
Jackson Demolition Service Inc				$46,840.64		$46,840.64
					Subtotal:	$49,390.55
		MLB OH&P (Self-performed)		$2,549.91	10.00%	$254.99
		MLB OH&P (Subcontractor)		$42,582.40	5.00%	$2,129.46
					Total:	$51,775.00

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/10/25
Craig Dill
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

PO Box 7
Rensselaer, NY 12144
+15189150003
ac3containers@gmail.com
www.ACCcontainers.com

Rec'd TCCo P 02C 07.17.25

ACContainers

INVOICE # 6021
DATE 05/14/2025
DUE DATE 06/13/2025

BILL TO
MLB Construction Services, LLC
1 Stonebreak Road
Malta, NY 12020

PLEASE DETACH TOP PORTION AND RETURN WITH YOUR PAYMENT.

— ASI-100 Beyond Demo; Confirmed on Daily Logs (GP)

Services 20 yard clean fill container @ Albany Airport - 5/14/2025	1	320.00	320.00T
Debris Concrete	1	108.00	108.00T

SM Gallivan has raised their pricing to $100 plus tax per load. Per Gallivan there are supply & demand issues.

SUBTOTAL	428.00
TAX	34.24
TOTAL	462.24
BALANCE DUE	**$462.24** ✓

PO Box 7
Rensselaer, NY 12144
+15189150003
ac3containers@gmail.com
www.ACCcontainers.com

Rec'd TCCo R[illegible]202C 07.17.25

ACC Containers

INVOICE # 6042
DATE 05/19/2025
DUE DATE 06/18/2025

BILL TO
MLB Construction Services, LLC
1 Stonebreak Road
Malta, NY 12020

PLEASE DETACH TOP PORTION AND RETURN WITH YOUR PAYMENT.

ASI-100, CONFIRMED WITH AMITY TEAM HAD (3) DUMPSTER PULLS (3)

Services 20 yard clean fill container @ Albany Airport - 5/19/2025	1	320.00	320.00T
Debris Oversized concrete	1	108.00	108.00T
		Subtotal:	428.00
~~**Services**~~ ~~30 yard container @ Albany Airport - 5/19/2025~~	~~1~~	~~220.00~~	~~220.00T~~
~~**Debris**~~ ~~5,880 lbs or 2.94 tons.~~	~~2.94~~	~~115.00~~	~~338.10T~~
		Subtotal:	~~558.10~~

SUBTOTAL	~~986.10~~
TAX	~~78.89~~
TOTAL	~~1,064.99~~
BALANCE DUE	**~~$1,064.99~~**

#428
TAX: #34.24
#462.24
GD

PO Box 7
Rensselaer, NY 12144
+15189150003
ac3containers@gmail.com
www.ACCcontainers.com

Rec'd TCCo P 202C 07.17.25

ACC Containers

INVOICE # 6061
DATE 05/22/2025
DUE DATE 06/21/2025

BILL TO
MLB Construction Services, LLC
1 Stonebreak Road
Malta, NY 12020

PLEASE DETACH TOP PORTION AND RETURN WITH YOUR PAYMENT.

Services — ASI-100 CR 20 yard clean fill container @ Albany Airport - 5/22/2025	1	320.00	320.00T
Debris Oversized concrete	1	108.00	108.00T
			Subtotal: 428.00
~~**Services**~~ ~~30 yard container @ Albany Airport - 5/22/2025~~	~~1~~	~~220.00~~	~~220.00T~~
~~**Debris**~~ ~~6,500 lbs or 3.25 tons~~	~~3.25~~	~~115.00~~	~~373.75T~~
			~~Subtotal: 593.75~~

SUBTOTAL	~~1,021.75~~
TAX	~~81.74~~
TOTAL	~~1,103.49~~
BALANCE DUE	~~$1,103.49~~

$428
Tax: $34.24
$462.24
Total: $1,386.72 CR

Best Match ⌄ Hide unavailable items Showing 1-3 of 3



CAT CLASS: 056-0620

10K Telehandler Forklift with 55-Foot Reach for Industrial Demands

$955	$2,430	$4,985
1 DAY	1 WEEK	4 WEEK

Add to Cart

SPECIFICATIONS

- 10k forklift with shooting boom is an ideal rental for handling rough terrain construction projects
- 10,000 lb. lifting capacity provides heavy-duty power for substantial loads
- 55-foot max lift reach with telescopic handlers allows for material placement at elevated heights

$\frac{\$4,985}{30\ \text{DAYS}} = \$166.17/\text{DAY}$

$\times 7\ \text{DAYS} = \$1,163.19$

(CD)

Craig Dittl

From: Joshua Frederick <jfrederick@jacksondemolition.com>
Sent: Thursday, July 10, 2025 11:56 AM
To: Craig Dittl
Subject: RE: PCO-202c / NOC 99C
Attachments: 20250710115034873.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Criag,
Invoice and revised cost attached. Thank you for catching that.
Sincerely,

Concrete Beam By Hand

Item	Rate	Hours	Total
~~LULL~~	~~$ 50.00~~	~~56~~	~~$ 2,800.00~~
Scissor Lift	$ 691.20	1	$ 691.20
Laborer	$ 80.56	520	$ 41,891.20
		Total	~~$ 45,382.40~~
		MU	~~$ 4,538.24~~
		Grand Total	**$ 49,920.64**

MLB HAS COVERED / CARRIED LULL COST (5)

SEE ATTACHED EMAIL, HOURS PREVIOUSLY APPROVED (CD)

TOTAL: $42,582.40
MU: $ 4,258.24
$46,840.64 (CD)

Josh Frederick | Executive Vice President / COO
Jackson Demolition Service, Inc. | 397 Anthony Street| Schenectady, NY 12308
Office: 518.374.3366 | Cell: 518.857.7289 | Email: jfrederick@jacksondemolition.com
www.jacksondemolition.com

JACKSON DEMOLITION
PROUD MEMBER OF NMSDC

From: Craig Dittl <cdittl@mlbind.com>
Sent: Thursday, July 10, 2025 10:41 AM
To: Joshua Frederick <jfrederick@jacksondemolition.com>
Subject: RE: PCO-202c / NOC 99C

No way, man...get paid for it. Just revise this quick for a lift rental and remove the lull...I didn't submit it yet.

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

mlb
Over 75 Years of Construction Excellence
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:

From: Joshua Frederick <jfrederick@jacksondemolition.com>
Sent: Thursday, July 10, 2025 10:40 AM
To: Craig Dittl <cdittl@mlbind.com>
Subject: RE: PCO-202c / NOC 99C

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I forgot the lift... you want me to add in or just say the hell with it?
Yes, the lull is yours.

Josh Frederick | Executive Vice President / COO
Jackson Demolition Service, Inc. | 397 Anthony Street| Schenectady, NY 12308
Office: 518.374.3366 | Cell: 518.857.7289 | Email: jfrederick@jacksondemolition.com
www.jacksondemolition.com

From: Craig Dittl <cdittl@mlbind.com>
Sent: Thursday, July 10, 2025 10:30 AM
To: Joshua Frederick <jfrederick@jacksondemolition.com>
Subject: RE: PCO-202c / NOC 99C

Did you mean to put LIFT instead of LULL? I was going to add-in the lull cost because you guys just used ours...but you did have your lift rental.

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

Rec'd TCCo PCO-202C 07.17.25

Josh

INVOICE

SEND ALL PAYMENTS TO:

SUNBELT RENTALS, INC.
PO BOX 409211
ATLANTA, GA 30384-9211

SUNBELT® RENTALS

INVOICE NO.	168768693-0001
ACCOUNT NO.	4109376
INVOICE DATE	5/20/25
PAGE	1 of 1

23-026

INVOICE TO

1oz-8985-9121
JACKSON DEMOLITION SERVICE INC
397 ANTHONY ST
SCHENECTADY, NY 12308

JOB ADDRESS
JACKSON DEMOLITION SERVICE INC
737 ALBANY SHAKER RD
LOUDONVILLE, NY 12211 1001

518-764-4664

RECEIVED BY	CONTRACT NO.
DEFFLER, JACK	168768693
PURCHASE ORDER NO.	
AIRPORT	
JOB NO.	
AIRPORT	

BRANCH

LATHAM PC287
272 WOLF RD
LATHAM, NY 12110 4805
518-452-0440

QTY	EQUIPMENT #	Min	Day	Week	4 Week	Amount
1.00	19' ELECT SCISSORLIFT	195.00	195.00	350.00	425.00	350.00
	11134317 Make: SKYJACK Model: SJ3219E Ser #: A100044467					
	HR OUT: 59.000 HR IN: 60.800 TOTAL: 1.800					
	Billed from 5/12/25 thru 5/16/25					
	DEL FRI 5/9					
				Rental Sub-total:		350.00
	DELIVERY CHARGE					145.00
	PICKUP CHARGE					145.00
	FINAL BILL: 5/12/25 07:00 AM THRU 5/16/25 02:00 PM.					

$251
5/21/25

RECEIVED 5/28/25

Equipment. Service. Guaranteed.

REMIT TO:

SUNBELT RENTALS, INC.
PO BOX 409211
ATLANTA, GA 30384-9211

NET 30
Invoices not paid within 30 days may be subject to a 1-½% per month charge.

LINETTE MILLER linette.miller@sunbeltrentals.com

SUBTOTAL	640.00
SALES TAX	51.20
INVOICE TOTAL	691.20

RENTAL RETURN

Craig Dittl

From: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Sent: Friday, May 30, 2025 1:12 PM
To: Craig Dittl; Wagner, Robert C - (NYN); Rosario, Gabrielle - (NYN); Andres, Edward F - (NYN)
Cc: Jeffrey Lino
Subject: RE: PCO-202c / NOC 99C

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Craig,

I agree with you statement as this proposal was approved prior. Only stating a fact with the number of days they work, Jackson did not follow the proposal as the submit it. Just trying to be fair to the client.

With all that beside us, please have Jackson update the ticket without the skid steer / operator and plates and replace with a lull and lift for the 7days. The days/hours are fine as is as it was approved prior.

Let me know.

Thanks,

Nate Lackraj | Superintendent
Turner Construction Company - NYN
mobile 518.708.5445 | nlackraj@tcco.com

From: Craig Dittl <cdittl@mlbind.com>
Sent: Thursday, May 29, 2025 4:26 PM
To: Lackraj, Natram - (NYN) <nlackraj@tcco.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>; Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Andres, Edward F - (NYN) <efandres@tcco.com>
Cc: Jeffrey Lino <Jlino@mlbind.com>
Subject: RE: PCO-202c / NOC 99C

EXTERNAL EMAIL - Please Handle Cautiously

I've removed Jackson from this. We are not going down the road of a price being accepted (which you did in writing on 5/8), they do better on the work by working their asses off, and then get penalized for that through a negotiation...especially when they stepped up to fix a significant design bust that they could have told us to pound salt on.

I can assure you with the amount of work Turner relies on Jackson for that is not a smart move. You guys have tried this with fire watch after the fact as well and that is not setting a good precedent for you all. With the amount of changes you need us to manage because of this incomplete design – this is not the way you want to conduct business.

Furthermore, do you know how many things we've priced that we've gone OVER on? Do you want me to go through and start pricing up all the crap I underbid? That's where this is headed. If Jackson had gone over this price would you have paid the delta?

Here's the way I see this. We'll remove the steel plates because they weren't needed – not an issue, I simply didn't know that. I will have Josh update the pricing from the skid steer to the lift he had for his work and I'll include 6 days of a BlueBook lull cost as I am being told by our field staff Jackson used one of our lulls every day they were active.

If that is not agreeable, I'll elevate this to above those on this email. There is no use in doing an email volley for months as we've had to do in the past. If you do not agree with the above, simply reply to this email stating such and I'll take it from there.

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

Over 75 Years of Construction Excellence
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:

ASSOCIATED GENERAL CONTRACTORS NEW YORK STATE

NAWIC the National Association of Women in Construction Capital District, NY

From: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Sent: Thursday, May 29, 2025 3:39 PM
To: jfrederick@jacksondemolition.com; Craig Dittl <cdittl@mlbind.com>; Jack Deffler <jdeffler@jacksondemolition.com>
Cc: Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Andres, Edward F - (NYN) <efandres@tcco.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>
Subject: RE: PCO-202c / NOC 99C

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Josh,

I was on site and the I don't recall a lull being on site for Jackson or operator. The skid steer and plates were not as well.
If we remove these items and add back for the lift, that is fine.

The total days of work is also a lot less than what was in the proposal. The work was done in 6 days, your proposal shows 13.

Please let me know.

Nate Lackraj | Superintendent
Turner Construction Company - NYN
mobile 518.708.5445 | nlackraj@tcco.com

From: Joshua Frederick <jfrederick@jacksondemolition.com>
Sent: Thursday, May 29, 2025 3:33 PM
To: Craig Dittl <cdittl@mlbind.com>; Lackraj, Natram - (NYN) <nlackraj@tcco.com>; Jack Deffler <jdeffler@jacksondemolition.com>
Cc: Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Andres, Edward F - (NYN) <efandres@tcco.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>
Subject: RE: PCO-202c / NOC 99C

You don't often get email from jfrederick@jacksondemolition.com. Learn why this is important

EXTERNAL EMAIL - Please Handle Cautiously

Craig,
We swapped the skid steer for a lull, our operator was onsite full time as a foreman/operator, and Nate is correct we did not need the plates.
Should we remove the cost for the plates and add back the increase for the lull and the lift that was not included or just call even?
Let me know.
Thanks,

Josh Frederick | Executive Vice President / COO
Jackson Demolition Service, Inc. | 397 Anthony Street| Schenectady, NY 12308
Office: 518.374.3366 | Cell: 518.857.7289 | Email: jfrederick@jacksondemolition.com
www.jacksondemolition.com



From: Craig Dittl <cdittl@mlbind.com>
Sent: Thursday, May 29, 2025 3:11 PM
To: Lackraj, Natram - (NYN) <nlackraj@tcco.com>; Joshua Frederick <jfrederick@jacksondemolition.com>; Jack Deffler <jdeffler@jacksondemolition.com>
Cc: Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Andres, Edward F - (NYN) <efandres@tcco.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>
Subject: RE: PCO-202c / NOC 99C

Josh/Jack – this is the first I've heard that we changed course on the scope included below. Please advise. I was trying to get this approved for Monday's board meeting but no one told me you had changed delivery method.

Craig Dittl, Senior Project Manager

MLB Construction Services, LLC

Over 75 Years of Construction Excellence

1 Stonebreak Road Malta, NY 12020

P: 518.289.1371 EXT. 146 C: 518.450.9774

www.mlbconstructionservices.com

Proud Members Of:

ASSOCIATED GENERAL CONTRACTORS NEW YORK STATE

NAWIC The National Association of Women in Construction Capital District, NY

From: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Sent: Thursday, May 29, 2025 2:37 PM
To: Craig Dittl <cdittl@mlbind.com>
Cc: Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Andres, Edward F - (NYN) <efandres@tcco.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>
Subject: PCO-202c / NOC 99C

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Craig,

I know this was approved prior, but Jackson did not do what was shown in this proposal. The comments mentioned below are from CHA/ACAA on this change, please review and let me know.

- Beam Removal –

These 3 items were not use. They had man lifts and bakers.

5 Laborers @ $80.56 = $402.8 x 8hr/day x 13 days = $41,891.20
1 Operators @ $109.51 = $109.51 x 8hrs/day x 13 days = $11,389.04
1 Skid Steer @ $75/HR x 8hr/day x 13 days = $7,800
Steel Plates = $2,508 (Figured 1/3 to place under beam and prevent damag
Total Cost = $63,588.24

MU @ 10% = $6,358.82

Selling Price = $69,947.06

Please let me know.

Thanks,

PCO-241

Rec'd TCCo PCO-241 06.10.25

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-241

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	6/9/25
PROPOSAL NO.	PROPOSAL AMOUNT
131	$9,925.00

Per NOC 131 dated 5/12/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

In order to facilitate terrazzo control joint layout, additional slab-on-grade at the terminal needed to be removed and replaced.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Slab Demolition	$2,781.89					$2,781.89
Concrete Removal/Disposal	$2,979.12					$2,979.12
Fork Lift		$332.34				$332.34
Concrete Reinforcing				$3,075.80		$3,075.80
					Subtotal:	$9,169.15
		MLB OH&P (Self-performed)		$6,093.35	10.00%	$609.35
		MLB OH&P (Subcontractor)		$2,929.33	5.00%	$146.50
					Total:	$9,925.00

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 6/9/25
Craig Dittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

NOC #131 EXTRA #34, PCO-241

MLB CONSTRUCTION SERVICES LLC						GENERAL CONTRACTOR		
PROJECT:		Airport Terminal -BP02			DESCRIPTION:	PCO-241 Extra Concrete Removal at Termin~~SPEC SECT.~~		
EST. #:					EXTEN BY:		CHKD BY:	OF
	CODE	DESCRIPTION	QUANTITY	UNIT PRICE LABOR	TOTAL ESTIMATED LABOR COST	UNIT PRICE MATERIAL	MATERIAL & EQUIP COST	TOTAL ESTIMATED COST
1	02-130	Ticket 15094 Concrete Rmoval	1		✓ $2,781.89	$0.00	0...	#VALUE!
2	02-130	Ticket 15096 Concrete Removal	1		✓ $2,979.12			
3	02-130	Lull	2		$0.00	$0.00	$200.00	~~$200.00~~ #332.34
4					$0.00	$0.00	$0.00	$0.00
5					$0.00	$0.00	$0.00	$0.00
6					$0.00	$0.00	$0.00	$0.00
7		SHEET TOTALS			$5,761.01	$0.00	$200.00	~~$5,961.01~~

~~$5,961.01~~ #6,093.35

(C7)

Rec'd TCCo PCO-241 06.10.25

Rec'd TCCo PCO-241 06.10.25

* CONFIRMED WITH E. ANDRES

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

15094

Charge to PCO # 241 Date 04/02/25 Cost Code 02-130
Authorized by Turner MLB Job No. 23-110
Description of Work: Extra Concrete Removal at Terminal

LABOR

Name	Trade	Rate	Hours	Other	Cost
Tim Parks	LF	~~$41.39~~ $41.39	~~8~~ 10 ST, 3 OT	121.89 → 893.60 − 105	1,015.49
Brad Mussen	L	$88.32	10 ST		883.20
Dalton Gisandi	L	$88.32	10 ST		883.20

Total Labor Cost → 1 — 781.89

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel	

Total Trucking Cost → 4

4/7/25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4			
ADD:		Small Tools	
		Subtotal	
ADD:		% Sales Tax	
ADD:		% Overhead	
ADD:		% Profit	
TOTAL VALUE of this Work Order			

Rec'd TCCo PCO-241 06.10.25

FRIDAY ON 4-10S IS DT, CONFIRMED WITH E. ANDRES

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

15035

Charge to PCO# 241 Date 04/04/25 Cost Code 02-130

Authorized by Turner MLB Job No. 23-110

Description of Work: additional Slab Removal at Terminal

LABOR

Name	Trade	Rate	Hours		Other		Cost
Tom Perrino		LF	5	OT	OE	157.28 ✓	786 40 ✓
Tim Parks		LF	5	OT		116.71 ✓	583 55 ✓
Nick Sheppard		L	3	OT		110.04 ✓	330 12 ✓
Brad Mussen		L	5	OT	OE	145.77 ✓	728 85 ✓
Ermal Ceci		L	5	OT		110.04 ✓	550 20 ✓

Total Labor Cost → 1 2979.12 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	Cost
Lull	2	~~100~~ 166.17		~~200.00~~ 332.34

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel

Total Trucking Cost → 4

4/9/25

Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4		
ADD:	Small Tools	
	Subtotal	
ADD:	% Sales Tax	
ADD:	% Overhead	
ADD:	% Profit	
TOTAL VALUE of this Work Order		3979.12

Rec'd TCCo PCO-241 06.10.25

Best Match ⌄ Hide unavailable items Showing 1-3 of 3



CAT CLASS: 056-0620

10K Telehandler Forklift with 55-Foot Reach for Industrial Demands

$955	$2,430	$4,985
1 DAY	1 WEEK	4 WEEK

Add to Cart

SPECIFICATIONS

- 10k forklift with shooting boom is an ideal rental for handling rough terrain construction projects
- 10,000 lb. lifting capacity provides heavy-duty power for substantial loads
- 55-foot max lift reach with telescopic handlers allows for material placement at elevated heights

$\frac{\$4,985}{30 \text{ DAYS}} = \$166.17/\text{DAY}$

Rec'd TCCo PCO-241 06.10.25

CHANGE ORDER REQUEST

No: 026

AAA Reinforcing, LLC
6587 W Atlantic Ave
Hudson, NY 12534
518-828-0359 p.
518-828-0359 f.
aaareinforcingllc@yahoo.com

To: MLB Construction Services, LLC	Job Name/Number: Terminal Expansion
Attn: Craig Dittl	Job Phone:
Address: One Stone Break Rd	Job Location: Albany Airport
City, State, Zip: Malta, NY 12020	Existing Contract Number:
Phone: 518-289-1371 / Date: 04/28/2025	Existing Contract Date:
	Time Extension:

We hereby agree to make the following change(s):		Amount +/-
NUCOR Material CO-0020 (Attached)		
Terminal SOG Infill increased		1,596.00
Material Markup (5%)		79.80
Installation		1,400.00
		1333.53 +52 M.U.
	TOTAL PRICE FOR CHANGES	3,075.80
	CONTRACT TOTAL	
	REVISED CONTRACT TOTAL	

THIS CHANGE ORDER BECOMES PART OF AND IN CONFORMANCE WITH THE EXISTING CONTRACT.

We hereby agree to make the change(s) specified above at the price indicated per this Change Order.

Authorized Contractor Signature

Date of Acceptance

The prices and specifications of this Change Order are satisfactory and are hereby accepted. All work is to be performed under the established terms and conditions specified in the original contract unless otherwise specified.

Owner Signature

Date of Acceptance

Form 3007. Printed by:

Rec'd TCCo PCO-241 06.10.25

NUCOR® REBAR FABRICATION

Nucor Rebar Fabrication Northeast LLC

Change Order No.: **CO-0020**

CHANGE ORDER

Approved By Customer

Bid Item No.:	Job No.:	Job Description:	Original C/O Date:	Revised C/O Date:
BASE	34110288	Terminal Expansion - Site Work	04/17/25	

Sell To: M11159
AAA Reinforcing LLC
eml inv's to: aaareinforcingllc@yahoo.com

Change Order Description:
Terminal Slab on Grade Revisions per MLB Sketch

Description	Type	Quantity	Unit Price	Line Amount
Terminal Slab on Grade Revisions per MLB Sketch	Add	1 LS	$1,596.00	$1,596.00
MLB sketch adds CJ's and increases the perimeter of the SOG infill significantly. Approx. 1100Lbs & Revision Time				

Total: **$1,596.00**

Addition To Contract

PCO-243

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME: Alb. Airport 21-1082-GC

PROJECT NO.	DATE
23-110	5/28/25
PROPOSAL NO.	PROPOSAL AMOUNT
120	$2,182.00

Per NOC 120 dated 3/31/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Provide the cast-in-place concrete wall as described in the response to RFI-275.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Form-Wall (Straight)	$1,897.38					$1,897.38
					Subtotal:	$1,897.38
		MLB OH&P (Self-performed)		$1,897.38	15.00%	$284.62
					Total:	$2,182.00

*VOIDED PER ORIGINAL TILO COMMENTS GA

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 6/4/25
Craig Dill
MLB Construction Services LLC

Approved by: _____
Date: _____

Cc: JMD/SAS/File (MLB Construction Services LLC)

MLB CONSTRUCTION SERVICES LLC — GENERAL CONTRACTOR

PROJECT: Airport Terminal -BP02 — DESCRIPTION: PCO-243 Added Concrete at L Wall — SPEC. SECT.

EST. #: — EXTEN BY: — CHKD BY: — OF

	CODE	DESCRIPTION	QUANTITY	UNIT PRICE LABOR	TOTAL ESTIMATED LABOR COST	UNIT PRICE MATERIAL	MATERIAL & EQUIP COST	TOTAL ESTIMATED COST
1	03-130	Ticket 14458	1	$690.96	$690.96			$690.96
2	03-130	ticket 14459	1	$690.96	$690.96			$690.96
3	3140?	ticket 14460	1	$515.46	$515.46			$515.46
4								
5								
6								
7								
8		SHEET TOTALS			$1,897.38		$0.00	$1,897.38

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

14158

Charge to PCO # 243 Date 5/1/25 Cost Code 03-130
Authorized by Turner MLB Job No. 23-110
Description of Work: added concrete on L wall

LABOR

Name	Trade	Rate	Hours	Other	Cost
Adam Fagetta	CF	86.37	8		690.96 (ST)

Total Labor Cost → 1 690.96

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel

Total Trucking Cost → 4

J. A. [illegible] - TCO (STC) 5/5/25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4
ADD: _____ Small Tools
Subtotal
ADD: _____ % Sales Tax
ADD: _____ % Overhead
ADD: _____ % Profit
TOTAL VALUE of this Work Order

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

14459

Charge to PCO # 243 Date 5/2/25 Cost Code 03-130

Authorized by Turner MLB Job No 23-110

Description of Work: added Concrete on L wall

LABOR

Name	Trade	Rate	Hours	Other	Cost
Todd Phillips	CF	~~8.37~~ 8.37	8		69.96 ✓ (D)

Total Labor Cost → 1 | 69.96

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel

Total Trucking Cost → 4

5/5/25
[signature] -T.O (-UTO)
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4

ADD: _____ Small Tools

Subtotal

ADD: _____ % Sales Tax

ADD: _____ % Overhead

ADD: _____ % Profit

TOTAL VALUE of this Work Order

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

14460

Charge to PCO # 243 Date 5/7/25 Cost Code 3140

Authorized by Turner MLB Job No. 23-110

Description of Work: Added Concreat at L-wall pan & strip

LABOR

Name	Trade	Rate	Hours	Other	Cost
Tim parks	LF	85.91	4		343 64
Steve Borthwick	LF	85.91	2		171 82

Total Labor Cost → 1 | 515 46

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	Cost

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	Cost

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel	Cost

Total Trucking Cost → 4

VTO

Ed Andros 5/7/25

Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4		
ADD: _____	Small Tools	
	Subtotal	
ADD: _____	% Sales Tax	
ADD:	% Overhead	
ADD:	% Profit	
TOTAL VALUE of this Work Order		

PCO-250

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-250

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	6/9/25
PROPOSAL NO.	PROPOSAL AMOUNT
136	$1,507.00

Per NOC 136 dated 6/9/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Per the request of ACAA, add an observation window at Level 1 similar to that adde adjacent to the TSA checkpoint.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Level 1 Observation Window	$1,310.80					$1,310.80
					Subtotal:	$1,310.80
		MLB OH&P (Self-performed)		$1,310.80	14.97%	$196.20
					Total:	$1,507.00

If you have any questions, please contact me at 518-289-1371.

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- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 6/9/25
Craig Gitti
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

EXTRA #41, PCO-250

MLB CONSTRUCTION SERVICES LLC						GENERAL CONTRACTOR		
PROJECT:	Airport Terminal -BP02			DESCRIPTION:	PCO-250 Level I Viewing Window		SPEC. SECT.	
EST. #:				EXTEN BY:		CHKD BY:	OF	
	CODE	DESCRIPTION	QUANTITY	UNIT PRICE LABOR	TOTAL ESTIMATED LABOR COST	UNIT PRICE MATERIAL	MATERIAL & EQUIP COST	TOTAL ESTIMATED COST
1	06-100	Ticket 14462 Level I Viewing Window Install	1		$1,310.80	$0.00	0...	#VALUE!
2								
3					$0.00	$0.00	$0.00	$0.00
4					$0.00	$0.00	$0.00	$0.00
5					$0.00	$0.00	$0.00	$0.00
6					$0.00	$0.00	$0.00	$0.00
7		SHEET TOTALS			$1,310.80	$0.00	$0.00	$1,310.80

$1,310.80

Rec'd TCCo PCO-250 06.10.25

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

Charge to PCO # 250 (extra 41 bp-02) Date 5/9/25 Cost Code 06-100
Authorized by Turner MLB Job No 23-114
Description of Work: Level 1 viewing window install

LABOR

Name	Trade	Rate	Hours	Other	Cost
Todd Phillips	CF	86.37	8		690.96
Cody Coulter	C	77.48	8		619.84

Total Labor Cost → 1 1,310.80

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel	

Total Trucking Cost → 4

VTO

Ed Andres 5/9/25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4		
ADD:	Small Tools	
	Subtotal	
ADD:	% Sales Tax	
ADD:	% Overhead	
ADD:	% Profit	
TOTAL VALUE of this Work Order		

PCO-251

Rec'd TCCo PCO-251 06.10.25

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-251

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	6/9/25
PROPOSAL NO.	PROPOSAL AMOUNT
132	$3,987.00

Per NOC 132 dated 5/12/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Per ACAA request, remove and relocate rebar in designated construction storage lot to make an additional parking area.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Concrete Reinforcing	$3,134.98					$3,134.98
Fork Lift		$332.34				$332.34
					Subtotal:	$3,467.32
		MLB OH&P (Self-performed)		$3,467.32	14.99%	$519.68
					Total:	$3,987.00

If you have any questions, please contact me at 518-289-1371.

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- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 6/9/25
Craig Dill
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

NOC #52, EXTRA #56, PCO-251

MLB CONSTRUCTION SERVICES LLC					GENERAL CONTRACTOR			
PROJECT:	Airport Terminal -BP02			DESCRIPTION:	PCO-251 Move Rebar at laydown		SPEC. SECT.	
EST. #:				EXTEN BY:		CHKD BY:	OF	
	CODE	DESCRIPTION	QUANTITY	UNIT PRICE LABOR	TOTAL ESTIMATED LABOR COST	UNIT PRICE MATERIAL	MATERIAL & EQUIP COST	TOTAL ESTIMATED COST
1	3200	move Rebar at Laydown for Pkg	1		$1,066.08	$0.00	$100.00	~~$1,166.08~~ #1066.08
2	3200	move Rebar at Laydown for Pkg	1		$2,068.90	$0.00	$100.00	~~$2,168.90~~ #2068.9
3		LULL 2 DAYS	1		$0.00	$0.00	$0.00	537.34 $0.00 #352.54
4			1		$0.00	$0.00	$0.00	$0.00
5			1		$0.00	$0.00	$0.00	$0.00
6			1		$0.00	$0.00	$0.00	$0.00
7		SHEET TOTALS			**$3,134.98**	$0.00	**$200.00**	~~$5,334.98~~

#3,467.52

EA

Rec'd TCCo PCO-251 06.10.25

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

1474

Charge to PCO # 251 Date 04/21/25 Cost Code 01-710
Authorized by Turner MLB Job No 23-110
Description of Work: Move Rebar at lay down area for Parking AREA

LABOR

Name	Trade	Rate	Hours	Other	Cost
Tim Parlss	LF	89.36	2nd 6		536.16 ✓
Brad Mussen	L	88.32	3rd 6		529.92 ✓

Total Labor Cost → 1 | 1066.08 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	
Lull	1	~~100~~ 166.17		~~100~~ 166.17

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel

Total Trucking Cost → 4

Ed Andres (VTO) 4-22-25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4
ADD: Small Tools
Subtotal
ADD: % Sales Tax
ADD: % Overhead
ADD: % Profit
TOTAL VALUE of this Work Order 1 | 1660 08

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

Charge to PCO # 251 Date 4/22/25 3:00
Authorized by Turner MLB Job No 23-110
Description of Work: Rebar move at lay down area for Pour #4

LABOR

Name	Trade	Rate	Hours	Other	
Tim Parks	LF	89.36	10 3rd		893.60 ✓
Brad Mussen	FOR	117.53	10 3rd		1175.30 ✓

Total Labor Cost → 1 2068.90 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	
Lull		~~100~~ 166.17		~~100.00~~ 166.17

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel

Total Trucking Cost → 4

Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4
ADD: _____ Small Tools
Subtotal
ADD: _____ % Sales Tax
ADD: % Overhead
ADD: % Profit
TOTAL VALUE of this Work Order 2168.90

Best Match ⌄ Hide unavailable items Showing 1-3 of 3



CAT CLASS: 056-0620

10K Telehandler Forklift with 55-Foot Reach for Industrial Demands

$955	$2,430	$4,985
1 DAY	1 WEEK	4 WEEK

Add to Cart

SPECIFICATIONS

- 10k forklift with shooting boom is an ideal rental for handling rough terrain construction projects
- 10,000 lb. lifting capacity provides heavy-duty power for substantial loads
- 55-foot max lift reach with telescopic handlers allows for material placement at elevated heights

$\frac{\$4,985}{30\ \text{Days}} = \$166.17/\text{Day}$

PCO-255

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	7/14/25
PROPOSAL NO.	PROPOSAL AMOUNT
142	$24,667.00

Per NOC 142 dated 7/14/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

During the process of pre-slab pour review, it was discovered that the existing slab elevations varied across the area adjacent to the escalator. In order to accomodate those existing conditions, the escalator opening needed to be adjusted to make-up some of those differentials. This was agreed upon with TCCo at a 4/22/25 field meeting and the work began on 4/23/25.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Stone Bridge Iron & Steel Inc				$23,605.08		$23,605.08
					Subtotal:	$23,605.08
		MLB OH&P (Subcontractor)		$21,245.70	5.00%	$1,061.92
					Total:	**$24,667.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/14/25
Craig Ott
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

Stone Bridge Iron & Steel, Inc. Contract No. 23-005
Albany Airport BP-02
Change Order Request Breakdown Form

Issue

Changes per PCO-255

Costs

	Add/Deduct	Quantity	Units		Cost/Unit		Total
Detailing / Modeling	Add	4	Hours	X	$95.00		$380.00 ✓
SBIS Engineering	N/C	0	Hours	X	$225.00		$0.00
Material - W,C	N/C	0	lbs.	X	$0.90		$0.00
Material - WT	N/C	0	lbs.	X	$2.90		$0.00
Material - Angles	N/C	0	lbs.	X	$0.85		$0.00
Material - Plate	Add	514	lbs.	X	$1.05		$539.70 ✓
Material - Grating	N/C	0	Sq.Ft.	X	$40.00		$0.00
Material - 1" Bolts	N/C	0	Each	X	$5.00		$0.00
Weld Studs	N/C	0	Each	X	$2.50		$0.00
Paint Material	N/C	0	gal.	X	$150.00		$0.00
Galvanize Material	N/C	0	lbs.	X	$0.35		$0.00
Shop Labor	Add	16	Hours	X	$95.00		$1,520.00 ✓
Shop Labor - Paint	N/C	0	Hours	X	$95.00		$0.00
SBIS Field Survey	Add	16	Hours	X	$150.00		$2,400.00 ✓
Freight - Small Load	Add	1	Load	X	$240.00		$240.00 ✓
Freight - Galvanizer	N/C	0	Load	X	$450.00		$0.00
Deck	N/C	0	ls	X	$0.00		$0.00
Joist	N/C	0	ls	X	$0.00		$0.00
Erection	Add	1	ls	X	$16,167.00		$16,167.00 ✓
UT Testing	N/C	0	Visit	X	$1,250.00		$0.00
Delegated Connection Design	N/C	0	Hours	X	$225.00		$0.00
	N/C	0	Hours	X	$0.00		$0.00
						Subtotal	$21,246.70
					SBIS Work OH&P	10.00%	$507.97
					Vender Work OH&P	10.00%	$1,616.70
					Bonding (If Required)	1.00%	$233.71
					Tax (If Required)	0.00%	$0.00
						Total	$23,605.08 Add

See Attached Items:	SBIS BOM, CCA-049
Excludes:	

Additional Info:	

Rec'd TCCo PCO-255 07.17.25

STONE BRIDGE IRON & STEEL, INC.

Change Order Bill of Materials

04/23/2025 8:16:37AM

Albany Airport BP-02 CO
Albany, NY

Job: 23-005

Filter:
Sub-Category: X051

Item#	Drawing #	Qty	Shape	Dimensions	Length	Grade	Fin	Weight
Per PCO-255: Shims to level double angle assembly for glass handrail								
30	SK	70	PL	1/2 x 4	0'-4 1/2	A36	UNP	179#
40	SK	70	PL	3/8 x 4	0'-4 1/2	A36	UNP	134#
50	SK	70	PL	1/4 x 4	0'-4 1/2	A36	UNP	89#
60	SK	70	PL	3/16 x 4	0'-4 1/2	A36	UNP	67#
70	SK	70	PL	1/8 x 4	0'-4 1/2	A36	UNP	45#

Total Field Bolts: 0 **Total Shop Bolts:** 0 **Total Weight:** 514 #

Rec'd TCCo PCO-255 07.17.25

Rec'd TCCo PCO-255 07.17.25

MIDWEST STEEL

2525 E. Grand Blvd. Detroit, MI 48211 · 313-873-2220 · 313-873-2222

May 8, 2025

Stone Bridge Iron & Steel, Inc.
426 Purinton Rd.
Gansevoort, NY 12831

Attn: Mr. Brian Carmer

RE: Airport Terminal Expansion
Albany, NY
BP-02 – CCA-049 – PCO #255 – Escalator Pour Stop Adjustments (T&M)

Dear Mr. Carmer,

We are pleased to submit our T&M quotation for scope changes per the provided PCO #255 for the above referenced project.

Pricing Impact (T&M): $16,167

Schedule Impact: Work completed between April 23 and May 7, 2025 and documented on T&M tickets.

This quotation is based on the following:

1. The attached emailed direction from MLB confirming that Turner has approved the cost to proceed with the fix to raise the installed angle around the escalator opening at Level 2 to adjust for the existing slab deviations.
2. The attached T&M tickets documenting the manpower and equipment used to complete the work.
3. This quote is based on all the conditions of the base contract work.

We thank you for the opportunity to submit our quotation and we look forward to a contract change order for this work.

Sincerely,

Carly Mansfield
Project Manager

MIDWEST STEEL

JOB NO.: 23-017 - Albany Airport Expansion

DESCRIPTION: CCA-049 - PCO #255 (T&M)

DATE: 5/8/2025

DESCRIPTION	QUANTITY	UOM	LABOR UNIT PRICE	LABOR	EQUIPMENT UNIT PRICE	EQUIPMENT QTY	TOTAL
Item #1: PCO-255							
(a) Installation Labor							
(1) Ironworker Journeyman	65 ✓	HOURS	$104.70 ✓	$6,806 ✓			$ 6,806
(2) Ironworker General Foreman	69	HOURS	$110.75 ✓	$7,586 ✓			$ 7,586
(b) Equipment							$ -
(1) Welder	1.5	EA / WK			$ 592	2	$ 1,776 ✓
TOTAL							$ 16,167

* NATE - THEY BILLED STRAIGHT TIME VS O.T. & ALSO ARE SLIGHTLY LOW ON FOREMAN CONT. I WENT OVER THIS WITH THEM, NOT WORTH PAPERWORK. PLEASE PUSH THROUGH.

- CRAIG

MIDWEST STEEL

LABOR RATES

Local 12
Expire 6/30/2025

TRADE: Ironworker

COST ITEM		"A" Straight Time	"B" Over Time	"C" Double Time
Base Rate		$ 39.50	$ 59.25	$ 79.00
Fringes		$ 32.68	$ 32.68	$ 32.68
Taxes		$ 15.00	$ 16.63	$ 20.16
Sub-Total		$ 87.18	$ 108.56	$ 131.84
Consumables		$ 8.00	$ 8.00	$ 8.00
OH & Profit	10%	$ 9.52	$ 11.66	$ 13.98
		$ 104.70	$ 128.22	$ 153.82

TRADE: Foreman

COST ITEM		"A" Straight Time	"B" Over Time	"C" Double Time
Base Rate		$ 44.00	$ 66.00	$ 88.00
Fringes		$ 32.68	$ 32.68	$ 32.68
Taxes		$ 14.24	$ 18.07	$ 21.91
Sub-Total		$ 90.92	$ 116.75	$ 142.59
Consumables		$ 8.00	$ 8.00	$ 8.00
OH & Profit	10%	$ 9.89	$ 12.48	$ 15.06
		$ 108.81	$ 137.23	$ 165.65

TRADE: General Foreman

COST ITEM		"A" Straight Time	"B" Over Time	"C" Double Time
Base Rate		$ 45.00	$ 67.50	$ 90.00
Fringes		$ 32.68	$ 32.68	$ 32.68
Taxes		$ 15.00	$ 19.04	$ 23.08
Sub-Total		$ 92.68	$ 119.22	$ 145.76
Consumables		$ 8.00	$ 8.00	$ 8.00
OH & Profit	10%	$ 10.07	$ 12.72	$ 15.38
		$ 110.75	$ 139.94	$ 169.14

STONE BRIDGE IRON & STEEL, INC.
426 Purinton Road, Gansevoort, NY 12831
(518) 695-3752 FAX: (518) 695-3056

Rec'd TCCo PCO-255 07.17.25

JOB: 23-005 ALBANY AIRPORT
SHEET NO.: SHIM 1 OF:
BY: BBC DATE: 4/23/25
CHECKED BY: DATE:

SHIMS FOR LEVELING Double Angle SUPPORT FOR Glass HR.

TO - PL ½ x 4 x 0'-4½

TO - PL ⅜ x 4 x 0'-4½

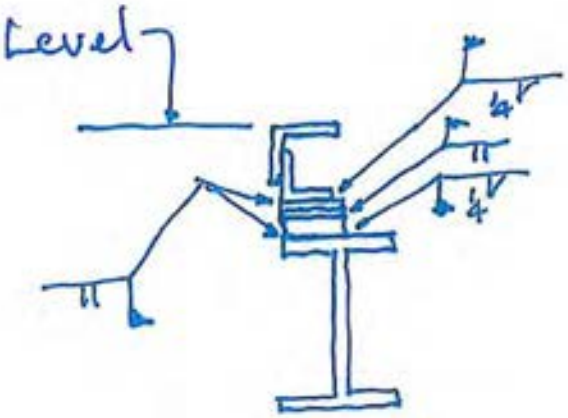
TO - PL ¼ x 4 x 0'-4½

TO - PL 3/16 x 4 x 0'-4½

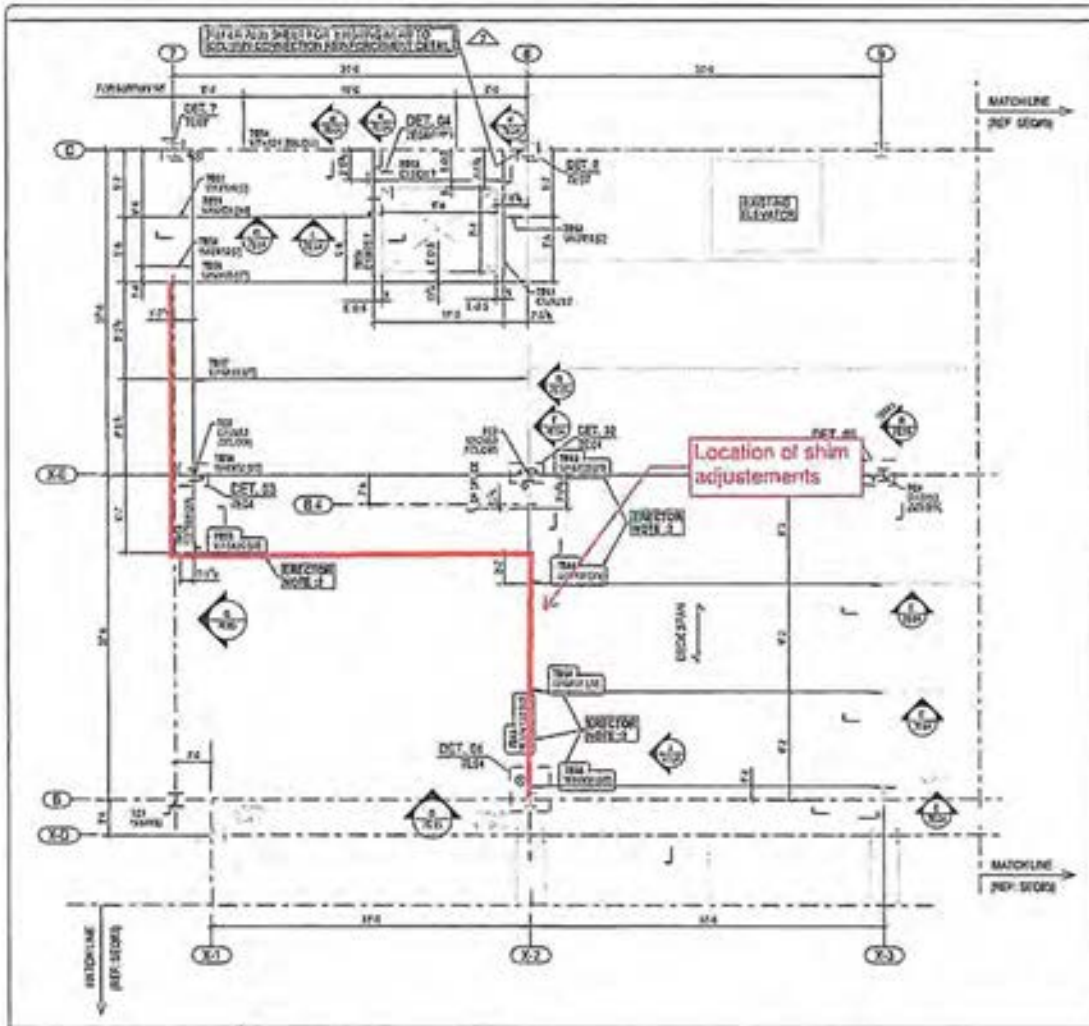
TO - PL ⅛ x 4 x 0'-4½

No PAINT

Deliver to MIDWEST STEEL - SAMMY



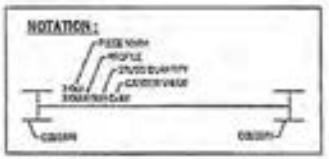
PLACE SHIM STACKS @ 12" c/c



PARTIAL LEVEL 2 - FRAMING PLAN - TERMINAL (SEQ#7)
(T.O.S.EL: 16'-6 ½")
(REF DWG : S/S-102 T)

(PLAN NORTH)

NOTATION :



LEGENDS :

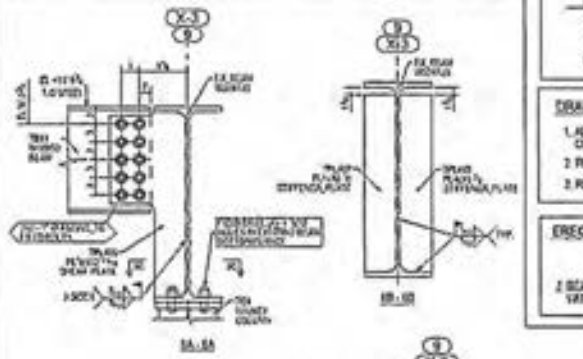
T.O.S.EL : INDICATES TOP OF STEEL ELEVATION.
: INDICATES SHEAR PLATE ORIENTATION.
⊗ : INDICATES 1"ϕ @ A490SC_TC BOLTS.
◎ : INDICATES 1"ϕ A490SC_TC BOLTS.
U.N.O : INDICATES UNLESS NOTED OTHERWISE.
: INDICATES FULL DEPTH SHEAR PLATE CONNECTION.
NTS : INDICATES NOT TO SCALE.
E.O.S : INDICATES EDGE OF SLAB.

DRAWING NOTES :

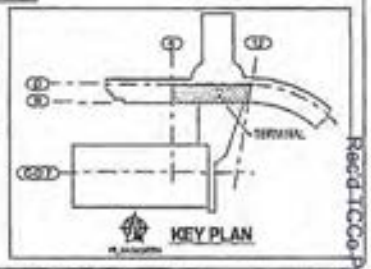
1. ALL BOLTS ARE 1"ϕ A490SC_TC BOLTS WITH SLIP-CRITICAL CLASS B FAYING SURFACE (0.5 K-D)
2. REFER S102 FOR LEVEL-2 FIELD STUDS LOCATION PLAN.
3. REFER S103 FOR LEVEL-2 MISC FRAMING PLAN.

ERECTOR NOTE:

2 BEAMS B63.75W, 70W & 75W NEED TO BE ERECTED ALONG WITH GIRDER W40 W1 ORE DEMOLISHING THE EXISTING COLUMN.



DETAIL - 06
S104



REV. NO.	ISSUED BY	DATE	REVISION COMMENTS	REV. NO.	ISSUED BY	DATE	REVISION COMMENTS
A	AMK	11/21/2025	For Approval	2	AMK	12/15/2025	Revised For Added Area
B	AMK	02/16/2026	For Re-Approval				
C	AMK	03/24/2026	For Field Use				
D	AMK	05/19/2026	Revised Per Field				

OWNER: MLB Construction Services LLC
PROJECT: Albany Airport Terminal Expansion
LOCATION: 737 Albany Shaker Rd, Albany, NY 12211

GENERAL NOTES: All Welds E70XX U.N.O.

STONE BRIDGE IRON & STEEL, INC.
434 PLANK ROAD
CLIFTON PARK, NEW YORK 12065
PHONE: 518-371-2152 FAX: 518-371-2159
WEBSITE: www.stonebridgeiron.com

DRAWN BY:	AMK	11/21/2025	SCALE:	JOB NUMBER:	DRAWING NUMBER:	SHEET NUMBER:
CHECKED BY:	RMM	11/21/2025	NTS	23-005	7E01	

Rec'd ICCo PCO 25-001 17.25

Carly Mansfield

From: Brian Carmer <bbc@stonebridgeiron.com>
Sent: Tuesday, April 22, 2025 11:48 AM
To: Carly Mansfield; Alan Killewald; Lee Keirstead, Jr.
Subject: Fwd: terminal floor angle

Brian Carmer
Stone Bridge Iron & Steel

Begin forwarded message:

From: Jeffrey Lino <Jlino@mlbind.com>
Date: April 22, 2025 at 11:41:54 AM EDT
To: Brian Carmer <bbc@stonebridgeiron.com>, Craig Dittl <cdittl@mlbind.com>, Jim Dawsey <jmdawsey@mlbind.com>, Mike Washburn <mwashburn@mlbind.com>, Marty Millington <mmillington@mlbind.com>
Subject: terminal floor angle

Brian
They approved the extra cost to raise the angle around the escalator to adjust for the existing slab deviations.

The PCO is #255. Please have Midwest prepare Daily T&M sheets and have Turner sign them.

Thanks
Jeff
Sent from my iPhone

Rec'd TCCo PCO-255 07.17.25

MIDWEST STEEL INC.
2525 E. Grand Boulevard
Detroit, MI 48211
(313) 873-2220 O
(313) 873-2222 F

EXTRA WORK ORDER

DATE: 9/23/25 | TIME:
CUSTOMER: Stone Bridge Iron | PWO'S: | FEED:
ADDRESS: | MWS JOB #: 23-017 | CLIENT CONTRACT #:
CLIENT JOB#: 23-017 | CLIENT ORDER #: | CLIENT RFI #:
JOB LOCATION: BLDG: Terminal | LEVEL: 2nd | PLATFORM: | OTHER:
START TIME: | END TIME:

JOB DESCRIPTION: PCO # 255 Terminal Escalator poor slap Fix

SET up Equipment on 2nd Floor Stop 7

- Removed Rebar that was in the way of accessing work area
- Relocated 3 cannon safety posts and cable
- Started grinding welds on escalator poor slap (4'on 12') To Raise To proper elevation (this work is not complete)

CREW FOREMAN: Samuel Albrecht

QTY	MWS LABOR	01 HOURS	OT HOURS	TTL HOURS
1	GENERAL FOREMAN	10	½	
	FOREMAN			
1	JOURNEYMAN	10		
	SUPERINTENDANT			
	PROJECT MNGR			
	CRANE OPERATOR			
	OILER			
	FORKLIFT OPERATOR			
	TRUCK DRIVER			

QTY	EQUIPMENT / MATERIAL CHARGES	TTL HOURS
1	WELDING MACHINE – GAS	10
	WELDING MACHINE - ELECTRIC	
	CONSUMABLES	
	HOISTS	
	30 cut off wheels	
	_____ TON CRANE	
	TON CRANE	
	FORKLIFT	
	TRUCK	
	TRACTOR / TRAILER	

CUSTOMER AUTHORIZATION	SIGNATURE	MIDWEST STEEL REPRESENTATIVE	SIGNATURE
PRINT NAME	Ed Andrea 4-23-25	PRINT NAME	Samuel Albrecht
PHONE #		PHONE #	(313) 595-7112

Rec'd TCCo PCO-255 07.17.25

Tues

MIDWEST STEEL INC.
2525 E. Grand Boulevard
Detroit, MI 48211
(313) 873-2220 O.
(313) 873-2222 F.

EXTRA WORK ORDER

CUSTOMER: Stone Bridge	DATE: 4/29/25	T+M:	
ADDRESS:	E.W.O.T.#: 101	FIXED:	
CLIENT JOB#:	CLIENT ORDER #:	CLIENT RFI #:	MWS JOB #: 23-017 / CLIENT CONTRACT #:
JOB LOCATION: BLDG: Terminal	LEVEL: 2	PLATFORM:	OTHER:
START TIME:		END TIME:	

JOB DESCRIPTION: PCO # 255 Terminal Escalator pour stop F.'s

- Removed welds on escalator pour stop with grinders
- set up Laser and installed shims under the pour stop
- welded 4" on 12" pattern Both sides

CREW FOREMAN: Sam Allesheuse

QTY	MWS LABOR	ST HOURS	OT HOURS	TTL HOURS
1	GENERAL FOREMAN	10	1/2	
	FOREMAN			
1	JOURNEYMAN	10		
	SUPERINTENDANT			
	PROJECT MNGR			
	CRANE OPERATOR			
	OILER			
	FORKLIFT OPERATOR			
	TRUCK DRIVER			

QTY	EQUIPMENT / MATERIAL CHARGES	TTL HOURS
2	WELDING MACHINE - GAS	
	WELDING MACHINE - ELECTRIC	
	CONSUMABLES	
	HOISTS	
	_____ TON CRANE	
	_____ TON CRANE	
	FORKLIFT	
	TRUCK	
	TRACTOR / TRAILER	

VTO

CUSTOMER AUTHORIZATION	SIGNATURE	MIDWEST STEEL REPRESENTATIVE:	SIGNATURE
PRINT NAME: Ed Andrus	5/8/25	PRINT NAME: Sam Allesheuse	
PHONE #:		PHONE #: (313) 898-7112	

Rec'd TCCo PCO-255 07.17.25

wed

MIDWEST STEEL INC.
2525 E. Grand Boulevard
Detroit, MI 48211
(313) 873-2220 O.
(313) 873-2222 F.

EXTRA WORK ORDER

CUSTOMER: Stone Bridge Iron	DATE: 4/30/25	T+M:	
ADDRESS:	EWO #: 102	FIXED:	
CLIENT JOB#:	MWS JOB #: 23-017	CLIENT CONTRACT #:	
JOB LOCATION: BLDG: Terminal	CLIENT ORDER #: LEVEL: 2	CLIENT REF.#: PLATFORM	OTHER:
	START TIME	END TIME	

JOB DESCRIPTION	PCO # 255

- Removed welds on escalator pour stop with gas drops and cut off wheels
- set up Laser and Installed shims under pour stop
- welded shims together and pour stop

CREW FOREMAN: Sam Allerlous

QTY	MWS LABOR	ST HOURS	OT HOURS	TTL HOURS
1	GENERAL FOREMAN	10	1/2	
	FOREMAN			
1	JOURNEYMAN	10		
	SUPERINTENDANT			
	PROJECT MNGR			
	CRANE OPERATOR			
	OILER			
	FORKLIFT OPERATOR			
	TRUCK DRIVER			

QTY	EQUIPMENT / MATERIAL LIVERIES	TTL HOURS
2	WELDING MACHINE - GAS	
	WELDING MACHINE - ELECTRIC	
	CONSUMABLES	
	HOISTS	
	_____ TON CRANE	
	_____ TON CRANE	
	FORKLIFT	
	TRUCK	
	TRACTOR / TRAILER	

CUSTOMER AUTHORIZATION	SIGNATURE V-TO	MIDWEST STEEL REPRESENTATIVE	SIGNATURE
PRINT NAME: Ed Andres	5/2/25	PRINT NAME:	Sam Allerlous
PHONE #:		PHONE #:	586-634-7112

thanks

MIDWEST STEEL INC.
2525 E. Grand Boulevard
Detroit, MI 48211
(313) 873-2220 O.
(313) 873-2222 F.

EXTRA WORK ORDER

CUSTOMER: StoneBridge Decon	DATE: 5/1/25	T+M:	
ADDRESS:	E.W.O.T.#: 103	FIXED:	
CLIENT JOB#:	MWS JOB #: 23-017	CLIENT CONTRACT #:	
JOB LOCATION: BLDG: Terminal	CLIENT ORDER #: LEVEL: 2	CLIENT P.O.#: PLATFORM:	OTHER:
	START TIME:	END TIME:	

JOB DESCRIPTION: PCO # 255 ✓
welded on escalator pour stop shims and pour stop

CREW FOREMAN: Sam Altshuler

QTY	MWS LABOR	ST HOURS	OT HOURS	TTL HOURS
1	GENERAL FOREMAN	10	1/2	
	FOREMAN			
1	JOURNEYMAN	10		
	SUPERINTENDANT			
	PROJECT MNGR			
	CRANE OPERATOR			
	OILER			
	FORKLIFT OPERATOR			
	TRUCK DRIVER			

QTY	EQUIPMENT / MATERIAL CHARGES	TTL HOURS
2	WELDING MACHINE - GAS	
	WELDING MACHINE - ELECTRIC	
	CONSUMABLES	
	HOSES	
	_____ TON CRANE	
	_____ TON CRANE	
	FORKLIFT	
	TRUCK	
	TRACTOR / TRAILER	

CUSTOMER AUTHORIZATION	SIGNATURE: ✓ VTO	MIDWEST STEEL REPRESENTATIVE:	SIGNATURE
PRINT NAME: Ed Andrea	5/2/25	PRINT NAME: Sam Altshuler	
PHONE #:		PHONE #: (313) 696-7112	

Rec'd TCCo PCO-255 07.17.25

FAI

MIDWEST STEEL INC.
2525 E. Grand Boulevard
Detroit, MI 48211
(313) 873-2220 O.
(313) 873-7722 F.

EXTRA WORK ORDER

CUSTOMER: Stone Bridge Iron			DATE: 5/2/25	T+M:	
ADDRESS:			E.NOTE: 104	FIXED:	
			MWS JOB #: 23-017	CLIENT CONTRACT #:	
CLIENT JOB#:	CLIENT ORDER #:	CLIENT RFI#			
JOB LOCATION: Bldg: Terminal	LEVEL: 2	PLATFORM:	OTHER:		
START TIME: 7 AM	END TIME: 5:30 pm				

JOB DESCRIPTION	PCO # 255 ✓
- Removed Rebar from work area	
- cut welds out of pour stop	
- set up Lasers	
- Installed shims under pour stop	
- started welding shims and pour stop	
CREW FOREMAN	Sam Allerhouse

QTY	MWS LABOR	ST HOURS	OT HOURS	TTL HOURS
1	GENERAL FOREMAN	10	1/2	
	FOREMAN			
1	JOURNEYMAN	10		
	SUPERINTENDANT			
	PROJECT MNGR			
	CRANE OPERATOR			
	OILER			
	FORKLIFT OPERATOR			
	TRUCK DRIVER			

QTY	EQUIPMENT / MATERIAL CHARGES	TTL HOURS
2	WELDING MACHINE - GAS	
	WELDING MACHINE - ELECTRIC	
	CONSUMABLES	
	HOISTS	
	____ TON CRANE	
	____ TON CRANE	
	FORKLIFT	
	TRUCK	
	TRACTOR / TRAILER	

CUSTOMER AUTHORIZATION	✓ VIO	MIDWEST STEEL REPRESENTATIVE:	SIGNATURE
PRINT NAME:	Ed Andres 5/2/25	PRINT NAME:	Sam Allerhouse
PHONE #:		PHONE #:	518-618-7112

Rec'd TCCo PCO-255 07.17.25

MIDWEST STEEL INC.
2525 E. Grand Boulevard
Detroit, MI 48211
(313) 873-2220 O
(313) 873-2222 F

EXTRA WORK ORDER

DATE: 5/6/25 | T+M:

CUSTOMER: Stone Bridge Iron | E.W.O.T.#: 105 | FIXED:

ADDRESS: | MWS JOB #: 23-017 | CLIENT CONTRACT #:

CLIENT JOB#: | CLIENT ORDER #: | CLIENT RFI #:

JOB LOCATION: | BLDG: Terminal | LEVEL: 2 | PLATFORM: | OTHER:

START TIME: 7 Am | END TIME: 3:30 pm

JOB DESCRIPTION: PCO # 255

welded shims and escalator pan step in sqe 7

CREW FOREMAN: Sam Alteshouse

QTY	MWS LABOR	ST HOURS	OT HOURS	TTL HOURS
1	GENERAL FOREMAN	8	½	
	FOREMAN			
1	JOURNEYMAN	8		
	SUPERINTENDANT			
	PROJECT MNGR			
	CRANE OPERATOR			
	OILER			
	FORKLIFT OPERATOR			
	TRUCK DRIVER			

QTY	EQUIPMENT MATERIAL CHARGES	TTL HOURS
2	WELDING MACHINE - GAS	
	WELDING MACHINE - ELECTRIC	
	CONSUMABLES	
	HOISTS	
	_____ TON CRANE	
	_____ TON CRANE	
	FORKLIFT	
	TRUCK	
	TRACTOR / TRAILER	

CUSTOMER AUTHORIZATION:	SIGNATURE: EG Andres UTO 5/7/25	MIDWEST STEEL REPRESENTATIVE:	SIGNATURE
PRINT NAME:		PRINT NAME:	Sam Alteshouse
PHONE #:		PHONE #:	(586) 596-7112

Rec'd TCCo PCO-255 07.17.25

MIDWEST STEEL INC.
2525 E. Grand Boulevard
Detroit, MI 48211
(313) 873-2220 O
(313) 873-2222 F.

EXTRA WORK ORDER

DATE 5/2/25 | T+M | FIXED

E.W.O.T.#: 106

CUSTOMER: StoneBridge Imm

MWS JOB #: 23-017 | CLIENT CONTRACT #:

ADDRESS

CLIENT JOB#: | CLIENT ORDER #: | CLIENT RFI #

JOB LOCATION: BLDG: Terminal | LEVEL: 2 | PLATFORM | OTHER

START TIME: 6:30 am | END TIME: 2:30 pm

JOB DESCRIPTION: PCO # 255 ✓

- Finished welding shims and pour stop in Grid 7 Escalator opening
- cut and Fit Cell closures To Fit Between shim packs and welded

CREW FOREMAN: Sam Altshuler

QTY	MWS LABOR	ST HOURS	OT HOURS	TTL HOURS
1	GENERAL FOREMAN	7	1/2	
	FOREMAN			
1	JOURNEYMAN	7		
	SUPERINTENDANT			
	PROJECT MNGR			
	CRANE OPERATOR			
	OILER			
	FORKLIFT OPERATOR			
	TRUCK DRIVER			

QTY	EQUIPMENT / MATERIAL CHARGES	TTL HOURS
2	WELDING MACHINE - GAS	
	WELDING MACHINE - ELECTRIC	
	CONSUMABLES	
	HOISTS	
	_____ TON CRANE	
	_____ TON CRANE	
	FORKLIFT	
	TRUCK	
	TRACTOR / TRAILER	

CUSTOMER AUTHORIZATION	✓ VTO	MIDWEST STEEL REPRESENTATIVE	
PRINT NAME:	Eric Andres 3/7/25	PRINT NAME:	Sam Altshuler
PHONE #:		PHONE #:	(313) 378-7112
	SIGNATURE		SIGNATURE

PCO-257

Rec'd TCCo PCO-257 06.10.25

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-257

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	6/9/25
PROPOSAL NO.	PROPOSAL AMOUNT
135	$770.00

Per NOC 135 dated 6/9/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Per PCO-257, MLB was directed to demo and weatherproof the existing skylight adjacent to the West mechanical room as it extended into the new exterior wall line.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Misc. Removals	$669.48					$669.48
					Subtotal:	$669.48
		MLB OH&P (Self-performed)		$669.48	15.01%	$100.52
					Total:	**$770.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 6/9/25
Craig Dittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

EXTRA #40, PCD-251

MLB CONSTRUCTION SERVICES LLC					GENERAL CONTRACTOR			
PROJECT:	Airport Terminal -BP02			DESCRIPTION:	PCO-257 Demo & Waterproofing of Skylight		SPEC. SECT.	
EST. #:				EXTEN BY:		CHKD BY:	OF	
	CODE	DESCRIPTION	QUANTITY	UNIT PRICE LABOR	TOTAL ESTIMATED LABOR COST	UNIT PRICE MATERIAL	MATERIAL & EQUIP COST	TOTAL ESTIMATED COST
1	02-150	Ticket 14461 Demo & Waterproofing of skylight	1		$669.48	$0.00	$0.00	$669.48
2								
3					$0.00	$0.00	$0.00	$0.00
4					$0.00	$0.00	$0.00	$0.00
5					$0.00	$0.00	$0.00	$0.00
6					$0.00	$0.00	$0.00	$0.00
7		SHEET TOTALS			**$669.48**	**$0.00**	**$0.00**	**$669.48**

$669.48

Rec'd TCCo PCO-257 06.10.25

Rec'd TCCo PCO-257 06.10.25

.mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

14461

Charge to PCO# 257 Date 5/7/25 Cost Code: 02-150

Authorized by Turner MLB Job No. 23-110

Description of Work: demolition and water proof of Skylight

LABOR

Name	Trade	Rate	Hours	Other	Cost
Steve Boothwick	LF	85.91	4		343 64 ✓
Jason Slater	L	81.46	4		325 84 ✓

Total Labor Cost → 1 669 48 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel

Total Trucking Cost → 4

VTO

E. Andres 5/8/25
Customer Supervisor

5/8/25
MLB Supervisor

Total of Boxes 1, 2, 3 & 4

ADD: _____ Small Tools

Subtotal

ADD: _____ % Sales Tax

ADD: _____ % Overhead

ADD: _____ % Profit

TOTAL VALUE of this Work Order

PCO-258

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-258

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	6/9/25
PROPOSAL NO.	PROPOSAL AMOUNT
133	$4,483.00

Per NOC 133 dated 5/12/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Due to the extended duration of the project schedule related to design issues/schedule impacts, ACAA requested that MLB update/repair the privacy screening on the site perimeter fence that had started to deteriorate.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Temp. Fencing	$3,898.02					$3,898.02
					Subtotal:	$3,898.02
		MLB OH&P (Self-performed)		$3,898.02	15.01%	$584.98
					Total:	$4,483.00

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 6/9/25
Craig Gittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

WDC #B3, EXTRA #38, PCO-258

MLB CONSTRUCTION SERVICES LLC						GENERAL CONTRACTOR		
PROJECT:	Airport Terminal -BP02			DESCRIPTION:	PCO-258 Site Fence Repairs		SPEC. SECT.	
EST. #:				EXTEN BY:		CHKD BY:	OF	
	CODE	DESCRIPTION	QUANTITY	UNIT PRICE LABOR	TOTAL ESTIMATED LABOR COST	UNIT PRICE MATERIAL	MATERIAL & EQUIP COST	TOTAL ESTIMATED COST
1	01-531	Ticket 14457	1	$2,669.02	$2,669.02			~~$2,669.02~~ 2831.
2	01-531	Ticket 14455	1	$1,066.08	$1,066.08			$1,066.08 ✓
3								
4								
5								
6								
7								
8		SHEET TOTALS			$3,735.10		$0.00	~~$3,735.10~~

$3,858.02

(CD)

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

14455

Charge to

Date 4/23/25 Cost Code 01-531

Authorized by Turner

MLB Job No. 23-110

Description of Work: Fixing Temp fence PCO 258

LABOR

Name	Trade	Rate	Hours	Other	Cost
Tim parks	LF	89.36	6 (3rd)		536.16 ✓
Brad Mussen	L	88.32	6 (3rd)		529.92 ✓

Total Labor Cost → 1 | 1066.08 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel

Total Trucking Cost → 4

Total of Boxes 1, 2, 3 & 4

ADD: _____ Small Tools

Subtotal

ADD: _____ % Sales Tax

ADD: _____ % Overhead

ADD: _____ % Profit

TOTAL VALUE of this Work Order

EL Andras 4-28-25
Customer Supervisor

MLB Supervisor

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

14457

Charge to PCO# 258 Date 5/2/25 Cost Code 01-531

Authorized by Turner MLB Job No 23-114

Description of Work Site fence Repairs

LABOR

Name	Trade	Rate	Hours	Other	Cost
Tim packs	LF	85.91	8		687.28 ✓
Steve Borthwick	LF	85.91	6		515.46 ✓
Jason Slater	L	81.46	6		488.76 ✓
Brandon Bradley	L	81.46	6		488.76 ✓
Dalton Grisandi	L	81.46	8		651.68

Total Labor Cost → 1 2669.02

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	
				2831.94

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel

Total Trucking Cost → 4

5/5/25

Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4		
ADD: _____	Small Tools	
	Subtotal	
ADD:	% Sales Tax	
ADD:	% Overhead	
ADD	% Profit	
TOTAL VALUE of this Work Order		

PCO-282

PCO-282 Rec'd TCCo 08.08.25

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	8/8/25
PROPOSAL NO.	PROPOSAL AMOUNT
124AR1	$72,840.00

Per NOC 124AR1 dated 4/24/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Following the development that LERA informed the project team the structure could not be phased in accordance with the TCCo phasing plan, the temporary wall had to be relocated and reconstructed. This would facilitate the construction of the Phase 4 foundations ahead of the TCCO phasing plan such that the building could resist all design loads imposed on it.

This portion only includes the costs for ADK Drywall to relocate the wall and REO Welding to install the required support steel. Any additional costs for this out-of-sequence work will be tracked on T&M under PCO-236.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Structural Steel				$27,000.00		$27,000.00
Gypsum Drywall				$42,673.20		$42,673.20
					Subtotal:	$69,673.20
		MLB OH&P (Subcontractor)		$63,339.27	5.00%	$3,166.80
					Total:	$72,840.00

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 8/8/25
Craig Ohl
MLB Construction Services LLC

Approved by: _____
Date: _____

Cc: JMD/SAS/File (MLB Construction Services LLC)

PCO-282 Rec'd TCCo 08.08.25

SUBCONTRACTOR PROPOSAL

Albany Airport Terminal Expansion Project BP-04

Field Order | Change Order

Subcontractor Name:	Adirondack Taping & Supply, Inc.	Date:	8/4/25
Address:	46 Elm Street	Project No.:	**23114**
	Glens Falls, NY 12801	ADK COR #	**33R1**
Telephone No.:	(518) 761-0089	RFI #:	**Email**

LABOR

Work Description	Trade	Hours	Total Rate from Labor Rate Breakdown	Total Labor Cost
Added temp wall work on issued A-01 drawing.	Carpenter Foreman	100	$85.95	$8,595.00
	Carpenter	210	$81.11	$17,033.10
	Taper Foreman		$74.68	
Night Shift Rates	Taper		$72.66	
	A. TOTAL SUBCONTRACTOR LABOR			**$25,628.10**

MATERIAL

Material Description	Quantity	Unit	Unit Cost	Material Cost
4" CH stud 25ga	260	LF	$0.95	$247.00
4" J track 25ga	120	LF	$0.80	$96.00
1" Shaftliner	480	SF	$1.58	$758.40
3" SAFB Insulation	100	SF	$0.67	$66.50
5/8" type X drywall	1,216	SF	$0.60	$729.60
Mud	2	Pails	$25.00	$50.00
Tape	1	Rolls	$10.00	$10.00
Vapor Barrier	674	SF	$0.27	$181.98
3" stud 12ga	200	LF	$3.61	$722.00
3" track 12ga	60	LF	$3.14	$188.40
R21 Batt Insulation	221	SF	$0.80	$176.80
5/8" Glasroc Sheating	768	SF	$0.98	$752.64
Ceiling Wire	61	EA	$1.10	$67.10
Drywall 12ft main	720	LF	$0.85	$612.00
Drywall 4ft tee	720	LF	$0.85	$612.00
3" stud 16ga	408	LF	$2.46	$1,003.68
	Total from additional Material Worksheet Extension(s) if required.			6377.62
	B. TOTAL SUBCONTRACTOR MATERIAL			**$12,651.72**

EQUIPMENT

C.	TOTAL SUBCONTRACTOR EQUIPMENT	**514.00**

SUMMARY

Total labor, material,equipment (A + B + C)	$38,793.82
Subcontractor's Override (10%)	$3,879.38
TOTAL SUB-PROPOSAL	**$42,673.20**

Taylor Oldroyd
Subcontractor's Signature

8/4/25
Date

Taylor Oldroyd
Please Type or Print Name

This Price is valid for, and work must be agreed upon within 7 days from date of submission upon which it becomes null and void.

PCO-282 Rec'd TCCo 08.08.25

Albany Airport Terminal Expansion Project B

MATERIAL WORKSHEET EXTENSION

Field Order Change Order

Subcontractor Name:	Adirondack Taping & Supply, Inc.	Date:	8/7/25
Address:	46 Elm Street	Project No.:	23114
	Glens Falls, NY 12801	CIC No.:	
Telephone No.:	(518) 761-0089	CO No.:	33R1

MATERIAL

Material Description	Quantity	Unit	Unit Cost	Material Cost
8" track 16ga	160	LF	$2.19	$350.40
3/4" concrete structural panel subfloor	640	SF	$5.88	$3,760.00
1-5/8" track 20ga	180	LF	$0.58	$104.40
Misc. screws	2	Boxes	$105.00	$210.00
Fire Caulk	4	Tubes	$39.00	$156.00
Chop saw blades	20	Ea	$11.94	$238.80
Vapor tape	4	Rolls	$54.00	$216.00
4" stud 16ga	380	LF	$1.89	$717.82
4" track 16ga	100	LF	$1.65	$165.20
6" track 16ga	100	LF	$2.50	$250.00
Spazzer Bar	152	LF	$1.38	$209.00
				$0.00
				$0.00
				$0

PCO-284a

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	7/16/25
PROPOSAL NO.	PROPOSAL AMOUNT
139A	$16,651.00

Per NOC 139A dated 6/19/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-128 has been issued for B-Line bracing drawing updates. To expedite the steel fabrication, this proposal #139A is for the steel cost only.

MLB will have assistance with a full to load materials and there will likely be added fireproofing that will be submitted at a later date.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Stone Bridge Iron & Steel Inc				$15,933.96		$15,933.96
					Subtotal:	$15,933.96
		MLB OH&P (Subcontractor)		$14,342.00	5.00%	$717.04
					Total:	**$16,651.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/16/25
Craig Dahl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

Craig Dittl

From: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Sent: Tuesday, July 15, 2025 1:00 PM
To: Jeffrey Lino; Wagner, Robert C - (NYN); Rosario, Gabrielle - (NYN)
Cc: Craig Dittl
Subject: RE: ASI 125 steel price
Attachments: SBIS ASI 125 Cost.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jeff,

As discussed, earlier ASI-128 is approved.

Please see my comments for ASI-125 attached. I will follow up with CHA's comments, once received.

Thanks,

Nate Lackraj | Superintendent
Turner Construction Company - NYN
mobile 518.708.5445 | nlackraj@tcco.com

From: Jeffrey Lino <Jlino@mlbind.com>
Sent: Friday, July 11, 2025 9:28 AM
To: Wagner, Robert C - (NYN) <rwagner@tcco.com>; Rosario, Gabrielle - (NYN) <grosario@tcco.com>
Cc: Lackraj, Natram - (NYN) <nlackraj@tcco.com>; Craig Dittl <cdittl@mlbind.com>
Subject: ASI 125 steel price

EXTERNAL EMAIL - Please Handle Cautiously

Rob,
Attached is Stone Bridge's cost proposal for ASI 125 and 128.
In order to keep things moving we wanted you to start looking this over.

Please let us know if we need to review the cost for ASI 125 together with Stone Bridge.

Jeff Lino
Vice President
MLB Construction Services, LLC
Office 518-289-1371 ext 144
Fax 518-289-1652
Cell 518-210-4169

07/07/2025

Stone Bridge Iron & Steel, Inc. Contract No. 23-005
Albany Airport BP-02
Change Order Request Breakdown Form

Stone Bridge Iron & Steel, Inc.
X054

Issue

Changes per ASI-128

Costs

	Add/Deduct	Quantity	Units		Cost/Unit		Total
Detailing / Modeling	Add	12	Hours	X	$95.00		$1,140.00
SBIS Engineering	Add	2	Hours	X	$225.00		$450.00
Material - W,C	Add	416	lbs.	X	$0.90		$374.40
Material - WT	N/C	0	lbs.	X	$1.00		$0.00
Material - Angles	Add	1,191	lbs.	X	$0.85		$1,012.35
Material - Plate	Add	225	lbs.	X	$1.05		$236.25
Material - Grating	N/C	0	Sq.Ft.	X	$40.00		$0.00
Material - Bolts	Add	96	Each	X	$5.00		$480.00
Weld Studs	N/C	0	Each	X	$2.50		$0.00
Paint Material	N/C	0	gal.	X	$150.00		$0.00
Galvanize Material	N/C	0	lbs.	X	$0.35		$0.00
Shop Labor	Add	16	Hours	X	$95.00		$1,520.00
Shop Labor - Paint	N/C	0	Hours	X	$95.00		$0.00
Freight	Add	1	Load	X	$600.00		$600.00
Freight - Galvanizer	N/C	0	Load	X	$450.00		$0.00
Deck	N/C	0	ls	X	$0.00		$0.00
Joist	N/C	0	ls	X	$0.00		$0.00
Erection	Add	1	ls	X	$6,729.00		$6,729.00
UT Testing	N/C	0	Visit	X	$1,250.00		$0.00
Delegated Connection Design	Add	8	Hours	X	$225.00		$1,800.00
	N/C	0	Hours	X	$0.00		$0.00
						Subtotal	$14,342.00
					SBIS Work OH&P	10.00%	$581.30
					Vender Work OH&P	10.00%	$852.90
					Bonding (If Required)	1.00%	$157.76
					Tax (If Required)	0.00%	$0.00
						Total	$15,933.96

Add

See Attached Items:	SBIS BOM, CCA-052
Excludes:	

Additional Info:

STONE BRIDGE IRON & STEEL, INC.

Stone Bridge Iron & Steel, Inc.

Change Order Bill of Materials

07/07/2025 10:21:47AM

Albany Airport BP-02 C13
Albany, NY

Job: 23-005

Filter:
Sub-Category: X054

Item#	Drawing #	Qty	Shape	Dimensions	Length	Grade	Fin	Weight
Per ASI-128: Additional floor bracing in two bays								
1620	S103T	2	W	12 x 26	8'-0	A992	UNP	416#
1630	S103T	4	L	4 x 3 x 3/8	0'-9	A572-Gr 50	UNP	26#
1640	S103T	4	L	4 x 3 x 3/8	17'-0	A572-Gr 50	UNP	578#
1650	S103T	4	PL	3/8 x 14	1'-7	A572-50	UNP	113#
1660	S103T	2	L	4 x 3 x 3/8	0'-9	A572-Gr 50	UNP	13#
1670	S103T	2	L	4 x 3 x 3/8	1'-0	A572-Gr 50	UNP	17#
1680	S103T	4	L	4 x 3 x 3/8	15'-6	A572-Gr 50	UNP	527#
1690	S103T	4	PL	3/8 x 14	1'-7	A572-50	UNP	113#
1700	S103T	2	L	4 x 3 x 3/8	0'-9	A572-Gr 50	UNP	13#
1710	S103T	2	L	4 x 3 x 3/8	1'-0	A572-Gr 50	UNP	17#

Total Field Bolts: 84 **Total Shop Bolts:** 12 **Total Weight:** 1,832 #

MIDWEST STEEL

2525 E. Grand Blvd. Detroit, MI 48211 · 313-873-2220 · 313-873-2222

June 25, 2025

Stone Bridge Iron & Steel, Inc.
426 Purinton Rd.
Gansevoort, NY 12831

Attn: Mr. Brian Carmer

RE: Airport Terminal Expansion
Albany, NY
BP-02 – CCA-052 – ASI-128, PCO-284

Dear Mr. Carmer,

We are pleased to submit our quotation for scope changes per the provided ASI-128 for the above referenced project.

Pricing Impact: $6,729

Schedule Impact: The Seq. 8 (CL-8-9) portion of this work will be completed in (1) 10-hr day. **MWS is currently demobilized from the site, and will need at least a 7-day notice to confirm manpower and equipment to complete the work.** MWS has the best chance at manpower availability between July 7, 2025 and August 1, 2025.

The Seq. 10 (CL-10-11) portion of this work will be completed in (1) 10-hr day during the planned remobilization for Seq. 9 & 10.

This quotation is based on the following:

1. The drawings included in the ASI-128 drawing release.
2. The timely notification of at least one week prior to the commencement of the Seq. 8 work, to allow MWS the proper time to confirm manpower and equipment.
3. All connections are priced as bolted connections. No welding or hot work (or firewatch) is included in this proposal.
4. This quote is based on all the conditions of the base contract work.

MIDWEST STEEL

We thank you for the opportunity to submit our quotation and we look forward to a contract change order for this work.

Sincerely,

Carly Mansfield
Project Manager

MIDWEST STEEL

JOB NO.: 23-017 - Albany Airport Expansion

DESCRIPTION: CCA-052 - NOC #284 - ASI-128

DATE: 6/25/2025

DESCRIPTION	QUANTITY	UOM	LABOR UNIT PRICE	LABOR	EQUIPMENT UNIT PRICE	EQUIPMENT QTY	TOTAL
Item #1: NOC-284, ASI-128							
(a) Installation Labor							
(1) Ironworker Journeyman	40	HOURS	$104.70	$4,188			$ 4,188
(2) Ironworker Foreman	20	HOURS	$108.81	$2,176			$ 2,176
(b) Equipment							$ -
(1) Roust-a-Bout	2	EA / DAY			$ 55	1	$ 110
(2) Scisaor Lift	2	EA / DAY			$ 128	1	$ 255
TOTAL							$ 6,729

PCO-289

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	7/11/25
PROPOSAL NO.	PROPOSAL AMOUNT
141	$77,165.00

Per NOC 141 dated 7/11/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Following the approval of NOC #57R1 and submittal 078100-3-1 (NET) the authority having jurisdiction (AHJ) requested that addition SFRM be added. Those drawings from the CM have been included in this proposal.

This is TCCo PCO-289. Please note, this does not include MLB operator and/or lull time...that will be tracked T&M and submitted separately.

Description	Labor	Material	Equipment	Subcontract	Other	Price
C-Train LLC				$73,810.00		$73,810.00
					Subtotal:	$73,810.00
		MLB OH&P (Subcontractor)		$67,100.00	5.00%	$3,355.00
					Total:	**$77,165.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: _____ 7/11/25
Craig Hall
MLB Construction Services LLC

Approved by: _____
Date: _____

Cc: JMD/SAS/File (MLB Construction Services LLC)

Rec'd TCCo PCO-289 07.17.25

C-Train, llc

PROPOSAL
Terminal Expansion Roof added area

To: Craig Dittl
Mlb construction

June 26, 2025

RE: SFRM 078100

We propose to provide the labor, materials and equipment necessary to install MK-6 as per plans. UL Design P732 for Roof beams and deck with a 1 hour rating the columns are 1 hour as wlle all work to be sprayed is indicated on attached dwg
This is as indicated by attached drawing
Floors need to be free of material and cant be loaded until section is sprayed completely, only hangers installed for other trades

Total: $73,810.00

- Material $28,160.00
  - Roof deck $ 6,160.00
  - Beams and columns $10,340.00
  - Trucking $ 3,850.00
  - Lift rental $ 2,530.00
  - Equipment rental $ 5,280.00

- Labor $38,940.00 Man Hours
  - Spray SFRM $27,100.00 320
  - Unload truck $ 3,320.00 39
  - Cleanup $ 8,520.00 96
  -
  - Anticipated Mason Labor Rate of $89.50
  - Forman Labor Rate of $97.00

- Overhead & profit 10% $6,710.00

65 Ramsey Place
Albany, New York 12208

Rec'd TCCo PCO-289 07.17.25

C-Train, llc

All protection and cleanup of existing work and mechanicals and windows to do be done on a T&M Basis.

Exclusions:

- Cold weather conditions expenses
- Dumpster
- Remobilization
- Hoisting
- Patching

Please call if you have any questions.

Sincerely,
Clark Seeley

65 Ramsey Place
Albany, New York 12208

Craig Dittl

From: Jeffrey Lino
Sent: Friday, July 11, 2025 12:10 PM
To: Craig Dittl
Subject: FW: Spray on Fireproofing Clarification
Attachments: 2026.06.18 AHJ Walkthru R1.pdf

Jeff Lino
Vice President
MLB Construction Services, LLC
Office 518-289-1371 ext 144
Fax 518-289-1652
Cell 518-210-4169

From: Wagner, Robert C - (NYN) <rwagner@tcco.com>
Sent: Wednesday, June 18, 2025 3:21 PM
To: Jeffrey Lino <Jlino@mlbind.com>; Craig Dittl <cdittl@mlbind.com>
Cc: Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Lackraj, Natram - (NYN) <nlackraj@tcco.com>; Andres, Edward F - (NYN) <efandres@tcco.com>
Subject: Spray on Fireproofing Clarification

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jeff-

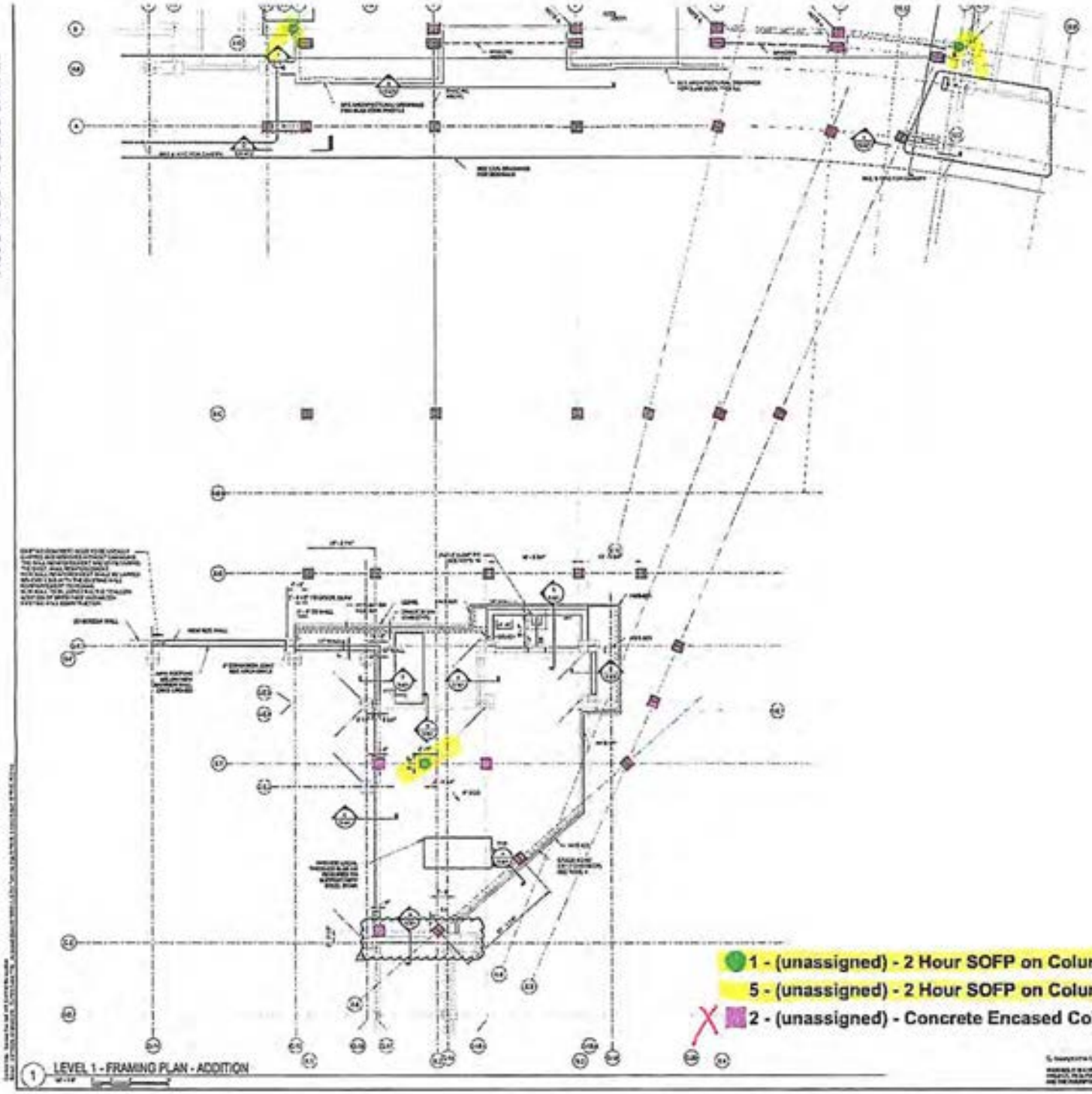
Please refer to the attached drawings indicating the SOFP required by the AHJ. These drawings shall work along with the approved shop drawings. Shop drawings are required to be resubmitted for record. Please call if you have any questions.

Gaby-
Please issue a PCO for the additional work.

Robert Wagner, LEED® AP | Project Manager
Turner Construction Company
office 518-453-0277 | mobile 518-852-[illegible] | rwagner@tcco.com
website | linkedin | facebook | twitter | youtube

CONFIDENTIALITY STATEMENT ~~~
This email transmission and any documents accompanying this email transmission contain information from Turner Construction Company, which is confidential. This information is intended for the use of the intended recipient. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, copying, or taking of any action in reliance on the contents of this email information is strictly prohibited, and that the documents shall be returned to Turner Construction Company, immediately. If you receive this email in error, please notify us immediately by replying to the email address set forth above.

Rec'd TCCo PCO-289 07.17.25



CHA

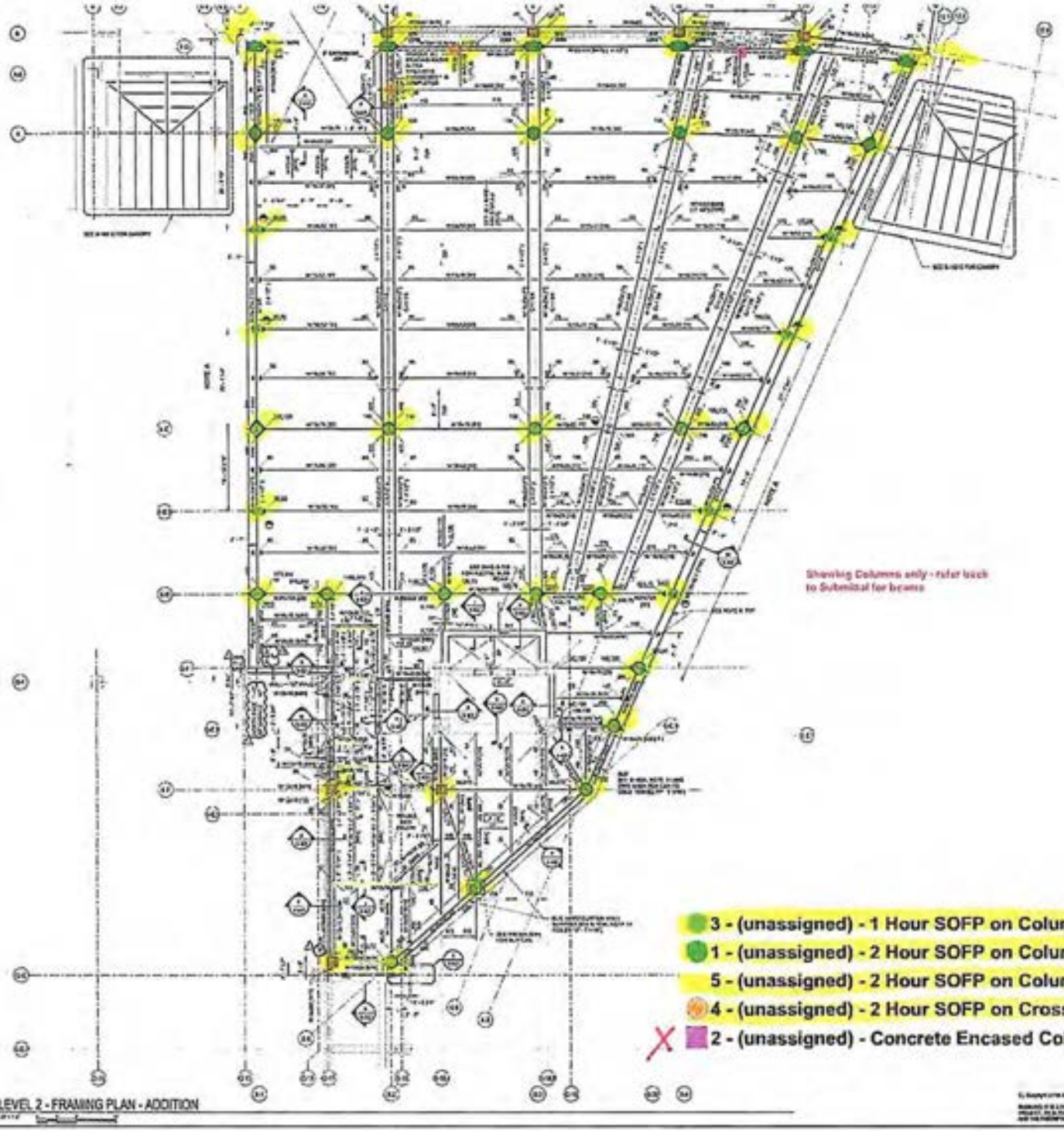
ALBANY COUNTY AIRPORT AUTHORITY

BID PACKAGE #2
ISSUED FOR BID

LEVEL 1 - FRAMING PLAN - ADDITION

S-101 A

Rec'd TCCo PCO-289 07.17.25



1 LEVEL 2 - FRAMING PLAN - ADDITION

CHA

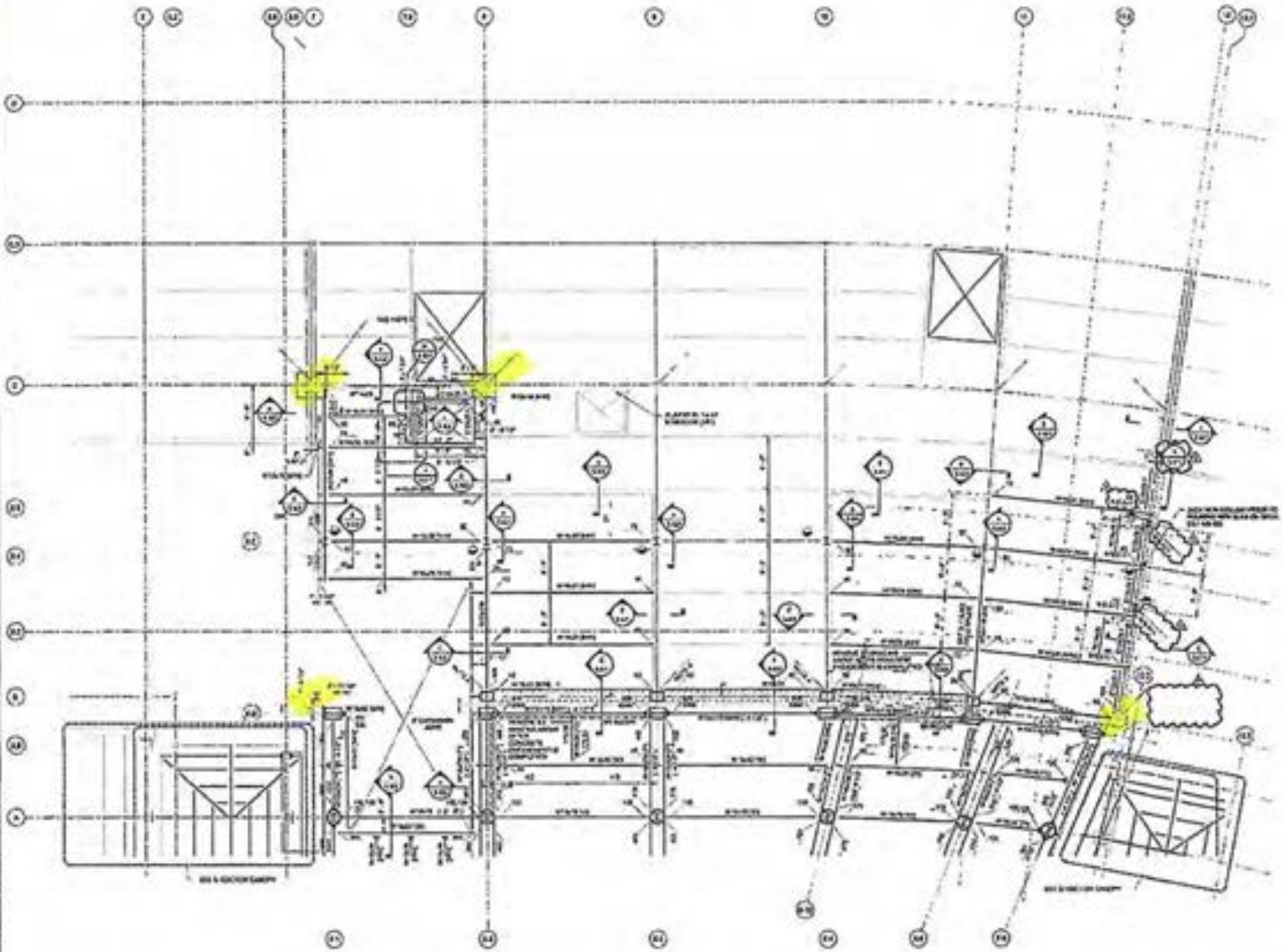
ALBANY COUNTY AIRPORT AUTHORITY

BID PACKAGE #
ISSUED FOR BID

LEVEL 2 - FRAMING PLAN ADDITION

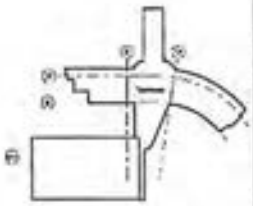
S-102 A

Rec'd TCCo PCO-289 07.17.25



1 LEVEL 2 - FRAMING PLAN - TERMINAL

Showing Columns only - refer back to Structural for beams



KEY PLAN

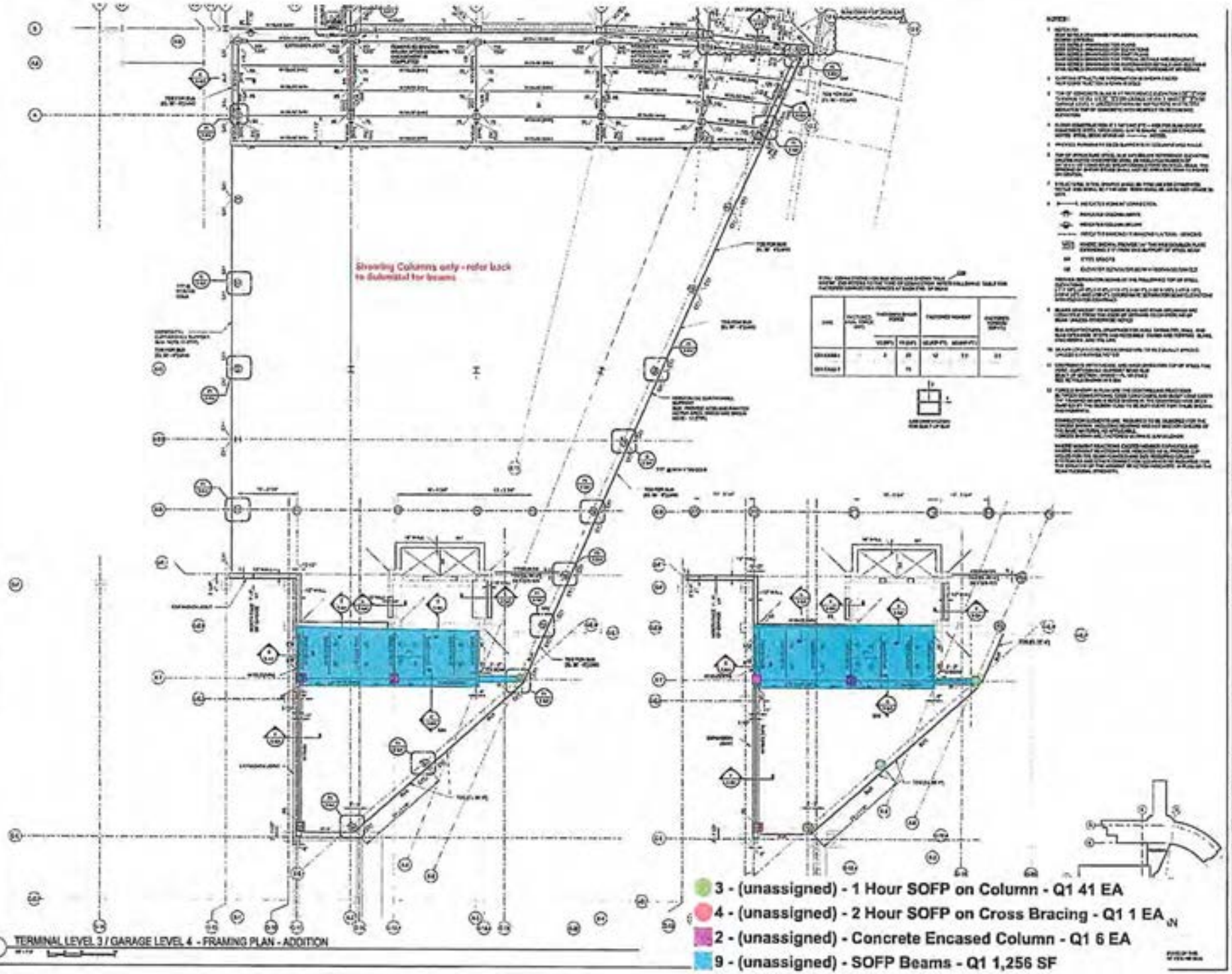
ALBANY COUNTY AIRPORT AUTHORITY

BID PACKAGE 6
ISSUED FOR BID

LEVEL 2 - FRAMING PLAN TERMINAL

S-102 T

Rec'd TCCo PCO-289 07.17.25



1 TERMINAL LEVEL 3 / GARAGE LEVEL 4 - FRAMING PLAN - ADDITION

CHA

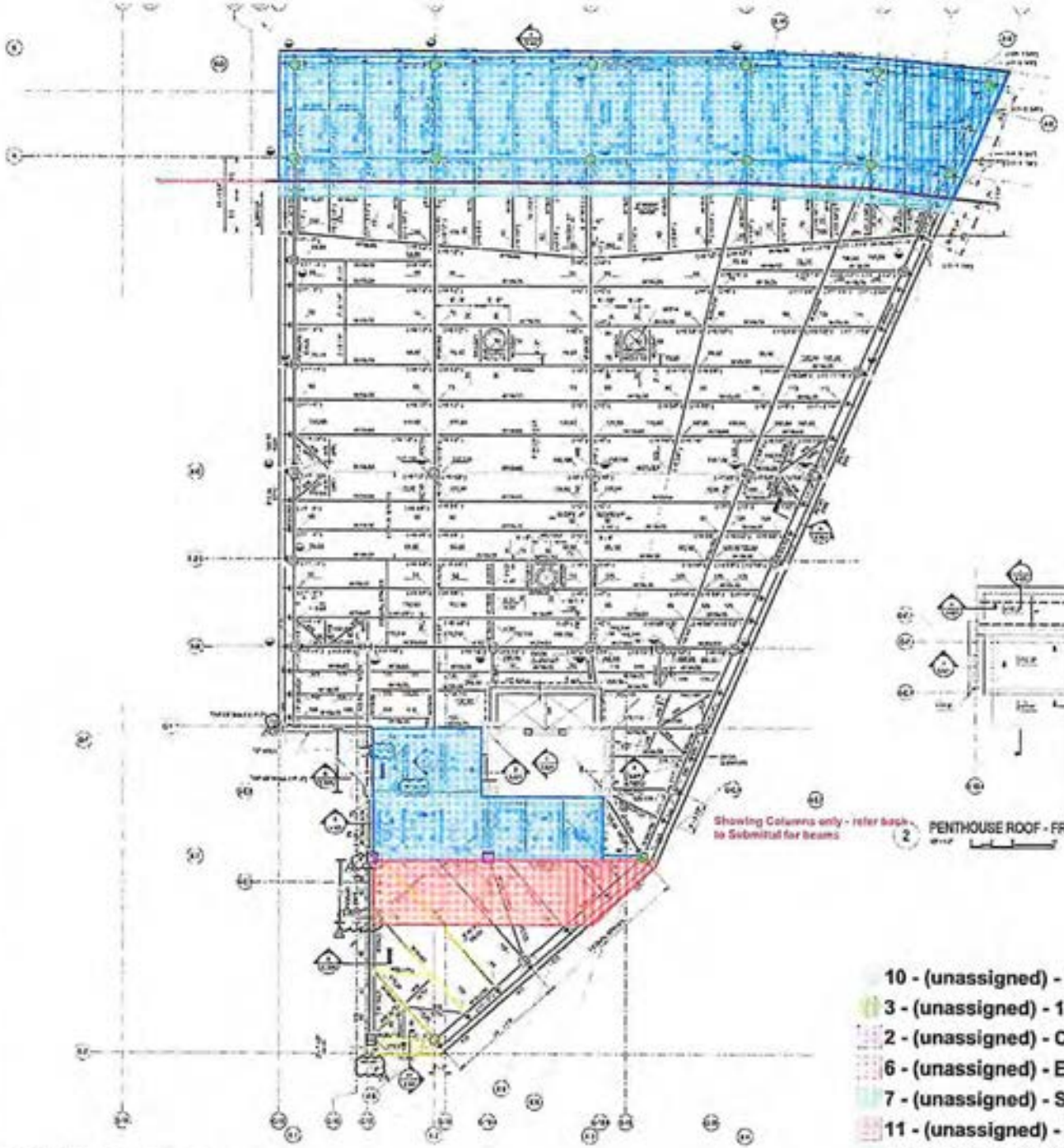
ALBANY COUNTY AIRPORT AUTHORITY

BID PACKAGE #2
ISSUED FOR BID

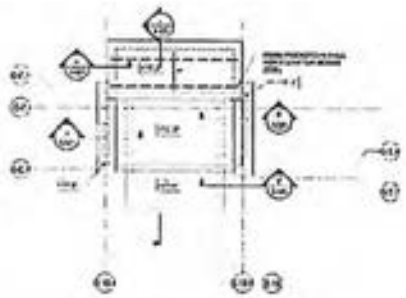
LEVEL 3 - FRAMING PLAN - ADDITION

S-103 A

Rec'd TCCo PCO-289 07.17.25



1 ROOF - FRAMING PLAN - ADDITION



Showing Columns only - refer back to Submittal for beams

2 PENTHOUSE ROOF - FRAMING PLAN

10 - (unassigned) - 1 Hour SOFP on Cross Bracing - Q1 1 EA
3 - (unassigned) - 1 Hour SOFP on Column - Q1 33 EA
2 - (unassigned) - Concrete Encased Column - Q1 3 EA
6 - (unassigned) - Edge of Slab - Q1 142 LF
7 - (unassigned) - SOFP Beams + Roof Decking - Q1 4,217 SF
11 - (unassigned) - SOFP Beams + Roof Decking + 12' - Q1 605 SF
8 - (unassigned) - SOFP Beams + Roof Decking + 2' - Q1 338 SF

NOTES:

CHA

ALBANY COUNTY AIRPORT AUTHORITY

BID PACKAGE #2
ISSUED FOR BID

ROOF FRAMING PLAN - ADDITION

S-104 A

PCO-291b

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME: Alb. Airport 21-1082-GC

PROJECT NO.	DATE
23-110	7/16/25
PROPOSAL NO.	PROPOSAL AMOUNT
144	$12,954.00

Per NOC 144 dated 7/16/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

As a part of ASI-071, MLB had (2) pipe sleeves fabricated based upon the visible, existing storm piping. Upon excavation of the existing area, fittings that were not known to be present require a larger sleeve to be fabricated.

To keep the work moving, Stone Bridge offered to assist and this sleeve is already on site.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Structural Steel				$12,395.87		$12,395.87
					Subtotal:	$12,395.87
		MLB OH&P (Subcontractor)		$11,157.40	5.00%	$558.13
					Total:	**$12,954.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request ____ calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/16/25
Craig Gittl
MLB Construction Services LLC

Approved by: _____
Date: _____

Cc: JMD/SAS/File (MLB Construction Services LLC)

07/14/2025

Stone Bridge Iron & Steel, Inc. Contract No. 23-005
Albany Airport BP-02
Change Order Request Breakdown Form

Stone Bridge Iron & Steel, Inc.
X056

Issue	
	Per PCO-291: Storm Pipe Sleeve

Costs		Add/Deduct	Quantity	Units		Cost/Unit		Total
	Detailing / Modeling	Add	6	Hours	X	$95.00		$570.00 ✓
	SBIS Engineering	N/C	0	Hours	X	$225.00		$0.00
	Material - W.C	N/C	0	lbs.	X	$0.90		$0.00
	Material - Pipe	Add	2,631 ✓	lbs.	X	$1.25		$3,288.75 ✓
	Material - Angles	N/C	0	lbs.	X	$0.85		$0.00
	Material - Plate	Add	413 ✓	lbs.	X	$1.05		$433.65 ✓
	Material - Grating	N/C	0	Sq.Ft.	X	$40.00		$0.00
	Material - Bolts	Add	56	Each	X	$5.00		$280.00 ✓
	Weld Studs	N/C	0	Each	X	$2.50		$0.00
	Paint Material	N/C	0	gal.	X	$150.00		$0.00
	Galvanize Material	N/C	0	lbs.	X	$0.35		$0.00
	Shop Labor	Add	63	Hours	X	$95.00		$5,985.00 ✓
	Shop Labor - Paint	N/C	0	Hours	X	$95.00		$0.00
	Freight	Add	1	Load	X	$600.00		$600.00 ✓
	Freight - Galvanizer	N/C	0	Load	X	$450.00		$0.00
	Deck	N/C	0	ls	X	$0.00		$0.00
	Joist	N/C	0	ls	X	$0.00		$0.00
	Erection	N/C	0	ls	X	$0.00		$0.00
	UT Testing	N/C	0	Visit	X	$1,250.00		$0.00
	Delegated Connection Design	N/C	0	Hours	X	$225.00		$0.00
		N/C	0	Hours	X	$0.00		$0.00
							Subtotal	$11,157.40
						SBIS Work OH&P	10.00%	$1,115.74
						Vender Work OH&P	10.00%	$0.00
						Bonding (If Required)	1.00%	$122.73
						Tax (If Required)	0.00%	$0.00
							Total	$12,395.87

Add

See Attached Items:	SBIS BOM
Excludes:	

Additional Info:	At this time (1) 16" pipe sleeve for 17' and (1) 16" pipe sleeve for 10' have been considered. The minimum length of pipe we can order is 42'.

STONE BRIDGE IRON & STEEL, INC.

Change Order Bill of Materials

07/14/2025 9:17:23AM | Albany Airport BP-02 CO, Albany, NY | Job: 23-005

Filter:
Sub-Category: X056

Item#	Drawing #	Qty	Shape	Dimensions	Length	Grade	Fin	Weight
Per PCO-291: Storm Pipe Sleeve								
10	P1004	1	HSSR	16 x 0.375	42'-0	A500-Gr B	UNP	2631#
20	P1004	2	PL	3/8 x 3	17'-0	A572-50	UNP	130#
30	P1004	2	PL	3/8 x 3	17'-0	A572-50	UNP	130#
40	P1004	2	PL	3/8 x 3	10'-0	A572-50	UNP	77#
50	P1004	2	PL	3/8 x 3	10'-0	A572-50	UNP	77#

Total Field Bolts: 56 **Total Shop Bolts:** 0 **Total Weight:** 3,044 #

PCO-309

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-GC	
PROJECT NO.	DATE
23-110	7/14/25
PROPOSAL NO.	PROPOSAL AMOUNT
143	$5,227.00

Per NOC 143 dated 7/14/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

It was discovered in the field that structural details K and K1 on S-504 were not compatible with the architectural detail shown on C2/A-326. This was discovered when the framers were laying out the knee wall and was done in the field immediately on T&M.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Structural Steel				$5,001.72		$5,001.72
					Subtotal:	$5,001.72
		MLB OH&P (Subcontractor)		$4,502.00	5.00%	$225.28
					Total:	**$5,227.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/14/25
Craig Dill
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

Stone Bridge Iron & Steel, Inc. Contract No. 23-005
Albany Airport BP-02
Change Order Request Breakdown Form

Issue

Per email with MLB: Modifications to roof deck edge

Costs

	Add/Deduct	Quantity	Units		Cost/Unit		Total
Detailing / Modeling	N/C	0	Hours	X	$95.00		$0.00
SBIS Engineering	N/C	0	Hours	X	$225.00		$0.00
Material - W,C	N/C	0	lbs.	X	$1.25		$0.00
Material - Tubes	N/C	0	lbs.	X	$1.00		$0.00
Material - Angles	N/C	0	lbs.	X	$0.85		$0.00
Material - Plate	N/C	0	lbs.	X	$1.05		$0.00
Material - Grating	N/C	0	Sq.Ft.	X	$40.00		$0.00
Material - Epoxy Bolts	N/C	0	Each	X	$5.00		$0.00
Weld Studs	N/C	0	Each	X	$2.50		$0.00
Paint Material	N/C	0	gal.	X	$150.00		$0.00
Galvanize Material	N/C	0	lbs.	X	$0.35		$0.00
Shop Labor	N/C	0	Hours	X	$95.00		$0.00
Shop Labor - Paint	N/C	0	Hours	X	$95.00		$0.00
Freight	N/C	0	Load	X	$600.00		$0.00
Freight - Galvanizer	N/C	0	Load	X	$450.00		$0.00
Deck	N/C	0	ls	X	$0.00		$0.00
Joist	N/C	0	ls	X	$0.00		$0.00
Erection	Add	1	ls	X	$4,659.00		~~$4,659.00~~
UT Testing	N/C	0	Visit	X	$1,250.00		$0.00
Delegated Connection Design	N/C	0	Hours	X	$225.00		$0.00
	N/C	0	Hours	X	$0.00		$0.00
						Subtotal	~~$4,659.00~~
						SBIS Work OH&P 10.00%	$0.00
						Vender Work OH&P 10.00%	~~$465.90~~
						Bonding (If Required) 1.00%	~~$51.25~~
						Tax (If Required) 0.00%	$0.00
						Total	~~$5,176.15~~

4502
450.20
49.52
Add

See Attached Items:	CCA-046
Excludes:	

Additional Info: Deck was installed per the structural drawings and approved deck drawings. The deck had to be cut back in the field to accommodate a LGMF wall track.

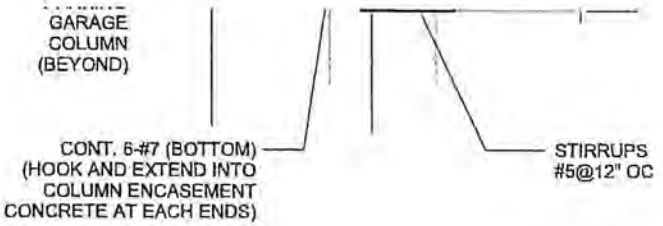
SEE C2/A-326. (CD)
(ATTACHED)

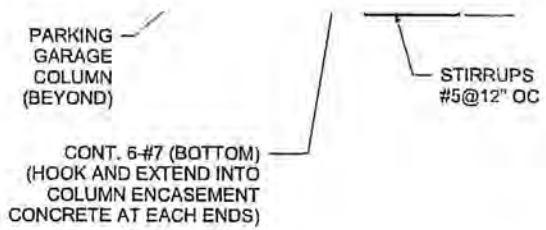
SEE K5 K1/S-504 AS EXAMPLES.
(ATTACHED) (CD)

~~$5,176.15~~ $5,001.7

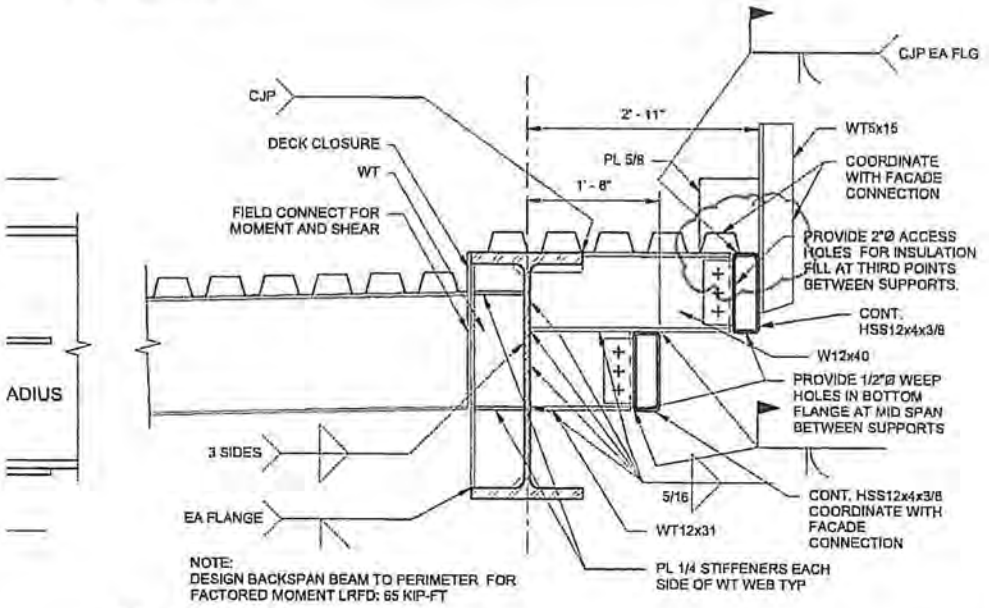
(CD)

Rec'd TCCo PCO-309 07.17.25



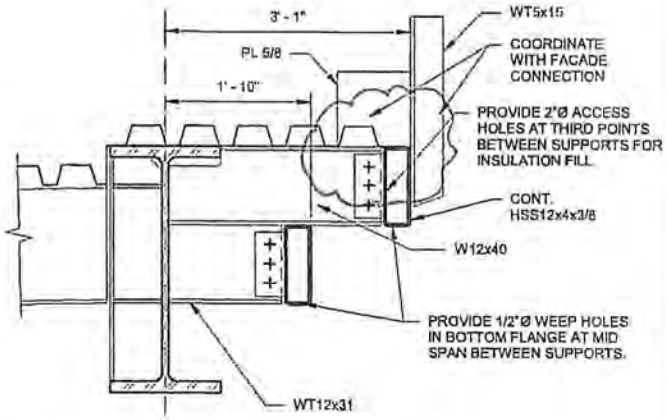


G SECTION
3/4" = 1'-0"



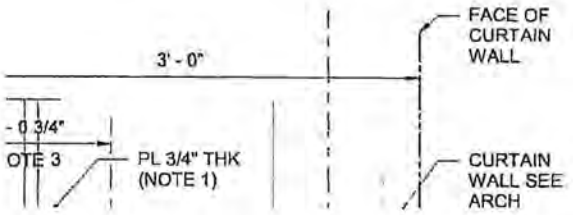
NOTE:
DESIGN BACKSPAN BEAM TO PERIMETER FOR
FACTORED MOMENT LRFD: 65 KIP-FT

F SECTION
3/4" = 1'-0"

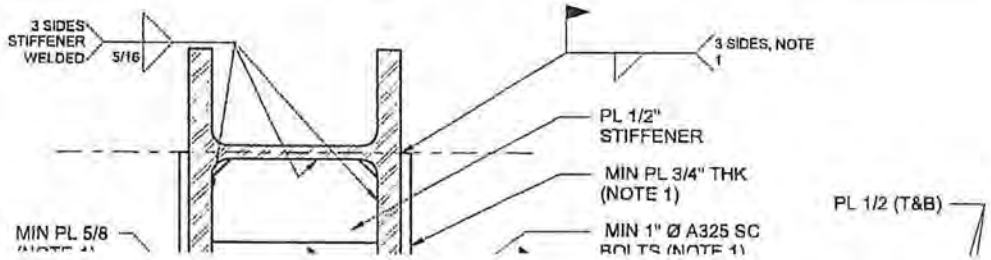


NOTE:
1. SEE DETAIL K/S-504 FOR OTHER INFORMATION NOT SHOWN
2. DESIGN BACKSPAN BEAM TO PERIMETER FOR FACTORED MOMENT LRFD: 65 KIP-FT

K SECTION
3/4" = 1'-0"



K1 SECTION
3/4" = 1'-0"



BID PACKAGE #2
ISSUED FOR BID

078935 ALB Central Terminal Passenger Screening Expansion and Amenities Enhancements

No.	Submittal / Revision	App'd	By	Date
13	BP-02 ASI-130			08.04.25
12	BP-02 ASI-125			06.06.25
11	BP-02 ASI-115			03.27.25
10	BP-02 ASI 104			01.22.25
9	BP-02 ASI 77			09.23.24

Rec'd TCCo RCC 309 07.17.25

S-504

EA INDICATES SEALED
LADDING AREAS

L THROUGH PANEL
1/2-INCH DRIP EDGE

I BAFFLE

IARTER POINTS

TH PANEL WEEPS

FRAME EXTRUSION

ON SHEATHING
OLD-FORMED

RANE TO EXTEND UP
IEL

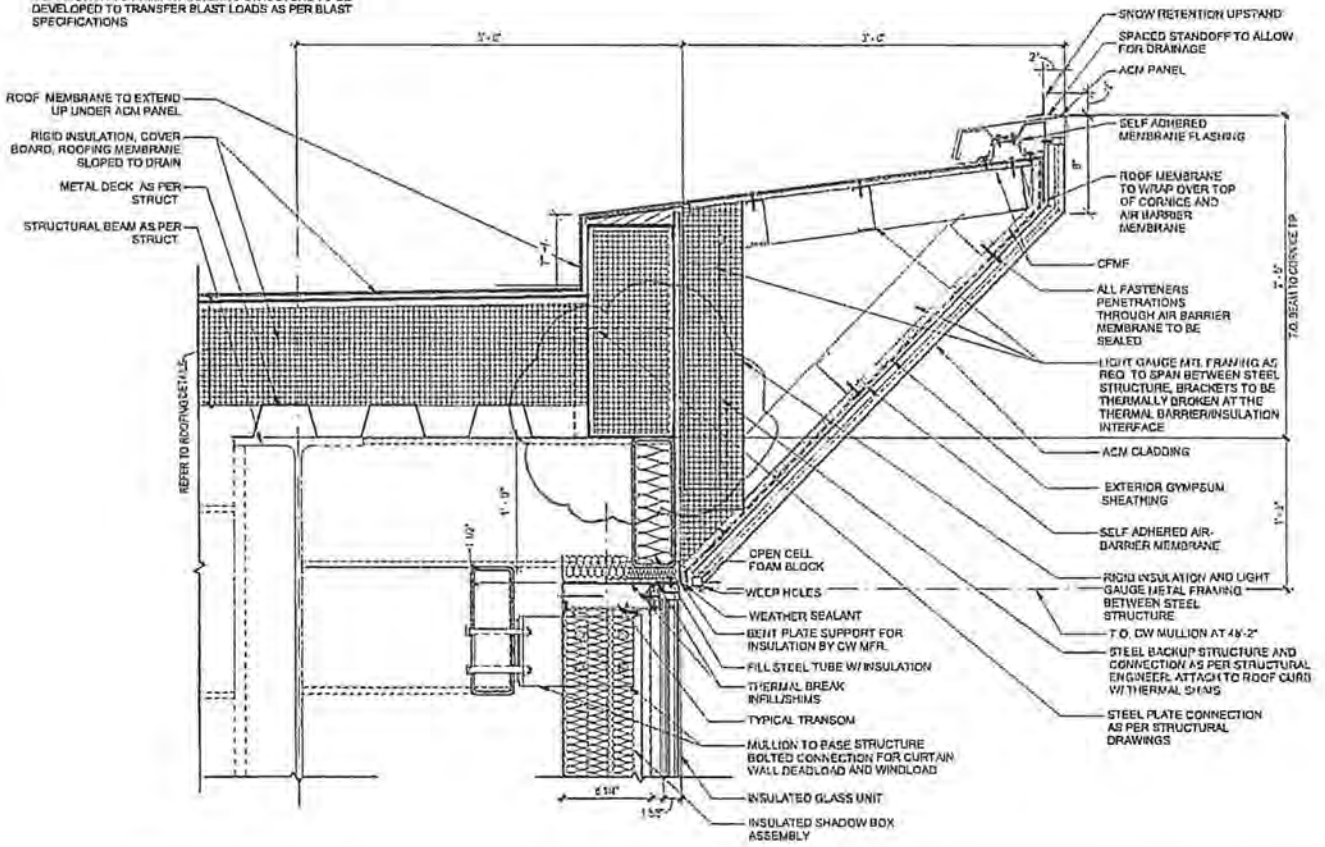
N AND LIGHT GAUGE
BETWEEN STEEL
FER TO STRUCTURAL

) TO STEEL
THERMAL SHIM
T POINTS

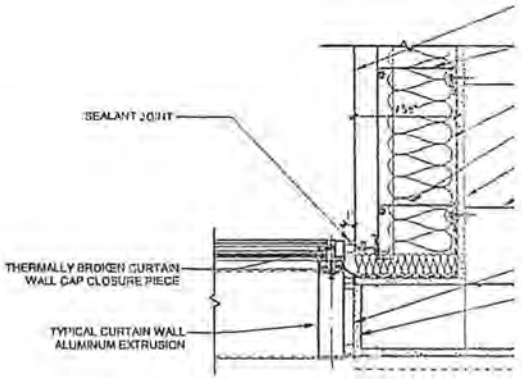
BE
T
O C

NOTE:

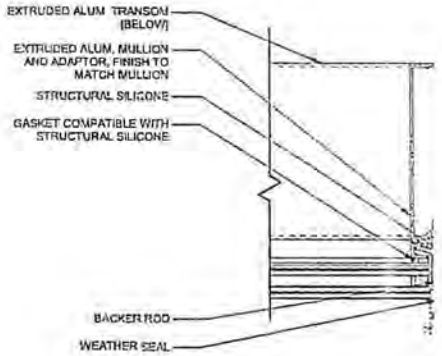
1. CURTAIN WALL WIND LOAD AND DEAD LOAD BRACKET CONNECTION TO PRIMARY BUILDING STRUCTURE TO BE DEVELOPED TO TRANSFER BLAST LOADS AS PER BLAST SPECIFICATIONS



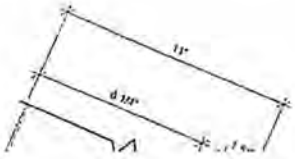
C2 EWS-01 -HEAD DETAIL
1 1/2" = 1'-0"



D1 OPAQUE TO VISION TRANSITION
1 1/2" = 1'-0"



C1 EWS-01 - TYPICAL CURTIAN WALL PLAN
3" = 1'-0"



A-526

Rec'd TCCo PCO-309 07.17.25

MIDWEST STEEL

2525 E. Grand Blvd. Detroit, MI 48211 · 313-873-2220 · 313-873-2222

July 14, 2025

Stone Bridge Iron & Steel, Inc.
426 Purinton Rd.
Gansevoort, NY 12831

Attn: Mr. Brian Carmer

RE: Airport Terminal Expansion
Albany, NY
BP-02 – CCA-046 – Cut Deck Edge at Pedestrian Bridge Roof – Rev 1

Dear Mr. Carmer,

We are pleased to submit our quotation for scope changes per the attached email correspondence regarding cutting 8" of deck edge at the pedestrian bridge roof for the above referenced project. This Rev 1 proposal updates the labor rates to the June 2025 expiry rates.

Pricing Impact: $4,502

Schedule Impact: (2) 10-hr days for our Foreman and General Foreman (our only manpower left onsite). This work is complete with hours documented on T&M tickets.

This quotation is based on the following:

1. Email correspondence received Monday March 10, 2025.
2. Scope of work included cutting the deck edge of the pedestrian bridge roof perimeter approximately 8" to allow the parapet framing to be installed. The deck was originally installed per the provided Vulcraft deck drawings which did not include this detail.
3. This quote is based on all the conditions of the base contract work.

We thank you for the opportunity to submit our quotation and we look forward to a contract change order for this work.

Sincerely,

Carly Mansfield
Project Manager

MIDWEST STEEL

JOB NO.: 23-017 - Albany Airport Expansion

DESCRIPTION: CCA-046 - Cut Deck Edge at Pedestrian Bridge Roof

DATE: 7/14/2025 Rev 1

DESCRIPTION	QUANTITY	UOM	LABOR UNIT PRICE	LABOR	EQUIPMENT UNIT PRICE	EQUIPMENT QTY	TOTAL
Item #1: T&M							
(a) Installation Labor							
(1) Ironworker Journeyman	0	HOURS	$104.70	$0.00			$ -
(2) Ironworker Foreman (Working)	20	HOURS	$108.81	$2,176.20			$ 2,176
(3) General Foreman (Working)	21	HOURS	$110.75	$2,325.75			$ 2,326
(b) Equipment							$ -
(1) Welder	0	EA/WK			$ 592	0	$ -
TOTAL							$ 4,502

MIDWEST STEEL

LABOR RATES

Local 12
Expire 6/30/2025

TRADE: Ironworker

COST ITEM		"A" Straight Time	"B" Over Time	"C" Double Time
Base Rate		$ 39.50	$ 59.25	$ 79.00
Fringes		$ 32.68	$ 32.68	$ 32.68
Taxes		$ 15.00	$ 16.63	$ 20.16
Sub-Total		$ 87.18	$ 108.56	$ 131.84
Consumables		$ 8.00	$ 8.00	$ 8.00
OH & Profit	10%	$ 9.52	$ 11.66	$ 13.98
		$ 104.70	$ 128.22	$ 153.82

TRADE: Foreman

COST ITEM		"A" Straight Time	"B" Over Time	"C" Double Time
Base Rate		$ 44.00	$ 66.00	$ 88.00
Fringes		$ 32.68	$ 32.68	$ 32.68
Taxes		$ 14.24	$ 18.07	$ 21.91
Sub-Total		$ 90.92	$ 116.75	$ 142.59
Consumables		$ 8.00	$ 8.00	$ 8.00
OH & Profit	10%	$ 9.89	$ 12.48	$ 15.06
		$ 108.81	$ 137.23	$ 165.65

TRADE: General Foreman

COST ITEM		"A" Straight Time	"B" Over Time	"C" Double Time
Base Rate		$ 45.00	$ 67.50	$ 90.00
Fringes		$ 32.68	$ 32.68	$ 32.68
Taxes		$ 15.00	$ 19.04	$ 23.08
Sub-Total		$ 92.68	$ 119.22	$ 145.76
Consumables		$ 8.00	$ 8.00	$ 8.00
OH & Profit	10%	$ 10.07	$ 12.72	$ 15.38
		$ 110.75	$ 139.94	$ 169.14

MIDWEST STEEL INC.

EXTRA WORK ORDER

DATE 7/11/25

CUSTOMER Stone Bridge Church

JOB NO. 23-031

JOB DESCRIPTION

cut out existing 10" from face of WT on perimeter of roof on entire building

CREW FOREMAN

QTY	MEN LABOR	ST HOURS	OT HOURS	TTL HOURS
1	GENERAL FOREMAN	10	2	
1	FOREMAN	10		
	JOURNEYMAN			
	SUPERINTENDENT			
	PROJECT MGR.			
	CRANE OPERATOR			
	OILER			
	FORKLIFT OPERATOR			
	TRUCK DRIVER			

QTY	EQUIPMENT / MATERIAL CHARGES	TTL HOURS
	WELDING MACHINE - GAS	
	WELDING MACHINE - ELECTRIC	
	CONSUMABLES	
	HOSES	
	_____ ON CRANE	
	_____ ON CRANE	
	FORKLIFT	
	TRUCK	
	TRACTOR / TRAILER	

CUSTOMER AUTHORIZATION

PRINT NAME

TITLE

VTO

MIDWEST STEEL REPRESENTATIVE

PRINT NAME

DATE

TITLE

MIDWEST STEEL INC

EXTRA WORK ORDER

DATE: 7/12/25 PWO: ✓

CUSTOMER: Stonebridge Inc — E.W.O.T.: NEED

ADDRESS: E.W.O. NO.: 13-017 CLIENT CONTRACT #:

PLANT JOB: CLIENT ORDER #: CLIENT PO #:

JOB LOCATION: BLDG: Terminal LEVEL: Roof PLATFORM: OTHER:

START TIME: 7Am END TIME: 5:30pm

JOB DESCRIPTION

cut Roof Deck 10" & 8" From Face of wall along perimeter of Roof, grind Flush all Deck pins & welds

CREW / FOREMAN:

QTY	LABOR	ST HOURS	OT HOURS	TTL HOURS
1	GENERAL FOREMAN	10	1/2	10 1/2
1	FOREMAN	10		10
	JOURNEYMAN			
	SUPERINTENDANT			
	PROJECT MNGR			
	LEAD OPERATOR			
	RIGGER			
	FORKLIFT OPERATOR			
	TRUCK DRIVER			

QTY	EQUIPMENT / MATERIAL CHARGES	TTL HOURS
	WELDING MACHINE - GAS	
	WELDING MACHINE - ELECTRIC	
	CONSUMABLES	
	HOISTS	
	_____ TON CRANE	
	_____ TON CRANE	
	FORKLIFT	
	TRUCK	
	TRACTOR / TRAILER	

CUSTOMER AUTHORIZATION: VIO

PRINT NAME:

SIGNATURE:

FOREMAN:

FOREMAN'S NAME:

PRINT NAME:

SIGNATURE:

AGENDA ITEM NO. 11.3

Change Order 6: Authorization to Award Contract Change Order No. 6 to Construction Contract 21-1082-INT STR for the Pre-TSA Terminal Expansion to MLB Construction Services, LLC.

AGENDA ITEM NO: 11.3
MEETING DATE: September 15, 2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

ACAA Approved
09/15/2025

DEPARTMENT: *Planning and Engineering*

Contact Person: *John LaClair, P.E., Chief Engineer*

PURPOSE OF REQUEST:

Change Order 6: *Authorization to Award Contract Change Order No. 6 to Construction Contract 21-1082-INT STR for the Pre-TSA Terminal Expansion to MLB Construction Services, LLC.*

CONTRACT AMOUNT:

Base:	$ 46,474,000.00	
Change Order No. 1	37,371.00	Board Approved – 02/10/2025
Change Order No. 2	169,821.00	Board Approved – 02/10/2025
Change Order No. 3	251,152.00	Board Approved – 03/24/2025
Change Order No. 4	110,137.00	Board Approved - 04/16/2025
Change Order No. 5	54,641.00	Board Approved - 05/14/2025
Change Order No. 6	~~279,334.00~~	*Pending Board approval $278,334.00*
Total:	~~$47,376,456.00~~	$47,375,456.00*

**Pending Board Approval at this meeting.* *Correct clerical error.

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes √ No ___ NA
Funding Account No.: *CPN 50-2021*

AWARD CONDITIONS MET:

Apprenticeship √ *DBE* √ *MWBE* √

Service Disable Veteran Owned Business (SDVOB) *N/A*

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal *40%* State 60% Airport *N/A*
Term of Funding: *2023-2026*
Grant No.: *N/A* STATE PIN: *N/A*

JUSTIFICATION:

Request to approve Change Order No. 6 for Contract # 21-1082-INT STR. This work includes a variety of necessary changes were made to the project involving additional cost items. These included changes directed by the Authority, clarifications to the contract documents, code compliance modifications. There are HVAC revisions due to actual site conditions at tie in to existing building. Also plumbing fixtures (for Dunkin and new

restrooms) and sprinkler work on level 2. Additional electrical demo work on level 3 and wiring for overhead roll up gate. There are items for the store front modifications and 9-wood ceiling caddy clip additions.

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES √ NA_____

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES √ NA___**

BACK-UP MATERIAL:

Please refer to the attached Change Order No. 6 backup information compiled by Turner Construction Company.

AIA® Document G731™ – 2019

Change Order, Construction Manager as Adviser Edition

PROJECT: *(name and address)*
Albany County Airport Authority
Terminal Expansion

CONTRACT INFORMATION:
Contract For: General Construction
[1082-INT STR]
Date: 11-08-2023

CHANGE ORDER INFORMATION:
Change Order Number: 006
Date: 09-03-2025

OWNER: *(name and address)*
Albany County Airport Authority
737 Albany Shaker Road
Albany, NY 12211

ARCHITECT: *(name and address)*
CHA Consulting Inc.
3 Winners Circle
Albany, NY 12205

CONTRACTOR: *(name and address)*
MLB Construction Services LLC
One Stone Brook Road
Malta, NY 12020

CONSTRUCTION MANAGER: *(name and address)*
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

THE CONTRACT IS CHANGED AS FOLLOWS:
(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits. Also include agreed upon adjustments attributable to executed Construction Change Directives.)

01. PCO-076 ASI-042 Mechanical Revisions and Spec Changes (Add $2,944.00)
02. PCO-090a ASI-058 Storefront Modifications (Add $31,880.00)
03. PCO-147b Customer Experience Martin Lighting Vestibule 5 (Add $1,369.00)
04. PCO-192 ASI-097 Sensory Fintube Detail and Deletion of Blast Glazing (CREDIT $5,021.00)
05. PCO-195 ASI-101 RFI-184 HP-3FCU Refrigeration Piping (Add $5,537.00)
06. PCO-204 RFI-192 Sensory Room Existing Conditions Issues (Add $4,392.00)
07. PCO-212 ASI-106 AED Cabinet Locations (Add $44,197.00)
08. PCO-220 ASI-079 BIM Coordination Revisions (Add $8,652.00)
09. PCO-221 Alternate 5 Wall Base Change to Stainless Steel (Add $8,346.00)
10. PCO-222a ASI-107 Danforth Drain Plumbing Routing (Add $18,351.00)
11. PCO-228 ASI-111 VAV Strainers and Terrazzo Spec Changes (Add $6,520.00)
12. PCO-230 ASI-112 Inline Pump Valve Changes (Add $8,481.00)
13. PCO-232 Relocation of PB1LC Panelboard for Bldg 79 Electrical (Add $3,710.00)
14. PCO-269 ASI-121 Misc Updates (Add $9,875.00)
15. PCO-274 ASI-123 Added Smoke Detector in Traveler's (Add $2,468.00)
16. PCO-275 L2 Bathroom Curb + Exhaust Fan Material Only (Add $1,334.00)
17. PCO-277 Caddy Clips for 9Wood Ceiling (Add $28,701.00)
18. PCO-303 RFI-285 L1 Terminal B Speaker Change (Add $3,879.00)
19. PCO-310 RFI-259 Cornice AVB Material Change (Add $9,453.00)
20. PCO-312 RFI-052 Level 3 Electrical Demo at CLB (Add $12,158.00)
21. PCO-313 Dunkin Plumbing Fixtures (Add $6,282.00)
22. PCO-314 RFI-110 Duct Sizing BIM Changes (Add $2,300.00)
23. PCO-317 RFI-254 Overhead Coiling Grille (Add $12,790.00)
24. PCO-319 ASI-073 BIM Relocation for Danforth (Add $4,600.00)
25. PCO-325 RFI-307 L2 Sprinkler Rework (Add $37,738.00)
26. PCO-331 Sensory Wall Skim Coat (Add $743.00)
27. PCO-334 RFI-055 Door and Frame Clarifications (Add $4,245.00)
28. PCO-337 Painting of AV Microphones (Add $2,410.00)
29. A schedule adjustment can be made in a future change order to which MLB and ACAA agree in accordance with Article 17 of MLB's executed contract.

The original Contract Sum was	$	46,474,000.00
Net change by previously authorized Change Orders	$	623122.00
The Contract Sum prior to this Change Order was	$	47,097,122.00
The Contract Sum will be increased by this Change Order in the amount of	$	278334.00
The new Contract Sum including this Change Order will be	$	47,375,456.00

The Contract time will be unchanged by (0) days.
The Contractor's Work shall be substantially complete on03-28-2025.

NOTE: This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and

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User Notes: (685ef8691f2e9fa725259a5c)

PCO-076

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO -076

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	9/5/25
PROPOSAL NO.	PROPOSAL AMOUNT
16R1	$2,944.00

Per NOC 16R1 dated 9/5/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-042 has been issued for mechanical revisions and specification changes.

Description	Labor	Material	Equipment	Subcontract	Other	Price
John W Danforth Company				$2,816.00		$2,816.00
					Subtotal:	$2,816.00
		MLB OH&P (Subcontractor)		$2,560.00	5.00%	$128.00
					Total:	**$2,944.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: _____
Craig Dittl
MLB Construction Services LLC

Approved by: _____
Date: _____

Cc: JMD/SAS/File (MLB Construction Services LLC)

CHANGE ORDER REQUEST
3.3

since 1864 danforth

Title: NOC#16/ASI-042 Mechanical Revisions & Spec Changes
Project Name: Albany Airport Terminal Expansion
Project Address: 737 Albany Shaker Road
Albany, NY 12211
COR Date: 09/05/2025
John W Danforth Company Job Number: 90272-100
Customer Job Number:
Customer Reference Number:

Our Information

John W Danforth Company
300 Colvin Woods Parkway
Tonawanda, NY 14150
Phone: (716)-955-0035

Customer Information

MLB Construction Services
1 Stonebreak Road
Ballston Spa, NY 12020
Phone: (518)-289-1371

Description of Change Order Request

Shifting of Equipment due to gridline adjustment, revision to smoke fans to accommodate new airflow greater than 12000 CFM

Equipment

Description	Qty of Equipment	Unit of Measure	Rate	Total Cost
Fan adjustment per CFM & RPM changes	1.00	Lot	$2,560.00	$2,560.00
			Total Equipment:	**$2,560.00**

Subtotal		**$2,560.00**
Total		**$2,560.00**
OHP	10.000%	$256.00
Requested Total		**$2,816.00**

POWERED BY CLEARSTORY

RF PECK
Commercial HVAC Equipment
22 Computer Dr West • Albany, NY 12205 • Phone (518) 869-3541

To: **JW Danforth**
Attn: **Michael Reverdatto**

Date: **4/21/2025**
Quotation valid for 30 days
Salesperson: **Terry Seery**
Estimator: **Rich Carr**

Job: **23-3390 - Albany International Airport Terminal Passenger Screening Expansion Amenities Enhancements**

Addendum: **0**

15 **LOREN COOK - SEF 5,6,7**
ADD FOR ALL PARTS, NAME PLATE AND INSTALLATION OF PARTS TO CONVERT FANS TO 12,010 CFM

Net Lot... **$2,560.00**

Terms and Conditions of Sale

Sale of any equipment or services described herein at the prices indicated is expressly conditioned upon and subject to all of the terms, conditions and incorporated terms and conditions set forth at https://www.rfpeck.com/page/terms--conditions-16.html

Pricing does not currently include tariffs that may be imposed. If such tariffs are imposed, our price will be adjusted accordingly.

TERMS: Net 30; Sales Tax is NOT included; Unless otherwise indicated all quotations are freight allowed F.O.B. Factory, Standard ship; Product warranties are for parts ONLY unless noted otherwise. Motor Starters and Spare Parts are not included unless noted otherwise

Lackraj, Natram - (NYN)

From: Jay Larson <jlarson@jwdanforth.com>
Sent: Thursday, September 4, 2025 8:48 AM
To: Craig Dittl; Lackraj, Natram - (NYN); McNeil, Brian - (NYN)
Cc: Jeffrey Lino; Wagner, Robert C - (NYN)
Subject: RE: Albany Airport Expansion, BP-4: Proposal #16 (ASI-042 Danforth Portion)

EXTERNAL EMAIL - Please Handle Cautiously

Craig,
You are correct in your understanding. The $575 is for our labor to assist with the factory tech as they send one person to do this job. When we've done this in the past, we always end up supporting it. I can take it out or track TM if that is easier.

Jay

From: Craig Dittl <cdittl@mlbind.com>
Sent: Wednesday, September 3, 2025 2:58 PM
To: Lackraj, Natram - (NYN) <nlackraj@tcco.com>; McNeil, Brian - (NYN) <bmcneil@tcco.com>
Cc: Jeffrey Lino <Jlino@mlbind.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>; Jay Larson <jlarson@jwdanforth.com>
Subject: RE: Albany Airport Expansion, BP-4: Proposal #16 (ASI-042 Danforth Portion)

Whether they are installed or not doesn't matter if Danforth ordered the fans prior to this change (which I am under the impression is why Jay priced it this way)...the swap would still need to happen and best be done when the fans ARE installed so it can be balanced real-time.

Jay pleased confirm my understanding. This pertains to the upsizing of the SEF. Turner is questioning your $575 in labor.

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

mlb

Over 75 Years of Construction Excellence
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:

From: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Sent: Thursday, August 28, 2025 2:30 PM
To: Craig Dittl <cdittl@mlbind.com>; McNeil, Brian - (NYN) <bmcneil@tcco.com>
Cc: Jeffrey Lino <Jlino@mlbind.com>
Subject: RE: Albany Airport Expansion, BP-4: Proposal #16 (ASI-042 Danforth Portion)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Craig,

See below,

- On the ASI they eliminated a VAV, no credit shown. You're reading this wrong. They added the deletion of the VAV.
- They have 6 hrs of labor time to move the equipment, none of this is install yet. We had spoken about this...I told you I questioned it and Danforth said that every time a tech comes out to work on fans, they end up having to help them...so he carried 2 hours per fan.

Let me know.

Thanks,

Nate Lackraj | Superintendent
Turner Construction Company - NYN
mobile 518.708.5445 | nlackraj@tcco.com

From: Craig Dittl <cdittl@mlbind.com>
Sent: Monday, July 28, 2025 11:09 AM
To: Lackraj, Natram - (NYN) <nlackraj@tcco.com>; McNeil, Brian - (NYN) <bmcneil@tcco.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>
Cc: Jeffrey Lino <Jlino@mlbind.com>
Subject: Albany Airport Expansion, BP-4: Proposal #16 (ASI-042 Danforth Portion)

EXTERNAL EMAIL - Please Handle Cautiously

Nate – as discussed, here is the catch-up portion of ASI-042 that slipped through the cracks. The fan capacity was increased on SEFs 5, 6, and 7...we missed that proposal from RF Peck.

Let me know if you have any questions.

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-076

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/24/25
PROPOSAL NO.	PROPOSAL AMOUNT
16	$3,606.00

Per NOC 16 dated 3/7/2024, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-042 has been issued for mechanical revisions and specification changes.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Mechanical Systems				$3,449.53		$3,449.53
					Subtotal:	$3,449.53
		MLB OH&P (Subcontractor)		$3,135.94	4.99%	$156.47
					Total:	**$3,606.00**

If you have any questions, please contact me at 518-289-1371.

No labor

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Deleted VAV.

TCCO -

CHA - ✓

Submitted by: 7/24/25
Craig Gill
MLB Construction Services LLC

Approved by:
Date: 7/28/25

Cc: JMD/SAS/File (MLB Construction Services LLC)

Terms & Conditions

Exclusions to include :Retention; unforeseen conditions; roofing work of any kind; cleanup; dumpsters; painting; temporary facilities of any kind; any design calculations or PE stamp; full time on-site safety rep; sales tax; bonding or special insurances of any kind; concrete cutting or concrete work of any kind; cut & patch of any kind; grouting; electrical/power wiring of any kind; controls wiring; environmental remediation; excavation/backfilling; dewatering; chemical/mechanical pipe cleaning; flushing/draining/refilling/venting of systems; instructions to operating personnel; operational tests; valve tagging; equipment/system identification; shop drawings; as-built drawings; escutcheons; caulking; reconditioning and cleaning of owner equipment or material; shoring/tamping; labor to perform x-ray quality welding; schedule update; any work that is not explicitly called out in scope of work description above.

This change proposal covers only the direct costs associated with the change order work described above. The contractor expressly reserves the right to submit, at a later date, added costs and/or time extension requests attendant to this modification arising from, but not limited to: extended field and home office overhead, labor and equipment inefficiencies, disruptions, cumulative impacts, impacts to the critical path and related delay costs, schedule resequencing and/or overtime and acceleration.

We reserve the right to modify this estimate, if additional work not covered by this proposal is required.

Unless noted otherwise, it is anticipated that all work required by this change will be done on a straight time basis. Overtime work, if required, will be billed as an additional item.

This proposal is for acceptance within 20 days and is subject to escalation thereafter.

Please advise as soon as possible if we are to proceed. We will not proceed without formal written change order, per contract terms.

ACCEPTANCE OF PROPOSAL: The above prices, specifications, and conditions are satisfactory and are hereby accepted. John W. Danforth Company is authorized to do the work as indicated. Payment will be made as outlined above. The conditions of the proposal above stand good for 30 days. Pricing is based on conditions at time of bid. Danforth reserves its right for an adjustment in contract time, price, or both, due to changing conditions relating, but not limited to COVID-19, or any pandemic, epidemic, disease outbreak, or conflict; or any governmental regulations that are enacted after this date that may impact project cost.

POWERED BY CLEARSTORY

PCO-090a

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-090a Rec'd TCCo 08.07.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/31/25
PROPOSAL NO.	PROPOSAL AMOUNT
33A	$31,880.00

Per NOC 33A dated 5/23/2024, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-058 has been issued for storefront clarifications and various other architectural revisions.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Window/Curtain Walls				$5,949.00		$5,949.00
Gypsum Drywall				$22,684.07		$22,684.07
Painting				$1,861.20		$1,861.20
					Subtotal:	$30,494.27
		MLB OH&P (Subcontractor)		$27,721.88	5.00%	$1,385.73
					Total:	**$31,880.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/31/25
Craig Mittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

PCO-090a Rec'd TCCo 08.07.25

AJAY GLASS CO.
EXTERIOR CLADDING CONTRACTORS

☐ 101 North St.
Canandaigua, NY 14424
Phone: (585) 393-0082
Fax: (585) 393-0105

☐ 2813 Wehrle Drive, Suite 6
Williamsville, NY 14221
Phone: (716) 674-0004

Change Order Proposal

Dated: 3/20/2025
Project: Albany County Airport BP4
To: MLB Construction
Location: 737 Shaker Road, Albany, NY 12211
Arch/Eng.: CHA Architecture

NOC #33 – ASI #58 – Transom at door 114.4 price as follows:

Transom from Stanley Door	$1,820.00 ✓
Viracon GL-02	$2,010.00
Labor 2 Men 1 days	$1,378.00
Misc Sundries	$200.00
OH&P 10%	$541.00
Total Add Cost	$5,949.00

Phil Gillio

$1,378 / 16 MH = $86.13 Per Hour (LT)

PCO-090a Rec'd TCCo 08.07.25

ALLEGION

Allegion Access Technologies LLC
65 Scott Swamp Road
Farmington, CT 06032
Tel 1-800-7ACCESS
[illegible] | allegion.com

To:
AJ Glass and Mirror
101 N Street
Canandaigua NY 14424
Phone: 585-393-0082

March 20, 2025

Project: Albany International Airport OPP-0097015
SAT#5001855988 Q-145377

Attn: Phil Gillio

Re: Change Order Add - per ASI 58

SCOPE:

Add: ONE Transom only @ 120" max height, to door package 114.2

Total Added Net Cost: $1,820.00

The original agreed upon contract terms and conditions shall apply to this change order. Valid for thirty (30) days.

Authorized Signature: _____

Please Print: _____

Date: _____

52 2nd Street, beach Lake PA 18405 – 518-221-8316 –Aaron.leclere@allegion.com

QUOTATION

DATE: November 20, 2024 3:14 PM CST
Project: 169399 - Terminal Expansion Albany Airport

Viracon Quote #: 903607-10

Glass Type: GGL-2 (.060 SGX)

Approximate Area: 7,767.5 /sq. ft.

1 5/8" (1.55" avg.) OptiWhite/VRE24-4725 Double Laminated Insulating Glass Print

1/4" OptiWhite, heat strengthened
Standard Print: # 51767 Bird Friendly, VF961 WHITE #1
.030" SentryGlas XTRA
.030" SentryGlas XTRA
1/4" OptiWhite, heat strengthened
VRE-4725 #4, edge deletion
1/2" VTS™, Argon fill
Sightline: 1/2", silicone (Black)
1/4" OptiWhite, heat strengthened
.060" clear PVB
1/4" OptiWhite, heat strengthened

Unit Pricing	Price (USD)		
Rectangles (< 50 /sq. ft.)	$	58.67	/sq. ft.
Rectangles (≥ 50 /sq. ft. and < 65 /sq. ft.)	$	63.57	/sq. ft.
Rectangles (≥ 65 /sq. ft. and < 75 /sq. ft.)	$	66.01	/sq. ft.
Non-Radius Patterns with a 90° Corner (< 50 /sq. ft.)	$	75.36	/sq. ft.
Non-Radius Patterns with a 90° Corner (≥ 50 /sq. ft. and < 65 /sq. ft.)	$	84.72	/sq. ft.
Non-Radius Patterns with a 90° Corner (≥ 65 /sq. ft. and < 75 /sq. ft.)	$	87.90	/sq. ft.
Non-Radius Patterns with NO 90° Corner (< 50 /sq. ft.)	$	134.86	/sq. ft.
Non-Radius Patterns with NO 90° Corner (≥ 50 /sq. ft. and < 65 /sq. ft.)	$	149.87	/sq. ft.
Non-Radius Patterns with NO 90° Corner (≥ 65 /sq. ft. and < 75 /sq. ft.)	$	157.38	/sq. ft.
Please add the following additional charges:			
Energy Surcharge Estimate*	$	1.67	/sq. ft.
Freight Estimate*	$	3.65	/sq. ft.
Under Coating Minimum Units	$	35.00	ea.

Standard Print Charges are included. Standard Print Includes: Screen 3058, 5065, 5959, 5006, 5102, 5564, 5023, 50148, 5066, 2256, 2973, 2030, 2002, 2050, 2032, 2824, 20566, 2070, 51767, 51777, 51205, 50956. Please contact Viracon if a Custom Print is required.
• Please see make-up specific comments on the following pages for additional information regarding **Standard** print patterns.

Viracon is quoting a standard color ceramic frit. Viracon's standard colors include: V951 (White), V952 (Warm Gray), V953 (Medium Gray), V954 (Gray), V955 (Black), V957 (Subdued Gray) V1092 (Simulated Acid-Etch), V1093 (Simulated Sandblast),
• Please contact Viracon if you require a color not listed above.

Please see additional product specific comments on the following pages.

PCO-090a Rec'd TCCo 08.07.25

Craig Dittl

From: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Sent: Thursday, April 10, 2025 1:54 PM
To: Craig Dittl
Cc: Wagner, Robert C - (NYN); Jeffrey Lino; Andres, Edward F - (NYN)
Subject: RE: Albany Airport Expansion, BP-4: ASI-058 Draft

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Craig,

Reviewing this now, I have no issues with the pricing for ADK and Painting. Please submit once you have final pricing.

Thanks,

Nate Lackraj | Superintendent
Turner Construction Company - NYN
mobile 518.708.5445 | nlackraj@tcco.com

From: Craig Dittl <cdittl@mlbind.com>
Sent: Wednesday, April 9, 2025 11:04 AM
To: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Cc: Wagner, Robert C - (NYN) <rwagner@tcco.com>; Jeffrey Lino <Jlino@mlbind.com>
Subject: RE: Albany Airport Expansion, BP-4: ASI-058 Draft

EXTERNAL EMAIL - Please Handle Cautiously

Nate – have you reviewed this?

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

Over 75 Years of Construction Excellence
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:

PCO-090a Rec'd TGC 08.07.25

Albany Airport Terminal Expansion Project BP-04

SUBCONTRACTOR PROPOSAL

Field Order | Change Order

Subcontractor Name:	Adirondack Taping & Supply, Inc.	Date:	1/16/25
Address:	46 Elm Street	Project No.:	23114
	Glens Falls, NY 12801	ADK COR #	9
Telephone No.:	(518) 761-0089	NOC #:	33

LABOR

Work Description	Trade	Hours	Total Rate from Labor Rate Breakdown	Total Labor Cost
Changes to drawings based on ASI-58. Added S4F wall on A-108	Carpenter Foreman	46	$81.93	$3,768.78
added stud framing around tube steel in detail C3/A-320.	Carpenter	138	$77.42	$10,683.96
Additional framing on details B1 & B2 on A-327.	Taper Foreman	32	$71.65	$2,292.80
	Taper		$69.31	
	A. TOTAL SUBCONTRACTOR LABOR			$16,745.54

MATERIAL

Material Description	Quantity	Unit	Unit Cost	Material Cost
2-1/2" stud 20ga	552	LF	$0.66	$364.32
2-1/2" track 20ga	650	LF	$0.66	$429.00
2-1/2" DL track 20ga	10	LF	$1.34	$13.40
3-5/8" stud 20ga	996	LF	$0.84	$836.64
3-5/8" track 20ga	120	LF	$0.84	$100.80
3-5/8" DL track 20ga	110	LF	$1.37	$150.70
5/8' type X drywall	1,152	SF	$0.60	$691.20
cornerbead	20	LF	$0.42	$8.40
mud	6	Palls	$25.00	$150.00
tape	5	Rolls	$10.00	$50.00
Drywall & framing screws	1	Box	$105.00	$105.00
Hilti pins	1	Box	$57.50	$57.50
*APPROVED BY TLCD, SEE NOTE'S 4/10 EMAIL GV				
Total from additional Material Worksheet Extension(s) if required.				
	B. TOTAL SUBCONTRACTOR MATERIAL			$2,956.96

EQUIPMENT

C. TOTAL SUBCONTRACTOR EQUIPMENT	919.38

SUMMARY

Total labor, material,equipment (A + B + C)	$20,621.88
Subcontractor's Override (10%)	$2,062.19
TOTAL SUB-PROPOSAL	$22,684.07

Taylor Oldroyd
Subcontractor's Signature

1/16/25
Date

Taylor Oldroyd
Please Type or Print Name

This Price is valid for, and work must be agreed upon within 7 days from date of submission upon which it becomes null and void.

PCO-090a Rec'd TCCo 08.07.25

24-26 ft. Scissor Lift, Electric, Narrow

Cat Class: 300-2515



WEB RATE ZERO EMISSIONS

Exclusive online rates for Albany, NY

$229/day **$469**/week **$932**/month

Estimated Cost $874.38

Item cost	$469.00
Transportation to/from jobsite	$396.00
Environmental fee	$9.38

Estimated cost is based on variables such as location, date/duration of rental and transportation selections. Modifying those variables could change your estimated cost. Rates shown are only available online. To get these exclusive rates, rent from our website or app.

Hide cost details

1

Product description

Increase elevated project productivity with our electric scissor lift rental from United Rentals. Ideal for use for construction, maintenance and warehouse applications, this scissor lift has a lift height of 24' to 26' and a narrow design for maximum versatility. We carry manufacturers such as Skyjack, Genie, JLG and other trusted brands to ensure you receive the best quality equipment available.

- Maximum lift height 24-26 ft. depending on the model
- Fume-free electric power
- Narrow platform width
- Maximum platform capacity of up to 500 lbs. depending on model
- Uses: Ideal for construction, industrial maintenance and warehouse applications on smooth slab surfaces

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PCO-090a Rec'd TCCo 08.07.25

mlb

General Contractors and Construction Managers

One Stone Break Road
Malta, New York 12020
518.289.1371 – Fax 518.289.1652

Project # 23-114 Date 3/20/25
Project ALBANY AIRPORT
Issue
Remarks AST-DSR PAINT Prepared By G

[A-108]

↳ LEVEL 2, G-E.8 TO G-E.1
= 16 LF x 18' TALL (TO LEVEL 3) = 288 SF

↳ ALL LEVELS, G-F.1 TO X-5
= 18 LF x 21' TALL (12 TO 24) = 558 SF

TOTAL = 846 SF

PER BRUCE BOUCHER, $2/SF
= $1,692
+10% OH & P = $1,861.20

APPROVED BY TCCo, SEE NOTE'S 4/10 EMAIL

PCO-147b

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/21/25
PROPOSAL NO.	PROPOSAL AMOUNT
144	$1,369.00

Per NOC 144 dated 7/21/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

In discussion with Eddie Andres of TCCo, ACAA requested additional lighting at vestibule 5 that Martin Electric performed on T&M.

Description	Labor	Material	Equipment	Subcontract	Other	Price
George J Martin & Son Inc				$1,309.00		$1,309.00
					Subtotal:	$1,309.00
		MLB OH&P (Subcontractor)		$1,190.00	5.04%	$60.00
					Total:	**$1,369.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/21/25
Craig Dittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

MARTIN
ELECTRIC

BID # 6846-21

MLB Construction Services, LLC.
1 Stonebreak Rd, Malta, NY 12020

Date: April 7, 2025
Prepared by: Everett Jones
Contact Info: ejones@martinelectric.com

Attn: Craig Dittl
RE: 6846-21 Temp Lighting under Canopy near Vestibule 5

Craig,

Martin Electric is pleased to provide this Proposal for the above referenced project. Please review our clarifications and exclusions for this scope, and thank you for this opportunity.

SCOPE OF WORK

Martin Electric agrees to furnish: labor, material, equipment, and necessary supervision required to complete the scope which includes the following:

- Please refer to the attached signed T&M sheets below for the description of verified scope, labor, and materials. 20838 dated 09/26/24

CLARIFICATIONS

- All work must be completed during normal working hours M-F 7:00am-3:30pm
- No premium time or off hours work assumed

MARTIN
ELECTRIC

BID # 6846-21

MLB Construction Services, LLC.

1 Stonebreak Rd. Malta, NY 12020

Date: April 7, 2025

Prepared by: Everett Jones

Contact Info ejones@martinelectric.com

APPROACH

Martin Electric plans to approach this project in the following manner:

EXCLUSIONS

- [x] Arc Flash/Coordinated Study
- [x] BMS
- [x] Concrete
- [x] Cutting & Patching of Ceiling, Wall, or Floor
- [x] Dumpster Cost
- [x] Field Modifications of Equipment Furnished by Others
- [x] Fire Alarm
- [x] Life Safety (LSS)
- [x] Nurse Call
- [x] Overtime
- [x] Patching & Painting
- [x] Rigging
- [x] Roof Penetrations
- [x] Sales Tax (Material)
- [x] Sales Tax (Labor)
- [x] Security
- [x] Seismic Restraints
- [x] System Desgin or Re-Design
- [x] Tele/Data Equipment
- [x] Tele/Data Wire
- [x] Temporary Lighting
- [x] Temporary Power
- [x] Third Party or Certification Testing
- [x] Utility Hook-Up
- [x] Utility Usage
- [x] Winter Conditions
- [ ] Other: _____

PROPOSAL COST

Based on the proposed scope of work, approach, clarifications, and exclusions listed above; Martin Electric is proposing the amount of:

TOTAL – $ 1,309.00

PROPOSAL TERMS:

Terms for payment shall be net 30 days based on a schedule of values from the contract. This quote is valid for 15 days and is made contingent upon both parties reaching mutually agreeable terms and conditions.

Martin Electric

Since 1939

No 20838

MEP / Tower	7 26 24 / 6846-21
Patrick Parker 515 W 27th	Abby Aupert
Work needs with Patrick. Gather crates and install temp Lights under canopy near Vestibule 5.	Owner Request — VERIFIED WITH E. ANDERS ✓ (CP)

- [ ] BOOM TRUCK
- [ ] DELIVERY TRUCK
- [ ] SKID STEER
- [ ] TRENCHER
- [ ] COMPRESSOR
- [ ] GENERATOR
- [ ] PIPE MACHINE
- [ ] OTHER
- [ ] ROTARY HAMMER
- [ ] CORE DRILL
- [ ] PUNCH SET
- [ ] CRIMPER
- [ ] BENDERS
- [ ] METERS
- [ ] WIRE PULLER

	MATERIAL	MT	AMOUNT
1	4ft Temp Lite stringer with cages		$281.12
10	LED Bulbs 9w		$39.24
1	50 count bag cable ties 11" Black.		✓ $9.55
	Add'l Labor mob VTO		
	VTO		

	MAN	HRS	AMOUNT
S. Wells	1/2		✓ $860.30

↳ SIZED HAD MATERIALS ✓ (CP)

TOTAL MATERIAL	$329.91 ✓
TOTAL LABOR	$860.30 ✓
TOTAL OTHER	
OVERHEAD/PROFIT	$119.21 ✓
TAX	
TOTAL DUE	$1,309.23 ✓

✓	
CP ANDERS	9/26/24

Page of Pages

Phase: DEMOLITION

Item #	Qty	U/M	Q/M	Size	Description	Material Unit	Material Result
100183	1.00	EA	M	10-CKT	30A TERMINAL STRIP	26.2320	26.23
100182	2.00	EA	M	8-CKT	30A TERMINAL STRIP	18.7680	37.54
40429	1.00	EA	M	1/2	ENCLOSURE HOLE SEAL	7.2960	7.30
980223	1.00	EA	M	100 FT INCAND 12-3	TEMP LIGHTING STRINGER W/PLASTIC GUARDS	281.1240	281.12
830674	10.00	EA	M	9 WATT, 450 LUMENS	MED-BASE WHITE LED A-19 LAMP	3.9240	39.24
160935	2.00	EA	M	1/4-20 x 1-1/4"	PLATED HEX BOLTS	0.0718	0.14
160448	2.00	EA	M	1/4 x 1 1/4"	GALV FENDER WASHER	0.0000	0.00
240290	2.00	EA	M	1/4-20	STRUT CHANNEL NUT-EG	1.1443	2.29
150090	2.00	EA	M	1-1/2"D 22.5-CI	4"SQ EXT RING COMBO KO	4.8876	9.78
	0.00				**BUCKET OF STRING - (2)**		
500136	1,300.00	FT	M		PULL LINE (STRING)	0.0285	37.03
	0.00				**4-1/2" HOLE SAW**		
500271	40.00	EA	M	MISC	MATERIAL (ELECTRIC)	1.2000	48.00
						Phase Totals:	**4,458.16**
						Job Totals:	**4,458.16**

#320.36 CD

Recd TCCo PCO-147b 07.24.25

PCO-192

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-192 Rec'd TCCo 08.21.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	8/18/25
PROPOSAL NO.	PROPOSAL AMOUNT
82	-$5,021.00

Per NOC 82 dated 12/19/2024, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-097 has been issued for drawing updates related to the curtain wall that was deleted above ticketing.

**Based on verbal discussions at the OACM meetings, no cost was carried for the fin tube cover added.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Window/Curtain Walls				$-19,727.00		$-19,727.00
Gypsum Drywall				$12,594.15		$12,594.15
Painting				$2,111.85		$2,111.85
					Subtotal:	$-5,021.00
					Total:	**$-5,021.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 8/18/25
Craig Dittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

AJAY GLASS CO.
EXTERIOR CLADDING CONTRACTORS

PCO-192 Rec'd TCCo 08.21.25

☐ 101 North St.
Canandaigua, NY 14424
Phone: (585) 393-0082
Fax: (585) 393-0105

☐ 2813 Wehrle Drive, Suite 6
Williamsville, NY 14221
Phone: (716) 674-0004

Change Order Proposal

Dated: 7/15/2025
Project: Albany County Airport BP4
To: MLB Construction
Location: 737 Shaker Road, Albany, NY 12211
Arch/Eng.: CHA Architecture

Scope change associated with NOC #82 ASI #97 Removal of CW 28 & 28.1 along column line 12 above ticketing.
Cost as follows:

Deduct from Erie for labor associated with glazing the cassette to the glass for these frames. No material deduct for frames because material was already ordered and fabricated.	$(2,960.00)
Deduct glass not ordered	$(10,046.00)
Deduct sundries – Caulk & Fasteners	$(800.00)
Deduct install labor 3 Men 2 days	$(4,128.00)
Deduct OH&P 10%	$(1,793.00)
Total Deduct	$(19,727.00)

Phil Gillio

*EXCLUDED L3 ADMIN CHANGES SO THIS CAN BE VIEWED/COMPARED WITH THE UPCOMING CHANGES (ADDED HALF WALL). CD

PCO-192 Rec'd TCCo 08.21.25

Albany Airport Terminal Expansion Project BP-04

SUBCONTRACTOR PROPOSAL

Field Order | Change Order

Subcontractor Name:	Adirondack Taping & Supply, Inc.	Date:	1/20/25
Address:	46 Elm Street	Project No.:	23114
	Glens Falls, NY 12801	ADK COR #	17
Telephone No.:	(518) 761-0089	NOC #:	82

LABOR

Work Description ASI-097	Trade	Hours	Total Rate from Labor Rate Breakdown	Total Labor Cost
ıdd A6A wall to replace curtainwall on AI-2.102A	Carpenter Foreman	40	$81.93	$3,277.20
	Carpenter	40	$77.42	$3,096.80
	Taper Foreman	24	$71.65	$1,719.60
	Taper		$69.31	
A.	TOTAL SUBCONTRACTOR LABOR			**$8,093.60**

MATERIAL

ſaterial Description	Quantity	Unit	Unit Cost	Material Cost
" stud 20ga	432	LF	$1.43	$616.90
" track 20ga	60	LF	$1.43	$85.80
" DL track 20ga	50	LF	$1.53	$76.50
/8" Type X drywall	960	SF	$0.60	$576.00
" SAFB Insulation	530	SF	$1.29	$681.05
ape	4	Rolls	$10.00	$40.00
ſud	5	Pails	$25.00	$125.00
ſisc. Screws	1	Box	$105.00	$105.00
aulk	10	Tubes	$13.00	$130.00
	Total from additional Material Worksheet Extension(s) if required.			
B.	TOTAL SUBCONTRACTOR MATERIAL			**$2,436.25**

EQUIPMENT

C.	TOTAL SUBCONTRACTOR EQUIPMENT	**919.38**

SUMMARY

Total labor, material,equipment (A + B + C)	$11,449.23
Subcontractor's Override (10%)	$1,144.92
TOTAL SUB-PROPOSAL	**$12,594.15**

Taylor Oldroyd
Subcontractor's Signature

1/20/25
Date

Taylor Oldroyd
Please Type or Print Name

This Price is valid for, and work must be agreed upon within 7 days from date of submission upon which it becomes null and void.

ASI-097 | ADDED PAINT (2) PCO-192 Rec'd TCCo 08.21.25

· SQUARE FOOTAGE (SEE ADD TAKE-OFF)

↳ 960 SF x $2/SF

= $1,920

+ 10% OH & P

= $2,112 (2)

PCO-195

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-195 Rec'd TCCo 08.04.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/17/25
PROPOSAL NO.	PROPOSAL AMOUNT
85	$5,537.00

Per NOC 85 dated 1/13/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Please make the changes to the HP-3 & FCU-3 (M-250) mini split units per the response to RFI-184.

Description	Labor	Material	Equipment	Subcontract	Other	Price
John W Danforth Company				$5,296.50		$5,296.50
					Subtotal:	$5,296.50
		MLB OH&P (Subcontractor)		$4,815.00	4.99%	$240.50
					Total:	**$5,537.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/17/25
Craig Dill
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

CHANGE ORDER REQUEST
PCO-195 Rec'd TCCo 08.04.25

14.1

since 1884 danforth

Title: NOC #85/RFI-184 FCU-Replacement
Project Name: Albany Airport Terminal Expansion
Project Address: 737 Albany Shaker Road
Albany, NY 12211
COR Date: 04/22/2025
John W Danforth Company Job Number: 90272-100
Customer Job Number:
Customer Reference Number:

Our Information

John W Danforth Company
300 Colvin Woods Parkway
Tonawanda, NY 14150
Phone: (716)-955-0035

Customer Information

MLB Construction Services
1 Stonebreak Road
Ballston Spa, NY 12020
Phone: (518)-289-1371

Description of Change Order Request

Change in FCU-3 per RFI 184/NOC#85, price change is due to change in equipment.

Material

Description	Qty of Material	Unit of Measure	Rate	Total Cost
Change in FCU per RFI	1.00	lot	$4,815.00	$4,815.00
			Total Material:	**$4,815.00**

Subtotal		**$4,815.00**
Total		**$4,815.00**
OHP	10.000%	$481.50
Requested Total		**$5,296.50**

POWERED BY CLEARSTORY

Terms & Conditions

PCO-195 Rec'd TCCo 08.04.25

Exclusions to include :Retention; unforeseen conditions; roofing work of any kind; cleanup; dumpsters; painting; temporary facilities of any kind; any design calculations or PE stamp; full time on-site safety rep; sales tax; bonding or special insurances of any kind; concrete cutting or concrete work of any kind; cut & patch of any kind; grouting; electrical/power wiring of any kind; controls wiring; environmental remediation; excavation/backfilling; dewatering; chemical/mechanical pipe cleaning; flushing/draining/refilling/venting of systems; instructions to operating personnel; operational tests; valve tagging; equipment/system identification; shop drawings; as-built drawings; escutcheons; caulking; reconditioning and cleaning of owner equipment or material; shoring/tamping; labor to perform x-ray quality welding; schedule update; any work that is not explicitly called out in scope of work description above.

This change proposal covers only the direct costs associated with the change order work described above. The contractor expressly reserves the right to submit, at a later date, added costs and/or time extension requests attendant to this modification arising from, but not limited to: extended field and home office overhead, labor and equipment inefficiencies, disruptions, cumulative impacts, impacts to the critical path and related delay costs, schedule resequencing and/or overtime and acceleration.

We reserve the right to modify this estimate, if additional work not covered by this proposal is required.

Unless noted otherwise, it is anticipated that all work required by this change will be done on a straight time basis. Overtime work, if required, will be billed as an additional item.

This proposal is for acceptance within 20 days and is subject to escalation thereafter.

Please advise as soon as possible if we are to proceed. We will not proceed without formal written change order, per contract terms.

ACCEPTANCE OF PROPOSAL: The above prices, specifications, and conditions are satisfactory and are hereby accepted. John W. Danforth Company is authorized to do the work as indicated. Payment will be made as outlined above. The conditions of the proposal above stand good for 30 days. Pricing is based on conditions at time of bid. Danforth reserves its right for an adjustment in contract time, price, or both, due to changing conditions relating, but not limited to COVID-19, or any pandemic, epidemic, disease outbreak, or conflict; or any governmental regulations that are enacted after this date that may impact project cost.

POWERED BY CLEARSTORY

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

PCO-195 Rec'd TCCo 08.04.25

Project: 230809 Albany Airport: Terminal Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #BP-04 RFI-184: BP-04 RFI-184: HP-3/FCU Refrigeration piping

Status	Closed on 01/02/25		
To	Todd Cirillo (CHA) Jordan Hudak (CHA) Ashley Richards (CHA) Aaron Smith (CHA)	**From**	Lori Rowe (MLB Construction Services, LLC)
Date Initiated	Dec 16, 2024	**Due Date**	Jan 1, 2025
Location		**Project Stage**	Course of Construction
Cost Impact		**Schedule Impact**	
Spec Section		**Cost Code**	
Drawing Number	M-250	**Reference**	
Linked Drawings			
Received From	Lori Rowe (MLB Construction Services, LLC)		
Copies To	Eddie Andres (Turner Construction Company), Todd Cirillo (CHA), Craig Ditti (MLB Construction Services, LLC), Jordan Hudak (CHA), Natram Lackraj (Turner Construction Company), Jeff Lino (MLB Construction Services, LLC), Kelsey Martin (MLB Construction Services, LLC), Maureen Moran (CHA), Jo Anne Nichols (MLB Construction Services, LLC), Patrick Pratico (MLB Construction Services, LLC), Ashley Richards (CHA), Lori Rowe (MLB Construction Services, LLC), Aaron Smith (CHA)		

Activity

Question

Question from Lori Rowe MLB Construction Services, LLC *on Monday, Dec 16, 2024 at 11:24 AM EST*

The refrigeration piping run length for units HP-3 & FCU-3 (DWG M-250) is currently about 100ft. The manufacturer recommended max length for refrigeration piping for these units is 65ft. Please provide direction on how we are to proceed installing these units to adhere with manufacturer recommendations.

Official Response

Response from Aaron Smith CHA *on Thursday, Jan 2, 2025 at 02:51 PM EST*

- ODU MCA increased from 10.0 A to 11.0 A
- ODU MOCP increased from 15 A to 28 A
- ODU Weight increased ~10 lb
- Max allowable piping increase from 65' total / 40' elevation to 165' total / 100' elevation.
- Gas pipe size increased from 3/8" to ½" O.D.
- Liquid pipe size stays the same at ¼" O.D.
- Total additional refrigerant 0.21 lb or ~3.5 oz based on my calcs. Could be a little less/more depending on how it gets installed.

Official Response

Response from Aaron Smith CHA *on Thursday, Jan 2, 2025 at 02:49 PM EST*

HP-3 & FCU-3 to be replaced with cooling only unit allowing longer liquid and suction pipe runs,
Power is the same (208v/single phase), and indoor unit is powered by outdoor like the old, pipe size looks to decrease on liquid side from 3/8" to 1/4" and increase suction 1/4" to 1/2", verify

Attachments
T_SUBMITTAL_TPKA0A0121LA10A_TRUYA0121KA70NA_en_M1.pdf

PCO-195 Rec'd TCCo 08.04.25

Craig Dittl

From: Jay Larson <jlarson@jwdanforth.com>
Sent: Wednesday, June 11, 2025 1:55 PM
To: Craig Dittl; Michael Reverdatto
Subject: RE: JWD COR #14.1

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Yes, this is for the NEW FCU 3, we currently do have the old unit in our possession.

From: Craig Dittl <cdittl@mlbind.com>
Sent: Wednesday, June 11, 2025 1:39 PM
To: Jay Larson <jlarson@jwdanforth.com>; Michael Reverdatto <mreverdatto@jwdanforth.com>
Subject: JWD COR #14.1

Jay/Mike – want to confirm, the quote you got from Trane for 14.1 is this a completely new unit AND do you already possess the base bid unit? Want to make sure I understand.

Thanks

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

mlb

Over 75 Years of Construction Excellence
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:

ECA Eastern Contractors Association · AGC New York State · Associated General Contractors New York State · NAWIC The National Association of Women in Construction Capital District, NY

CAUTION: This email originated outside of Danforth. Be cautious when opening attachments or clicking links--verify with the sender via a known phone number before proceeding. **Remember: Security is up to us!**

RFI-184 Proposal

Proposal is valid for 15 days.

Customer must obtain credit approval and release order to production within 60 days of proposal date.

PROPRIETARY AND CONFIDENTIAL PROPERTY OF Trane U.S. Inc.

DISTRIBUTION TO OTHER THAN THE NAMED RECIPIENT IS PROHIBITED

Prepared For: John W Danforth Company (Alb)

Date: April 22, 2025

Job Name:
Albany International Airport Terminal Expansion Ph

Proposal Number: C1-62932-4906-1
Opportunity ID: 7418060

Delivery Terms:
Freight Allowed and Prepaid - F.O.B. Factory

Payment Terms: Net 30 Days

Trane U.S. Inc. is pleased to provide the following proposal for your review and approval.

Tag Data - Ductless Split (P Series) (Qty: 2)

Item	Tag(s)	Qty	Description	Model Number
A1	HP-3	1	Ductless Split (P Series) (JV_P)	PUY-AK12NL
A2	FCU-3	1	Ductless Split (P Series) (JV_P)	PKA-AL12NL

Product Data - Ductless Split (P Series)

Item: A1 Qty: 1 Tag(s): HP-3
Cooling Only, R-454B
Wind Baffles (Field Installed)

Item: A2 Qty: 1 Tag(s): FCU-3
Wall Mount, R-454B

Not Included: Control integration/wiring, smoke detectors, refrigeration tees, wind baffles, hail/snow guards, secondary drain pans, secondary condensate overflow sensors, external condensate pumps (unless otherwise noted), disconnects, refrigerant piping specialties, hangers, refrigerant piping, insulation, isolation valves, watt-hour meters, tenant billing software, additional refrigerant, roof rails or curbs, condensing unit mounting brackets, humidity sensors, external vibration isolation, rigging/receiving, spare parts, startup, service labor, installation labor, extended warranty, labor warranty.

Total Net Price *(Excluding Sales Tax)* ..... **$ 4,815.00**

Tax Status: Taxable ☐ Exempt ☐	If you are claiming an exemption from sales tax on this project, please submit a completed exemption certificate for both the jobsite location state and the state where the equipment will be delivered (if different from the jobsite). You can submit the relevant state exemption certificate at the following link: https://trane.certifytax.com/custportalas.aspx . You will receive an email indicating approval or rejection within 1-2 business days. If your exemption claim is rejected, sales tax will be billed based on the state where the equipment was delivered. For any questions, please email: financial_services-tax_department@tranetechnologies.com.

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Sincerely,

Brad Juneau, Systems Sales Engineer
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This proposal is subject to your acceptance of the attached Trane terms and conditions.

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TERMS AND CONDITIONS - COMMERCIAL EQUIPMENT

"Company" shall mean Trane U.S. Inc. for sales in the United States and Trane Canada ULC for sales in Canada.

1. Acceptance. These terms and conditions are an integral part of Company's offer and form the basis of any agreement (the "Agreement") resulting from Company's proposal (the "Proposal") for the sale of the described commercial equipment and any ancillary services (the "Equipment"). **COMPANY'S TERMS AND CONDITIONS AND EQUIPMENT PRICES ARE SUBJECT TO PERIODIC CHANGE OR AMENDMENT.** The Proposal is subject to acceptance in writing by the party to whom it is offered or made or an authorized agent ("Customer") delivered to Company within 15 days from the date of the Proposal. Prices in the Proposal are subject to change at any time upon notice to Customer. If Customer accepts the Proposal by placing an order, without the addition of any other terms and conditions of sale or any other modification, Customer's order shall be deemed acceptance of the Proposal subject to Company's terms and conditions. If Customer's order is expressly conditioned upon Company's acceptance or assent to terms and/or conditions other than those expressed herein, return of such order by Company with Company's terms and conditions attached or referenced serves as Company's notice of objection to Customer's terms and as Company's counteroffer to provide Equipment in accordance with the Proposal and the Company's terms and conditions. If Customer does not reject or object in writing to Company within 10 days, Company's counteroffer will be deemed accepted. Notwithstanding anything to the contrary herein, Customer's acceptance of the Equipment within any event constitute an acceptance by Customer of Company's terms and conditions. This Agreement is subject to credit approval by Company. Upon disapproval of credit, Company may delay or suspend performance or, at its option, renegotiate prices and/or terms and conditions with Customer. If Company and Customer are unable to agree on such revisions, this Agreement shall be canceled without any liability.

2. Connected Services. In addition to these terms and conditions, the Connected Services Terms of Service ("Connected Services Terms"), available at https://www.trane.com/TraneConnectedServicesTerms, as updated from time to time, are incorporated herein by reference and shall apply to the extent that Company provides Customer with Connected Services, as defined in the Connected Services Terms.

3. Title and Risk of Loss. All Equipment sales with destinations to Canada or the U.S. shall be made as follows: FOB Company's U.S. manufacturing facility or warehouse (full freight allowed). Title and risk of loss or damage to Equipment will pass to Customer upon tender of delivery of such to carrier at Company's U.S. manufacturing facility or warehouse.

4. Pricing and Taxes. Within forty-five (45) days following Customer acceptance of the Proposal without addition of any other terms and conditions of sale or any modification, Customer shall provide notification of release for immediate production of Company's factory. Prices for Equipment are subject to change at any time prior to shipment to reflect any cost increases related to the manufacture, supply, and shipping of Equipment. This includes, but is not limited to, cost increases in raw materials, supplier components, labor, utilities, freight, logistics, wages and benefits, regulatory compliance, or any other event beyond Company's control. If shipment is delayed due to Customer's actions, Company may also charge Customer with storage fees. If a release is not received within 6 months following order acceptance, Company reserves the right to cancel any order. Company shall be entitled to equitable adjustments in the contract price to reflect any cost increases as set forth above and will provide notice to Customer prior to the date for which the increased price is to be in effect for the applicable customer contract. In no event will prices be decreased. The price of Equipment does not include any present or future foreign, federal, state, or local property, license, privilege, sales, use, excise, value added, gross receipts or other like taxes or assessments. Such amounts will be remitted separately to Customer, who will make remit payment to Company. Company will accept valid exemption documentation for such taxes and assessments from Customer, if applicable. All prices include packaging in accordance with Company's standard procedures. Charges for special packaging, crating or packing are the responsibility of Customer.

5. Delivery and Delays. Delivery dates are approximate and not guaranteed. Company will use commercially reasonable efforts to deliver the Equipment on or before the estimated delivery date, will notify Customer if the estimated delivery dates cannot be honored, and will deliver the Equipment and services as soon as practicable thereafter. In no event will Company be liable for any damages or expenses caused by delays in delivery.

6. Performance. Company shall be obligated to furnish only the Equipment described in the Proposal and in technical data (if such data is issued in connection with the order). Company may rely on the acceptance of the Proposal and submittal data as acceptance of the suitability of the Equipment for the particular project or location. Unless specifically stated in the Proposal, compliance with any local building codes or other laws or regulations relating to specifications or the location, use or operation of the Equipment is the sole responsibility of Customer. If Equipment is tendered that does not fully comply with the provisions of this Agreement and Equipment is rejected by Customer, Company will have the right to cure within a reasonable time after notice thereof by substituting a conforming tender whether or not the time for performance has passed.

7. Force Majeure. Company's duty to perform under this Agreement and the Equipment prices are contingent upon the non-occurrence of an Event of Force Majeure. If this Company shall be unable to carry out any material obligation under this Agreement due to an Event of Force Majeure, this Agreement shall at Company's election (i) remain in effect but Company's obligations shall be suspended until the uncontrollable event terminates or (ii) be terminated upon 10 days' notice to Customer, in which event Customer shall pay Company for all parts of the Work furnished to the date of termination. An "Event of Force Majeure" shall mean any cause or event beyond the control of Company. Without limiting the foregoing, "Event of Force Majeure" includes: acts of God; acts of terrorism, war or the public enemy; flood, earthquake; tornado; storm; fire; civil disobedience; pandemic insurrections; riots; labor/labour disputes; labor/labour or material shortages; sabotage; restraint by court order or public authority (whether valid or invalid); and action or non-action by or inability to obtain or keep in force the necessary governmental authorizations, permits, licenses, certificates or approvals if not caused by Company; and the requirements of any applicable government in any manner that diverts either the material or the finished product to the direct or indirect benefit of the government.

8. Limited Warranty. Company warrants the Equipment manufactured by Company for a period of the lesser of 12 months from initial start-up or 18 months from date of shipment, whichever is less, against failure due to defects in material and manufacture and that it has the capacities and ratings set forth in Company's catalogs and bulletins ("Warranty"). **Equipment manufactured by Company that includes required start-up and sold in North America will not be warranted by Company unless Company performs the Equipment startup.** Exclusions from this Warranty include damage or failure arising from: wear and tear; corrosion, erosion, deterioration; modifications made by others to the Equipment; repairs or alterations by a party other than Company that adversely affects the stability or reliability of the Equipment; vandalism; neglect; accident; adverse weather or environmental conditions; abuse or improper use; improper installation or installation by a party other than Company; unusual physical or electrical or mechanical stress; operation with any accessory, equipment or part not specifically approved by Company; refrigerant not supplied by Company; and/or lack of proper maintenance as recommended by Company. Company shall not be obligated to pay for the cost of lost refrigerant or lost product. Company's obligations and liabilities under this Warranty are limited to furnishing replacement equipment or parts, at its option, FCA (Incoterms 2000) factory or warehouse (f.o.b. factory or warehouse for US domestic purposes) at Company-designated shipping point, freight-allowed to Company's warranty agent's stock location, for all non-conforming Company-manufactured Equipment (which have been returned by Customer to Company). Returns must have prior written approval by Company and are subject to restocking charge where applicable. Equipment, material and/or parts that are not manufactured by Company ("Third-Party Product(s)") are not warranted by Company and have such warranties as may be extended by the respective manufacturer. **CUSTOMER UNDERSTANDS THAT COMPANY IS NOT THE MANUFACTURER OF ANY THIRD-PARTY PRODUCT(S) AND ANY WARRANTIES, CLAIMS, STATEMENTS, REPRESENTATIONS, OR SPECIFICATIONS ARE THOSE OF THE THIRD-PARTY MANUFACTURER. NOT COMPANY AND CUSTOMER IS NOT RELYING ON ANY WARRANTIES, CLAIMS, STATEMENTS, REPRESENTATIONS, OR SPECIFICATIONS REGARDING THE THIRD-PARTY PRODUCT THAT MAY BE PROVIDED BY COMPANY OR ITS AFFILIATES, WHETHER ORAL OR WRITTEN. COMPANY MAKES NO REPRESENTATION OR WARRANTY OF ANY KIND, INCLUDING WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE.ADDITIONALLY, COMPANY MAKES NO REPRESENTATION OR WARRANTY OF ANY KIND REGARDING PREVENTING, ELIMINATING, REDUCING OR INHIBITING ANY MOLD, FUNGUS, BACTERIA, VIRUS, MICROBIAL GROWTH, OR ANY OTHER CONTAMINANTS (INCLUDING COVID-19 OR ANY SIMILAR VIRUS) (COLLECTIVELY, "CONTAMINANTS"), WHETHER INVOLVING OR IN CONNECTION WITH EQUIPMENT, ANY COMPONENT THEREOF, SERVICES OR OTHERWISE. IN NO EVENT SHALL COMPANY HAVE ANY LIABILITY FOR THE PREVENTION, ELIMINATION, REDUCTION OR INHIBITION OF THE GROWTH OR SPREAD OF SUCH CONTAMINANTS INVOLVING OR IN CONNECTION WITH ANY EQUIPMENT, THIRD-PARTY PRODUCT, OR ANY COMPONENT THEREOF, SERVICES OR OTHERWISE AND CUSTOMER HEREBY SPECIFICALLY ACKNOWLODGES AND AGREES THERETO.** No warranty liability whatsoever shall attach to Company until Customer's complete order has been paid for in full and Company's liability under this Warranty shall be limited to the purchase price of the Equipment shown to be defective. Additional warranty protection is available on an extra-cost basis and must be in writing and agreed to by an authorized signatory of the Company. **EXCEPT FOR COMPANY'S WARRANTY EXPRESSLY SET FORTH HEREIN, COMPANY DOES NOT MAKE, AND HEREBY EXPRESSLY DISCLAIMS, ANY WARRANTIES, EXPRESS OR IMPLIED CONCERNING ITS PRODUCTS, EQUIPMENT OR SERVICES, INCLUDING, WITHOUT LIMITATION, ANY WARRANTY OF DESIGN, MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE, OR OTHERS THAT ARE ALLEGED TO ARISE FROM COURSE OF DEALING OR TRADE.**

9. Indemnity. To the fullest extent permitted by law, Company and Customer shall indemnify, defend and hold harmless each other from any and all claims, actions, costs, expenses, damages and liabilities, including reasonable attorneys' fees, resulting from death or bodily injury or damage to real or personal property, to the extent caused by the negligence or misconduct of their respective employees or other authorized agents in connection with their activities within the scope of this Agreement. Neither party shall indemnify the other against claims, damages, expenses or liabilities to the extent attributable to the acts or omissions of the other party. If the parties are both at fault, the obligation to indemnify shall be proportional to their relative fault. The duty to indemnify will continue in full force and effect, notwithstanding the expiration or early termination hereof, with respect to any claims based on facts or conditions that occurred prior to expiration or termination.

10. Insurance. Upon request, Company will furnish evidence of its standard insurance coverage. If Customer has requested to be named as an additional insured under Company's insurance policy, Company will do so but only subject to Company's manuscript additional insured endorsement under its primary Commercial General Liability policies. In no event does Company waive any rights of subrogation.

11. Customer Breach. Each of the following shall constitute a breach by Customer and shall give Company the right, without an election of remedies, to terminate this Agreement, require payment prior to shipping, or suspend performance by delivery of written notice: (1) Any failure by Customer to pay amounts when due, (2) any general assignment by Customer for the benefit of its creditors, or if Customer becomes bankrupt or insolvent or takes the benefit of any statute for bankrupt or insolvent debtors, or makes or proposes to make any proposal or arrangement with creditors, or if any steps are taken for the winding up or other termination of Customer or the liquidation of its assets, or if a trustee, receiver, or similar person is appointed over any of the assets or interests of Customer; (3) Any representation or warranty furnished by Customer in connection with the Agreement is false or misleading in any material respect when made; or (4) Any failure by Customer to perform or comply with any material provision of this Agreement. Customer shall be liable to the Company for all Equipment furnished and all damages sustained by Company (including lost profit and overhead).

12. Limitation of Liability. NOTWITHSTANDING ANYTHING TO THE CONTRARY, IN NO EVENT SHALL COMPANY BE LIABLE FOR ANY SPECIAL, INCIDENTAL, INDIRECT CONSEQUENTIAL, PUNITIVE, EXEMPLARY DAMAGES (INCLUDING WITHOUT LIMITATION REFRIGERANT LOSS, BUSINESS INTERRUPTION, LOST DATA, LOST REVENUE, LOST PROFITS),OR CONTAMINANTS LIABILITIES, EVEN IF A PARTY HAS BEEN ADVISED OF SUCH POSSIBLE DAMAGES OR IF SAME WERE REASONABLY FORESEEABLE AND REGARDLESS OF WHETHER THE CAUSE OF ACTION IS FRAMED IN CONTRACT, NEGLIGENCE, ANY OTHER TORT, WARRANTY, STRICT LIABILITY, OR PRODUCT LIABILITY. In no event will Company's liability in connection with the provision of products or services or otherwise under this Agreement exceed the entire amount paid to Company by Customer under this Agreement.

13. CONTAMINANTS LIABILITY

The transmission of COVID-19 may occur in a variety of ways and circumstances, many of the aspects of which are currently not known. HVAC systems, products, services and other offerings have not been tested for their effectiveness in reducing the spread of COVID-19, including through the air in closed environments. **IN NO EVENT WILL COMPANY BE LIABLE UNDER THIS AGREEMENT OR OTHERWISE FOR ANY INDEMNIFICATION, ACTION, OR CLAIM, WHETHER BASED ON WARRANTY, CONTRACT, TORT OR OTHERWISE, FOR ANY BODILY INJURY (INCLUDING DEATH), DAMAGE TO PROPERTY, OR ANY OTHER LIABILITIES, DAMAGES OR COSTS RELATED TO CONTAMINANTS (INCLUDING THE SPREAD, TRANSMISSION, MITIGATION, ELIMINATION, OR CONTAMINATION THEREOF) (COLLECTIVELY, "CONTAMINANTS LIABILITIES") AND CUSTOMER HEREBY EXPRESSLY RELEASES COMPANY FROM ANY SUCH CONTAMINANTS LIABILITIES.**

14. Nuclear Liability. In the event that the Equipment sold hereunder is to be used in a nuclear facility, Customer will, prior to such use, arrange for insurance or governmental indemnity protecting Company against all liability and hereby releases and agrees to indemnify Company and its suppliers for any nuclear damage, including loss of use, in any manner arising out of a nuclear incident, whether alleged to be due, in whole or in part to the negligence or otherwise of Company or its suppliers.

15. Intellectual Property; Patent Indemnity. Company retains all ownership, license and other rights to all patents, trademarks, copyrights, trade secrets and other intellectual property rights related to the Equipment, and, except for the right to use the Equipment sold, Customer obtains no rights to use any such intellectual property. Company agrees to defend any suit or proceeding brought against Customer so far as such suit or proceeding is solely based upon a claim that the use of the Equipment provided by Company constitutes infringement of any patent of the United States of America, provided Company is promptly notified in writing and given authority, information and assistance for defense of same. Company will, at its option, procure for Customer the right to continue to use said Equipment, or modify it so that it becomes non-infringing, or replace same with non-infringing Equipment, or to refund the purchase price. The foregoing will not be construed to include any Agreement by Company to accept any liability whatsoever in respect to patents for inventions including more than the Equipment furnished hereunder, or in respect of patents for methods and processes to be carried out with the aid of said Equipment. The provisions of Equipment by Company does not convey any license, by implication, estoppel, or otherwise, under patent claims covering combinations of said Equipment with other devices or elements. The foregoing states the entire liability of Company with regard to patent infringement. Notwithstanding the provisions of this paragraph, Customer will hold Company harmless against any expense or loss resulting from infringement of patents or trademarks arising from compliance with Customer's designs or specifications or instructions.

16. Cancellation. Equipment is specially manufactured in response to orders. An order placed with and accepted by Company cannot be delayed, canceled, suspended, or extended except with Company's written consent and upon written terms accepted by Company that will reimburse Company for and indemnify Company against loss and provide Company with a reasonable profit for its materials, time, labor, services, use of facilities and otherwise. Customer will be obligated to accept any Equipment shipped, tendered for delivery or delivered by Company pursuant to the prior agreed delay, cancellation, suspension or extension of the order. Any attempt by Customer to unilaterally revoke, delay or suspend acceptance for any reason whatever after it has agreed to delivery of or accepted any shipment shall constitute a breach of this Agreement. For purposes of this paragraph, acceptance occurs by any waiver of inspection, use or possession of Equipment, payment of the invoice, or any indication of exclusive control exercised by Customer.

17. Invoicing and Payment. Unless otherwise agreed to in writing by Company, equipment shall be invoiced to Customer upon tender of delivery thereof to the carrier. Customer shall pay Company's invoices within net 30 days of shipment date. Company reserves the right to add to any account outstanding for more than 30 days a service charge equal to the lesser of the maximum allowable legal interest rate or 1.5% of the principal amount due at the end of each month. Customer shall pay all costs (including attorneys' fees) incurred by Company in attempting to collect amounts due and otherwise enforcing these terms and conditions. If requested, Company will provide appropriate lien waivers upon receipt of payment. Company may at any time decline to ship, make delivery or perform work except upon receipt of cash payment, letter of credit, or security, or upon other terms and conditions satisfactory to Company. Customer agrees that, unless Customer makes payment in advance, Company will have a purchase money security interest in all Equipment to secure payment in full of all amounts due Company and its order for the Equipment, together with these terms and conditions, form a security agreement (as defined by the UCC in the United States and as defined in the Personal Property Security Act in Canada). Customer shall keep the Equipment free of all taxes and encumbrances, shall not remove the Equipment from its original installation point and shall not assign or transfer any interest in the Equipment until all payments due Company have been made. The purchase money security interest granted herein attaches upon Company's acceptance of Customer's order and on receipt of the Equipment described in the accepted Proposal but prior to its installation. The parties have no agreement to postpone the time for attachment unless specifically noted in writing on the accepted order. Customer will have no rights of set off against any amounts, which become payable to Company under this Agreement or otherwise.

18. Claims. Company will consider claims for concealed shortages in shipments or rejections due to failure to conform to an order only if such claims or rejections are made in writing within 15 days of delivery and are accompanied by the packing list and, if applicable, the reasons in detail why the Equipment does not conform to Customer's order. Upon receiving authorization and shipping instructions from authorized personnel of Company, Customer may return rejected Equipment, transportation charges prepaid, for replacement. Company may charge Customer any costs resulting from the testing, handling, and disposition of any Equipment returned by Customer which are not found by Company to be nonconforming. All Equipment damaged during shipment and all claims relating thereto must be made with the freight carrier in accordance with such carrier's policies and procedures. Claims for Equipment damaged during shipment are not covered under the warranty provision stated herein.

19. Export Laws. The obligation of Company to supply Equipment under this Agreement is subject to the ability of Company to supply such items consistent with applicable laws and regulations of the United States and other governments. Company reserves the right to refuse to enter into or perform any order, and to cancel any order under this Agreement if Company in its sole discretion determines that performance of the transaction in which such order is/does would violate any such applicable law or regulation. Customer will pay all handling and other similar costs from Company's factories including the costs of freight, insurance, export clearances, import duties and taxes. Customer will be "exporter of record" with respect to any export from the United States of America and will perform all compliance and logistics functions in connection therewith and will also comply with all applicable laws, rules and regulations. Customer understands that Company and/or the Equipment are subject to laws and regulations of the United States of America which may require licensing or authorization for and/or prohibit export, re-export or diversion of Company's Equipment to certain countries, and agrees it will not knowingly assist or participate in any such diversion or other violation of applicable United States of America laws and regulations. Customer agrees to hold harmless and indemnify Company for any damages resulting to Customer or Company from a breach of this paragraph by Customer.

20. General. Except as provided below, to the maximum extent provided by law, this Agreement is made and shall be interpreted and enforced in accordance with the laws of the state of New York for Equipment shipped to a U.S. location and the laws of the province to which Equipment is shipped within Canada, without regard to its conflict of law principles that might otherwise call for the application of a different state's or province's law, and not including the United Nations Convention on Contracts for the International Sale of Goods. To the extent the Equipment is being used at a site owned and/or operated by any agency of the Federal Government, determination of any substantive issue of law shall be according to the Federal common law of Government contracts as enunciated and applied by Federal judicial bodies and boards of contract appeals of the Federal Government. This Agreement contains all of the agreements, representations and understandings of the parties and supersedes all previous understandings, commitments or agreements, oral or written, related to the subject matter hereof. This Agreement may not be amended, modified or terminated except by a writing signed by the parties hereto. No documents shall be incorporated herein by reference except to the extent Company is a signatory thereto. If any term or condition of this Agreement is invalid, illegal or incapable of being enforced by any rule of law, all other terms and conditions of this Agreement will nevertheless remain in full force and effect as long as the economic or legal substance of the transactions contemplated hereby is not affected in a manner adverse to any party hereto. Customer may not assign, transfer, or convey this Agreement, or any part hereof, or its right, title or interest herein, without the written consent of the Company. Subject to the foregoing, this Agreement shall be binding upon and inure to the benefit of Customer's permitted successors and assigns. This Agreement may be executed in several counterparts, each of which when executed shall be deemed to be an original, but all together shall constitute but one and the same Agreement. A fully executed facsimile copy hereof or the several counterparts shall suffice as an original.

21. Equal Employment Opportunity/Affirmative Action Clause. Company is a federal contractor that complies fully with Executive Order 11246, as amended, and the applicable regulations contained in 41 C.F.R. Parts 60-1 through 60-60, 29 U.S.C. Section 793 and the applicable regulations contained in 41 C.F.R. Part 60-741; and 38 U.S.C. Section 4212 and the applicable regulations contained in 41 C.F.R. Part 60-250 Executive Order 13496 and Section 29 CFR 471, appendix A to subpart A, regarding the notice of employee rights in the United States and with Canadian Charter of Rights and Freedoms Schedule B to the Canada Act 1982 (UK) 1982, c. 11 and applicable Provincial Human Rights Codes and employment law in Canada.

22. U.S. Government Work.

The following provision applies only to direct sales by Company to the US Government. The Parties acknowledge that Equipment ordered and delivered under this Agreement are Commercial Items as defined under Part 12 of the Federal Acquisition Regulation (FAR). In particular, Company agrees to be bound only by those Federal contracting clauses that apply to "commercial" suppliers and that are contained in FAR 52.212-5(e)(1).

The following provision applies only to indirect sales by Company to the US Government. As a Commercial Item Subcontractor, Company accepts only the following mandatory flow down provisions: 52.219-8; 52.222-20; 52.222-35; 52.222-36; 52.222-39; 52.247-64. If the sale of the Equipment is in connection with a U.S. Government contract, Customer certifies that it has provided and will provide current, accurate, and complete information, representations and certifications to all government officials, including but not limited to the contracting officer and officials of the Small Business Administration, on all matters related to the prime contract, including but not limited to all aspects of its ownership, eligibility, and performance. Anything herein notwithstanding, Company will have no obligations to Customer unless and until Customer provides Company with a true, correct and complete executed copy of the prime contract. Upon request, Customer will provide copies to Company of all requested written communications with any government official related to the prime contract prior to or concurrent with the execution thereof, including but not limited to any communications related to Customer's ownership, eligibility or performance of the prime contract. Customer will obtain written authorization and approval from Company prior to providing any government official any information about Company's performance of the work that is the subject of the Proposal or this Agreement, other than the Proposal or this Agreement.

23. Limited Waiver of Sovereign Immunity. If Customer is an Indian tribe (in the U.S.) or a First Nation or Band Council (in Canada), Customer, whether acting in its capacity as a government, governmental entity, a duly organized corporate entity or otherwise, for itself and for its agents, successors, and assigns: (1) hereby provides this limited waiver of its sovereign immunity as to any damages, claims, lawsuit, or cause of action therein "Action") brought against Customer by Company and arising or alleged to arise out of the furnishing by Company of any product or service under this Agreement, whether such Action is based in contract, tort, strict liability, civil liability or any other legal theory; (2) agrees that jurisdiction and venue for any such Action shall be proper and valid (a) if Customer is in the U.S., in any state or United States court located in the state in which Company is performing this Agreement or (b) if Customer is in Canada, in the superior court of the province or territory in which the work was performed; (3) expressly consents to such Action, and waives any objection to jurisdiction or venue; (4) waives any requirement of exhaustion of tribal court or administrative remedies for any Action arising out of or related to this Agreement; and (5) expressly acknowledges and agrees that Company is not subject to the jurisdiction of Customer's tribal court or any similar tribal forum, that Customer will not bring any action against Company in tribal court, and that Customer will not exhaust (or any ruling or direction of the tribal court permitting or directing it to suspend its payment or other obligations under this Agreement. The individual signing on behalf of Customer warrants and represents that such individual is duly authorized to provide this waiver and enter into this Agreement and that this Agreement constitutes the valid and legally binding obligation of Customer, enforceable in accordance with its terms.

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SECURITY ADDENDUM

This Addendum shall be applicable to the sale, installation and use of Trane equipment and the sale and provision of Trane services. "Trane" shall mean Trane U.S. Inc. for sales and services in the United States, or Trane Canada ULC for sales and services in Canada.

1. Definitions. All terms used in this Addendum shall have the meaning specified in the Agreement unless otherwise defined herein. For the purposes of this Addendum, the following terms are defined as follows:

"Customer Data" means Customer account information as related to the Services only and does not include HVAC Machine Data or personal data. Trane does not require, nor shall Customer provide personal data to Trane under the Agreement. Such data is not required for Trane to provide its Equipment and/or Services to the Customer.

"Equipment" shall have the meaning set forth in the Agreement.

"HVAC Machine Data" means data generated and collected from the product or furnished service without manual entry. HVAC Machine Data is data relating to the physical measurements and operating conditions of a HVAC system, such as but not limited to, temperatures, humidity, pressure, HVAC equipment status. HVAC Machine Data does not include Personal Data and, for the purposes of this agreement, the names of users of Trane's controls products or hosted applications shall not be Personal Data, if any such user chooses to use his/her name(s) in the created accounts within the controls product (e.g., firstname.lastname@address.com). HVAC Machine Data may be used by Trane: (a) to provide better support services and/or products to users of its products and services, (b) to assess compliance with Trane terms and conditions, (c) for statistical or other analysis of the collective characteristics and behaviors of product and services users; (d) to backup user and other data or information and/or provide remote support and/or restoration; (e) to provide or undertake: engineering analyses; failure analysis; warranty analysis; energy analysis; predictive analysis; service analysis; product usage analysis; and/or other desirable analysis, including, but not limited to, histories or trends of any of the foregoing; and (f) to otherwise understand and respond to the needs of users of the product or furnished service. "Personal Data" means data and/or information that is owned or controlled by Customer, and that names or identifies, or is about a natural person, such as: (i) data that is explicitly defined as a regulated category of data under any data privacy laws applicable to Customer; (ii) non-public personal information ("NPI") or personal information ("PI"), such as national identification number, passport number, social security number, social insurance number, or driver's license number; (iii) health or medical information, such as insurance information, medical prognosis, diagnosis information, or genetic information; (iv) financial information, such as a policy number, credit card number, and/or bank account number; (v) personally identifying technical information (whether transmitted or stored in cookies, devices, or otherwise), such as IP address, MAC address, device identifier, international Mobile Equipment Identifier ("IMEI"), or advertising identifier; (vi) biometric information; and/or (vii) sensitive personal data, such as, race, religion, marital status, disability, gender, sexual orientation, geolocation, or mother's maiden name.

"Security Incident" shall refer to (i) a compromise of any network, system, application or data in which Customer Data has been accessed or acquired by an unauthorized third party; (ii) any situation where Trane reasonably suspects that such compromise may have occurred; or (iii) any actual or reasonably suspected unauthorized or illegal Processing, loss, use, disclosure or acquisition of or access to any Customer Data.

"Services" shall have the meaning set forth in the Agreement.

2. HVAC Machine Data: Access to Customer Extranet and Third Party Systems. If Customer grants Trane access to HVAC Machine Data via web portals or other non-public websites or extranet services on Customer's or a third party's website or system (each, an "Extranet"), Trane will comply with the following:
   a. Accounts. Trane will ensure that Trane's personnel use only the Extranet account(s) designated by Customer and will require Trane personnel to keep their access credentials confidential.
   b. Systems. Trane will access the Extranet only through computing or processing systems or applications running operating systems managed by Trane that include: (i) system network firewalls; (ii) centralized patch management; (iii) operating system appropriate anti-malware software; and (iv) for portable devices, full disk encryption.
   c. Restrictions. Unless otherwise approved by Customer in writing, Trane will not download, mirror or permanently store any HVAC Machine Data from any Extranet on any medium, including any machines, devices or servers.
   d. Account Termination. Trane will terminate the account of each of Trane's personnel in accordance with Trane's standard practices after any specific Trane personnel who has been authorized to access any Extranet (1) no longer needs access to HVAC Machine Data or (2) no longer qualifies as Trane personnel (e.g., the individual leaves Trane's employment).
   e. Third Party Systems. Trane will provide Customer prior notice before it uses any third party system that stores or may otherwise have access to HVAC Machine Data, unless (1) the data is encrypted and (2) the third party system will not have access to the decryption key or unencrypted "plain text" versions of the HVAC Machine Data.

3. Customer Data; Confidentiality. Trane shall keep confidential, and shall not access or use any Customer Data and information that is marked confidential or by its nature is considered confidential ("Customer Confidential Information") other than for the purpose of providing the Equipment and Services, and will disclose Customer Confidential Information only: (i) to Trane's employees and agents who have a need to know to perform the Services, (ii) as expressly permitted or instructed by Customer, or (iii) to the minimum extent required to comply with applicable law, provided that Trane (1) provides Customer with prompt written notice prior to any such disclosure, and (2) reasonably cooperate with Customer to limit or prevent such disclosure.

4. Customer Data; Compliance with Laws. Trane agrees to comply with laws, regulations governmental requirements and industry standards and practices relating to Trane's processing of Customer Confidential Information (collectively, "Laws").

5. Customer Data; Information Security Management. Trane agrees to establish and maintain an information security and privacy program, consistent with applicable HVAC equipment industry practices that complies with this Addendum and applicable Laws ("Information Security Program"). The Information Security Program shall include appropriate physical, technical and administrative safeguards, including any safeguards and controls agreed by the Parties in writing, sufficient to protect Customer systems, and Customer's Confidential Information from unauthorized access, destruction, use, modification or disclosure. The Information Security Program shall include appropriate, ongoing training and awareness programs designed to ensure that Trane's employees and agents, and others acting on Trane's, behalf are aware of and comply with the Information Security Program's policies, procedures, and protocols.

6. Monitoring. Trane shall monitor and, at regular intervals consistent with HVAC equipment industry practices, test and evaluate the effectiveness of its Information Security Program. Trane shall evaluate and promptly adjust its Information Security Program in light of the results of the testing and monitoring, any material changes to its operations or business arrangements, or any other facts or circumstances that Trane knows or reasonably should know may have a material impact on the security of Customer Confidential Information, Customer systems and Customer property.

7. Audits. Customer acknowledges and agrees that the Trane SOC2 audit report will be used to satisfy any and all audit/inspection requests/requirements by or on behalf of Customer. Trane will make its SOC2 audit report available to Customer upon request and with a signed nondisclosure agreement.

8. Information Security Contact. Trane's information security contact is Local Sales Office.

9. Security Incident Management. Trane shall notify Customer after the confirmation of a Security Incident that affects Customer Confidential Information, Customer systems and Customer property. The written notice shall summarize the nature and scope of the Security Incident and the corrective action already taken or planned.

10. Threat and Vulnerability Management. Trane regularly performs vulnerability scans and addresses detected vulnerabilities on a risk basis. Periodically, Trane engages third-parties to perform network vulnerability assessments and penetration testing. Vulnerabilities will be reported in accordance with Trane's cybersecurity vulnerability reported process. Trane periodically provides security updates and software upgrades.

11. Security Training and Awareness. New employees are required to complete security training as part of the new hire process and receive annual and targeted training (as needed and appropriate to their role) thereafter to help maintain compliance with Security Policies, as well as other corporate policies, such as the Trane Code of Conduct. This includes requiring Trane employees to annually re-acknowledge the Code of Conduct and other Trane policies as appropriate. Trane conducts periodic security awareness campaigns to educate personnel about their responsibilities and provide guidance to create and maintain a secure workplace.

12. Secure Disposal Policies. Trane will maintain policies, processes, and procedures regarding the disposal of tangible and intangible property containing Customer Confidential Information so that wherever possible, Customer Confidential Information cannot be practicably read or reconstructed.

13. Logical Access Controls. Trane employs internal monitoring and logging technology to help detect and prevent unauthorized access attempts to Trane's corporate networks and production systems. Trane's monitoring includes a review of changes affecting systems' handling authentication, authorization, and auditing, and privileged access to Trane production systems. Trane uses the principle of "least privilege" (meaning access denied unless specifically granted) for access to customer data.

14. Contingency Planning/Disaster Recovery. Trane will implement policies and procedures required to respond to an emergency or other occurrence (i.e. fire, vandalism, system failure, natural disaster) that could damage Customer Data or any system that contains Customer Data. Procedures include the following:
   (i) Data backups; and
   (ii) Formal disaster recovery plan. Such disaster recovery plan is tested at least annually.

15. Return of Customer Data. If Trane is responsible for storing or receiving Customer Data, Trane shall, at Customer's sole discretion, deliver Customer Data to Customer in its preferred format within a commercially reasonable period of time following the expiration or earlier termination of the Agreement or, such earlier time as Customer requests, securely destroy or render unreadable or undecipherable each and every original and copy in every media of all Customer's Data in Trane's possession, custody or control no later than [90 days] after receipt of Customer's written instructions directing Trane to delete the Customer Data.

16. Background Checks. Trane shall take reasonable steps to ensure the reliability of its employees or other personnel having access to the Customer Data, including the conducting of appropriate background and/or verification checks in accordance with Trane policies.

17. DISCLAIMER OF WARRANTIES. EXCEPT FOR ANY APPLICABLE WARRANTIES IN THE AGREEMENT, THE SERVICES ARE PROVIDED "AS IS", WITH ALL FAULTS, AND THE ENTIRE RISK AS TO SATISFACTORY QUALITY, PERFORMANCE, ACCURACY AND EFFORT AS TO SUCH SERVICES SHALL BE WITH CUSTOMER. TRANE DISCLAIMS ANY AND ALL OTHER EXPRESS OR IMPLIED REPRESENTATIONS AND WARRANTIES WITH RESPECT TO THE SERVICES AND THE SERVICES PROVIDED HEREUNDER, INCLUDING ANY EXPRESS OR IMPLIED WARRANTY OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, OR THAT THE SERVICES WILL OPERATE ERROR-FREE OR UNINTERRUPTED OR RETURN/RESPONSE TO INQUIRIES WITHIN ANY SPECIFIC PERIOD OF TIME.

October 2024
Supersedes: November 2023v2

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PCO-204

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	4/10/25
PROPOSAL NO.	PROPOSAL AMOUNT
90	$4,392.00

Per NOC 90 dated 1/27/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

As directed by TCCo, remove/relocate existing ductwork and conduit as required to install soffit framing. This can be coordinated in the field with MLB personnel and can be completed on T&M.

Description	Labor	Material	Equipment	Subcontract	Other	Price
John W Danforth Company				$2,452.74		$2,452.74
George J Martin & Son Inc				$1,577.00		$1,577.00
Misc. Removals	$162.92					$162.92
					Subtotal:	$4,192.66
		MLB OH&P (Subcontractor)		$3,663.18	5.00%	$183.05
		MLB OH&P (Self-performed)		$162.92	10.00%	$16.29
					Total:	**$4,392.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 4/10/25
Craig Dittl
MLB Construction Services LLC

Approved by: _____
Date: _____

Cc: JMD/SAS/File (MLB Construction Services LLC)

Rec'd TCCo PCO-204 04.18.25

CHANGE ORDER REQUEST

22

since 1884 danforth

Title: NOC#90 Sensory Room Duct Add
Project Name: Albany Airport Terminal Expansion
Project Address: 737 Albany Shaker Road
Albany, NY 12211
COR Date: 03/10/2025
T&M Tag Numbers: NOC#90 Sensory Room
John W Danforth Company Job Number: 90272-100
Customer Job Number:
Customer Reference Number:

Our Information

John W Danforth Company
300 Colvin Woods Parkway
Tonawanda, NY 14150
Phone: (716)-955-0035

Customer Information

MLB Constructuion
1 Stone Break Extension
Ballston Spa, NY 12020

Description of Change Order Request

TIM FOR RELOCATIONS ONLY IN NOC #90 (CD)

Duct Changes in Sensory Room per NOC#90. ~~Fire Dampers in pricing per NOC #102.~~

Labor

Description	Qty (HR)	Unit (HR)	Rate (HR)	Total Cost
Local 83 Journeyman	3.00	ST	$95.99	$287.97
Local 83 Foreman	3.00	ST	$99.93	$299.79
Hours Subtotals: ST: 6.00			**Total Labor:**	**$587.76**

Material

Description	Qty of Material	Unit of Measure	Rate	Total Cost
14X14 Patch Plates	2.00	ea	$81.00	$162.00
			Total Material:	**$162.00**

Other

Description	Qty of Other	Unit of Measure	Rate	Total Cost
CAD	2.00	hr	$125.00	$250.00
			Total Other:	**$250.00**

↳ RELOCATIONS DOESN'T REQUIRE BSM (CD)

Subcontractor

Company	Contract	Description	Qty of Unit	Unit of Measure	Rate	Total Cost
Siemens	Controls	Relocate T-Stat	8.00	hours	$185.00	$1,480.00
					Total Subcontractor:	**$1,480.00**

↳ MLB HAS REQUESTED BACK UP (CD)

Subtotal		~~$2,479.76~~ #2,279.76
Tax Rate (Materials)	0.000%	$0.00
Mark Up Rate (Subtotal)	10.000%	~~$247.98~~ #222.98
Requested Total		~~$2,727.74~~

TOTAL: #2,452.74 (CD)

POWERED BY CLEARSTORY

ADDITIONAL WORK AUTHORIZATION
JOHN W. DANFORTH COMPANY

Rec'd TCCo PCO-204 04.18.25

TONAWANDA OFFICE	ROCHESTER OFFICE	SYRACUSE OFFICE	ALBANY OFFICE
300 Colvin Woods Parkway	930 Old Dutch Road	5800 Court Street	5 Llebich Lane
Tonawanda, NY 14150	Victor, NY 14564	Syracuse, NY 13206	Halfmoon, NY 12065
Phone: (716) 832-1940	Phone: (585) 924-7030	Phone: (315) 913-4000	Phone: (518) 406-5696

OWNER'S NAME / CONTACT JOHN W DANFORTH DATE 2/7/2025 CONTRACT / P.O.#

ADDRESS JOB NO. 90272 EXTRA NO.

CITY JOB NAME Albany Airport Sensory Room

YOU ARE HEREBY AUTHORIZED TO PERFORM THE FOLLOWING ADDITIONAL WORK SPECIFICALLY DESCRIBED WHICH IS OVER AND ABOVE CONTRACT PRICE.

DESCRIPTION OF WORK:

PCO 204 — REMOVED (2) 12" TAPS COVERED HOLES IN DUCT. MOVED TAPS TO MISS NEW FRAMING. CUT (2) 12" HOLES. REINSTALLED (2) 12" & TAPS

CLASSIFICATION	EMPLOYEE NAME	HOURS WORKED REG.	1-1/2	2X	BILLING RATE			EXTENSION
GF	JOSH CLEVELAND	2						
GF	JASON NEIL	2						
				TOTAL LABOR				

THE FOLLOWING WERE UTILIZED DURING THE COMPLETION OF WORK ACTIVITIES AND WILL BE BILLED AT COST PLUS APPLICABLE OH&P.

LIST SUBCONTRACTORS UTILIZED DURING WORK:

SHOP FABRICATION REQUIRED: YES NO (CIRCLE ONE)

MATERIALS AND SUPPLIES QUANTITY	DESCRIPTION	UNIT PRICE	EXTENSION
2	14x14 PATCH PLATES		
	ALL ITEMS PURCHASED AS REQUIRED BUT NOT SHOWN ABOVE WILL BE INVOICED AT COST PLUS APPLICABLE OH & P. BACK-UP FOR THESE ITEMS WILL BE INCLUDED UPON REQUEST.		
	SUB TOTAL		
	APPLICABLE SALES TAX		
	OH & P		
	TOTAL MATERIAL		

TOOLS AND EQUIPMENT QUAN.	DESCRIPTION	BILLING RATE HOURS	RATE	EXTENSION
	SHOP DELIVERIES			
	TRUCK			
	MANLIFT			

WORK COMPLETED? YES NO

TOTAL EQUIPMENT	
TOTAL LABOR	
TOTAL MATERIALS	
SUBCONTRACTORS	
BOND	
TOTAL AWA SALES PRICE	

WE HEREBY AGREE THAT THE ABOVE ADDITIONAL WORK IS ACCEPTABLE AND SHALL NOT BE SUBJECT TO ANY RETAINAGES AND IS PAYABLE ON A NET 30 DAY BASIS

DATE 2/7/25 SIGNATURE Ed Andres (VTO)

COMPANY

THE CONTRACTOR AGREES TO FURNISH LABOR AND MATERIAL IN ACCORDANCE WITH ABOVE SPECIFICATIONS AND WILL INVOICE YOU AT RATES QUOTED

SIGNATURE Josh Cleveland

JOHN W. DANFORTH COMPANY

OFFICE COPY - WHITE BILLING COPY - YELLOW JOBSITE COPY - PINK CUSTOMER COPY - GOLDENROD REV. 06/21/19

PCO # 204

ADDITIONAL WORK AUTHORIZATION
JOHN W. DANFORTH COMPANY

Rec'd TCCo PCO 204 04.18.25

TONAWANDA OFFICE
300 Colvin Woods Parkway
Tonawanda, NY 14150
Phone: (716) 832-1940

ROCHESTER OFFICE
930 Old Dutch Road
Victor, NY 14564
Phone: (585) 924-7030

SYRACUSE OFFICE
5800 Court Street
Syracuse, NY 13206
Phone: (315) 913-4000

ALBANY OFFICE
5 Llebich Lane
Halfmoon, NY 12065
Phone: (518) 406-5696

OWNER'S NAME / CONTACT JOHN W DANFORTH DATE 2/25/25 CONTRACT / P.O.#

ADDRESS JOB NO. 90272 EXTRA NO.

CITY JOB NAME Albany Airport (SENSORY Room)

YOU ARE HEREBY AUTHORIZED TO PERFORM THE FOLLOWING ADDITIONAL WORK SPECIFICALLY DESCRIBED WHICH IS OVER AND ABOVE CONTRACT PRICE.

DESCRIPTION OF WORK:

CUT TAP INTO DUCT, ATTACHED TAP, CUT DUCT DOWN + ATTACHED TO TAP ADDED A HANGER

CLASSIFICATION	EMPLOYEE NAME	HOURS WORKED REG.	1-1/2	2X	BILLING RATE			EXTENSION
GF	JOSH CLEVELAND	1						
F4	TIM PERIARD	1						
				TOTAL LABOR				

THE FOLLOWING WERE UTILIZED DURING THE COMPLETION OF WORK ACTIVITIES AND WILL BE BILLED AT COST PLUS APPLICABLE OH&P.

LIST SUBCONTRACTORS UTILIZED DURING WORK:

SHOP FABRICATION REQUIRED: YES NO (CIRCLE ONE)

MATERIALS AND SUPPLIES QUANTITY	DESCRIPTION	UNIT PRICE	EXTENSION
	ALL ITEMS PURCHASED AS REQUIRED BUT NOT SHOWN ABOVE WILL BE INVOICED AT COST PLUS APPLICABLE OH & P. BACK-UP FOR THESE ITEMS WILL BE INCLUDED UPON REQUEST.		
	SUB TOTAL		
	APPLICABLE SALES TAX		
	OH & P		
	TOTAL MATERIAL		

TOOLS AND EQUIPMENT QUAN.	DESCRIPTION	BILLING RATE HOURS	RATE	EXTENSION
	SHOP DELIVERIES			
	TRUCK			
	MANLIFT			

WORK COMPLETED?
YES
NO

TOTAL EQUIPMENT	
TOTAL LABOR	
TOTAL MATERIALS	
SUBCONTRACTORS	
BOND	
TOTAL AWA SALES PRICE	

WE HEREBY AGREE THAT THE ABOVE ADDITIONAL WORK IS ACCEPTABLE AND SHALL NOT BE SUBJECT TO ANY RETAINAGES AND IS PAYABLE ON A NET 30 DAY BASIS

DATE 2/27/25 SIGNATURE [signature] VTO

COMPANY [redacted] ED ANDRES 2-28-25

THE CONTRACTOR AGREES TO FURNISH LABOR AND MATERIAL IN ACCORDANCE WITH ABOVE SPECIFICATIONS AND WILL INVOICE YOU AT RATES QUOTED

SIGNATURE [signature]

JOHN W. DANFORTH COMPANY

OFFICE COPY - WHITE BILLING COPY - YELLOW JOBSITE COPY - PINK CUSTOMER COPY - GOLDENROD REV. 05/21/19

MARTIN
ELECTRIC
est. 1939

BID # 6846-48

MLB Construction Services, LLC.

1 Stonebreak Rd. Malta, NY 12020

Date: April 7, 2025

Prepared by: Everett Jones

Contact Info: ejones@martinelectric.com

Attn: Craig Dittl

RE: 6846-48 PCO-199 Conduit Removal Sensory Rm Soffit

Craig-

Martin Electric is pleased to provide this Proposal for the above referenced project. Please review our clarifications and exclusions for this scope, and thank you for this opportunity.

SCOPE OF WORK

Martin Electric agrees to furnish: labor, material, equipment, and necessary supervision required to complete the scope which includes the following:

- Please refer to the attached signed T&M sheets below for the description of verified scope, labor, and materials. 20869 dated 01/28/25

CLARIFICATIONS

- All work must be completed during normal working hours M-F 7:00am-3:30pm
- No premium time or off hours work assumed

Rec'd TCCo PCO 204-04 4.25

MARTIN
ELECTRIC
est. 1919

BID # 6846-48

MLB Construction Services, LLC.

1 Stonebreak Rd. Malta, NY 12020

Date: April 7, 2025

Prepared by: Everett Jones

Contact Info: ejones@martinelectric.com

APPROACH

Martin Electric plans to approach this project in the following manner:

EXCLUSIONS

- [x] Arc Flash/Coordinated Study
- [x] BMS
- [x] Concrete
- [x] Cutting & Patching of Ceiling, Wall, or Floor
- [x] Dumpster Cost
- [x] Field Modifications of Equipment Furnished by Others
- [x] Fire Alarm
- [x] Life Safety (LSS)
- [ ] Other:_____
- [x] Nurse Call
- [x] Overtime
- [x] Patching & Painting
- [x] Rigging
- [x] Roof Penetrations
- [x] Sales Tax (Material)
- [x] Sales Tax (Labor)
- [x] Security
- [x] Seismic Restraints
- [x] System Desgin or Re-Design
- [x] Tele/Data Equipment
- [x] Tele/Data Wire
- [x] Temporary Lighting
- [x] Temporary Power
- [x] Third Party or Certification Testing
- [x] Utility Hook-Up
- [x] Utility Usage
- [x] Winter Conditions

PROPOSAL COST

Based on the proposed scope of work, approach, clarifications, and exclusions listed above; Martin Electric is proposing the amount of:

TOTAL – $ 1,577.00

PROPOSAL TERMS:

Terms for payment shall be net 30 days based on a schedule of values from the contract. This quote is valid for 15 days and is made contingent upon both parties reaching mutually agreeable terms and conditions.

Martin Electric

Since 1939

No 20869

PWB / Tacoma

RE: TTA

Bldg Washington

VA [illegible]

1-23-25 | LS-16 4/5

Add'l Labor

Trip, add'l labor + wire pull. Conduit runs moved to fill wall in Server room. Some already pulled. Coordinate with Arpad + Server to close floor to relocate conduit. Disconnect, relocate + Reconnect

1	3/4" Drop in anchor		$1	02
1	Roll tape		$1	14
12	Dolphins		$1	22

AH

AH to W/C

J Nells	1/22		3	$245.80
J. Nells	1/23		4	$491.60
J, Nells	1/24		3	$245.80
L, Hotaling	1/24		2	$223.42
J. Rehberg	1/24		3	$223.42

TOTAL MATERIAL	$3.38
TOTAL LABOR	$1,430.04
TOTAL OTHER	
OVERHEAD/PROFIT	$143.34
TAX	
TOTAL DUE	$1,576.76

Ed Thelen 1/29/25

Page of Pages

Recd PCCd PCO-204 04.18.25

FROM:
THORPE ELECTRIC SUPPLY
27 WASHINGTON STREET
RENSSELAER, N.Y. 12144
** PHONE 518-462-5496 **

SOLD TO:
GEORGE MARTIN ELECTRIC
164 COLUMBIA TURNPIKE
SUITE 2
RENSSELAER NY 12144

SHIP TO:
/

12:37PM knickc/190

ORDER NO	ORDER DATE	CUSTOMER	CUSTOMER P.O. NO.	SLSMN
65079	1/31/25	3120	6846	18

TERMS	SHIP VIA/ROUTING	DATE REQUESTED	SHIPPED	LOC	TAKEN BY
2/10 N30	********CUSTOMER PICKUP*********	1/31/25		1	JHAT

PART NUMBER / BIN	H/M	DESCRIPTION	QTY ORD	QTY SHP	QTY BKO ORD	PRICE / UNITS	U/M / DISC%	AMOUNT
DA25		DOTTIE DROP IN ANCHOR	1 EA	1	0	1.0159	EA	1.02
WW-716		NSI WARRIOR WRAP ECONO TAPE - BLACK	1	1	0	1.14		1.14
ARKBC100S		GLOBAL SILICONE SUPER B WIRE CONN	12	12	0	.10125		1.22

TOTAL GROSS	3.38
TOTAL TAX	.27
SHIPPED AMOUNT	3.65

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

14851

Charge to PCO # 204 Date 1/17/25 Cost Code 02-150

Authorized by Turner MLB Job No. 23-114

Description of Work: additional demolition at Sercorp Soffit

LABOR

Name	Trade	Rate	Hours	Other		Cost	
Nick sheppard	L	81.46	2			162	92

Total Labor Cost → 1 | 162 | 92

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other			
Scissor lift	1					

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other			

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel			

Total Trucking Cost → 4

Rich ✓ Rush 1/20/25 - TLLO - (OTO)

Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4

ADD: _____ Small Tools

Subtotal

ADD: _____ % Sales Tax

ADD: _____ % Overhead

ADD: _____ % Profit

TOTAL VALUE of this Work Order

PCO-212

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/18/25
PROPOSAL NO.	PROPOSAL AMOUNT
93	$44,197.00

Per NOC 93 dated 1/30/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-106 has been issued for drawing updates to include AED cabinet locations and fire alarm tie-in of those AEDs.

Description	Labor	Material	Equipment	Subcontract	Other	Price
George J Martin & Son Inc				$42,280.00		$42,280.00
					Subtotal:	$42,280.00
		MLB OH&P (Subcontractor)		$38,349.06	5.00%	$1,917.00
					Total:	**$44,197.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request _____ calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/18/25
Craig Dittl
MLB Construction Services LLC

Approved by: _____
Date: _____

Cc: JMD/SAS/File (MLB Construction Services LLC)

MARTIN
ELECTRIC

JOB # 6846-54

MLB Constructions Services, LLC.
1 Stonebreak Rd. Malta, NY 12020

April 07, 2025
Prepared by: Everett Jones
Contact Info: ejones@martinelectric.com

Attn: Craig Dittl cdittl@mlbind.com

RE: Albany Airport BP-04 – NOC #93 ASI-106 Add 8-AED Cabinets with Monitor Modules

Craig,

Martin Electric is pleased to provide this CO Proposal for the above-mentioned project. Please review our clarifications and exclusions for this scope and thank you for this opportunity.

SCOPE OF WORK

- Furnish and install 8-Fire Alarm Monitor Modules and associated conduit and cabling for AED Cabinets as detailed on Dwgs FA-101, FA-102, FA-103, FA-104, FA-105, and FA-106.

CLARIFICATIONS

- Coordinate work with MLB.
- All Labor, Material, Management, Equipment, Tools, and Service Vehicles included.
- Please reference updated **PROPOSAL TERMS**, regarding the Commodities Market.

APPROACH

Martin Electric plans to approach this project in the following manner:

- Review all the requirements of the systems/equipment to be installed with the appointed representative.
- Review and determine with the site representative the proposed routing, for approval, prior to installation of conduit, and wire.
- Review and make every effort to expedite delivery of long lead materials.
- Complete the installation of the required services within schedule, unless delayed by others.
- Evaluate project activity periods and maintain scheduled activity completions.

EXCLUSIONS

- Dumpster Cost of any type.
- Cost for seismic restraints of any type.

MARTIN
ELECTRIC

JOB # 6846-54

MLB Constructions Services, LLC.
1 Stonebreak Rd. Malta, NY 12020

April 07, 2025
Prepared by: Everett Jones
Contact Info: ejones@martinelectric.com

- All field modifications of equipment furnished by others.
- Third party or certification testing of the electrical systems.
- Any concrete, cutting, patching, or painting.
- Fireproofing is not included.
- Overtime and/or Shift Work

PROPOSAL COST

Based on the Services to provide the Proposed Scope of Work, the Approach, and the Clarifications, Inclusions and Exclusions listed above; Martin Electric is proposing the amount of:

MATERIALS	$	8,767
LABOR	$	33,513
TOTAL	$	**42,280**

PROPOSAL TERMS:

Terms for payment shall be net 30 days based on a schedule of values from the contract. This quote is valid for **15 days** due to the current market for commodities and Material pricing will be updated, as necessary, upon the date of Approval, and is made contingent upon both parties reaching mutually agreeable terms and conditions.

NOTICE:

THIS PROPOSAL IS CONTINGENT ON A LACK OF IMPACT BY THE CORONAVIRUS NATIONAL EMERGENCY. Given the existence of the coronavirus pandemic, Martin Electric Inc. will use its best efforts to staff and supply this project to be able to hit the scheduled completion date but reserves its right to seek an excusable extension of time if Martin Electric Inc., or its subcontractors and suppliers are unable to maintain planned crew sizes due to the illness, supply shortages or governmental restraints on business, travel and/or assembly. To the extent that the project is suspended pursuant to the terms of the proposed Martin Electric Inc. Subcontract, we intend to seek additional costs associated with the suspension.

Job ID: PG-23-116A
Project: Albany Airport BP-04

MARTIN ELECTRIC
Certified WBE

CO: 6846-54: ASI-106 - NOC # 93 AED Cabinet Fire Alarm

Change Order Summary

7 Apr 2025 8:54:08

Tax Rate status: Default **Bid Name:** BASE BID **Bid Template:** SHORT MARKUP -ELECTRIC

Drawing	Phase	Quote $	Material $	Equip $	SubCon $	Labor Hrs
	FIRE ALARM	3,800.00	0.00	0.00	0.00	0.00
	FIRE ALARM > LEVEL 1	0.00	4,151.67	0.00	0.00	261.12
	Sheet Totals:	3,800.00	4,151.67	0.00	0.00	261.12
	Tax:	0.00	0.00	0.00	0.00	
				Sub Total (Quo/Mat/Equip/Sub):	7,951.67	
				Sales Tax:	0.00	
				Sub Total:	7,951.67	7,951.67

Bid Notes:

TAX RATES

Material:	0.0000%
Quote:	0.0000%
Labor:	0.0000%
Equipment:	0.0000%
Subcontract:	0.0000%
Job:	0.0000%

MISCELLANEOUS

Avg. Lbr. Rate (Cost):	117.53
Avg. Lbr. Rate (Bid):	123.41
Total Square Feet:	1.00
Cost Per Sq. Ft.:	42,279.84
Labor $ Per Sq. Ft.:	29,228.26
Labor Hrs Per Sq. Ft.:	261.12
Quantity of Units:	1.00
Cost Per Unit:	42,279.84
Calc. Adjustment:	0.00%

Direct Labor $:	29,228.26
Indirect Labor $:	0.00
Labor Escalation:	0.00
Labor Tax:	0.00
Direct Job Costs (2.77%):	1,169.13
Prime Cost:	38,349.06
Overhead (Avg. 5.00%):	1,917.45
Net Cost:	40,266.52
Profit (Avg. 5.00%):	2,013.33
Job Tax:	0.00
Bond (0.0000%):	0.00
Lump Sum:	0.00
Selling Price:	42,279.84

Bid Summary Sheet: Albany Airport BP-04 7 Apr 2025 8:54AM

LABOR ADJUST

ESTIMATED HOURS	ELECTRICAL	MACHINE OPERATOR	LOW VOLTAGE	Labor Class 4	Labor Class 5	Labor Class 6	Labor Class 7	Labor Class 8	Labor Class 9	Labor Class 10
REGULAR	261.12	--	--	--	--	--	--	--	--	--
OVERTIME	--	--	--	--	--	--	--	--	--	--
SHIFT-2	--	--	--	--	--	--	--	--	--	--
SHIFT-3	--	--	--	--	--	--	--	--	--	--
DOUBLE TIME	--	--	--	--	--	--	--	--	--	--
ESTIMATED HOURS:	261.12	--	--	--	--	--	--	--	--	--
LOSS LBR ADJ:	--	--	--	--	--	--	--	--	--	--
CALCULATED HRS										
REGULAR	261.12	--	--	--	--	--	--	--	--	--
OVERTIME	--	--	--	--	--	--	--	--	--	--
SHIFT-2	--	--	--	--	--	--	--	--	--	--
SHIFT-3	--	--	--	--	--	--	--	--	--	--
DOUBLE TIME	--	--	--	--	--	--	--	--	--	--
TOTAL ADJ LABOR:	261.12	--	--	--	--	--	--	--	--	--

TOTAL ADJUSTED LABOR HOURS: 261.12

DIRECT LABOR

Labor Class	Job Description	Labor Type	Crew	Rate	Man Hours	Extension
ELECTRICAL	FOREMEN (WORKING)	REGULAR	1	$122.90	130.56	$16,045.71
	JOURNEYMEN	REGULAR	1	$100.97	130.56	$13,182.55

AVERAGE DIRECT LABOR RATE: $111.93

TOTAL DIRECT LABOR: $29,228.26

INDIRECT LABOR

Labor Description	Hours	Rate	Ext $

TOTAL INDIRECT LABOR: $0.00

DIRECT LABOR TOTAL:	29,228.26	
INDIRECT LABOR TOTAL:	0.00	
LABOR ESCALATION:	0.00	
LABOR $ ADJUSTMENT:	0.00	
LABOR TAX:	0.00	
LABOR TOTAL:		$29,228.26

MATERIAL:	4,151.67	
MATERIAL ESCALATION:	0.00	
MATERIAL ADJUSTMENT:	0.00	
MATERIAL TAX:	0.00	
MATERIAL TOTAL:		$4,151.67

QUOTES

Component	Vendor	Amount
FIRE ALARM	Fire Security & Sound, Inc	3,800.00

QUOTED MATERIAL:	3,800.00	
ADJUSTMENT:	0.00	
QUOTE TAX:	0.00	
QUOTED MATERIAL TOTAL:		$3,800.00

SUBCONTRACTS

Component	Vendor	Amount

SUBCONTRACTS:	0.00	
ADJUSTMENT:	0.00	
SUBCONTRACT TAX:	0.00	
SUBCONTRACTS TOTAL:		$0.00

EQUIPMENT

Component	Vendor	Amount

EQUIPMENT:	0.00	
ADJUSTMENT:	0.00	
EQUIPMENT TAX:	0.00	
EQUIPMENT TOTAL:		$0.00

DIRECT JOB COSTS

Description	Dollars
WARRANTY	292.28
SAFETY	876.85

DIRECT JOB COSTS:	1,169.13	
ADJUSTMENT:	0.00	
TOTAL DIRECT JOB COSTS:		$1,169.13
JOB COST w/NO OVERHEAD:		**$38,349.06**

OVERHEAD

MATERIAL OVERHEAD:(5% markup)	207.58
QUOTES OVERHEAD:(5% markup)	190.00
LABOR OVERHEAD:(5% markup)	1,461.41
SUBCONTRACTS OVERHEAD:(5% markup)	0.00
EQUIPMENT OVERHEAD:(5% markup)	0.00
DJC OVERHEAD:(5% markup)	58.46

TOTAL OVERHEAD:	$1,917.45
JOB COST w/OVERHEAD:	**$40,266.52**

PROFIT	
MATERIAL PROFIT:(5% markup)	217.96
QUOTES PROFIT:(5% markup)	199.50
LABOR PROFIT:(5% markup)	1,534.48
SUBCONTRACTS PROFIT:(0% markup)	0.00
EQUIPMENT PROFIT:(0% markup)	0.00
DJC PROFIT:(5% markup)	61.38

TOTAL PROFIT: $2,013.33

MISCELLANEOUS	
JOB TAX:	0.00
BOND:	0.00

MISCELLANEOUS TOTAL: $0.00

LUMP SUM	
LUMP SUM 1:	0.00
LUMP SUM 2:	0.00
LUMP SUM 3:	0.00
LUMP SUM 4:	0.00

LUMP SUM TOTAL: $0.00

BID TOTAL: **$42,279.84**

Job ID: PG-23-116A
Project: Albany Airport BP-04

GJM MARTIN ELECTRIC
Certified WBE

CO: 6846-54: ASI-106 - NOC # 93 AED Cabinet Fire Alarm

Takeoff

7 Apr 2025 8:52:59

Phase: FIRE ALARM
└**SubPhase:** LEVEL 1

Item #	Qty	U/M	Q/M	Size	Description	Material Unit	Material Result	Labor Unit	Labor Result
	0.00				**AED CABINET MONITOR MODULES**				
10	8.00	EA	M		AED CABINET MONITOR MODULES	0.0000	0.00	1.2500	10.00
150006	8.00	EA	M	1-1/2"D	4"SQ CMB-KO NO BRKT	1.5881	12.71	0.3500	2.80
150096	8.00	EA	M		4"SQ BLANK COVER	1.2576	10.06	0.0900	0.72
630500	8.00	EA	M	3/8 PLAIN/THREAD ROI	COMB BOX & 1/2 > 3/4" SNP-CLS COND HGR	3.4625	27.70	0.3120	2.50
630577	8.00	EA	M	1/4" FLANGE	HAMMER-ON FLANGE CLIP - 1/4-20 x 3/8 STD	1.6368	13.09	0.0500	0.40
630545	8.00	EA	M	1/4-20	WASHER NUT 1/4-20	0.1833	1.47	0.0350	0.28
150047	8.00	EA	M	2-1/8"D	4"SQ CMB-KO CV- BRKT	2.2268	17.81	0.3500	2.80
150066	8.00	EA	M	5/8"RISE 4.8-CI	1G 4"SQ PLASTER-RING	0.6556	5.25	0.0900	0.72
161188	48.00	EA	M	#10 x 1"	TEK SCREW	0.1484	7.12	0.0300	1.44
100137	48.00	EA	M	#18 to 10	WIRE-NUT SML -YELLOW	0.1816	8.72	0.0700	3.36
10074	1,160.00	FT	M	3/4	EMT -RED FIRE ALARM	1.4830	1,720.28	0.0682	79.11
30678	20.00	EA	M	3/4	EMT STEEL COMP CONNECTOR	0.3652	7.30	0.2000	4.00
30552	120.00	EA	M	3/4	EMT STEEL-COMP COUPLING	0.4415	52.98	0.1700	20.40
630111	120.00	EA	M	3/4	COND HAMMER-ON HGR 1/4-FLANGE PUSH-IN HD	3.7625	451.50	0.0750	9.00
630064	120.00	EA	M	3/4	COND SNP-CLOSE HGR TO SCR-ON STUD-WALL	1.2113	145.35	0.3120	37.44
500240	8.00	EA	M	1	DRILL HOLE & PATCH	0.0000	0.00	2.0000	16.00
TITLE	8.00	EA	M	3/4" CONDUIT	SSS INTUMESCENT FIRE STOP	0.0000	0.00	0.0000	0.00
740003	13.90	OZ	M	10oz TUBE 18cu-in	SSS INTUMESCENT SEALANT	1.7963	24.97	0.1352	1.88
740132	8.00	EA	M		FIRE STOP FINISH SEAL LBR	0.0000	0.00	1.0000	8.00
740134	8.00	EA	M	5 3/8" x 4 1/2"	FIRESTOP PENETRATION WARNING LABEL	0.2500	2.00	0.0338	0.27
	0.00				**CLASS B WITH RETURN**				
3070531	2,500.00	FT	M	#16 2/C Red	FA CABLE NON-PLENUM SHLD ADDRESSBL (FPL)	0.6573	1,643.36	0.0240	60.00
					Phase Totals:		**4,151.67**		**261.12**
					Job Totals:		**4,151.67**		**261.12**

George J. Martin & Son
164 Columbia Turnpike
Rensselaer, NY
Phone: 518-477-7577
Web: www.martinelectric.com

Recd TCCo PCO-212 07.24.25

A DIVISION OF: sciens Building Solutions

Fire Security & Sound Systems, LLC.

4 Avis Drive
Latham, New York 12110
Tel 518.250.4364 Fax 518.250.4365
www.firesecuritysound.com

To: George Martin Electric **Sales Team:** Sean Reilly / Roy A. Yannes / Ian Reilly

Attn: **Everett Jones** **Email:** seanreilly@firesecuritysound.com

ianreilly@firesecuritysound.com

Quote #: N2-19 **Date:** February 13, 2025

Re: Albany Airport Passenger Screen -NOC #93 ASI-106

We are pleased to submit the following quotation for your review. Our price does not include standard boxes, pipe, wire or installation.

NOC #93 ASI-106 : 8 Single Input Monitor Modules (AED Cabinet Monitor), 1 Lot Technician & Engineering Labor.

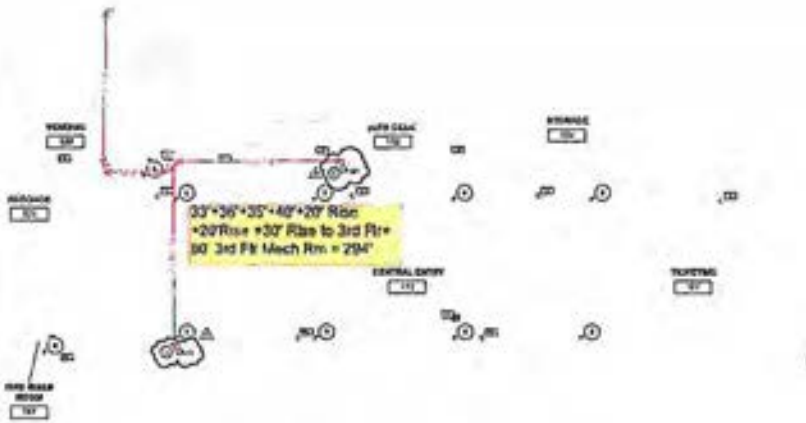
Total Price is: $3,800.00 (plus any appl. taxes)

The above price includes submittals, demonstration, supervision of final connections of control equipment and assisting in testing the system. It does not include tax, installation, engineered stamped drawings, permits or fees of any kind. Our terms are net 30 days with approved credit. Our proposal is subject to the attached terms and conditions.

This quotation will only be valid for 30 days. Equipment for projects should be released as soon as possible to mitigate delays in product allocation.

Working together as a team to achieve common goals.
We appreciate your business.

Accepted by_____ Date_____



1 01 - FIRST LEVEL - FIRE ALARM PLAN - TSA SIDE

2 01 - FIRST LEVEL - FIRE ALARM PLAN - SENSORY ROOM & CHILDREN'S AREA

ALBANY COUNTY AIRPORT AUTHORITY

BID PACKAGE #4
ISSUED FOR BID

FIRE ALARM PLAN - LEVEL 1 - CONNECTOR FLOOR PLAN - TSA SIDE

FA-101

Rec'd TCC# PCO-212.07.24-26



1 01 - FIRST LEVEL - FIRE ALARM PLAN - GARAGE SIDE

ALBANY COUNTY AIRPORT AUTHORITY

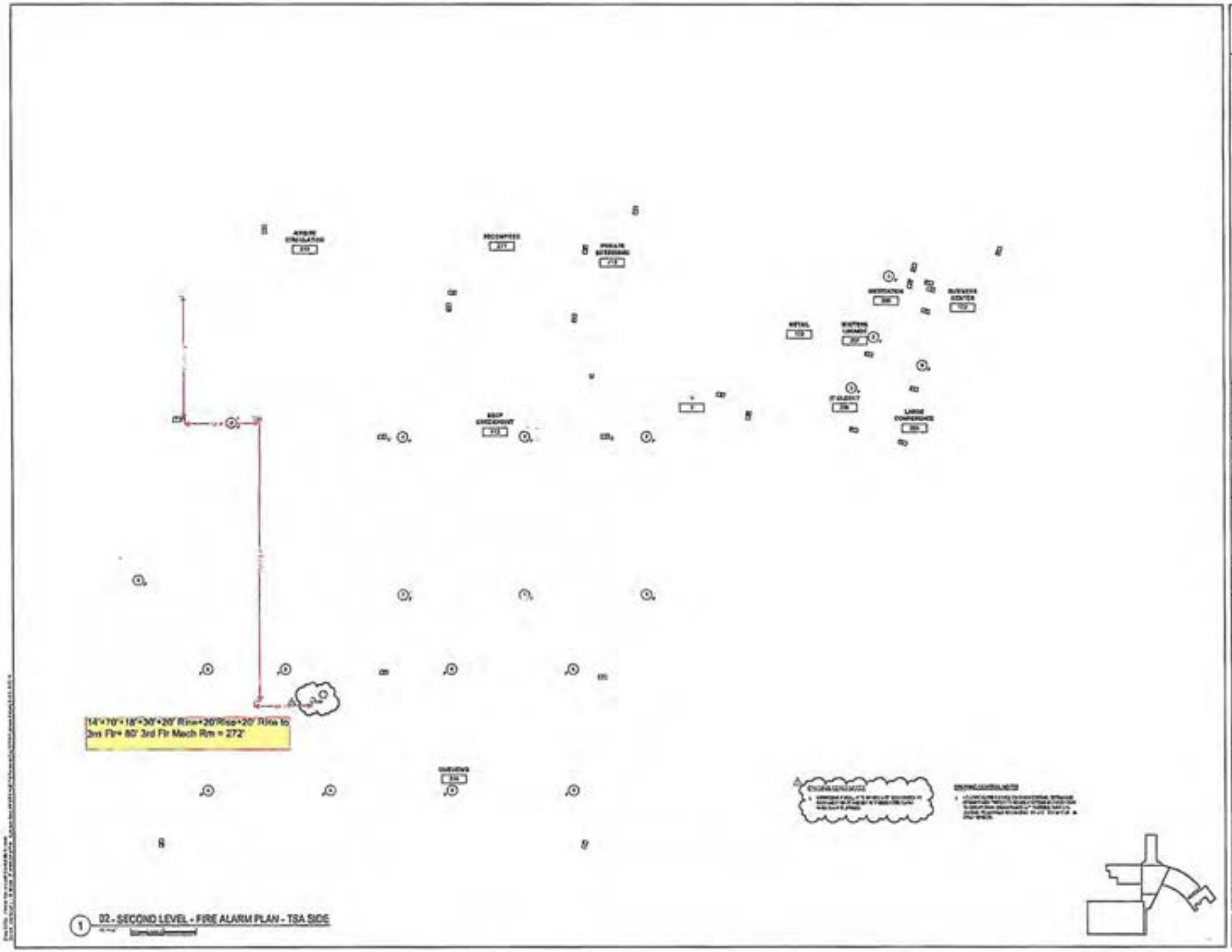
BID PACKAGE 04
ISSUED FOR BID

A18 - Central Terminal
Passenger Screening

FIRE ALARM PLAN - LEVEL 1 - CONNECTOR FLOOR PLAN - GARAGE SIDE

FA-102

Rec'd ICC PCO 212 07-24-26



1 02 - SECOND LEVEL - FIRE ALARM PLAN - TSA SIDE

CHA

ALBANY COUNTY AIRPORT AUTHORITY

BID PACKAGE #4
ISSUED FOR BID

KLB - Central Terminal Passenger Screening

FIRE ALARM PLAN - LEVEL 2 - CONNECTOR FLOOR PLAN - TSA SIDE

FA-103

Rec'd TSA PCO 2/19/2025



1 02 - SECOND LEVEL - FIRE ALARM PLAN - GARAGE SIDE

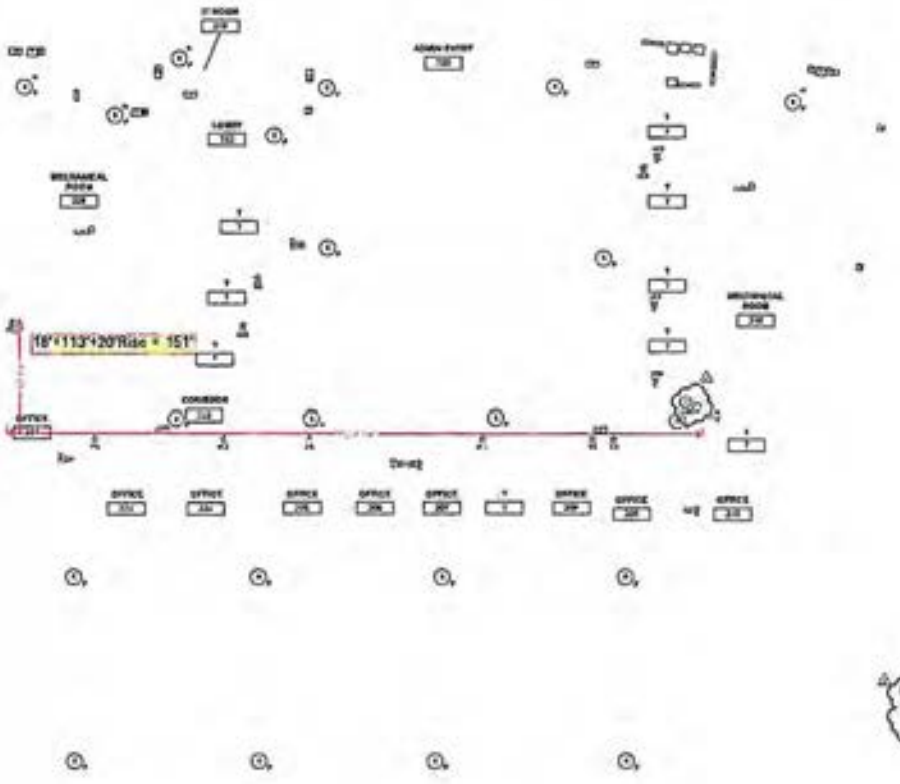
ALBANY COUNTY AIRPORT AUTHORITY

BID PACKAGE #4
ISSUED FOR BID

FIRE ALARM PLAN - LEVEL 2 - CONNECTOR FLOOR PLAN - GARAGE SIDE

FA-104

Rec'd TCC on PCO-212-07-24-26



03 - THIRD LEVEL - FIRE ALARM PLAN - TSA SIDE

ALBANY COUNTY AIRPORT AUTHORITY

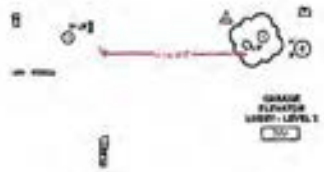
BID PACKAGE #4
ISSUED FOR BID

ALB - Central Terminal
Passenger Screening

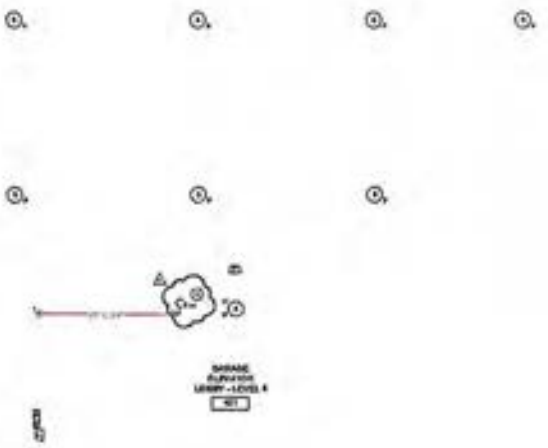
FIRE ALARM PLAN - LEVEL 3 - CONNECTOR FLOOR PLANS - TSA SIDE

FA-105

Rev'd TCC on RCO 212.07.24.25



3rd Level 24" + 20' Rise = 44'
4th Level 24" + 20' Rise + 30' to 3rd Floor = 74'
See FA-101 for continuation of pathway



1 03 - THIRD LEVEL - FIRE ALARM PLAN - GARAGE SIDE

2 04 - FOURTH LEVEL - FIRE ALARM PLAN - GARAGE SIDE

3 05 - FIFTH LEVEL - FIRE ALARM PLAN - GARAGE SIDE





CHA

ALBANY COUNTY AIRPORT AUTHORITY

BID PACKAGE #4
ISSUED FOR BID

ALB - Central Terminal Passenger Screening

FIRE ALARM PLAN - LEVELS 3, 4 & 5 - CONNECTOR FLOOR PLAN - GARAGE SIDE

FA-106

Rec'd TCC on PCO-212-07-24-26

PCO-220

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-220 Rec'd TCCo 07.28.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/24/25
PROPOSAL NO.	PROPOSAL AMOUNT
51	$8,652.00

Per NOC 51 dated 9/25/2024, MLB Construction Services LLC is pleased to present our proposal for the following:

Please see attached ASI-079 for BIM coordination revisions.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Gypsum Drywall				$6,075.70		$6,075.70
Mechanical Systems				$2,200.00		$2,200.00
					Subtotal:	$8,275.70
		MLB OH&P (Subcontractor)		$7,523.36	5.00%	$376.30
					Total:	**$8,652.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/24/25
Craig Bittl
MLB Construction Services LLC

Approved by:
Date: 7/28/25

Cc: JMD/SAS/File (MLB Construction Services LLC)

PCO-220 Rec'd TCCo 07.28.25

Albany Airport Terminal Expansion Project BP-04

SUBCONTRACTOR PROPOSAL

Field Order | Change Order

Subcontractor Name:	Adirondack Taping & Supply, Inc.	Date:	11/21/24
Address:	46 Elm Street	Project No.:	23114
	Glens Falls, NY 12801	ADK COR #	12
Telephone No.:	(518) 761-0089	NOC #:	51

LABOR

Work Description	Trade	Hours	Total Rate from Labor Rate Breakdown	Total Labor Cost
Changes to chase walls and soffits west of fire riser room in	Carpenter Foreman	24	$81.93	$1,966.32
garage level 1 per ASI#79	Carpenter	24	$77.42	$1,858.08
	Taper Foreman	16	$71.65	$1,146.40
	Taper		$69.31	
	A. TOTAL SUBCONTRACTOR LABOR			**$4,970.80**

MATERIAL

Material Description	Quantity	Unit	Unit Cost	Material Cost
3-5/8" stud 20ga	168	LF	$0.84	$141.12
3-5/8" track 20ga	60	LF	$0.84	$50.40
3-5/8" DL track 20ga	20	LF	$1.37	$27.40
5/8" type x drywall	96	SF	$0.60	$57.60
Mud	2	Pails	$25.00	$50.00
Tape	1	Rolls	$10.00	$10.00
Cornerbead	20	LF	$0.42	$8.40
Misc. Screws	1	Box	$105.00	$105.00
Caulk	1	Tube	$13.00	$13.00
1-1/2" Hat Channel 20ga	48	LF	$0.93	$44.64
	Total from additional Material Worksheet Extension(s) if required.			
	B. TOTAL SUBCONTRACTOR MATERIAL			**$507.56**

EQUIPMENT

	C. TOTAL SUBCONTRACTOR EQUIPMENT	**45.00**

SUMMARY

Total labor, material,equipment (A + B + C)	$5,523.36
Subcontractor's Override ~~(15%)~~ 10%	~~$828.50~~ $552
TOTAL SUB-PROPOSAL	~~$6,351.86~~ $6075

Taylor Oldroyd
Subcontractor's Signature

11/21/24
Date

Taylor Oldroyd
Please Type or Print Name

This Price is valid for, and work must be agreed upon within 7 days from date of submission upon which it becomes null and void.

Subcontractor Worksheet

PCO-220 Rec'd TCCo 07.28.25

Craig Dittl

From: Taylor Oldroyd <toldroyd@adk-drywall.com>
Sent: Wednesday, February 19, 2025 1:06 PM
To: Craig Dittl
Subject: RE: Albany Airport Expansion, BP-4: ASI-079 Pricing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Craig,

I had not submitted a change for the bulkhead at all yet in between the two columns there so the entire bulkhead is in this change order not just the additional sqft added later on.

I also have the additional 3 feet on each column chase wall there along with the added detail 8 on AI-504 in this change order.

I tried to call you since I think it would be easier to discuss over the phone so give me a call when you have a moment.

Thanks,

Taylor Oldroyd
Estimator/Project Manager
C: (315) 921-0129
P: (518) 761-0089
toldroyd@adk-drywall.com

Adirondack Drywall & Taping
NYS Certified WBE
46 Elm Street
Glens Falls, NY 12801

SEE ATTACHED "ADK" FOR REFERENCE (S)

From: Craig Dittl <cdittl@mlbind.com>
Sent: Wednesday, February 19, 2025 12:03 PM
To: Taylor Oldroyd <toldroyd@adk-drywall.com>
Subject: RE: Albany Airport Expansion, BP-4: ASI-079 Pricing

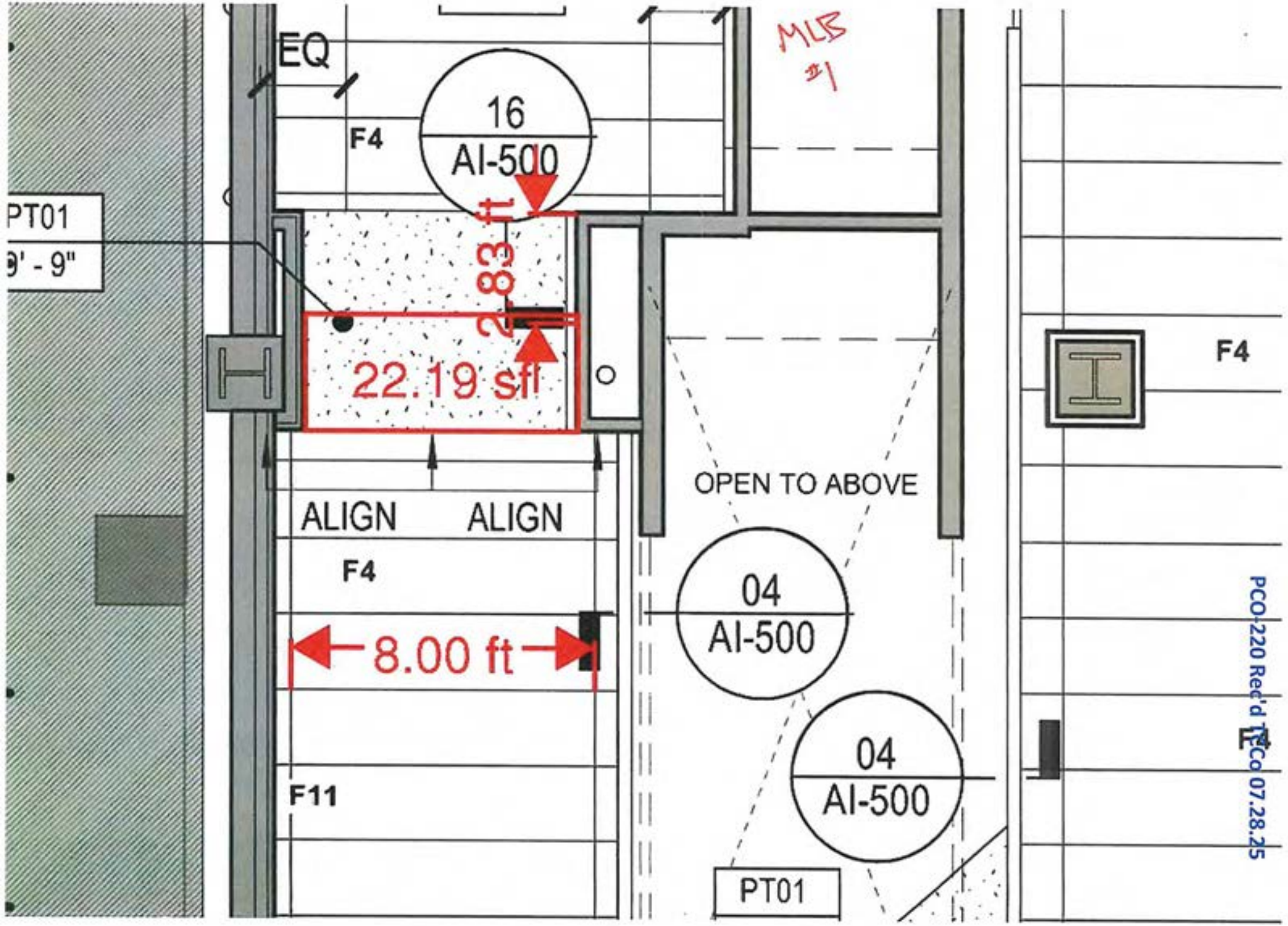
SEE "MLB#1" & "MLB#2" (S)

Taylor – I want to make sure I'm not missing something. Is this price only for the increased items in the attached?

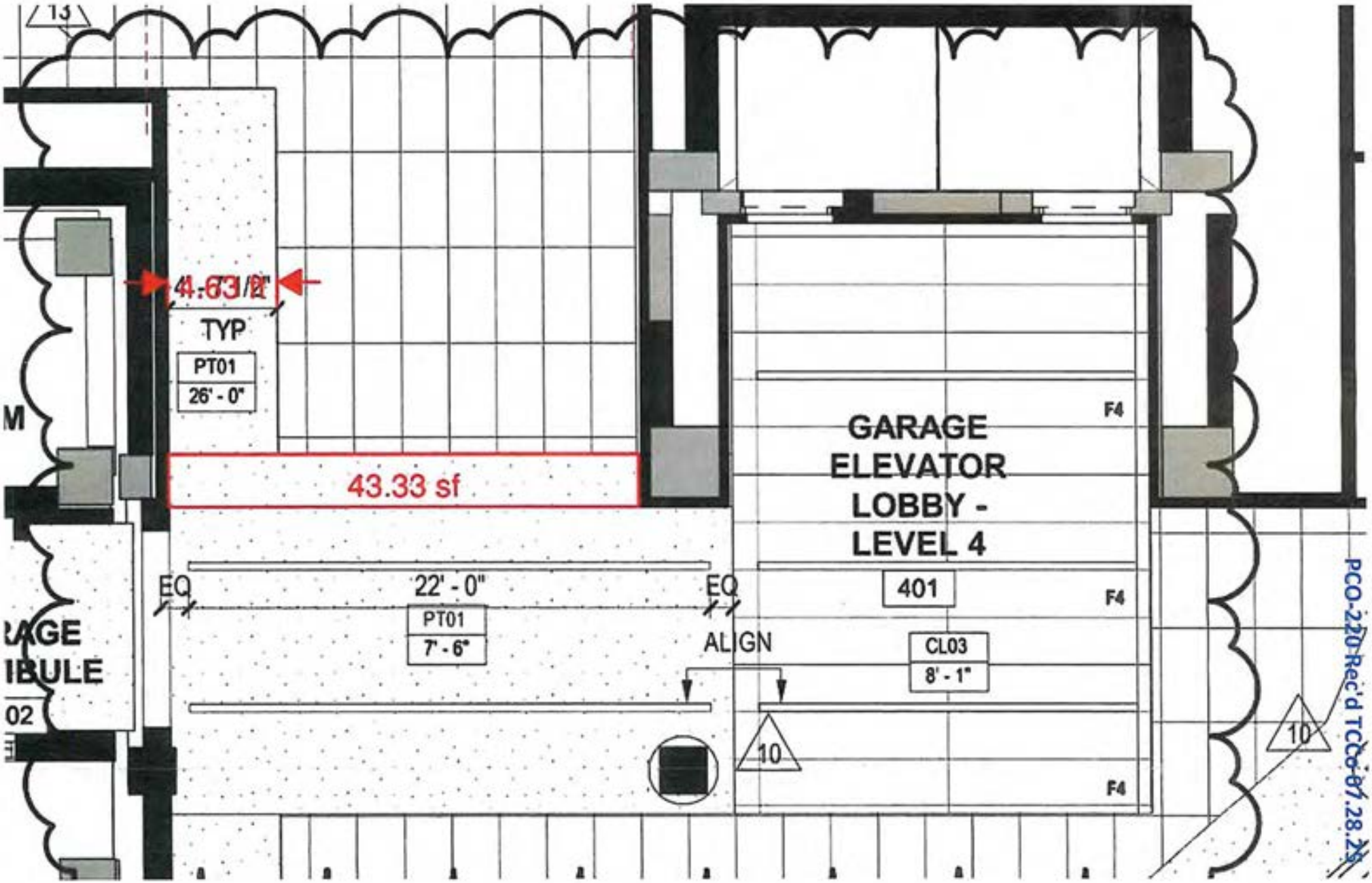
These are the only changes I had picked up in my review and the hours seem high for less than 100SF of sheetrock. The framing doesn't really change a whole lot it just moves (in relation to the soffits) and then we add 3 linear feet of wall. The overall square footage of sheetrock I came up with was less than 3 sheets.

Give me a call if it's easier to discuss over phone. Thanks

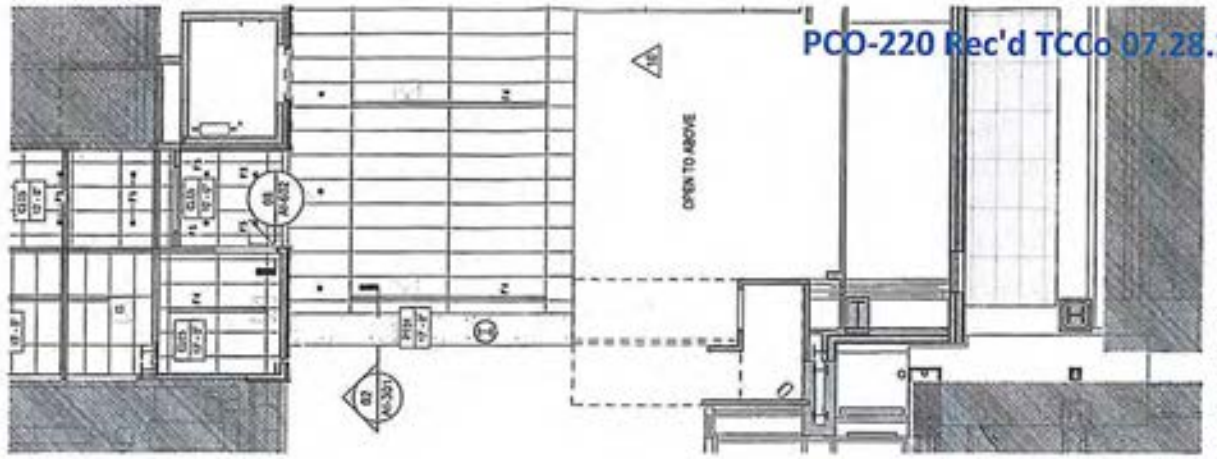
Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

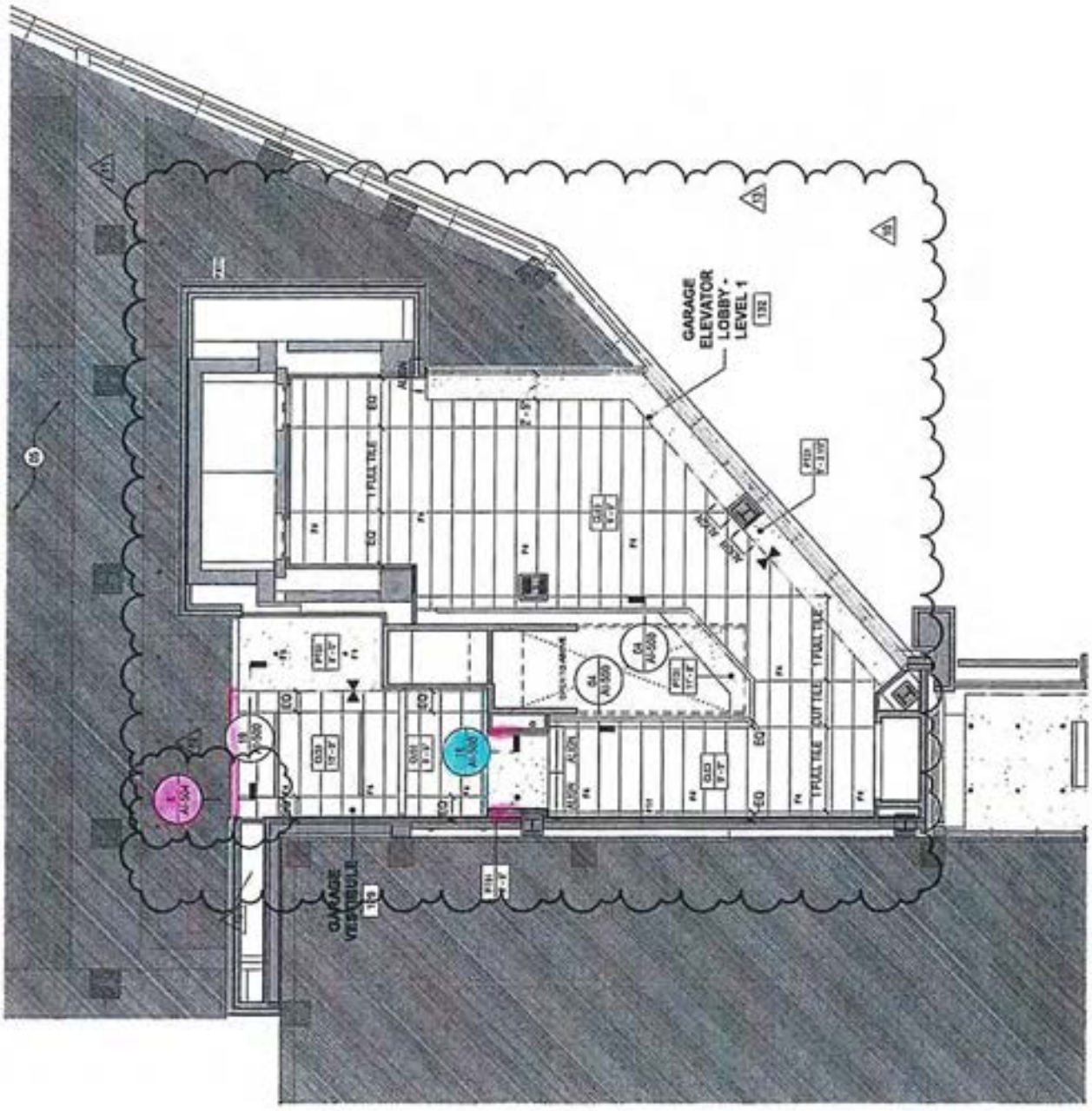

EQ
F4
16
AI-500
MLB
#1
PT01
9' - 9"
2.83 ft
22.19 sf
F4
OPEN TO ABOVE
ALIGN
ALIGN
F4
04
AI-500
8.00 ft
04
AI-500
F11
PT01
F4
PCO-220 Rec'd TECo 07.28.25

MLB #2


4'-6 1/2"
TYP
PT01
26' - 0"
43.33 sf
GARAGE
ELEVATOR
LOBBY -
LEVEL 4
401
F4
EQ
22' - 0"
EQ
PT01
7' - 6"
ALIGN
CL03
8' - 1"
10
10
F4
F4
PCO-220 Rec'd TCC 07.28.25

PCO-220 Rec'd TCCo 07.28.25





"ADL"

PCO-220 Rec'd TCCo 07.28.25

CHANGE ORDER REQUEST

12.2

since 1884 danforth

Title: NOC#51/ASI-079 BIM Coordination Revisions Garage
Project Name: Albany Airport Terminal Expansion
Project Address: 737 Albany Shaker Road
Albany, NY 12211
COR Date: 06/12/2025
John W Danforth Company Job Number: 90272-100
Customer Job Number:
Customer Reference Number:

Our Information

John W Danforth Company
300 Colvin Woods Parkway
Tonawanda, NY 14150
Phone: (716)-955-0035

Customer Information

MLB Construction Services
1 Stonebreak Road
Ballston Spa, NY 12020
Phone: (518)-289-1371

Description of Change Order Request

Changes per NOC#51 - Duct BIM Coordination Revisions. Duct sizing was changed in 2 floors of the garage. Time being requested is for drafting RFI, re-coordinating and making changes within model.

Other

Description	Qty of Other	Unit of Measure	Rate	Total Cost
CAD	16.00	hr	$125.00	$2,000.00
			Total Other:	**$2,000.00**

Subtotal		**$2,000.00**
Total		**$2,000.00**
Mark Up Rate	10.000%	$200.00
Requested Total		**$2,200.00**

POWERED BY CLEARSTORY

Terms & Conditions

PCO-220 Rec'd TCCo 07.28.25

Exclusions to include :Retention; unforeseen conditions; roofing work of any kind; cleanup; dumpsters; painting; temporary facilities of any kind; any design calculations or PE stamp; full time on-site safety rep; sales tax; bonding or special insurances of any kind; concrete cutting or concrete work of any kind; cut & patch of any kind; grouting; electrical/power wiring of any kind; controls wiring; environmental remediation; excavation/backfilling; dewatering; chemical/mechanical pipe cleaning; flushing/draining/refilling/venting of systems; instructions to operating personnel; operational tests; valve tagging; equipment/system identification; shop drawings; as-built drawings; escutcheons; caulking; reconditioning and cleaning of owner equipment or material; shoring/tamping; labor to perform x-ray quality welding; schedule update; any work that is not explicitly called out in scope of work description above.

This change proposal covers only the direct costs associated with the change order work described above. The contractor expressly reserves the right to submit, at a later date, added costs and/or time extension requests attendant to this modification arising from, but not limited to: extended field and home office overhead, labor and equipment inefficiencies, disruptions, cumulative impacts, impacts to the critical path and related delay costs, schedule resequencing and/or overtime and acceleration.

We reserve the right to modify this estimate, if additional work not covered by this proposal is required.

Unless noted otherwise, it is anticipated that all work required by this change will be done on a straight time basis. Overtime work, if required, will be billed as an additional item.

This proposal is for acceptance within 20 days and is subject to escalation thereafter.

Please advise as soon as possible if we are to proceed. We will not proceed without formal written change order, per contract terms.

ACCEPTANCE OF PROPOSAL: The above prices, specifications, and conditions are satisfactory and are hereby accepted. John W. Danforth Company is authorized to do the work as indicated. Payment will be made as outlined above. The conditions of the proposal above stand good for 30 days. Pricing is based on conditions at time of bid. Danforth reserves its right for an adjustment in contract time, price, or both, due to changing conditions relating, but not limited to COVID-19, or any pandemic, epidemic, disease outbreak, or conflict; or any governmental regulations that are enacted after this date that may impact project cost.

POWERED BY CLEARSTORY

PCO-220 Rec'd TCCo 07.28.25

Craig Dittl

From: Craig Dittl
Sent: Wednesday, February 19, 2025 1:07 PM
To: Michael Reverdatto
Cc: Jay Larson
Subject: RE: Albany Airport Expansion, BP-4: ASI Pricing

Mike – can you provide the takeoff for ASI-079 (and all proposals going forward)?

I don't have any glaring issues with this one, but being honest I think it's pretty close on duct deleted versus duct added and want to be sure we are vetting this so it doesn't get kicked back.

1/M-150: they deleted a good amount of fittings which calling all things fair...if we were going the opposite direction (going from the straight run shown now to the configuration shown on the ASI-068 version) I think we'd charge for that. If you did account for the takeoff will back that up.

4/M-150: I see they made the stubs off the South side of the 36x10 trunk longer, however, the 36x10 itself seems to be quite a bit smaller. Again, takeoff would help show this.

Call me if you have any questions.

*INCLUDED FOR TCCo REFERENCE
ORIGINAL PROPOSAL WAS $4,110.02
BUT AFTER MLB QUESTIONS ABOVE
DANFORTH IS ONLY SEEING
BIM TIME (THIS WAS ALSO
CUT DOWN FROM 32 HOURS!

(G)

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

Over 75 Years of Construction Excellence
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:

ASSOCIATED GENERAL CONTRACTORS NEW YORK STATE

NAWIC the National Association of Women in Construction Capital District, NY

From: Michael Reverdatto <mreverdatto@jwdanforth.com>
Sent: Wednesday, October 9, 2024 10:38 AM
To: Craig Dittl <cdittl@mlbind.com>
Cc: Jay Larson <jlarson@jwdanforth.com>
Subject: RE: Albany Airport Expansion, BP-4: ASI Pricing

PCO-221

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-221 Rec'd TCCo 08.25.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	8/22/25
PROPOSAL NO.	PROPOSAL AMOUNT
104	$8,346.00

Per NOC 104 dated 2/21/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Based on the attached email, remove existing wall base related to the Alternate #5 and replace with stainless steel base to match what is being installed in Kids Zone and Sensory Room.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Misc. Metals		$1,500.06				$1,500.06
Misc. Removals	$606.20					$606.20
Architectural Metalwork	$4,439.55					$4,439.55
Wall Patching	$711.88					$711.88
					Subtotal:	$7,257.69
		MLB OH&P (Self-performed)		$7,257.69	15.00%	$1,088.31
					Total:	**$8,346.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 8/22/25
Craig Dell
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

PCO-221 Rec'd TCCo 08.25.25

Invoice

R&J Sheet Metal Distributors, Inc

114 Railroad Ave
Albany, NY 12205

Date	Invoice #
4/2/2025	28377

Bill To	Ship To
MLB Construction Services LLC 1 Stonebreak Rd. Malta, NY 12020	MLB Construction Services LLC 1 Stonebreak Rd. Malta, NY 12020

P.O. Number	Terms	Rep	Ship	Via	F.O.B.	Project
Albany Airport	Net 30	BG	3/5/2025	Pick Up		

Description	Quantity	Price Each	Amount
" x 120" no bends-flat pieces	20	40.29	805.80
2" x 6" pieces in a 90 deg to make a 6x6 corner piece	18	38.57	694.26
Albany County Sales Tax-0181		8.00%	0.00

NOC #104
ALT. #5
ADD

Total	$1,500.06

PCO-221 Rec'd TCCo 08.25.25

MLB CONSTRUCTION SERVICES LLC — GENERAL CONTRACTOR

PROJECT: Airport Terminal -BP02 — DESCRIPTION: PCO-221 - Alt #5 Base — SPEC. SECT.

EST. #: — EXTEN BY: — CHKD BY: — OF

	CODE	DESCRIPTION	QUANTITY	UNIT PRICE LABOR	TOTAL ESTIMATED LABOR COST	UNIT PRICE MATERIAL	MATERIAL & EQUIP COST	TOTAL ESTIMATED COST
1	5600	Alt 5 Base	1	$635.76	$635.76			$692.72
2	5600	Patch Wall to receive wall base	1	$491.55	$491.55			$513.72
3	5600	Patch & Prime for base/base install	1	$983.10	$983.10			$1,027.44
4	6100	Sand and Prime for base install	1	$480.80	$480.80			$480.80
5	5600	Alt 5 associated base work	1	$1,046.04	$1,046.04			$1,046.04
6	5600	Alt 5 wall repair install base	1	$1,597.36	$1,597.36			$1,656.48
7	6100	Alt 5 wall base and wall patch	1	$523.02	$523.02	$0.00	$0.00	$523.02
8		SHEET TOTALS			$5,757.63		$0.00	$5,757.63

PCO-221 Rec'd TCCo 08.25.25

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail info@mlbind.com

WORK ORDER VOUCHER

1442

Charge to PCO # 221 Date 3/5/25 Cost Code ~~05650~~ 05600
Authorized by Turner MLB Job No 23-114
Description of Work AH #5 Base

LABOR

Name	Trade	Rate	Hours	Other	::	Cost	
Bob Shoville	C	77.48	4			309	92 ✓
Nick Sheppard	L	81.21	4			325	84 ✓
Total Labor Cost →					1	635	76 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other			
Total Material/Equipment Cost →				2		

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other			
Total Subcontractor Cost →				3		

TRUCKING

	Driver	Rate	Pick Up	Fuel			
Total Trucking Cost →					4		

VTO
Ed Andros 3-6-25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4			
ADD: _____	Small Tools		
	Subtotal		
ADD: _____	% Sales Tax		
ADD: _____	% Overhead		
ADD: _____	% Profit		
TOTAL VALUE of this Work Order			

PCO-221 Rec'd TCCo 08.25.25

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail. info@mlbind.com

WORK ORDER VOUCHER

Charge to PCO# 221 Date 3/6/25 Cost Code 05500
Authorized by Turner MLB Job No 23-114
Description of Work: Patch wall To receive wall base

LABOR

Name	Trade	Rate	Hours	Other	
Todd Phillips	CF	86 37	3		259 11 ✓
Bob Shaville	C	77.46	3		232 44 ✓

Total Labor Cost → 1 491 55 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel	

Total Trucking Cost → 4

VTO

Ed Andres 3/6/25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4
ADD: _____ Small Tools
Subtotal
ADD: ___ % Sales Tax
ADD: _____ % Overhead
ADD: _____ % Profit
TOTAL VALUE of this Work Order

~~PCO 221 Rec'd TCCo 08.25.25~~

mlb

One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

14440

PCO# 221
Turner

Date 3/7/25 Cost Code: 05600
MLB Job No. 23-114

Description of Work: Patching & priming for base base install

LABOR

Name	Trade	Rate	Hours	Other	Cost
Tree Phillips	CF	86.37	6		518 22 ✓
Bob. Shoville	C	~~97.98~~	6		~~604 88~~ ✓
					988 10 ✓

Total Labor Cost → 1 ~~1 027 44~~

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel

Total Trucking Cost → 4

10

Customer Supervisor 3/7/25

MLB Supervisor

Total of Boxes 1, 2, 3 & 4			
ADD:	Small Tools		
	Subtotal		
ADD:	% Sales Tax		
ADD:	% Overhead		
ADD:	% Profit		
TOTAL VALUE of this Work Order			

PCO-221 Rec'd TCCo 08.25.25

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail info@mlbind.com

WORK ORDER VOUCHER

14149

Charge to PCO # 221
Authorized by Turner
Description of Work: Sand and prime for Base install at 114 #5

Date 3/10/25 Cost Code 61-100
MLB Job No 25-114

LABOR

Name	Trade	Rate	Hours	Other	Cost
Bob Sheville	C	77.48	2		154 96 ✓
Dalton Gisandi	L	81.46	2		160 92 ✓
Brad Musson	L	81.46	2		162 92 ✓

Total Labor Cost → 1 480 80 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel	

Total Trucking Cost → 4

VRO
Ed Andras 3-11-25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4
ADD: Small Tools
Subtotal
ADD: % Sales Tax
ADD: % Overhead
ADD: % Profit
TOTAL VALUE of this Work Order 480 80

PCO-221 Rec'd TCCo 08.25.25

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

Charge to PCO # 221 Date 3/11/25 Cost Code 05 100

Authorized by Turner MLB Job No 23-114

Description of Work: HT #5 Associated Base work

LABOR NIGHTS

Name	Trade	Rate	Hours	Other	
Bob Shoville	C	84.87	4		339.48
Dalton Gisondi	L	88.32	4		353.28
Brad Mussen	L	88.32	4		353.28

Total Labor Cost → 1 1,046.04

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel	

Total Trucking Cost → 4

VTO

Ed Andres 3-12-25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4

ADD: Small Tools

Subtotal

ADD: % Sales Tax

ADD: % Overhead

ADD: % Profit

TOTAL VALUE of this Work Order 1,046.04

PCO-221 Rec'd TCCo 08.25.25

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

12 15068

Charge to PCO # 221 Date 3/18/25 Cost Code

Authorized by Turner MLB Job No 23-114

Description of Work: Alternate #5 associated Base wall Repair + install

LABOR

Name	Trade	Rate	Hours	Other	Cost
Brad Mussen	L	$1.46	6		488 76 ✓
Dalton Gisandi	L	$1.46	6		488 76 ✓
Bob Shaville	C	$77.48	8		619 84 ✓

Total Labor Cost → 1 1597 36 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel	

Total Trucking Cost → 4

Ed Andras 3-13-25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4		
ADD:	Small Tools	
	Subtotal	
ADD:	% Sales Tax	
ADD:	% Overhead	
ADD:	% Profit	
TOTAL VALUE of this Work Order		

PCO-221 Rec'd TCCo 08.25.25

mlb
One Stone Break Road
Malta, NY 12020
(518) 289-1371
FAX (518) 289-1MLB
e-mail: info@mlbind.com

WORK ORDER VOUCHER

Charge to PCO# 221 Date 3/13/25
Authorized by Turner MLB Job No 23-114
Description of Work: Alternate #5 Associated Base and wall patch

LABOR

Name	Trade	Rate	Hours	Other	
Bob Shouille	C	84.87	2		169.74 ✓
Brad Mussen	L	88.32	2		176.64 ✓
Dalton Grisandi	L	88.32	2		176.64 ✓
Lights					

Total Labor Cost → 1 523.02 ✓

MATERIAL/EQUIPMENT

Item	Quantity	Unit Cost	Other	

Total Material/Equipment Cost → 2

SUBCONTRACTORS

Subcontractors	Trade	Hours	Other	

Total Subcontractor Cost → 3

TRUCKING

	Driver	Rate	Pick Up	Fuel	

Total Trucking Cost → 4

VTO

Ed Andras 3-14-25
Customer Supervisor

MLB Supervisor

Total of Boxes 1, 2, 3 & 4
ADD: Small Tools
Subtotal
ADD: % Sales Tax
ADD: % Overhead
ADD: % Profit
TOTAL VALUE of this Work Order

PCO-221 Rec'd TCCo 08.25.25

Craig Dittl

From: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Sent: Friday, February 21, 2025 11:05 AM
To: Craig Dittl; Jeffrey Lino
Cc: Andres, Edward F - (NYN); Wagner, Robert C - (NYN); Rosario, Gabrielle - (NYN); Hudak, Jordan; Cirillo, Todd; Kelsey Martin; Mike Washburn; Marty Millington
Subject: RE: [--EXTERNAL--]: FW: Albany Airport Expansion, BP-4: Alternate #5 Associated Base

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Yes that works, please proceed with T&M.

Nate Lackraj | Superintendent
Turner Construction Company - NYN
mobile 518.708.5445 | nlackraj@tcco.com

From: Craig Dittl <cdittl@mlbind.com>
Sent: Friday, February 21, 2025 11:04 AM
To: Lackraj, Natram - (NYN) <nlackraj@tcco.com>; Jeffrey Lino <Jlino@mlbind.com>
Cc: Andres, Edward F - (NYN) <efandres@tcco.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>; Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Hudak, Jordan <JHudak@chasolutions.com>; Cirillo, Todd <TCirillo@chasolutions.com>; Kelsey Martin <KMartin@mlbind.com>; Mike Washburn <mwashburn@mlbind.com>; Marty Millington <mmillington@mlbind.com>
Subject: RE: [--EXTERNAL--]: FW: Albany Airport Expansion, BP-4: Alternate #5 Associated Base

EXTERNAL EMAIL - Please Handle Cautiously

This will work. To keep things moving, the guys can remove the existing base/patch walls as required on T&M and I'll have Kelsey order the base. We know this needs to get done, so I'll submit the cost in full once we're done if that works for everyone.

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

Over 75 Years of Construction Excellence
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:

PCO-221 Rec'd TCCo 08.25.25

From: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Sent: Friday, February 21, 2025 9:56 AM
To: Craig Dittl <cdittl@mlbind.com>; Jeffrey Lino <Jlino@mlbind.com>
Cc: Andres, Edward F - (NYN) <efandres@tcco.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>; Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Hudak, Jordan <JHudak@chasolutions.com>; Cirillo, Todd <TCirillo@chasolutions.com>
Subject: FW: [--EXTERNAL--]: FW: Albany Airport Expansion, BP-4: Alternate #5 Associated Base

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Craig,

Please see below for the base. As discussed in our meeting this morning, ACAA would like to replace the base around kids/sensory area with the same metal base throughout.

Please let me know if you need any additional information.

Thanks,

Nate Lackraj | Superintendent
Turner Construction Company - NYN
mobile 518.703.5445 | nlackraj@tcco.com

From: Hudak, Jordan <JHudak@chasolutions.com>
Sent: Friday, February 21, 2025 9:53 AM
To: Lackraj, Natram - (NYN) <nlackraj@tcco.com>; Cirillo, Todd <TCirillo@chasolutions.com>
Cc: Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>; Andres, Edward F - (NYN) <efandres@tcco.com>
Subject: RE: [--EXTERNAL--]: FW: Albany Airport Expansion, BP-4: Alternate #5 Associated Base

EXTERNAL EMAIL - Please Handle Cautiously

Nate,

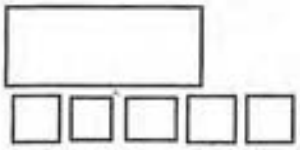
The email chain is good for us.

Thanks,
Jordan

Jordan Hudak, PE*
Business Practice Leader
CHA
Office: (860) 937-6502
jhudak@chasolutions.com

PCO-221 Rec'd TCCo 08.25.25

www.chasolutions.com



Please note my email address has changed

Finding a better way.
*Licensed in CO, CT, NH, VT, RI

From: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Sent: Friday, February 21, 2025 9:52 AM
To: Cirillo, Todd <TCirillo@chasolutions.com>; Hudak, Jordan <JHudak@chasolutions.com>
Cc: Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>; Andres, Edward F - (NYN) <efandres@tcco.com>
Subject: [--EXTERNAL--]: FW: Albany Airport Expansion, BP-4: Alternate #5 Associated Base

Todd/Jordan,

Please see the email below from MLB. Per our meeting today ACAA agreed to continue the metal wall base around this area. Would you like to issue a confirming RFI or is agreement in this email good enough?

Please let me know.

Thanks,

Nate Lackraj | Superintendent
Turner Construction Company - NYN
mobile 518.708.5445 | nlackraj@tcco.com

From: Craig Dittl <cdittl@mlbind.com>
Sent: Thursday, February 20, 2025 11:22 AM
To: Lackraj, Natram - (NYN) <nlackraj@tcco.com>
Cc: Wagner, Robert C - (NYN) <rwagner@tcco.com>; Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Jordan Hudak <JHudak@chasolutions.com>; Andres, Edward F - (NYN) <efandres@tcco.com>; Mike Washburn <mwashburn@mlbind.com>; Jeffrey Lino <Jlino@mlbind.com>; Marty Millington <mmillington@mlbind.com>; Kelsey Martin <KMartin@mlbind.com>; Wagner, Robert C - (NYN) <rwagner@tcco.com>; Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Jordan Hudak <JHudak@chasolutions.com>; Andres, Edward F - (NYN) <efandres@tcco.com>
Subject: Re: Albany Airport Expansion, BP-4: Alternate #5 Associated Base

EXTERNAL EMAIL - Please Handle Cautiously

Lori is out today and the rest of us are in a meeting until the time we have to leave to come to the change order meeting. You guys will have to toss this one in to get them moving.

-Craig Dittl, Sr. Project Manager
MLB Construction Services
Sent from my iPhone

PCO-221 Rec'd TCCo 08.25.25

On Feb 20, 2025, at 11:15 AM, Lackraj, Natram - (NYN) <nlackraj@tcco.com> wrote:

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Craig,

Could you please RFI this.

Thanks,

Nate Lackraj | Superintendent
Turner Construction Company - NYN
mobile 518.708.5445 | nlackraj@tcco.com

From: Craig Dittl <cdittl@mlbind.com>
Sent: Wednesday, February 19, 2025 2:42 PM
To: Wagner, Robert C - (NYN) <rwagner@tcco.com>; Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Hudak, Jordan <JHudak@chasolutions.com>; Lackraj, Natram - (NYN) <nlackraj@tcco.com>; Andres, Edward F - (NYN) <efandres@tcco.com>
Cc: Mike Washburn <mwashburn@mlbind.com>; Jeffrey Lino <Jlino@mlbind.com>; Marty Millington <mmillington@mlbind.com>; Kelsey Martin <KMartin@mlbind.com>
Subject: Albany Airport Expansion, BP-4: Alternate #5 Associated Base

EXTERNAL EMAIL - Please Handle Cautiously

All – Mike called me with a question I didn't have the answer to. Alternate #5 is for the Concourse B Level 1 carpet replacement.

The existing **base** is a carpet base to match the existing carpet...from what I see there were no provisions made for new base (or the removal of the existing base).

Is there something I'm missing and/or do you need a formal RFI? We currently have no material for that space so we need to order something quickly. I can certainly price up getting stainless base to match what we're doing in Kids.

Please advise.

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC
<image001.png>
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:
<image002.jpg>

PCO-222a

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/16/25
PROPOSAL NO.	PROPOSAL AMOUNT
134	$18,351.00

Per NOC 134 dated 6/11/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Please modify the routing for the floor drain plumbing at the West Mechanical Room as shown in ASI-107 per the response to RFI-314.

PLEASE NOTE THAT RFI-338 MAY CHANGE THE VENT ROUTING AND THEREFORE THAT COST HAS NOT BEEN INCLUDED HERE.

Description	Labor	Material	Equipment	Subcontract	Other	Price
John W Danforth Company				$17,553.38		$17,553.38
					Subtotal:	$17,553.38
		MLB OH&P (Subcontractor)		$15,957.62	5.00%	$797.62
					Total:	**$18,351.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/16/25
Craig Dittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

CHANGE ORDER REQUEST

31

since 1884 danforth

Title: NOC #134-W Mech Room Floor Drain Routing
Project Name: Albany Airport Terminal Expansion
Project Address: 737 Albany Shaker Road
Albany, NY 12211
COR Date: 06/11/2025
John W Danforth Company Job Number: 90272-100
Customer Job Number:
Customer Reference Number:

Our Information

John W Danforth Company
300 Colvin Woods Parkway
Tonawanda, NY 14150
Phone: (716)-955-0035

Customer Information

MLB Construction Services
1 Stonebreak Road
Ballston Spa, NY 12020
Phone: (518)-289-1371

Description of Change Order Request

Modification of floor drain routing for the W. Mechanical Room per response of RFI-134.

SEE ATTACHED TAKE-OFF & MCAA LABOR BREAKDOWN

Labor

Description	Qty (HR)	Unit (HR)	Rate (HR)	Total Cost
Local 7 Journeyman	50.00	ST	$111.16	$5,558.00
Local 7 Journeyman	50.00	ST	$111.16	$5,558.00
Local 7 Foreman	16.00	ST	$114.35	$1,829.60
Hours Subtotals: ST: 116.00			**Total Labor:**	**$12,945.60**

Material

Description	Qty of Material	Unit of Measure	Rate	Total Cost
Material from Ferguson	1.00	lot	$3,012.02	$3,012.02 ✓
			Total Material:	**$3,012.02**

Subtotal		**$15,957.62**
Tax Rate (Materials)	0.000%	$0.00
Mark Up Rate (Subtotal)	10.000%	$1,595.76
Requested Total		**$17,553.38**

POWERED BY CLEARSTORY

Terms & Conditions

Exclusions to include :Retention; unforeseen conditions; roofing work of any kind; cleanup; dumpsters; painting; temporary facilities of any kind; any design calculations or PE stamp; full time on-site safety rep; sales tax; bonding or special insurances of any kind; concrete cutting or concrete work of any kind; cut & patch of any kind; grouting; electrical/power wiring of any kind; controls wiring; environmental remediation; excavation/backfilling; dewatering; chemical/mechanical pipe cleaning; flushing/draining/refilling/venting of systems; instructions to operating personnel; operational tests; valve tagging; equipment/system identification; shop drawings; as-built drawings; escutcheons; caulking; reconditioning and cleaning of owner equipment or material; shoring/tamping; labor to perform x-ray quality welding; schedule update; any work that is not explicitly called out in scope of work description above.

This change proposal covers only the direct costs associated with the change order work described above. The contractor expressly reserves the right to submit, at a later date, added costs and/or time extension requests attendant to this modification arising from, but not limited to: extended field and home office overhead, labor and equipment inefficiencies, disruptions, cumulative impacts, impacts to the critical path and related delay costs, schedule resequencing and/or overtime and acceleration.

We reserve the right to modify this estimate, if additional work not covered by this proposal is required.

Unless noted otherwise, it is anticipated that all work required by this change will be done on a straight time basis. Overtime work, if required, will be billed as an additional item.

This proposal is for acceptance within 20 days and is subject to escalation thereafter.

Please advise as soon as possible if we are to proceed. We will not proceed without formal written change order, per contract terms.

ACCEPTANCE OF PROPOSAL: The above prices, specifications, and conditions are satisfactory and are hereby accepted. John W. Danforth Company is authorized to do the work as indicated. Payment will be made as outlined above. The conditions of the proposal above stand good for 30 days. Pricing is based on conditions at time of bid. Danforth reserves its right for an adjustment in contract time, price, or both, due to changing conditions relating, but not limited to COVID-19, or any pandemic, epidemic, disease outbreak, or conflict; or any governmental regulations that are enacted after this date that may impact project cost.

POWERED BY CLEARSTORY

Rec'd TCCo PCO-222a 07.18.25


H-1
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H-1

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MCAA

PIPING SYSTEMS, Fittings, Cast Iron, DWV, No-Hub

Please Note: Labor units from the Component Method and the Work Activity Method below are not intended to be combined in one estimate. The two methods are not designed to be used together, but instead they give the contractor a choice. As a result, you can only expand one of the two folders below at one time.

Dia. In.	1/16 Bend	1/8 Bend	1/6 Bend	1/5 Bend	1/4 Bend	1/4 Bend Double	1/4 Bend Long Sweep	1/4 Bend Long Tapped	1/4 Bend Short Sweep	1/4 Bend Short Tapped	Adapter Hub No-Hub [Cast Iron] x Gasket [Cast Iron]	Adapter Tap No-Hub x FPT [Cast Iron]	Clean Out 2 Way	Clean Out 2 Way Baffle	Clean Out 2 Way East Bay Code	Combination
1 1/2	0.29	0.29			0.3		0.34	0.7		0.69		0.69				0.43
2	0.37	0.38	0.38	0.38	0.39	0.56	0.43		0.42	0.85	0.53	0.84				0.57
3	0.54	0.56	0.55	0.56	0.58	0.83	0.61		0.6		0.79		1.12			0.86
4	0.72	0.73	0.74	0.74	0.78	1.08	0.84		0.8		1.04		1.55	1.3	1.42	1.19
5	0.89	0.91			0.96		1.07		1.01							1.51
6	1.08	1.09			1.16		1.26		1.21							1.88
8	1.21	1.25			1.43				1.48							2.21
10		1.74							2.12							
12		2.2							2.89							
15		3.11							4.33							

Dia. In.	Combination Double	Coupling	Coupling, Heavy Duty	Cross Sanitary	Cross Sanitary Tap No Baffle	Extension Piece Tapped	Figure Eight Double	Figure Five	Flange Closet	P-Trap	P-Trap Deep Seal	P-Trap Tap	Plug Blind	Tee Sanitary	Tee Sanitary Tap	Tee Test
1 1/2		0.28	0.28	0.55	1.34					0.32		0.72	0.06	0.43	0.81	
2	0.75	0.35	0.36	0.72	1.64			0.73		0.42	0.45	0.87	0.06	0.56	1.01	0.4
3	1.12	0.51	0.52	1.06		1.58	1.53	1.12		0.65	0.66		0.06	0.82	1.81	0.59
4	1.54	0.67	0.67	1.41			1.91	1.58	1.64	0.88	0.92		0.08	1.11		0.82
5		0.82	0.84										0.08	1.39		1.06
6		0.98	0.99	2.19						1.47			0.09	1.65		1.28
8		1.05	1.06	2.6									0.15	2.02		1.58
10		1.3	1.31										0.27			2.17
12		1.57	1.58										0.35			
15		1.95	1.95										0.47			

Dia. In.	Trap w/ Double Vents	Trap w/ Single Vent	Valve Back Water	Wye	Wye Double	Wye Tap No-Hub x No-Hub x FPT [Cast Iron]	Wye Upright
1 1/2				0.42			
2			0.59	0.56	0.71	0.99	0.58
3			0.88	0.83	1.06		0.84
4	1.68	1.27	1.2	1.12	1.43		1.13
5				1.42	1.8		1.8
6				1.74	2.23		
8				2.12	2.77		
10				3			
12				4.16			
15				5.79			

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Dia. In.		1/4 Bend Reducing	1/4 Bend Reducing Long Sweep	Adapter Reducing Tap No-Hub x FPT [Cast Iron]	Coupling Reducing	Coupling, Heavy Duty Reducing	Ferrule w/ Plug No-Hub x MPT	Flange Reducing	Increaser	P-Trap Long Tap No-Hub x FPT [Cast Iron]	P-Trap Reducing Tap No-Hub x FPT [Cast Iron]	Reducer Short
1 1/2	1 1/4			0.64								
2	1 1/4			0.68								
2	1 1/2			0.73	0.32	0.33	0.21			0.8	0.78	0.33
2	3								0.47			
2	4								0.56			
3	1 1/4			0.75								
3	1 1/2			0.8								0.42
3	2		0.54	0.91	0.44	0.45						0.45
3	2 1/2						0.3					
3	4								0.65			
4	2					0.53						0.54
4	3	0.67	0.76		0.59	0.6		0.34				0.62
4	3 1/2						0.38					
5	2											0.63
5	3											0.71
5	4			2.12			0.52					0.79
6	2											0.72
6	3											0.79
6	4											0.88
6	5						0.62					0.96
8	2											0.81
8	3											0.88
8	4											0.96
8	5											1.05
8	6						0.69					1.11
10	4											1.19
10	6											1.34
10	8											1.35
12	4											1.33
12	6											1.85
12	8											1.96
12	10											2.16
15	4											1.65
15	6											2.03
15	8											2.37
15	10											2.57
15	12											2.77

Dia. In.			1/4 Bend Reducing w/ 2" Heel Opening	1/4 Bend Reducing w/ 2" Side Opening	Clean Out 2 Way Baffle	Combination Reducing	P-Trap Reducing Tap w/ FPT Tap In Heel No-Hub x No-Hub x FPT [Cast Iron]	Tee Sanitary Reducing	Tee Sanitary Reducing Tap No-Hub x No-Hub x FPT [Cast Iron]	Wye Reducing	Wye Reducing Tap No-Hub x No-Hub x FPT [Cast Iron]	Wye Reducing Upright
1 1/2	1 1/2	1 1/4							0.77			
2	2	1/2					0.67					
2	2	1 1/4							0.85			
2	2	1 1/2				0.51		0.51	0.9		0.92	
3	3	1/2					0.87					
3	3	1 1/4							1.02			
3	3	1 1/2				0.68		0.67	1.07	0.67	1.1	
3	3	2	0.73	0.73		0.75		0.73	1.19	0.72	1.25	0.74
3	3	4			1.01							

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Dia. In.			1/4 Bend Reducing w/ 2" Heel Opening	1/4 Bend Reducing w/ 2" Side Opening	Clean Out 2 Way Baffle	Combination Reducing	P-Trap Reducing Tap w/ FPT Tap In Heel No-Hub x No-Hub x FPT [Cast Iron]	Tee Sanitary Reducing	Tee Sanitary Reducing Tap No-Hub x No-Hub x FPT [Cast Iron]	Wye Reducing	Wye Reducing Tap No-Hub x No-Hub x FPT [Cast Iron]	Wye Reducing Upright
4	3	4			1.25							
4	4	1/2					1.14					
4	4	1 1/4							1.19			
4	4	1 1/2							1.24		1.27	
4	4	2	0.91	0.93		0.92		0.91	1.35	0.9	1.43	0.93
4	4	3				1.05		1.01	1.96	1.02		1.04
5	5	1 1/2							1.44			
5	5	2				1.09		1.1	1.53	1.07		1.49
5	5	3				1.22		1.19		1.2		1.57
5	5	4				1.34		1.3		1.31		
6	6	1 1/2							1.6			
6	6	2				1.27		1.29	1.7	1.26		
6	6	3				1.38		1.37		1.36		
6	6	4				1.55		1.47		1.51		
6	6	5				1.68		1.61		1.62		
8	8	2								1.41		
8	8	3						1.51		1.52		
8	8	4				1.71		1.63		1.66		
8	8	5						1.79		1.8		
8	8	6				2.03		1.87		1.92		
10	10	4								2.14		
10	10	6								2.46		
10	10	8								2.63		

Dia. In.				Cross Sanitary Reducing	Cross Sanitary Reducing Tap No Baffle	Cross Vent Closet	Figure Eight Single	Figure Five Extended	Figure Five Reducing	Figure One w/ No-Hub Top	Figure Six Single	Figure Six Single Extended	Tee Sanitary Reducing Double Tap No-Hub x No-Hub x FPT [Cast Iron] x FPT [Cast Iron]	Tee Sanitary Reducing Tap w/ Tap On Side No-Hub x No-Hub x No-Hub x FPT [Cast Iron]	Tee Sanitary Reducing w/ 90° Side Opening (Left or Right)	Tee Sanitary w/ 45° Side Opening	Tee Sanitary w/ 45° Side Opening Above Center Line	Tee Vent Closet	Wye & 1/8 Bend Reducing Double Combination
1 1/2	1 1/2	1 1/4	1 1/4		1.24														
2	2	1 1/4	1 1/4		1.33														
2	2	1 1/2	1 1/2		1.42					1.43			1.42						
2	2	2	1 1/2											1.07					
3	2	3	3					1.1	1.07										
3	3	1 1/4	1 1/4		1.48														
3	3	1 1/2	1 1/2		1.59														
3	3	2	2	0.9	1.81														0.92
3	3	3	1 1/2											1.31					
3	3	3	2				1.19				1.06	1.16			0.97	0.98	0.98		
4	2	4	4					1.47	1.42										
4	3	2	4			1.35													
4	4	1 1/4	1 1/4		1.66														
4	4	1 1/2	1 1/2		1.75														
4	4	2	2	1.06	1.98														1.09
4	4	2	4															1.31	
4	4	3	3	1.27															1.3
4	4	4	2				1.42				1.39	1.43			1.26		1.26		
4	4	4	3																

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Dia. In.				Cross Sanitary Reducing	Cross Sanitary Reducing Tap No Baffle	Cross Vent Closet	Figure Eight Single	Figure Five Extended	Figure Five Reducing	Figure One w/ No-Hub Top	Figure Six Single	Figure Six Single Extended	Tee Sanitary Reducing Double Tap No-Hub x No-Hub x FPT [Cast Iron] x FPT [Cast Iron]	Tee Sanitary Reducing Tap w/ Tap On Side No-Hub x No-Hub x No-Hub x FPT [Cast Iron]	Tee Sanitary Reducing w/ 90° Side Opening (Left or Right)	Tee Sanitary w/ 45° Side Opening	Tee Sanitary w/ 45° Side Opening Above Center Line	Tee Vent Closet	Wye & 1/8 Bend Reducing Double Combination
5	5	1 1/2	1 1/2		1.95														
5	5	4	4	1.63															
5	5	5	4																
6	6	1 1/2	1 1/2		2.13														
6	6	4	4	1.76															
6	6	6	4																
8	8	4	4	2.02															
8	8	8	4																
8	8	8	6																

Dia. In.				Wye Reducing Double
1 1/2	1 1/2	1 1/4	1 1/4	
2	2	1 1/4	1 1/4	
2	2	1 1/2	1 1/2	
2	2	2	1 1/2	
3	2	3	3	
3	3	1 1/4	1 1/4	
3	3	1 1/2	1 1/2	
3	3	2	2	
3	3	3	1 1/2	
3	3	3	2	0.97
4	2	4	4	
4	3	2	4	
4	4	1 1/4	1 1/4	
4	4	1 1/2	1 1/2	
4	4	2	2	
4	4	2	4	
4	4	3	3	
4	4	4	2	1.23
4	4	4	3	1.32
5	5	1 1/2	1 1/2	
5	5	4	4	
5	5	5	4	1.73
6	6	1 1/2	1 1/2	
6	6	4	4	
6	6	6	4	2.02
8	8	4	4	
8	8	8	4	2.17
8	8	8	6	2.47

Dia. In.					Cross Sanitary w/ 90° Opening Above Center	Cross Sanitary w/ Side Opening	Cross Vent Closet	Figure Six Double	Figure Six Double Extended	Tee Sanitary Reducing w/ 90° Side Openings (Left & Right)	Tee Sanitary w/ Two 45° Side Openings Above Center Line	Tee Sanitary w/ Two 90° Side Openings Left & Right	Tee Sanitary w/ Two Side Openings	Tee Vent Closet
3	3	3	2	2				1.24		1.13	1.16	1.15	1.13	

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Dia. In.	Cross Sanitary w/ 90° Opening Above Center	Cross Sanitary w/ Side Opening	Cross Vent Closet	Figure Six Double	Figure Six Double Extended	Tee Sanitary Reducing w/ 90° Side Openings (Left & Right)	Tee Sanitary w/ Two 45° Side Openings Above Center Line	Tee Sanitary w/ Two 90° Side Openings Left & Right	Tee Sanitary w/ Two Side Openings	Tee Vent Closet
3 3 3 3 2	1.23	1.22								
4 4 2 2 4										1.47
4 4 2 4 4			1.63							
4 4 4 2 2				1.62	1.67	1.41	1.45	1.43		
4 4 4 4 2	1.59	1.58								

Dia. In.	Cross Sanitary w/ Two 45° Openings Same Side	Cross Sanitary w/ Two 90° Openings Above Center	Cross Sanitary w/ Two Side Openings	Cross Vented Closet
3 3 3 3 2 2	1.39	1.41		
3 3 3 3 2 3			1.47	
4 4 2 2 4 2				1.63
4 4 4 4 2 2	1.75	1.76		
4 4 4 4 2 4			1.9	

Highlighted elements have been updated within the last 12 months.

Date last updated 09/21/2024

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Rec'd TCCo PCO-222a 07.18.25

MCAA

Hangers, Sleeves & Inserts, Hanger Assemblies, Drill Shields

Pipe Size	Rod Dia.	Clevis Type	Yoke Roll	2 Rod - Trapeze	3 Rod - Trapeze	Add To Trapeze For Ea. Pipe
1/2	0.375	1.1		1.96	3.03	0.15
3/4	0.375	1.1		1.96	3.03	0.15
1	0.375	1.1		1.96	3.03	0.15
1-1/4	0.375	1.1		1.96	3.03	0.15
1-1/2	0.375	1.1		1.96	3.03	0.15
2	0.375	1.1		1.96	3.03	0.15
2-1/2	0.5	1.15	1.24	2.05	3.18	0.17
3	0.5	1.16	1.25	2.05	3.18	0.17
3-1/2	0.5	1.16	1.25	2.05	3.18	0.17
4	0.625	1.5	1.6	2.71	4.17	0.18
5	0.625	1.51	1.62	2.74	4.23	0.18
6	0.75	1.58	1.69	2.86	4.41	0.2
8	0.75	1.59	1.7	2.86	4.41	0.21
10	0.875	1.78	1.94	3.22	4.95	0.21
12	0.875	1.79	1.97	3.25	5.01	0.21

Highlighted elements have been updated within the last 12 months.

Notes:

1. An oversized hanger must be selected to accommodate steel saddle, insulation or tracing if required.
2. Add labor hours for shield or saddle as follows, if required:

Hanger Size (In.)	Sheet Metal Shield	Saddle
½" to 12"	0.23	0.75
14" to 24"	0.30	1.13

Date last updated 04/09/2020

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Rec'd TCCo PCO-222a 07.18.25

MCAA

Miscellaneous Labor Operations, Hole Coring, Reinforced Concrete

Dia In.	4" Deep	6" Deep	8" Deep	10" Deep	12" Deep	24" Deep
1/2 - 2	1.1	1.19	1.92	2.01	2.88	3.96
2 1/2 - 4	1.76	1.92	2.1	2.25	3.24	4.68
5-6	1.94	2.16	2.43	2.66	4.43	6.86
8-12	2.86	3.3	4.73	5.3	7.11	11.67

Highlighted elements have been updated within the last 12 months.

Notes:

1. If hole is to be drilled through horizontally wall, add 25%
2. Based on area below hole being roped off and not requiring watcher. Add for watcher if required.
3. Hours include layout as well as clean up.
4. Hours based on concrete slab ceiling with no hung ceiling.
5. Based on water supplied by hose not can.
6. If water not available by hose add 0.26 man hours per hole.
7. Based on standard new reinforcement concrete not "old flint aggregate".
8. Add for cost of consumables, such as bits, etc.
9. Add multiplier for old concrete.

    4 in. - 8 in. thick slab for 2.25

    10 in. - 24 in. thick slab x 3.00

Date last updated 11/12/2021

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FERGUSON

FEL-COHOES, NY #364
5 GREEN MOUNTAIN DRIVE
COHOES, NY 12047-4807

Phone: 518-268-6749
Fax: 518-708-8225

Rec'd TCCo PGO-222a 07.18.25

Deliver To:
From: Benjamin Fox
ben.fox@ferguson.com
Comments:

12:22:35 JUN 11 2025

FERGUSON ENTERPRISES LLC #501
Price Quotation
Phone: 518-268-6749
Fax: 518-708-8225

Bid No: B730754
Bid Date: 06/11/25
Quoted By: BFF

Cust Phone: 716-832-1940
Terms: NET 10TH PROX

Customer: JOHN W DANFORTH CO
5 LIEBECH LANE
ALBANY ACCOUNT
CLIFTON PARK, NY 12065

Ship To: JOHN W DANFORTH CO
5 LIEBECH LANE
ALBANY ACCOUNT
CLIFTON PARK, NY 12065

Cust PO#:

Job Name:

Item	Description	Quantity	Net Price	UM	Total
NHDSPTM	3 NH CI DP SEAL P TRAP	2	47.624	EA	95.25
PFNHHMDCM	3 PROFLO HD NH COUP DOMESTIC	13	13.365	EA	173.75
NH9M	3 NH CI 1/4 BEND	2	16.324	EA	32.65
NH4M	3 NH CI 1/8 BEND	2	13.505	EA	27.01
FNW7009Z0500	5 PLTD STD CLEVIS HGR W/12 SHLD	12	20.213	EA	242.56
NHCOSP	4 NH CI IB CO W/ SC PLG	2	30.792	EA	61.58
NHCOMBPPM	4X4X3 NH CI COMB LONG TY	2	39.377	EA	78.75
NH9P	4 NH CI 1/4 BEND	2	24.099	EA	48.20
NHTTSP	4 NH CI TEST TEE W/ SC PLG	1	57.156	EA	57.16
NHCOMBP	4 NH CI COMB LONG TY	1	51.654	EA	51.65
NH4P	4 NH CI 1/8 BEND	2	17.688	EA	35.38
NHYUUP	6X6X4 NH CI WYE	1	73.616	EA	73.62
NH9U	6 NH CI 1/4 BEND	1	60.157	EA	60.16
PFNHHMDCP	4 PROFLO HD NH COUP DOMESTIC	17	15.548	EA	264.32
FNW7009Z0600	6 PLTD STD CLEVIS HGR W/12 SHLD	12	25.634	EA	307.61
PFNHHMDCU	6 PROFLO HD NH COUP DOMESTIC	4	36.450	EA	145.80
NHPM10	3X10 NH CI SOIL PIPE	50	1093.554	C	546.78
NHPP10	4X10 NH CI SOIL PIPE	50	1419.573	C	709.79

Net Total:	$3012.02
~~Tax:~~	~~$210.84~~
~~Freight:~~	~~$0.00~~
~~Total:~~	~~$3222.86~~

HOW ARE WE DOING? WE WANT YOUR FEEDBACK!
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https://survey.medallia.com/?bidsorder&fc=364&on=367566

FERGUSON

FERGUSON ENTERPRISES LLC #501
Price Quotation

Fax: 518-708-8225

12:22:35 JUN 11 2025
Reference No: B730754

Quoted prices are based upon receipt of the total quantity for immediate shipment (48 hours). SHIPMENTS BEYOND 48 HOURS SHALL BE AT THE PRICE IN EFFECT AT TIME OF SHIPMENT UNLESS NOTED OTHERWISE. QUOTES FOR PRODUCTS SHIPPED FOR RESALE ARE NOT FIRM UNLESS NOTED OTHERWISE.

Due to the uncertain impact of potential tariffs, Ferguson's quotation/proposal has not included any provision or contingency for future tariffs or increase of existing tariffs. Ferguson reserves the right to adjust prices to reflect the impact of any new or increased tariffs that affect our costs at the time of shipment. Ferguson will provide notice of any such adjustments along with documentation supporting the changes.

CONTRACTOR CUSTOMERS: IF YOU HAVE DBE/MBE/WBE/IVBE/SDVBE/SBE GOOD FAITH EFFORTS DIVERSITY GOALS/ REQUIREMENTS ON A FEDERAL, STATE, LOCAL GOVERNMENT, PRIVATE SECTOR PROJECT, PLEASE CONTACT YOUR BRANCH SALES REPRESENATIVE IMMEDIATELY PRIOR TO RECEIVING A QUOTE/ORDER.

Seller not responsible for delays, lack of product or increase of pricing due to causes beyond our control, and/or based upon Local, State and Federal laws governing type of products that can be sold or put into commerce. This Quote is offered contingent upon the Buyer's acceptance of Seller's terms and conditions, which are incorporated by reference and found either following this document, or on the web at https://www.ferguson.com/content/website-info/terms-of-sale
Govt Buyers: All items are open market unless noted otherwise.
LEAD LAW WARNING: It is illegal to install products that are not "lead free" in accordance with US Federal or other applicable law in potable water systems anticipated for human consumption. Products with *NP in the description are NOT lead free and can only be installed in non-potable applications. Buyer is solely responsible for product selection.
Buyer shall accept delivery of products within 60 days of Seller receiving the products at Seller's warehouse. If Buyer causes or requests a delay in delivery of the products, Buyer may be subject to storage fees and additional costs caused by such delay. Seller reserves the right to requote the products and reschedule the delivery date, subject to manufacturer's lead times and price increases, if Buyer is unable to accept delivery within 60 days.

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https://survey.medallia.com/?bidsorder&fc=364&on=367566

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

NOTIFICATION OF CHANGE

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME: Alb. Airport 21-1082-STR & INT

PROJECT NO	NOC ISSUE DATE
23-114	6/11/25
NOTIFICATION OF CHANGE NO	STATUS/N.O.C
134	1

ABBREV. DESCRIPTION: West Mechanical Room Floor Drain Routing (RFI 314)

DESCRIPTION OF CHANGE

Please modify the routing for the floor drain at the West Mechanical Room as shown in the response to RFI-314.

NOTE: This change may affect project completion schedule All Subcontractors must advise in writing of any impact of this change on their operation.

DOCUMENT NOTES/LINK:

SUBCONTRACTOR DISTRIBUTION:

Subcontractor	Subcontractor	Subcontractor
John W Danforth Company		

STATUS

1 [X] Price quotations are requested within 3 working days from the date of this NOTIFICATION OF CHANGE. No work is authorized until proposals are accepted or written authorization is given to proceed.

2 [ ] All concerned are authorized to proceed with the work of this NOTIFICATION OF CHANGE. Price quotations are requested within 3 working days from the date of this Notification of Change.

3 [ ] All concerned are authorized to proceed with the work of this NOTIFICATION OF CHANGE on a time and material basis. Daily time and material slips must be signed by an authorized representative of the Owner, Architect and/or MLB Contract Manager.

Submitted by:
Craig Dittl
MLB Construction Services LLC

Turner
TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #BP-04 RFI-314: BP-04 RFI-314: West Mechanical Room FD Routing

Status	Closed on 06/05/25		
To	Andrew Taylor (Foit-Albert Associates) Ashley Richards (CHA) Holly Johnson (Foit-Albert Associates) Jordan Hudak (CHA) Todd Cirillo (CHA)	**From**	Lori Rowe (MLB Construction Services, LLC)
Date Initiated	Jun 5, 2025	**Due Date**	Jun 26, 2025
Location		**Project Stage**	
Cost Impact		**Schedule Impact**	
Spec Section		**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings			
Received From	Lori Rowe (MLB Construction Services, LLC)		
Copies To	Eddie Andres (Turner Construction Company), Todd Cirillo (CHA), Craig Dittl (MLB Construction Services, LLC), Zack Geddies (Albany County Building Department), Jordan Hudak (CHA), Joe Johnson (Creighton Manning), Natram Lackraj (Turner Construction Company), John LaClair, PE (Albany County Airport Authority), Jeff Lino (MLB Construction Services, LLC), Kelsey Martin (MLB Construction Services, LLC), Marty Millington (MLB Construction Services, LLC), Matthew Mokey, PE (Albany County Airport Authority), Maureen Moran (CHA), Jo Anne Nichols (MLB Construction Services, LLC), Ashley Richards (CHA), Gaby Rosario (Turner Construction Company), Lori Rowe (MLB Construction Services, LLC), Nick Santuccione (Creighton Manning), Robert Wagner (Turner Construction Company), Mike Washburn (MLB Construction Services, LLC)		

Activity

Question

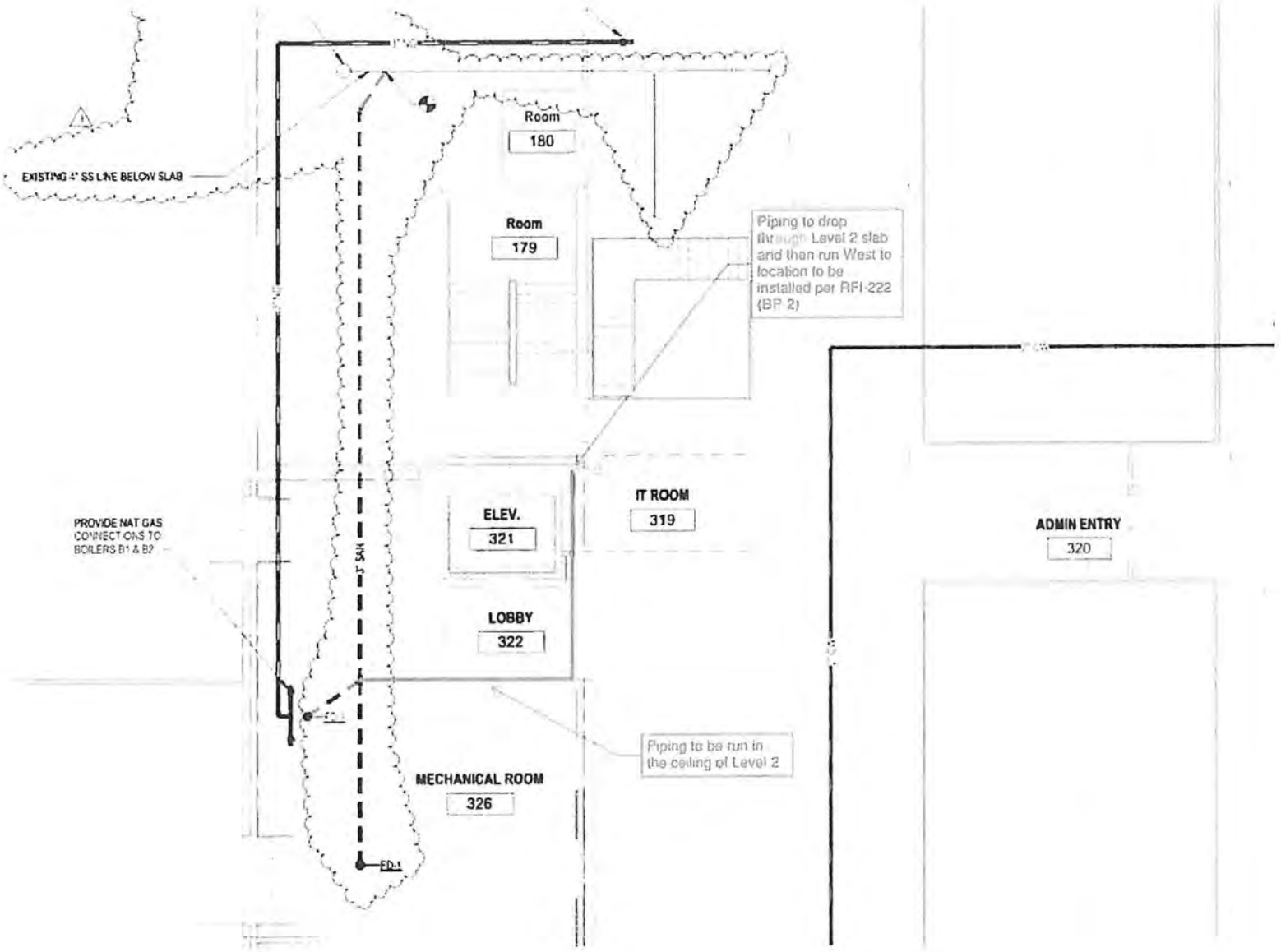
Question from Lori Rowe MLB Construction Services, LLC *on Monday, Jun 2, 2025 at 03:45 PM EDT*

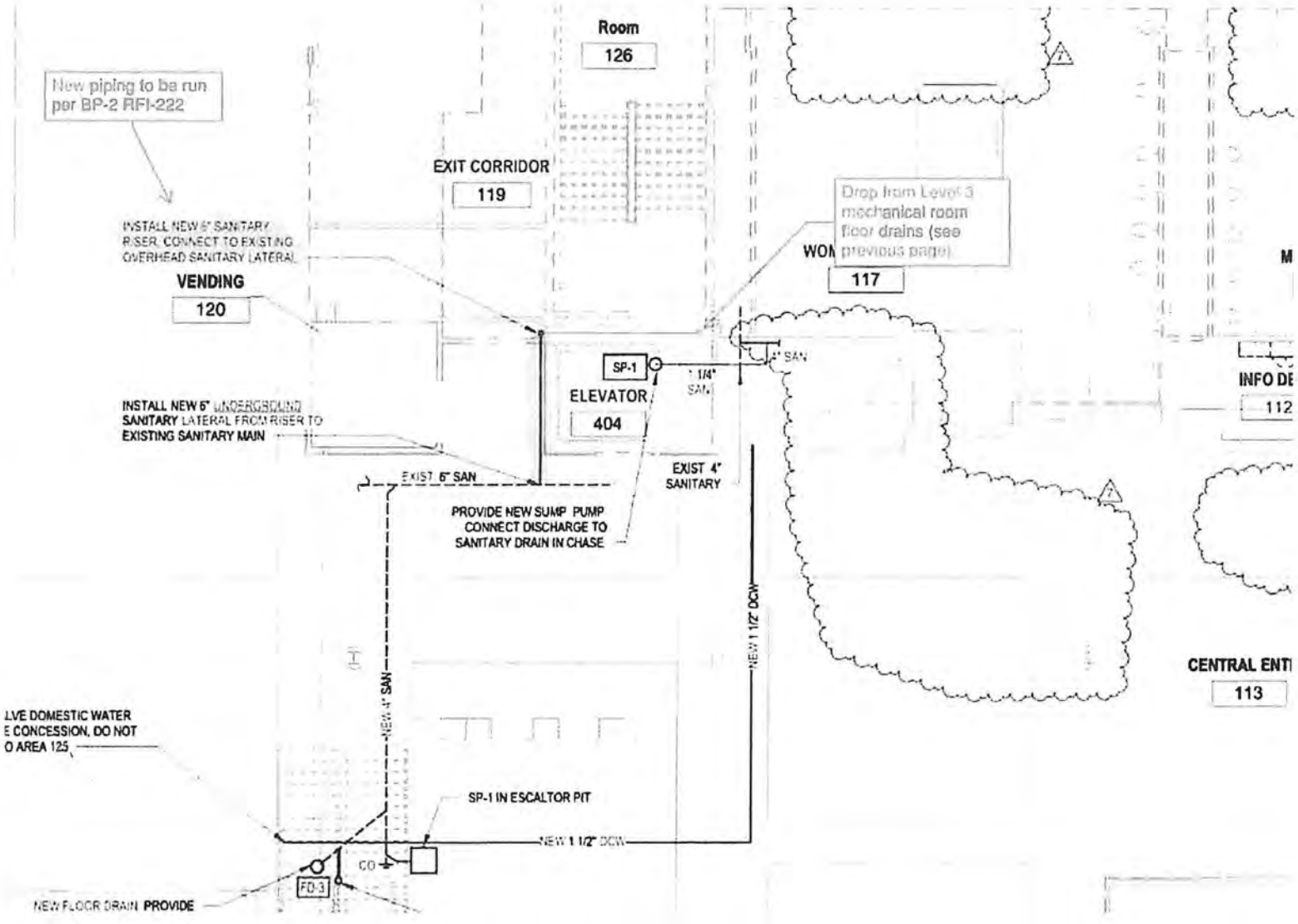
The floor drain routing shown per ASI-107 is not feasible due to the length of the run, pitch required, and the existing conditions that are present beyond C-Line. Danforth would like to utilize a route similar to that shown in the attached. Please advise if this is acceptable and/or revise as necessary.

Attachments
West Mech Room FD Routing.pdf

Official Response

Response from Andrew Taylor Foit-Albert Associates *on Thursday, Jun 5, 2025 at 11:19 AM EDT*
This proposed routing is acceptable.


EXISTING 4" SS LINE BELOW SLAB
Room
180
Room
179
Piping to drop through Level 2 slab and then run West to location to be installed per RFI-222 (BP 2)
PROVIDE NAT GAS CONNECTIONS TO BOILERS B1 & B2
ELEV.
321
IT ROOM
319
ADMIN ENTRY
320
LOBBY
322
Piping to be run in the ceiling of Level 2
MECHANICAL ROOM
326
FD-1


Room
126
New piping to be run per BP-2 RFI-222
EXIT CORRIDOR
119
INSTALL NEW 6" SANITARY RISER. CONNECT TO EXISTING OVERHEAD SANITARY LATERAL
VENDING
120
Drop from Level 3 mechanical room floor drains (see previous page)
117
SP-1
1 1/4" SAN
4" SAN
ELEVATOR
404
INSTALL NEW 6" UNDERGROUND SANITARY LATERAL FROM RISER TO EXISTING SANITARY MAIN
EXIST 6" SAN
EXIST 4" SANITARY
PROVIDE NEW SUMP PUMP CONNECT DISCHARGE TO SANITARY DRAIN IN CHASE
NEW 1 1/2" DCW
NEW 4" SAN
SP-1 IN ESCALTOR PIT
NEW 1 1/2" DCW
CO
FD-3
NEW FLOOR DRAIN PROVIDE
INFO DE
112
CENTRAL ENT
113

PCO-228

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/14/25
PROPOSAL NO.	PROPOSAL AMOUNT
111	$6,520.00

Per NOC 111 dated 3/5/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-111 has been issued for drawing updates to VAV Strainers & updated Specification for Terrazzo flooring.

Description	Labor	Material	Equipment	Subcontract	Other	Price
John W Danforth Company				$6,236.08		$6,236.08
					Subtotal:	$6,236.08
		MLB OH&P (Subcontractor)		$5,669.16	5.01%	$283.92
					Total:	**$6,520.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/14/25
Craig Dittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

CHANGE ORDER REQUEST

24.1

since 1884 danforth

Title: NOC#111-VAV Strainer Updates
Project Name: Albany Airport Terminal Expansion
Project Address: 737 Albany Shaker Road
Albany, NY 12211
COR Date: 06/11/2025
John W Danforth Company Job Number: 90272-100
Customer Job Number:
Customer Reference Number:

Our Information

John W Danforth Company
300 Colvin Woods Parkway
Tonawanda, NY 14150
Phone: (716)-955-0035

Customer Information

MLB Construction Services
1 Stonebreak Road
Ballston Spa, NY 12020
Phone: (518)-289-1371

Description of Change Order Request

Danforth will install strainer and iso valve in hallway per ASI/NOC. In order to install strainer and iso valve, each VAV system will have to be taken out of commission, drained and new work can be installed. Danforth will request ACAA facilities to drain the system, additional time/hours will need to be quoted if JWD is draining each VAV system.

M-220: Added coded notes to piping branch outs serving the 7 parallel VAVs in the high ceiling to provide strainer and isolation valves on the existing piping in the 2nd floor corridor.
M-600: Added detail 9 parallel fan powered vav box piping detail for detailing on the added isolation valves, strainers, and piping work associated with VAVs located on drawing M-220; VAV-1-19, VAV-1-20, VAV-1-21, VAV-2-12, VAV-2-13, VAV-2-14, and VAV-8-1

Labor

Description	Qty (HR)	Unit (HR)	Rate (HR)	Total Cost
Local 7 Journeyman	32.00	ST	$111.16	$3,557.12
Local 7 Foreman	8.00	ST	$114.35	$914.80
Hours Subtotals: ST: 40.00			**Total Labor:**	**$4,471.92**

Material

Description	Qty of Material	Unit of Measure	Rate	Total Cost
Misc. Materials for Piping Re-Configuration	1.00	lot	$1,005.24	$1,005.24
			Total Material:	**$1,005.24**

Equipment

Description	Qty of Equipment	Unit of Measure	Rate	Total Cost
Scissor Electric (40')	32.00	hour	$6.00	$192.00
			Total Equipment:	**$192.00**

Subtotal		**$5,669.16**
Tax Rate (Materials)	0.000%	$0.00
Mark Up Rate (Subtotal)	10.000%	$566.92
Requested Total		**$6,236.08**

POWERED BY CLEARSTORY

Terms & Conditions

Exclusions to include :Retention; unforeseen conditions; roofing work of any kind; cleanup; dumpsters; painting; temporary facilities of any kind; any design calculations or PE stamp; full time on-site safety rep; sales tax; bonding or special insurances of any kind; concrete cutting or concrete work of any kind; cut & patch of any kind; grouting; electrical/power wiring of any kind; controls wiring; environmental remediation; excavation/backfilling; dewatering; chemical/mechanical pipe cleaning; flushing/draining/refilling/venting of systems; instructions to operating personnel; operational tests; valve tagging; equipment/system identification; shop drawings; as-built drawings; escutcheons; caulking; reconditioning and cleaning of owner equipment or material; shoring/tamping; labor to perform x-ray quality welding; schedule update; any work that is not explicitly called out in scope of work description above.

This change proposal covers only the direct costs associated with the change order work described above. The contractor expressly reserves the right to submit, at a later date, added costs and/or time extension requests attendant to this modification arising from, but not limited to: extended field and home office overhead, labor and equipment inefficiencies, disruptions, cumulative impacts, impacts to the critical path and related delay costs, schedule resequencing and/or overtime and acceleration.

We reserve the right to modify this estimate, if additional work not covered by this proposal is required.

Unless noted otherwise, it is anticipated that all work required by this change will be done on a straight time basis. Overtime work, if required, will be billed as an additional item.

This proposal is for acceptance within 20 days and is subject to escalation thereafter.

Please advise as soon as possible if we are to proceed. We will not proceed without formal written change order, per contract terms.

ACCEPTANCE OF PROPOSAL: The above prices, specifications, and conditions are satisfactory and are hereby accepted. John W. Danforth Company is authorized to do the work as indicated. Payment will be made as outlined above. The conditions of the proposal above stand good for 30 days. Pricing is based on conditions at time of bid. Danforth reserves its right for an adjustment in contract time, price, or both, due to changing conditions relating, but not limited to COVID-19, or any pandemic, epidemic, disease outbreak, or conflict; or any governmental regulations that are enacted after this date that may impact project cost.

POWERED BY CLEARSTORY

FERGUSON

FEL-COHOES, NY #364
5 GREEN MOUNTAIN DRIVE
COHOES, NY 12047-4807

Phone: 518-268-6749
Fax: 518-708-8225

Rec'd TCCo PCO-228 07.17.25

Deliver To:
From: Benjamin Fox
ben.fox@ferguson.com
Comments:

3:04:39 JUN 11 2025

FERGUSON ENTERPRISES LLC #501
Price Quotation
Phone: 518-268-6749
Fax: 518-708-8225

Bid No: B730976
Bid Date: 06/11/25
Quoted By: BFF

Cust Phone: 716-832-1940
Terms: NET 10TH PROX

Customer: JOHN W DANFORTH CO
5 LIEBECH LANE
ALBANY ACCOUNT
CLIFTON PARK, NY 12065

Ship To: JOHN W DANFORTH CO
5 LIEBECH LANE
ALBANY ACCOUNT
CLIFTON PARK, NY 12065

Cust PO#:

Job Name:

Item	Description	Quantity	Net Price	UM	Total
V87235	3/4 PXP BRZ/BRS WYE STRN	1	94.180	EA	94.18
GBRNCK	LF 3/8X2 BRS NIP GBL	1	4.728	EA	4.73
FNWX410CC	LF 3/8 BRS 600# WOG THRD 2PC FP BV	1	9.385	EA	9.39
V79130	LF 3/4X3/4 BRZ PXP UNION	1	31.218	EA	31.22
GBPTCA53F	3/4 BLK T&C A53A S40 PIPE	42	114.000	C	47.88
IBNFM	3/4X3 BLK STL NIP	15	1.890	EA	28.35
IBNFN	3/4X3-1/2 BLK STL NIP	15	2.322	EA	34.83
IBNFP	3/4X4 BLK STL NIP	15	2.322	EA	34.83
IBNFR	3/4X4-1/2 BLK STL NIP	15	2.927	EA	43.91
IBNFS	3/4X5 BLK STL NIP	15	2.927	EA	43.91
IBNFT	3/4X5-1/2 BLK STL NIP	15	3.289	EA	49.34
IBNFU	3/4X6 BLK STL NIP	15	3.289	EA	49.34
FNWX509F	LF 3/4 BRZ 150# THRD 20 MESH Y STRN	6	41.213	EA	247.28
GBRNCK	LF 3/8X2 BRS NIP GBL	6	4.728	EA	28.37
FNWX410CC	LF 3/8 BRS 600# WOG THRD 2PC FP BV	6	9.385	EA	56.31
V25105	3/4X3/4 ADPT EPDM PXM CS MEGA 2 DAYS	6	21.731	EA	130.39
IB150UF	3/4 BLK MI 150# BRS GJ UNION	6	7.214	EA	43.28
V79315	LF 3/4X3/4 BRZ PXF ADPT	2	7.205	EA	14.41
IB9F	3/4 BLK MI 150# 90 ELL	8	1.661	EA	13.29

Net Total:	$1005.24 ✓
~~**Tax:**~~	~~$70.36~~
Freight:	~~$0.00~~
~~**Total:**~~	~~$1075.60~~

HOW ARE WE DOING? WE WANT YOUR FEEDBACK!
Scan the QR code or use the link below to
complete a survey about your bids:
https://survey.medallia.com/?bidsorder&fc=364&on=367566

FERGUSON

FERGUSON ENTERPRISES LLC #501
Price Quotation

Fax: 518-708-8225

13:04:39 JUN 11 2025
Reference No: B730976

Quoted prices are based upon receipt of the total quantity for immediate shipment (48 hours). SHIPMENTS BEYOND 48 HOURS SHALL BE AT THE PRICE IN EFFECT AT TIME OF SHIPMENT UNLESS NOTED OTHERWISE. QUOTES FOR PRODUCTS SHIPPED FOR RESALE ARE NOT FIRM UNLESS NOTED OTHERWISE.

Due to the uncertain impact of potential tariffs, Ferguson's quotation/proposal has not included any provision or contingency for future tariffs or increase of existing tariffs. Ferguson reserves the right to adjust prices to reflect the impact of any new or increased tariffs that affect our costs at the time of shipment. Ferguson will provide notice of any such adjustments along with documentation supporting the changes.

CONTRACTOR CUSTOMERS: IF YOU HAVE DBE/MBE/WBE//VBE/SDVBE/SBE GOOD FAITH EFFORTS DIVERSITY GOALS/ REQUIREMENTS ON A FEDERAL, STATE, LOCAL GOVERNMENT, PRIVATE SECTOR PROJECT, PLEASE CONTACT YOUR BRANCH SALES REPRESENATIVE IMMEDIATELY PRIOR TO RECEIVING A QUOTE/ORDER.

Seller not responsible for delays, lack of product or increase of pricing due to causes beyond our control, and/or based upon Local, State and Federal laws governing type of products that can be sold or put into commerce. This Quote is offered contingent upon the Buyer's acceptance of Seller's terms and conditions, which are incorporated by reference and found either following this document, or on the web at https://www.ferguson.com/content/website-info/terms-of-sale
Govt Buyers: All items are open market unless noted otherwise.
LEAD LAW WARNING: It is illegal to install products that are not "lead free" in accordance with US Federal or other applicable law in potable water systems anticipated for human consumption. Products with *NP in the description are NOT lead free and can only be installed in non-potable applications. Buyer is solely responsible for product selection.
Buyer shall accept delivery of products within 60 days of Seller receiving the products at Seller's warehouse. If Buyer causes or requests a delay in delivery of the products, Buyer may be subject to storage fees and additional costs caused by such delay. Seller reserves the right to requote the products and reschedule the delivery date, subject to manufacturer's lead times and price increases, if Buyer is unable to accept delivery within 60 days.

HOW ARE WE DOING? WE WANT YOUR FEEDBACK!
Scan the QR code or use the link below to complete a survey about your bids:
https://survey.medallia.com/?bidsorder&fc=364&on=367566

Rec'd TCCo PCO-228 07.17.25

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

NOTIFICATION OF CHANGE

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME
Alb. Airport 21-1082-STR & INT

PROJECT NO.	NOC ISSUE DATE
23-114	3/5/25
NOTIFICATION OF CHANGE NO.	STATUS/N.O.C.
111	1

ABBREV. DESCRIPTION: ASI-111 VAV Strainers & Terrazzo Specification Changes

DESCRIPTION OF CHANGE

ASI-111 has been issued for drawing updates to VAV Strainers & updated Specification for Terrazzo flooring.

NOTE: This change may affect project completion schedule All Subcontractors must advise in writing of any impact of this change on their operation.

DOCUMENT NOTES/LINK:

SUBCONTRACTOR DISTRIBUTION:

Subcontractor	Subcontractor	Subcontractor

TATUS

- [X] Price quotations are requested within 3 working days from the date of this NOTIFICATION OF CHANGE. No work is authorized until proposals are accepted or written authorization is given to proceed.
- [ ] All concerned are authorized to proceed with the work of this NOTIFICATION OF CHANGE. Price quotations are requested within 3 working days from the date of this Notification of Change.
- [ ] All concerned are authorized to proceed with the work of this NOTIFICATION OF CHANGE on a time and material basis. Daily time and material slips must be signed by an authorized representative of the Owner, Architect and/or MLB Contract Manager.

Submitted by:
Craig Dittl
MLB Construction Services LLC

Rec'd TCCo PCO-228 07.17.25
Rec'd TCCo ASI-111 02.27.25

Architect's Supplemental Instructions

Project:	Albany Airport Central Terminal Passenger Screening Expansion & Amenities Enhancements – BP-04 – Structural and Interiors, Contract No. 21-1082-STR+INT	**ASI Number:**	111
		Date:	2/27/25
Owner:	Albany County Airport Authority		
Contractor:	MLB CONSTRUCTION	**AE Project Number:**	078935
		Contract Date:	

The Work shall be carried out in accordance with the following supplemental instructions issued in accordance with the Contract Document without change in Contract Sum or Contract Time. Proceeding with the Work in accordance with these instructions indicates your acknowledgement that there will be no Change in the Contract Sum or Contract Time.

If you consider that a change in Contract Sum or Contract Time is required, submit a Change Order Request to the A/E immediately and prior to proceeding with the Work.

DESCRIPTION	• M-220: Added coded notes to piping branch outs serving the 7 parallel VAVs in the high ceiling to provide strainer and isolation valves on the existing piping in the 2nd floor corridor. • M-600: Added detail 9 "parallel fan powered vav box piping detail" for detailing on the added isolation valves, strainers, and piping work associated with VAVs located on drawing M-220; VAV-1-19, VAV-1-20, VAV-1-21, VAV-2-12, VAV-2-13, VAV-2-14, and VAV-8-1. • Specification 096623 Resinous Matrix Terrazzo Flooring: Replace the Rev 1 version of the specification with the original Rev 0 version of the specification.

ATTACHMENTS	• Drawings M-220, M-600 • Specification 096623

ARCHITECT By	• CHA Architecture • Jordan Hudak, Phil Graziadei

DISTRIBUTION	• Turner, Owner, Design Team, File

PCO-230

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/18/25
PROPOSAL NO.	PROPOSAL AMOUNT
112	$8,481.00

Per NOC 112 dated 3/13/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-112 has beeen issued to update drawing M-600 for inline pump valve changes.

Description	Labor	Material	Equipment	Subcontract	Other	Price
John W Danforth Company				$8,112.13		$8,112.13
					Subtotal:	$8,112.13
		MLB OH&P (Subcontractor)		$7,374.66	5.00%	$368.87
					Total:	**$8,481.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/18/25
Craig Dell
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

Rec'd TCCo PCO-230 07.24.25

CHANGE ORDER REQUEST 27

since 1884 danforth

Title: NOC#112 Inline Pump Valve Changes
Project Name: Albany Airport Terminal Expansion
Project Address: 737 Albany Shaker Road
Albany, NY 12211
COR Date: 06/05/2025
John W Danforth Company Job Number: 90272-100
Customer Job Number:
Customer Reference Number:

Our Information

ohn W Danforth Company
00 Colvin Woods Parkway
onawanda, NY 14150
hone: (716)-955-0035

Customer Information

MLB Construction Services
1 Stonebreak Road
Ballston Spa, NY 12020
Phone: (518)-289-1371

ASI-112

Description of Change Order Request

nline Pump Valve Changes per NOC #112. Remove previously installed butterfly valves replacing with globe valves (4 total), 8 total flanges will e welded on to pump set up. Existing butterfly valves to be turned over to MLB to turnover to owner per Turner request.

abor

Description	Qty (HR)	Unit (HR)	Rate (HR)	Total Cost
Local 7 Journeyman	14.00	ST	$111.16	$1,556.24
Local 7 Foreman	14.00	ST	$114.35	$1,600.90
Hours Subtotals: ST: 28.00			**Total Labor:**	**$3,157.14**

Material

Description	Qty of Material	Unit of Measure	Rate	Total Cost
Flange Sets	4.00	ea	$30.66	$122.64
Globe Valves	4.00	ea	$1,023.72	$4,094.88
			Total Material:	**$4,217.52** ✓

Subtotal		**$7,374.66**
Tax Rate (Materials)	0.000%	$0.00
Mark Up Rate (Subtotal)	10.000%	$737.47
Requested Total		**$8,112.13**

CLEARSTORY

Terms & Conditions

Exclusions to include :Retention; unforeseen conditions; roofing work of any kind; cleanup; dumpsters; painting; temporary facilities of any kind; any design calculations or PE stamp; full time on-site safety rep; sales tax; bonding or special insurances of any kind; concrete cutting or concrete work of any kind; cut & patch of any kind; grouting; electrical/power wiring of any kind; controls wiring; environmental remediation; excavation/backfilling; dewatering; chemical/mechanical pipe cleaning; flushing/draining/refilling/venting of systems; instructions to operating personnel; operational tests; valve tagging; equipment/system identification; shop drawings; as-built drawings; escutcheons; caulking; reconditioning and cleaning of owner equipment or material; shoring/tamping; labor to perform x-ray quality welding; schedule update; any work that is not explicitly called out in scope of work description above.

This change proposal covers only the direct costs associated with the change order work described above. The contractor expressly reserves the right to submit, at a later date, added costs and/or time extension requests attendant to this modification arising from, but not limited to: extended field and home office overhead, labor and equipment inefficiencies, disruptions, cumulative impacts, impacts to the critical path and related delay costs, schedule resequencing and/or overtime and acceleration.

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Please advise as soon as possible if we are to proceed. We will not proceed without formal written change order, per contract terms.

ACCEPTANCE OF PROPOSAL: The above prices, specifications, and conditions are satisfactory and are hereby accepted. John W. Danforth Company is authorized to do the work as indicated. Payment will be made as outlined above. The conditions of the proposal above stand good for 30 days. Pricing is based on conditions at time of bid. Danforth reserves its right for an adjustment in contract time, price, or both, due to changing conditions relating, but not limited to COVID-19, or any pandemic, epidemic, disease outbreak, or conflict; or any governmental regulations that are enacted after this date that may impact project cost.

FERGUSON

FEL-COHOES, NY #364
5 GREEN MOUNTAIN DRIVE
COHOES, NY 12047-4807

Phone: 518-268-6749
Fax: 518-708-8225

Rec'd TGCo PCO-230 07.24.25

Deliver To:
From: Benjamin Fox
ben.fox@ferguson.com
Comments:

FERGUSON ENTERPRISES LLC #501
Price Quotation
Phone: 518-268-6749
Fax: 518-708-8225

Bid No: B707136
Bid Date: 06/05/25
Quoted By: BFF

Cust Phone: 716-832-1940
Terms: NET 10TH PROX

Customer: JOHN W DANFORTH CO
5 LIEBECH LANE
ALBANY AIRPORT
ALBANY ACCOUNT
CLIFTON PARK, NY 12065

Ship To: JOHN W DANFORTH CO
5 LIEBECH LANE
ALBANY AIRPORT
ALBANY ACCOUNT
CLIFTON PARK, NY 12065

Cust PO#:

Job Name: ALBANY AIRPORT

Item	Description	Quantity	Net Price	UM	Total
P1531FC8GXXXP	4 CS 150# FLG OS&Y GLOBE VLV LEAD TIME 5 WORKING DAYS	4	1023.719	EA	4094.88
DRFWNFP	4 CS 150# STD RF WN FLG ---- VALVES SUBJECT TO CUSTOMER OR ENGINEER REVIEW AND APPROVAL	4	30.660	EA	122.64

Net Total:	$4217.52 ✓
~~Tax:~~	~~$295.22~~
~~Freight:~~	~~$0.00~~
~~Total:~~	~~$4512.74~~

Quoted prices are based upon receipt of the total quantity for immediate shipment (48 hours). SHIPMENTS BEYOND 48 HOURS SHALL BE AT THE PRICE IN EFFECT AT TIME OF SHIPMENT UNLESS NOTED OTHERWISE. QUOTES FOR PRODUCTS SHIPPED FOR RESALE ARE NOT FIRM UNLESS NOTED OTHERWISE.

Due to the uncertain impact of potential tariffs, Ferguson's quotation/proposal has not included any provision or contingency for future tariffs or increase of existing tariffs. Ferguson reserves the right to adjust prices to reflect the impact of any new or increased tariffs that affect our costs at the time of shipment. Ferguson will provide notice of any such adjustments along with documentation supporting the changes.

CONTRACTOR CUSTOMERS: IF YOU HAVE DBE/MBE/WBE//VBE/SDVBE/SBE GOOD FAITH EFFORTS DIVERSITY GOALS/ REQUIREMENTS ON A FEDERAL, STATE, LOCAL GOVERNMENT, PRIVATE SECTOR PROJECT, PLEASE CONTACT YOUR BRANCH SALES REPRESENATIVE IMMEDIATELY PRIOR TO RECEIVING A QUOTE/ORDER.

Seller not responsible for delays, lack of product or increase of pricing due to causes beyond our control, and/or based upon Local, State and Federal laws governing type of products that can be sold or put into commerce. This Quote is offered contingent upon the Buyer's acceptance of Seller's terms and conditions, which are incorporated by reference and found either following this document, or on the web at https://www.ferguson.com/content/website-info/terms-of-sale
Govt Buyers: All items are open market unless noted otherwise.

LEAD LAW WARNING: It is illegal to install products that are not "lead free" in accordance with US Federal or other applicable law in potable water systems anticipated for human consumption. Products with *NP in the description are NOT lead free and can only be installed in non-potable applications. Buyer is solely responsible for product selection.
Buyer shall accept delivery of products within 60 days of Seller receiving the products at Seller's warehouse. If Buyer causes or requests a delay in delivery of the products, Buyer may be subject to storage fees and additional costs caused by such delay. Seller reserves the right to requote the products and reschedule the delivery date, subject to manufacturer's lead times and price increases, if Buyer is unable to accept delivery within 60 days.

HOW ARE WE DOING? WE WANT YOUR FEEDBACK!
Scan the QR code or use the link below to complete a survey about your bids:
https://survey.medallia.com/?bidsorder&fc=364&on=1068807

FERGUSON

FERGUSON ENTERPRISES LLC #501
Price Quotation

Fax: 518-708-8225

10:36:30 JUN 05 2025
Reference No: B707136

HOW ARE WE DOING? WE WANT YOUR FEEDBACK!
Scan the QR code or use the link below to
complete a survey about your bids:
https://survey.medallia.com/?bidsorder&fc=364&on=1068807

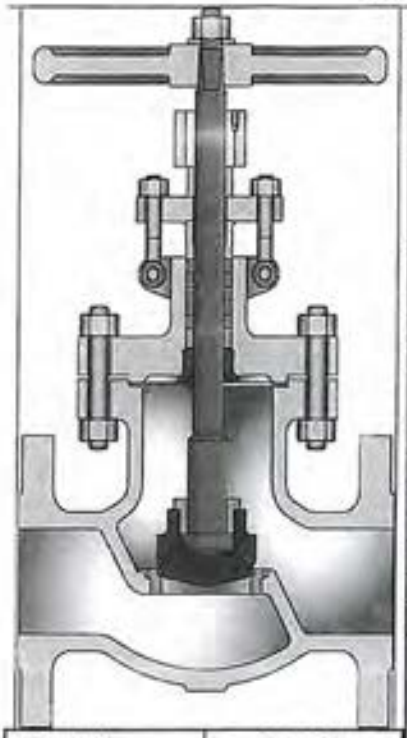
Rec'd TCCo PCO 230 07.24.25

SUBMITTED FORMALLY FOR APPROVAL (5)

Powell Valves
2503 Spring Grove Ave.
Cincinnati, OH 45214
Phone: 513-852-2000
Fax: 513-852-2997

POWELL VALVES
Established 1846

API 600 WALL GLOBE VALVES
BOLTED BONNET, ASME CLASS 150 TO 1500
CAST CARBON, STAINLESS STEEL OR ALLOY STEEL



Class	Fig. No.
150	1531
300	3031
600	6031
900	9031
1500	1331

STANDARD MATERIALS (Other materials available)

PART	MATERIALS			
Body	A216 Gr. WCB	A217 Gr. WC6	A217 Gr. WC9	A351 Gr. CF8M (1)
Bonnet	A216 Gr. WCB	A217 Gr. WC6	A217 Gr. WC9	A351 Gr. CF8M
Disc	A105 or A216 WCB + 13% Cr Faced	A217 WC6 + Stellite 6 Faced	A217 WC9 + Stellite 6 Faced	SST 316
Disc Nut	SST 410			SST 316
Seat Ring	A105 or A216 WCB + Stellite 6 Faced	A182 F11 + Stellite 6 Faced	A182 F22 + Stellite 6 Faced	A351 Gr.CF8M
Stem	SST 410			SST 316
Stem Bushing	A 439 Ductile NI-Resist Gr. D2			
Stem Bushing Set Screw	Steel			Series 300 SST
Gland Flange	Carbon Steel			A351 Gr. CF8M
Eye Bolt	A193 Gr. B7			Series 300 SST
Eye Bolt Nut	A194 Gr. 2H			A194 Gr.8
Groove Pin	Steel			Series 300 SST
Gland	SST 410			SST 316
Packing	Graphite			PTFE
Packing Washer	SST 410			SST 316
Gasket	Class 150: Corrugated SST Encapsulated w/ Graphite Class 300 to 600: Spiral Wound SST with Graphite Class 900 to 1500: RTJ			Class 150: PTFE Class 300-600: Spiral Wound SST with PTFE
Back Seat	SST 410			SST 316
Hand Wheel	Malleable Iron or Steel			
Hand Wheel Nut	Malleable Iron or Steel			
Body / Bonnet Stud	A193 Gr. B7	A193 Gr. B16		A193 Gr. B8
Body / Bonnet Nut	A194 Gr. 2H	A194 Gr. 7		A194 Gr.8
Identification Plate	Series 300 SST			

(1) Weld end valve body A351 Gr. CF3M

NOTE: See page 52 for flow, safety and maintenance information.

DESIGN FEATURES:

- **Standard trim** is API trim 8 for carbon steel valves, API trim 5 for chrome alloy valves, and API trim 10 for CF8M (T316) valves for optimal performance under normal conditions. Other trim materials available on request.
- **Wall** thickness per heavy wall API 600 requirements.
- **Seat faces** lapped for smooth finish and superior sealing.
- **Swivel** disc for optimal seating and longer seat life.
- **Stems** of hand wheel operated valves are rotating / rising design.
- **Each** valve is shell, seat and backseat pressure tested per industry standard API 598.
- **Gland** is two piece gland / gland flange design for optimal alignment and uniform packing compression.
- **End Flanges** have the following raised faces per ASME B16.5:
  Classes 150-300: 1/16" (2mm)
  Classes 600-1500: 1/4" (7mm)

Design Specifications

Item	Applicable Specification
Wall thickness	API 600
Pressure - temperature ratings	ASME B16.34
General valve design	B16.34
End to End dimensions	ASME B16.10
Flange design	ASME B16.5
Butt Weld design	ASME B16.25
Materials	ASTM

- **Weld** ends are available per ASME B16.25 or per customer's specification.
- **Impactor** hand wheel design standard on the following sizes to assist seating.
  8" to 12" class 150
  6" to 12" class 300
  4" to 10" 600
  For larger sizes or pressure classes, gears are standard.
- **Each** valve has a unique certification number that is traceable to the valve certification sheet which includes MTR data, pressure test, inspection result and certificate of conformance.
- **Other** available options as follows:
  -Alternate valve materials such as chrome and stainless steel alloys
  -Alternate trim materials
  -Bypass, drain and other auxiliary connections
  -Gear, motor, and cylinder actuators available
  -NACE service
  -Special cleaning for applications such as oxygen or chlorine
  -Other options available as specified

GLOBE VALVE DIMENSIONS (CLASS 150—1500).

SIZE	ASME 150					ASME 300					ASME 600				
in	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
mm	WE/FE					WE/FE					WE/FE				
2	8.00	11.9	12.9	2.00	8	10.50	11.9	13.1	2.00	8	11.50	13.6	14.7	2.00	10
50	203	302	327	51	200	267	302	332	51	200	292	346	374	51	250
2 ½	8.50	14.9	16.4	2.50	8	11.50	12.9	14.5	2.50	10	13.00	16.4	17.6	2.50	12
65	216	378	416	64	200	292	328	369	64	250	330	416	448	64	300
3	9.50	14.1	15.4	3.00	10	12.50	14.1	15.4	3.00	12	14.00	17.2	18.7	3.00	14
80	241	357	390	76	250	318	357	390	76	300	356	438	475	76	350
4	11.50	16.5	18.0	4.00	12	14.00	16.7	18.0	4.00	14	17.00	20.2	21.7	4.00	18
100	292	419	457	102	300	356	423	458	102	350	432	514	552	102	450
6	16.00	17.6	19.7	6.00	14	17.50	21.0	23.2	6.00	18	22.00	25.7	27.9	6.00	20
150	406	446	499	152	350	444	534	589	152	450	559	653	709	152	500
8	19.50	20.1	22.6	8.00	18	22.00	23.9	26.3	8.00	18	26.00	29.1	31.6	7.87	22
200	495	511	574	203	450	559	606	669	203	450	660	739	803	200	560
10	24.50	29.5	33.6	10.00	18	24.50	29.7	35.1	10.00	22	31.00	32.7	38.9	9.75	28
250	622	750	853	254	450	622	753	892	254	560	787	830	988	248	710
12	27.50	31.9	36.7	12.00	20	28.00	34.2	41.2	12.00	26	33.00	47.8 (1)		11.75	28
300	698	810	932	305	500	711	868	1047	305	650	838	1215		298	710
14	31.00	42.5 (1)		13.25	24	33.00	45.9 (1)		13.25	24	35.00	51.2 (1)		12.87	32
350	787	1080		337	610	838	1165		337	610	889	1401		327	810
16	36.00	45.1 (1)		15.25	24	34.00	51.4 (1)		15.25	24	39.00	56.4 (1)		14.75	40
400	914	1146		387	610	864	1305		387	610	991	1630		375	1000
18	38.50	50.1 (1)		17.25	28	38.50	57.2 (1)		17.00	24	43.00	61.7 (1)		16.50	40
450	978	1450		438	710	978	1453		432	610	1092	1567		419	1000
20	38.50	55.9 (1)		19.25	28	40.00	62.2 (1)		19.00	40	47.00	67.3 (1)		18.25	40
500	978	1420		489	710	1016	1579		483	1000	1194	1710		464	1000
24	51.00	67.7 (1)		23.25	32	53.00	72.9 (1)		23.00	40	55.00	78.9 (1)		22.00	60
600	1295	1720		591	810	1346	1852		584	1000	1397	2004		559	1500

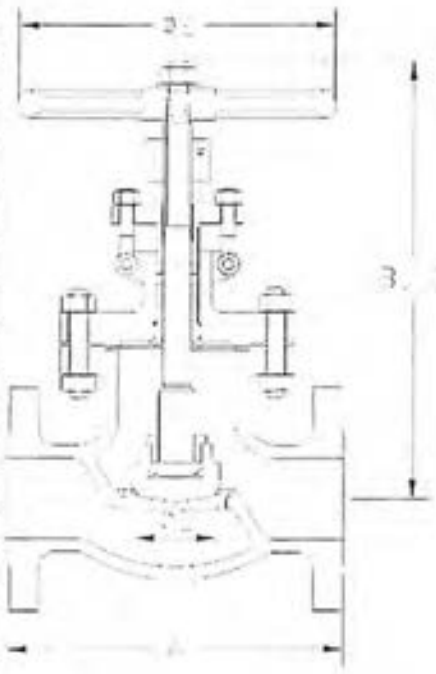
(1) Gear operators standard for 14" and up classes 150 and 300, 12" and up for class 600, 6" and up for classes 900 and 1500. Height is to top of actuator.

ADDITIONAL SIZES, MATERIALS AND CLASSES AVAILABLE UPON REQUEST.

SIZE	ASME 900					ASME 1500				
in	A	B	C	D	E	A	B	C	D	E
mm	WE/FE					WE/FE				
2	14.50	19.0	20.6	1.87	14	14.50	19.0	20.6	1.87	14
50	368	483	523	48	350	368	483	523	48	350
2 ½	16.50	19.0	20.6	2.25	14	16.50	19.0	20.6	2.25	16
65	419	483	523	57	350	419	483	523	57	400
3	15.00	23.8	25.5	2.87	18	18.50	27.9	28.9	2.75	18
80	381	605	648	73	450	470	702	735	70	450
4	18.00	26.0	28.2	3.87	18	21.50	28.0	30.2	3.62	18
100	457	661	716	98	450	546	712	767	92	450
6	24.00	33.6 (1)		5.75	24	27.75	39.2 (1)		5.37	28
150	610	853		146	610	705	996		136	710
8	29.00	43.5 (1)		7.50	28	32.75	47.1 (1)		7.00	32
200	737	1105		191	710	832	1196		178	810
10	33.00	52.4 (1)		9.37	32	39.00	56.2 (1)		8.75	32
250	838	1331		238	810	991	1427		224	810

B = Center to top closed
C = Center to top open

WE = Butt weld ends
FE = Flanged ends



POWELL VALVES
Established 1846

API 600 WALL GLOBE VALVES
BOLTED BONNET, ASME CLASS 150 TO 1500
CAST CARBON, STAINLESS STEEL OR ALLOY STEEL

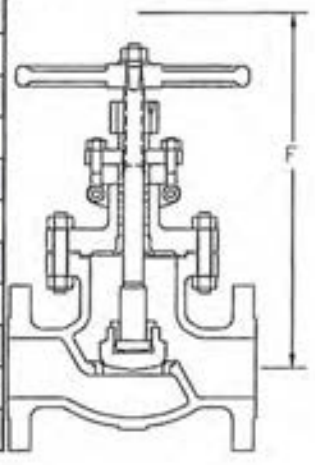
SIZE	ASME 150							ASME 300							ASME 600						
in / mm	F	in / mm	WT FE	lb / kg	WT WE	lb / kg	C_v	F	in / mm	WT FE	lb / kg	WT WE	lb / kg	C_v	F	in / mm	WT FE	lb / kg	WT WE	lb / kg	C_v
2	17.5		38		34		50	18.5		49		40		50	21.0		71		57		50
50	440		17		15			470		22		18			535		32		26		
2 ½	16.5		45		40		75	17.0		71		56		75	21.5		115		90		75
65	425		21		18			435		32		25			545		52		41		
3	20.5		77		66		110	21.5		104		84		110	24.0		148		121		110
80	520		35		30			545		47		38			610		67		55		
4	24.0		121		104		200	26.5		165		142		200	29.5		260		227		200
100	615		55		47			670		75		65			745		118		103		
6	28.5		205		175		480	31.5		280		232		480	38.0		585		584		480
150	720		93		79			795		127		105			960		265		265		
8	31.0		353		300		880	41.0		565		408		880	44.0		1010		904		850
200	785		160		136			1035		256		185			1115		458		410		
10	35.0		567		481		1370	43.0		830		672		1370	47.0		1450		1279		1300
250	895		257		218			1085		376		305			1190		658		580		
12	45.0		800		679		2050	50.5		1120		772		2050	56.5		2359		1920		2000
300	1145		363		308			1280		508		350			1435		1070		870		
14	47.0		1279		1080		2500	52.5		1786		1455		2500	60.0		4409		3629		2400
350	1200		580		490			1330		810		660			1530		2000		1646		
16	52.0		1742		1477		3300	56.0		2491		2028		3300	63.0		4982		4079		3100
400	1320		790		670			1420		1130		920			1605		2260		1850		
18	55.0		1874		1587		4400	64.5		3527		2866		4300	73.0		6812		5578		4000
450	1400		850		720			1640		1600		1300			1855		3090		2530		
20	60.0		1984		1676		5500	70.5		5710		3417		5300	79.5		8664		7099		4900
500	1525		900		760			1790		2590		1550			2015		3930		3220		
24	68.0		3307		2756		8000	82.0		10141		6107		7800	92.0		13161		10869		7200
600	1725		1500		1250			2080		4600		2770			2340		5970		4930		

SIZE	ASME 900							ASME 1500						
in / mm	F	in / mm	WT FE	lb / kg	WT WE	lb / kg	C_v	F	in / mm	WT FE	lb / kg	WT WE	lb / kg	C_v
2	23.5		185		150		40	23.5		201		154		40
50	595		84		68			595		91		70		
2 ½	24.5		254		198		60	27.5		331		232		60
65	625		115		90			695		150		105		
3	26.5		290		238		100	30.0		452		364		90
80	675		132		108			765		205		165		
4	31.5		487		397		190	34.0		597		465		160
100	805		221		180			865		271		211		
6	42.0		891		728		440	46.0		1111		882		380
150	1065		404		330			1175		504		400		
8	45.0		1592		1323		770	57.5		2668		2161		670
200	1145		722		600			1460		1210		980		
10	55.0		2646		2094		1200	62.0		4850		3858		1050
250	1390		1200		950			1580		2200		1750		

FE = Flanged ends
WE = Weld ends

F = Dismantling dimension

WT = Weight
C_V = Flow coefficient



Craig Dittl

From: Rosario, Gabrielle - (NYN) <grosario@tcco.com>
Sent: Tuesday, June 3, 2025 1:29 PM
To: Craig Dittl; Wagner, Robert C - (NYN)
Cc: Kelsey Martin
Subject: RE: PCO-230 ASI-112 Inline Pump Valve Changes [BP-04]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please proceed with pricing.

Thanks,
Gaby Rosario | Field Engineer
Turner Construction Company | 1 Computer Drive South | Albany, NY 12205 main office: 518.432.0277 |mobile: 838.207.7648 website | linkedin | facebook | twitter | youtube

-----Original Message-----
From: Craig Dittl <cdittl@mlbind.com>
Sent: Tuesday, June 3, 2025 1:09 PM
To: Wagner, Robert C - (NYN) <rwagner@tcco.com>; Rosario, Gabrielle - (NYN) <grosario@tcco.com>
Cc: Kelsey Martin <KMartin@mlbind.com>
Subject: FW: PCO-230 ASI-112 Inline Pump Valve Changes [BP-04]

EXTERNAL EMAIL -- Please Handle Cautiously

Follow-up to this morning. Looking for confirmation we are to direct Danforth to proceed with this cost/scope add.

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:

-----Original Message-----
From: Kelsey Martin <KMartin@mlbind.com>
Sent: Tuesday, March 25, 2025 10:47 AM
To: Wagner, Robert C - (NYN) <rwagner@tcco.com>; Rosario, Gabrielle - (NYN) <grosario@tcco.com>; Lackraj, Natram - (NYN) <nlackraj@tcco.com>; Andres, Edward F - (NYN) <efandres@tcco.com>
Cc: Jeffrey Lino <Jlino@mlbind.com>; Craig Dittl <cdittl@mlbind.com>; Jo Anne Nichols <jnichols@mlbind.com>; Lori Rowe <LRowe@mlbind.com>
Subject: Re: PCO-230 ASI-112 Inline Pump Valve Changes [BP-04]

Good Morning - I don't think I've gotten a response here yet.

Sent from my iPhone

> On Mar 18, 2025, at 2:50 PM, Kelsey Martin <KMartin@mlbind.com> wrote:
>
> Hello All,
>
> Here are the photos of the skids at Danforth's warehouse. The directive is to rework these, remove the butterfly valves and swap with the new globe type and turnover the "old" butterfly valves – is that correct? Just making sure I understand.
>
> From: Wagner, Robert C - (NYN) <rwagner@tcco.com>
> Sent: Monday, March 17, 2025 8:14 AM
> To: Kelsey Martin <KMartin@mlbind.com>; Rosario, Gabrielle - (NYN)
> <grosario@tcco.com>; Lackraj, Natram - (NYN) <nlackraj@tcco.com>;
> Andres, Edward F - (NYN) <efandres@tcco.com>
> Cc: Jeffrey Lino <Jlino@mlbind.com>; Craig Dittl <cdittl@mlbind.com>;
> Jo Anne Nichols <jnichols@mlbind.com>; Lori Rowe <LRowe@mlbind.com>
> Subject: Re: PCO-230 ASI-112 Inline Pump Valve Changes [BP-04]
>
> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>
> Please provide pictures of the pumps with butterfly valves, turn the valves over to the owner .
>
>
>
> Robert Wagner, LEED© AP | Project Manager
>
> Turner Construction Company 1 Computer Drive South | Albany, New York
> 12205
>
> office 518.432.0277 | mobile 518.852.1093 |
> rwagner@tcco.com<mailto:rwagner@tcco.com>
>
> website<http://www.turnerconstruction.com/> |
> linkedin<https://www.linkedin.com/company/turner-construction-company/
> mycompany/> | facebook<https://www.facebook.com/turnerconstruction> |
> twitter<https://urldefense.proofpoint.com/v2/url?u=https-3A__twitter.c
> om_turner-5Ftalk&d=DwMF3g&c=sb6gdlHSSEAKVs7mNNqH8g&r=BTfzIaG7Dt7qCwL_F
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> =jKPf8WDjPuxETyI5V4Jd0WhMUYfgA_ft4zzefHHwsI4&s=-I92KyfkEOvEJHkN5M8QRkN
> cNGdQHRG549X9kWNEK6U&e=>
>
>
>
> Turner is an Equal Opportunity Employer — minorities/females/veterans/individuals with disabilities/sexual orientation/gender identity.

>
>
>
> VEVRAA Federal Contractor
>
>
>
> ~~~ CONFIDENTIALITY STATEMENT ~~~
>
> This email transmission and any documents accompanying this email transmission contain information from Turner Construction Company, which is confidential. This information is intended for the use of the intended recipient. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, copying, or taking of any action in reliance on the contents of this email information is strictly prohibited, and that the documents shall be returned to Turner Construction Company, immediately. If you receive this email in error, please notify us immediately by replying to the email address set forth above.
>
>
>
> _____
> From: Kelsey Martin <KMartin@mlbind.com<mailto:KMartin@mlbind.com>>
> Sent: Thursday, March 13, 2025 1:16 PM
> To: Rosario, Gabrielle - (NYN)
> <grosario@tcco.com<mailto:grosario@tcco.com>>; Wagner, Robert C -
> (NYN) <rwagner@tcco.com<mailto:rwagner@tcco.com>>; Lackraj, Natram -
> (NYN) <nlackraj@tcco.com<mailto:nlackraj@tcco.com>>; Andres, Edward F
> - (NYN) <efandres@tcco.com<mailto:efandres@tcco.com>>
> Cc: Jeffrey Lino <Jlino@mlbind.com<mailto:Jlino@mlbind.com>>; Craig
> Dittl <cdittl@mlbind.com<mailto:cdittl@mlbind.com>>; Jo Anne Nichols
> <jnichols@mlbind.com<mailto:jnichols@mlbind.com>>; Lori Rowe
> <LRowe@mlbind.com<mailto:LRowe@mlbind.com>>
> Subject: RE: PCO-230 ASI-112 Inline Pump Valve Changes [BP-04]
>
> EXTERNAL EMAIL -- Please Handle Cautiously
>
> Good Afternoon All,
>
>
>
> Please note that Danforth has already built CHP 3 and 4 with the butterfly valves. We will have them price this change nonetheless unless we hear otherwise.
>
>
>
> From: Rosario, Gabrielle - (NYN)
> <grosario@tcco.com<mailto:grosario@tcco.com>>
> Sent: Wednesday, March 12, 2025 2:06 PM
> To: Jeffrey Lino <Jlino@mlbind.com<mailto:Jlino@mlbind.com>>; Craig
> Dittl <cdittl@mlbind.com<mailto:cdittl@mlbind.com>>; Kelsey Martin
> <KMartin@mlbind.com<mailto:KMartin@mlbind.com>>; Jo Anne Nichols
> <jnichols@mlbind.com<mailto:jnichols@mlbind.com>>
> Cc: Wagner, Robert C - (NYN)
> <rwagner@tcco.com<mailto:rwagner@tcco.com>>; Lackraj, Natram - (NYN)

> <nlackraj@tcco.com<mailto:nlackraj@tcco.com>>; Andres, Edward F -
> (NYN) <efandres@tcco.com<mailto:efandres@tcco.com>>
> Subject: PCO-230 ASI-112 Inline Pump Valve Changes [BP-04]
>
>
>
> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>
>
>
> Jeff –
>
>
>
> Please see the attached ASI-112 Inline Pump Valve Changes and associated PCO letter.
>
>
>
> Thanks,
>
> Gaby Rosario | Field Engineer
> Turner Construction Company | 1 Computer Drive South | Albany, NY
> 12205
>
> main office: 518.432.0277 |mobile: 838.207.7648
>
> website<http://www.turnerconstruction.com/> |
> linkedin<https://www.linkedin.com/company/turner-construction-company/
> mycompany/> | facebook<https://www.facebook.com/turnerconstruction> |
> twitter<https://urldefense.proofpoint.com/v2/url?u=https-3A__twitter.c
> om_turner-5Ftalk&d=DwMF3g&c=sb6gdlHSSEAKVs7mNNqH8g&r=BTfzlaG7Dt7qCwL_F
> V6HS8_S_aEXUzda5rKULBFmvrU&m=jKPf8WDjPuxETyI5V4Jd0WhMUYfgA_ft4zzefHHws
> l4&s=HPizB5-B_rPGA_mVbb23xZ5O8Po1ZNk1ORF6lUWoMtE&e=> |
> youtube<https://urldefense.proofpoint.com/v2/url?u=http-3A__www.youtub
> e.com_user_turnerconstructionco-3Ffeature-3Dresults-5Fmain&d=DwMF3g&c=
> sb6gdlHSSEAKVs7mNNqH8g&r=BTfzlaG7Dt7qCwL_FV6HS8_S_aEXUzda5rKULBFmvrU&m
> =jKPf8WDjPuxETyI5V4Jd0WhMUYfgA_ft4zzefHHwsl4&s=-I92KyfkEOvEJHkN5M8QRkN
> cNGdQHRG549X9kWNEK6U&e=>
>
>

PCO-232

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-232 Rec'd TCCo 08.21.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	8/18/25
PROPOSAL NO.	PROPOSAL AMOUNT
114	$3,710.00

Per NOC 114 dated 3/24/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Trace-out existing panel PB1LC in Building 79 (Electrical Room G135). This work can be tracked on T&M using PCO-232.

Description	Labor	Material	Equipment	Subcontract	Other	Price
George J Martin & Son Inc				$3,549.00		$3,549.00
					Subtotal:	$3,549.00
		MLB OH&P (Subcontractor)		$3,226.47	4.99%	$161.00
					Total:	**$3,710.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 8/18/25
Craig Dill
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

PCO-232 Rec'd TCCo 08.21.25

MARTIN
ELECTRIC

JOB #8040-59

MLB Constructions Services, LLC.

Attn: Craig Dittl cdittl@mlbind.com

RE: Albany Airport BP-04 – NOC # 114 Pnl PB1LC Ckt Tracing

6846-59

Craig,

Martin Electric is pleased to provide this T&M CO Proposal for the above-mentioned project. Please review our clarifications and exclusions for this scope and thank you for this opportunity.

SCOPE OF WORK

- Provide a circuit tracing for Panel PB-1LC in Building 79.

CLARIFICATIONS

- Please reference the attached 2-signed T&M Tickets. (20126 & 20136)
- Coordinate work with MLB.
- All Labor, Material, Management, Equipment, Tools, and Service Vehicles included.
- Please reference updated **PROPOSAL TERMS**, regarding the Commodities Market.

APPROACH

Martin Electric plans to approach this project in the following manner:

- Review all the requirements of the systems/equipment to be installed with the appointed representative.
- Review and determine with the site representative the proposed routing, for approval, prior to installation of conduit, and wire.
- Review and make every effort to expedite delivery of long lead materials.
- Complete the installation of the required services within schedule, unless delayed by others.
- Evaluate project activity periods and maintain scheduled activity completions.

EXCLUSIONS

- System design or re-design requirements.
- All field modifications of equipment furnished by others.

MARTIN
ELECTRIC

JOB #3846-59

MLB Constructions Services, LLC.

- Third party or certification testing of the electrical systems.
- Any concrete, cutting, patching, or painting.

PROPOSAL COST

Based on the Services to provide the Proposed Scope of Work, the Approach, and the Clarifications, Inclusions and Exclusions listed above; Martin Electric is proposing the amount of:

MATERIAL	$ 0
LABOR	$ 3,549
TOTAL	$ 3,549

PROPOSAL TERMS:

Terms for payment shall be net 30 days based on a schedule of values from the contract.
This quote is valid for **15 days** due to the current market for commodities and Material pricing will be updated, as necessary, upon the date of Approval, and is made contingent upon both parties reaching mutually agreeable terms and conditions.

NOTICE:

THIS PROPOSAL IS CONTINGENT ON A LACK OF IMPACT BY THE CORONAVIRUS NATIONAL EMERGENCY. Given the existence of the coronavirus pandemic, Martin Electric Inc. will use its best efforts to staff and supply this project to be able to hit the scheduled completion date but reserves its right to seek an excusable extension of time if Martin Electric Inc., or its subcontractors and suppliers are unable to maintain planned crew sizes due to the illness, supply shortages or governmental restraints on business, travel and/or assembly. To the extent that the project is suspended pursuant to the terms of the proposed Martin Electric Inc. Subcontract, we intend to seek additional costs associated with the suspension.

PCO-232 Rec'd TCCo 08.21.25

Martin Electric

161 Columbus Turnpike
Rensselaer, NY 12144
Phone (518) 477-7577 Fax (518) 477-9790

Since 1939

No. 20126

MLB / Turner	4-15-25 / 605-16-59
	Albany Airport
M. Mc Washburn 518 378 8477	PCO 232

Trace out & Identify circuits in Panel PBILL in Building 79 per NOC-114

☐ BUCKET TRUCK		☐ ROTARY HAMMER	
☐ DELIVERY TRUCK		☐ CORE DRILL	
☐ SKID STEER		☐ PUNCH SET	
☐ TRENCHER		☐ CRIMPER	
☐ COMPRESSOR		☐ BENDERS	
☐ GENERATOR		☐ METERS	
☐ PIPE MACHINE		☐ WIRE PULLER	
☑ OTHER Circuit Tracer			

QTY	MATERIAL	UNIT	AMOUNT

LABOR	DATE	HRS	ST	
R. Gordon	4/9		3	$302.91
J. Rehbury	4/15		8	$807.76
J. Nellis	4/15		8	$983.20

TOTAL MATERIAL	$0.00
TOTAL LABOR	$2093.87
TOTAL OTHER	$0.00
OVERHEAD/PROFIT	$209.39
TAX	
TOTAL DUE	$2303.26

Page of Pages

PCO-232 Rec'd TCCo 08.21.25

Martin Electric

Since 1939

No 20136

MCB / Turner	4-30-25
	Albany Airport
Mike Washburn 518 375 5977	PCO 232

Trace circuits from Panel PB1LC in Building 77 to identify loads.
Must work around ESA training schedule

☐ BUCKET TRUCK		☐ ROTARY HAMMER	
☐ DELIVERY TRUCK		☐ CORE DRILL	
☐ SKID STEER		☐ PUNCH SET	
☐ TRENCHER		☐ CRIMPER	
☐ COMPRESSOR		☐ BENDERS	
☐ GENERATOR		☐ METERS	
☐ PIPE MACHINE		☐ WIRE PULLER	
☐ OTHER			

MATERIAL	UNIT	AMOUNT

LABOR	DATE	TIME	ST	
J. Nellis	4/3		1	$122.90
R. Gordon	4/3		5	$504.85
J. Rehburg	4/30		5	$504.85

TOTAL MATERIAL	$0.00
TOTAL LABOR	$1132.60
TOTAL OTHER	$0.00
OVERHEAD/PROFIT	$113.26
TAX	
TOTAL DUE	$1245.86

(KC)

Ed Andres 5/9/25

PCO-232 Rec'd TCCo 08.21.25

PB1LC 120/208 BUILDING 79					
CKT	LOCATION	AMP	CKT	LOCATION	AMP
1	EF-2 BATHROOMS	20	2	OUTLET CONFERENCE RM. EAST	20
3	EF-3 CONFERENCE ROOM	20	4	OUTLET RM. G140D	20
5	OUTLET KITCHEN	20	6	OUTLETCONFERENCE RM. NORTHEAST	20
7	COUNTER OUTLET RIGHT MICRO	20	8	OUTLET RM. G140E	20
9	COUNTER OUTLETS LEFT MICRO	20	10	OUTLET RM. G140F	20
11	REFRIGERATOR	20	12	OUTLET RM. G140G	20
13	OUTLET CONFERENCE RM. WEST	20	14	ENTRY SEC. AREA	20
15	WATER HEATER	20	16	OUTLET INSIDE CABINET	20
17	SPARE	20	18	SPARE	20
19	QUAD IN CEILING HALLWAY	20	20		
21	QUAD IN CEILING HALLWAY	20	22	SPARE	20
23	SPACE		24	SPACE	
25	SPACE		26	SPACE	
27	SPACE		28	SPACE	
29	SPACE		30	SPACE	

MARTIN
ELECTRIC
est. 1939
164 Columbia Turnpike, Rensselaer, NY 12144 Office: (518) 477-7577 Fax: (518) 477-9750

PCO-232 Rec'd TCCo 08.21.25

Craig Dittl

From: Wagner, Robert C - (NYN) <rwagner@tcco.com>
Sent: Friday, March 21, 2025 11:31 AM
To: Craig Dittl; Ray Camilli; John LaClair ; Matthew Mokey; Hudak, Jordan; Rosario, Gabrielle - (NYN)
Cc: Lackraj, Natram - (NYN); Andres, Edward F - (NYN)
Subject: Fw: 03.19.25 Building 79 Electrical Update Pre-Task Meeting Minutes

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Per today's meeting, please see the follow items discussed.

- PCO-142 [MLB-NOC-050R1] ASI-078 Electrical Phasing Equipment was approved for $109,637
- George Martin Electric [GME] to trace out Panel Board PB1LC located in Electrical Room G135 - this is additional work and will be tracked under PCO-232
    - ACAA believes this panel services TSA training center but GME to verify. Once circuits are known a plan can be made with ACAA and TSA for electrical shutdowns.
    - GME high level estimate for shutdown is 4-6 hours but will know more upon site investigation.
    - Once investigation is complete a plan can be made and all shutdown to be coordianted with ACAA [John, Matt, Dwayne, Ray, Steve and Val)
- GME to provide a mini schedule for this work by the end of next week, 03/28/25.
    - GME believes permeant power to Panel Board 3EM located in West Mechanical Room 171 can be ready by end of July but will verify
    - Craig to review foundation and excavation of emergency generator with M. Sullivan on Tuesday, March 25th
- GME to coordinate ATS delivery with Danforth
    - GME to notify Turner when ATS is scheduled for delivery.
- GME noted ATS will have (9) 4-inch conduits installed in Mechanical Room G136 and Electrical Room G135.
    - These conduits will conflict with future projects [Building 79 Electrical Service Upgrade - currently not out for bid]
    - GME to provide estimate for 3D scan of Rooms 135 and 136 by end of week 03/21/25
    - 3D scan will help determine best route forward and minimize impact to Building 79 Electrical Service Upgrade]
- GME to submit an RFI regarding remote annunciators.
    - Ray noted current remote annunciator is located in operations.
- Ray mentioned he previously discussed syncing generator with design team.
    - ACAA is concerned the main generator may be near capacity and
    - CHA to review with Foit Albert

Please let us know if you have any questions, comments, or concerns.

Thanks,

Gaby Rosario | Field Engineer
Turner Construction Company | 1 Computer Drive South | Albany, NY 12205
main office: 518.432.0277 | mobile: 838.207.7648
website | linkedin | facebook | twitter | youtube

PCO-269

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-269 Rec'd TCCo 08.18.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	8/8/25
PROPOSAL NO.	PROPOSAL AMOUNT
126	$9,875.00

Per NOC 126 dated 5/22/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-121 has been issued for misc updates to the drawings.

~~**THIS PORTION IS FOR THE FRAMING, SHEETROCK, AND PAINT ONLY.**~~ ED

Description	Labor	Material	Equipment	Subcontract	Other	Price
Spray-On Insulation				$4,940.50		$4,940.50
Gypsum Drywall				$3,589.78		$3,589.78
Painting				$915.20		$915.20
					Subtotal:	$9,445.48
		MLB OH&P (subcontractors)		$8,586.80	5.00%	$429.52
					Total:	**$9,875.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 8/8/25
Craig Dell
MLB Construction Services LLC

Approved by:
Date: 8/14/25

Cc: JMD/SAS/File (MLB Construction Services LLC)

UnitedSpray
FIREPROOFING | FOAM | THERMAL | ACOUSTIC

PCO-289 Rec'd TCC 08.18.25

Project No. 25-803
Change Request No. 2
Revision No. 0
GC Ref No.
Date 8/6/2025

Change Request #1 - IT Room K13

Att: *Mike Washburn*
Client Name: MLB Construction Services
Address: One Stone Break Rd.
Malta, NY, 12020

Project Name: Albany Airport Terminal Expansion
Address: 737 Shaker Rd
Albany , NY, 1221

Description of Change

K13 added in both IT rooms in the drawing report below.

Total Change Request: $ ~~5,165.06~~

Change in Contract Time Request: 1 day

T&M COST SUMMARY

	Cost	Markup OH (%)	Markup OH ($)	Markup P (%)	Markup P ($)	Total
LABOR	$ 1,836.96	10%	$ 183.70	5%	$ ~~91.85~~	$ ~~2,112.50~~ 2020.66
MATERIAL	$ 2,354.40	10%	$ 235.44	5%	$ ~~117.72~~	$ ~~2,707.56~~ 2589.84
EQUIPMENT	$ 300.00	10%	$ 30.00	5%	$ ~~15.00~~	$ ~~345.00~~ 330
SUBCONTRACTOR	$ -	10%	$ -	5%	$ -	$ -
					Total	$ ~~5,165.06~~ $4,940.50

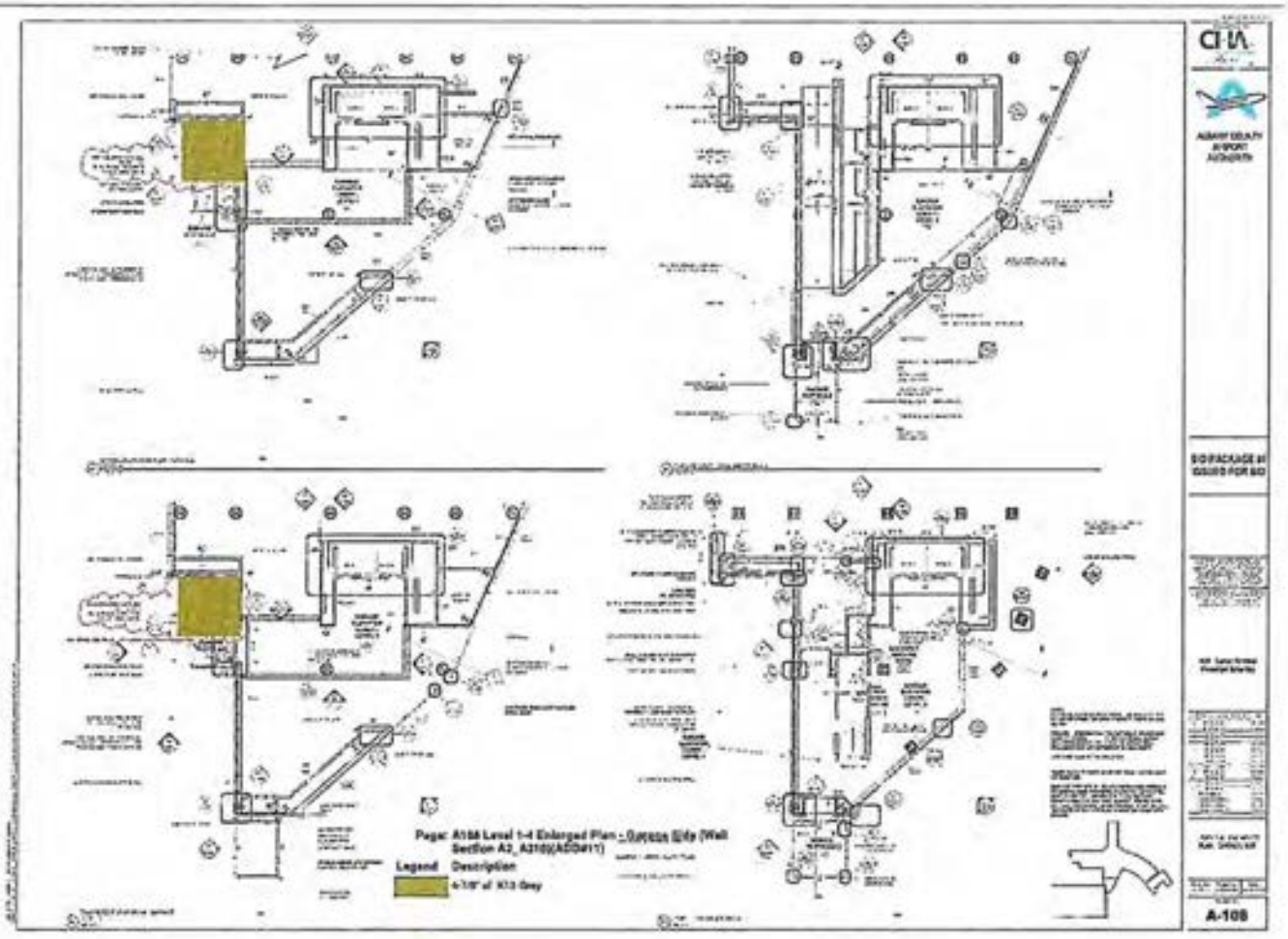
UNIT COST SUMMARY

Item Description	Unit	Quantity	Rate	Total
Mobilization	Ea	0		$ -
2-Man Patch Crew	Crewday	0		$ -
Sprayed Insulation	Bag	0		$ -
			Total	$ -

If there are any questions regarding this change request please do not hesite to contact your United Spray representitive.

Prepared By: Austin Davis
Phone Number: 845-923-4740
Email Address: adavis@unitedspray.com

PCO-269 Rec'd TCCo 08.18.25



PCO-269 Rec'd TCCo 08.18.25

Albany Airport Terminal Expansion Project BP-04

SUBCONTRACTOR PROPOSAL

Field Order | Change Order

Subcontractor Name:	Adirondack Taping & Supply, Inc.	Date:	6/9/25
Address:	46 Elm Street	Project No.:	23114
	Glens Falls, NY 12801	ADK COR #	37
Telephone No.:	(518) 761-0089	NOC #:	126

LABOR

Work Description	Trade	Hours	Total Rate from Labor Rate Breakdown	Total Labor Cost
Added S6F walls in IT rooms 330 & 403 on levels 3 and 4 of the	Carpenter Foreman	4	$81.93	$327.72
garage.	Carpenter	16	$77.42	$1,238.72
	Taper Foreman	8	$71.65	$573.20
	Taper		$69.31	
	A. TOTAL SUBCONTRACTOR LABOR			$2,139.64

MATERIAL

Material Description	Quantity	Unit	Unit Cost	Material Cost
6" stud 20ga	360	LF	$1.43	$514.80
6" track 20ga	40	LF	$1.43	$57.20
6" DL track 20ga	40	LF	$1.53	$61.20
5/8" type x drywall	416	SF	$0.60	$249.60
Mud	2	Pails	$25.00	$50.00
Tape	1	Rolls	$10.00	$10.00
Tear away L bead	50	LF	$0.36	$18.00
Caulk	1	Tubes	$13.00	$13.00
Misc. screws	1	Box	$105.00	$105.00
	Total from additional Material Worksheet Extension(s) if required.			
	B. TOTAL SUBCONTRACTOR MATERIAL			$1,078.80

EQUIPMENT

C. TOTAL SUBCONTRACTOR EQUIPMENT	45.00

SUMMARY

Total labor, material,equipment (A + B + C)	$3,263.44
Subcontractor's Override (10%)	$326.34
TOTAL SUB-PROPOSAL	$3,589.78

Taylor Oldroyd
Subcontractor's Signature

6/9/25
Date

Taylor Oldroyd
Please Type or Print Name

This Price is valid for, and work must be agreed upon within 7 days from date of submission upon which it becomes null and void.

ASI-121 | PAINT BREAKDOWN

PCQ-269 Rec'd TCCo 08.18.25

SF OF NEW WALL: 416 SF (SEE ADL QUOTE)

416 SF x $2/SF = $832

10% = $83.20

TOTAL = $915.20

GD

PCO-274

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-274 Rec'd TCCo 08.25.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	8/22/25
PROPOSAL NO.	PROPOSAL AMOUNT
129	$2,468.00

Per NOC 129 dated 6/4/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

ASI-123 has been issued for revisions to drawing FA-103 for added smoke detector at the Traveler's Lounge.

Description	Labor	Material	Equipment	Subcontract	Other	Price
George J Martin & Son Inc				$2,361.00		$2,361.00
					Subtotal:	$2,361.00
		MLB OH&P (Subcontractor)		$2,146.00	4.99%	$107.00
					Total:	**$2,468.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 8/22/25
Craig Dell
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

PCO-274 Rec'd TCC's 08.25.25

MARTIN
ELECTRIC

JOB # 6846-72

MLB Constructions Services, LLC.
1 Stonebreak Rd. Malta, NY 12020

August 11, 2025
Prepared by: Everett Jones
Contact Info: ejones@martinelectric.com

- All field modifications of equipment furnished by others.
- Third party or certification testing of the electrical systems.
- Any concrete, cutting, patching, or painting.
- Daily coordination with ACAA of work areas (by MLB)

PROPOSAL COST

Based on the Services to provide the Proposed Scope of Work, the Approach, and the Clarifications, Inclusions and Exclusions listed above; Martin Electric is proposing the amount of:

MATERIALS	$	1,018
LABOR	$	1,343
TOTAL	$	2,361

PROPOSAL TERMS:

Terms for payment shall be net 30 days based on a schedule of values from the contract. This quote is valid for **15 days** due to the current market for commodities and Material pricing will be updated, as necessary, upon the date of Approval, and is made contingent upon both parties reaching mutually agreeable terms and conditions.

NOTICE:

THIS PROPOSAL IS CONTINGENT ON A LACK OF IMPACT BY THE CORONAVIRUS NATIONAL EMERGENCY. Given the existence of the coronavirus pandemic, Martin Electric Inc. will use its best efforts to staff and supply this project to be able to hit the scheduled completion date but reserves its right to seek an excusable extension of time if Martin Electric Inc., or its subcontractors and suppliers are unable to maintain planned crew sizes due to the illness, supply shortages or governmental restraints on business, travel and/or assembly. To the extent that the project is suspended pursuant to the terms of the proposed Martin Electric Inc. Subcontract, we intend to seek additional costs associated with the suspension.

PCO-274 Rec'd TCCo 08.25.25

MARTIN
ELECTRIC

No. 00004

CUSTOMER:	DATE:	JOB NO:
MLB / Turner	7-11-25	5846-72
ADDRESS:	**JOB LOCATION:**	
	Albany Airport	
ATTENTION:	**WORK CONDITION:**	
Mike Washburn		
CELL PHONE:		
518 378 8477	BP-04 PCO-274	

DESCRIPTION OF WORK:

Pulled wire and prepped for install and tie-in of new smoke detector in travelers Lounge. Inquire with FS+S to get tie-in scheduled.

EQUIPMENT USAGE

Equipment	Qty	Unit	Equipment	Qty	Unit

QTY	MATERIAL	UNIT	AMOUNT
1	Caddy bracket for drop ceiling		$0.89
1	4" sq 1 2⅛" deep J-box		$1.56
1	½" Plastic bushing		$0.83
30'	16/2 Red F/A Cable		$9.13
100'	14/2 Red F/A Cable		$33.60

may Be Priced

NAME	DATE	ST	OT	DT	AMOUNT
J Nellis (INP)	7/11	2			$255.04
D. Farnan	7/11	3			$314.55
G Czerno	7/11	1			$104.85

Subtotal Labor

	$46.01
	$0.00
	$674.44
	$0.00
	$0.00
	$720.45
	$72.04
TOTAL DUE	$792.50

WORK ORDERED BY	DATE
Michael Washburn	7-11-25
CUSTOMER APPROVAL SIGNATURE	**DATE**
Ed Andrew VTC ✓	7/14/25

PCO-274 Rec'd TCCo 08.25.25

MARTIN ELECTRIC

No. 00018

CUSTOMER:	DATE:	JOB NO:
MLB / Turner	7-23-25	6846-72
ADDRESS:	**JOB LOCATION:**	
	Albany Airport Travelers Lounge	
ATTENTION:	**WORK CONDITIONS:**	
Mike Washburn		
CELL PHONE:		
518 338 8477	BP-04 - PCO-274	

DESCRIPTION OF WORK

Work with FS+S To install new Smoke detecter with Sounder base in Ceiling of Travelers Lounge.

EQUIPMENT USAGE

Equipment	Qty	Unit	Equipment	Qty	Unit

QTY	MATERIAL	UNIT	AMOUNT
	~~PO# 13515 To FS+S~~		
	FS+S Quote # 2026-0229		$850.00
1	Terminal strip		$29.10

SEE NEXT PAGE (CD)

NAME	DATE	ST	OT	DT	AMOUNT
K. Kelter	7/23	2			$209.70
D. Farnan	7/23	2			$209.70
J. Nellis (CP)	7/23	1			$127.52

Subtotal Labor	
TOTAL MATERIAL	$29.10
TOTAL EQUIPMENT	$0.00
TOTAL LABOR	$546.92
TOTAL SUBCONTRACTOR	$850.00
TOTAL AGGREGATE	$0.00
SUBTOTAL	$1426.02
SALES TAX	$142.60
TOTAL DUE	$1568.62

WORK ORDERED BY	DATE
Ed Andres (VTO) ✓	7-24-25
CUSTOMER APPROVAL SIGNATURE	**DATE**
Michael Washburn	7/24/25

Rec'd TCCo ASI 123 05.27.25
PCO-274 Rec'd TCCo 08.25.25

Architect's Supplemental Instructions

Project:	Albany Airport Central Terminal Passenger Screening Expansion & Amenities Enhancements – BP-04 – Structural and Interiors, Contract No. 21-1082-STR+INT	**ASI Number:**	123
		Date:	5/27/25
Owner:	Albany County Airport Authority		
Contractor:	MLB CONSTRUCTION	**AE Project Number:**	078935
		Contract Date:	

The Work shall be carried out in accordance with the following supplemental instructions issued in accordance with the Contract Document without change in Contract Sum or Contract Time. Proceeding with the Work in accordance with these instructions indicates your acknowledgement that there will be no Change in the Contract Sum or Contract Time.

If you consider that a change in Contract Sum or Contract Time is required, submit a Change Order Request to the A/E immediately and prior to proceeding with the Work.

DESCRIPTION	• FA-103: Added smoke detector in Travelers Lounge.
ATTACHMENTS	• Drawings FA-103
ARCHITECT By	• CHA Architecture, Azar Design/Foit Albert • Jordan Hudak, Mike Heinzman
DISTRIBUTION	• Turner, Owner, Design Team, File

PCO-275

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/24/25
PROPOSAL NO.	PROPOSAL AMOUNT
127	$1,334.00

Per NOC 127 dated 5/28/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Please see the attached information in regard to the added exhaust fan at the level 2 bathrooms.

Description	Labor	Material	Equipment	Subcontract	Other	Price
John W Danforth Company				$1,276.00		$1,276.00
					Subtotal:	$1,276.00
		MLB OH&P (Subcontractor)		$1,160.00	5.00%	$58.00
					Total:	**$1,334.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/24/25
Craig Dill
MLB Construction Services LLC

Approved by:
Date: 7/24/25

Cc: JMD/SAS/File (MLB Construction Services LLC)

CHANGE ORDER REQUEST

29.2

since 1884 danforth

Title: NOC 127-L2 Bathroom Exhaust
Project Name: Albany Airport Terminal Expansion
Project Address: 737 Albany Shaker Road
Albany, NY 12211
COR Date: 07/22/2025
John W Danforth Company Job Number: 90272-100
Customer Job Number:
Customer Reference Number: NOC 127

Our Information

John W Danforth Company
300 Colvin Woods Parkway
Tonawanda, NY 14150
Phone: (716)-955-0035

Customer Information

MLB Construction Services
1 Stonebreak Road
Ballston Spa, NY 12020
Phone: (518)-289-1371

Description of Change Order Request

CD HOLD ON REMOVE UNTIL TLLO PROVIDES C/S DWGS CD

Add Level 2 bathroom exhaust fan, curb and duct. Per email from Kelsey A. $160 quick ship option selected.

Material

Description	Qty of Material	Unit of Measure	Rate	Total Cost
Quick Ship Option 2-3 days	1.00	total	$160.00	$160.00
Nailor EF Fan w/ Curb	1.00	unit	$1,000.00	$1,000.00
			Total Material:	**$1,160.00**

Subtotal		**$1,160.00**
Tax Rate (Materials)	0.000%	$0.00
Mark Up Rate (Subtotal)	10.000%	$116.00
Requested Total		**$1,276.00**

POWERED BY CLEARSTORY

Terms & Conditions

Exclusions to include :Retention; unforeseen conditions; roofing work of any kind; cleanup; dumpsters; painting; temporary facilities of any kind; any design calculations or PE stamp; full time on-site safety rep; sales tax; bonding or special insurances of any kind; concrete cutting or concrete work of any kind; cut & patch of any kind; grouting; electrical/power wiring of any kind; controls wiring; environmental remediation; excavation/backfilling; dewatering; chemical/mechanical pipe cleaning; flushing/draining/refilling/venting of systems; instructions to operating personnel; operational tests; valve tagging; equipment/system identification; shop drawings; as-built drawings; escutcheons; caulking; reconditioning and cleaning of owner equipment or material; shoring/tamping; labor to perform x-ray quality welding; schedule update; any work that is not explicitly called out in scope of work description above.

This change proposal covers only the direct costs associated with the change order work described above. The contractor expressly reserves the right to submit, at a later date, added costs and/or time extension requests attendant to this modification arising from, but not limited to: extended field and home office overhead, labor and equipment inefficiencies, disruptions, cumulative impacts, impacts to the critical path and related delay costs, schedule resequencing and/or overtime and acceleration.

We reserve the right to modify this estimate, if additional work not covered by this proposal is required.

Unless noted otherwise, it is anticipated that all work required by this change will be done on a straight time basis. Overtime work, if required, will be billed as an additional item.

This proposal is for acceptance within 20 days and is subject to escalation thereafter.

Please advise as soon as possible if we are to proceed. We will not proceed without formal written change order, per contract terms.

ACCEPTANCE OF PROPOSAL: The above prices, specifications, and conditions are satisfactory and are hereby accepted. John W. Danforth Company is authorized to do the work as indicated. Payment will be made as outlined above. The conditions of the proposal above stand good for 30 days. Pricing is based on conditions at time of bid. Danforth reserves its right for an adjustment in contract time, price, or both, due to changing conditions relating, but not limited to COVID-19, or any pandemic, epidemic, disease outbreak, or conflict; or any governmental regulations that are enacted after this date that may impact project cost.

POWERED BY CLEARSTORY

RF PECK
Commercial HVAC Equipment
22 Computer Dr West • Albany, NY 12205 • Phone (518) 869-3541

Rec'd TCCo PCO-275 07.28.25

To: **JW Danforth**
Attn: **Michael Reverdatto**

Job: **25-2382 - Albany Airport Fan Change Order**

Date: **5/29/2025**
Quotation valid for 30 days
Salesperson: **Terry Seery**
Estimator: **Barb Terry**
Addendum: **0**

Base Bid

1 **LOREN COOK -** MODEL ACEH FAN WITH EC MOTOR AND ROOF CURB.

Net Lot... **$1,000.00**

Terms and Conditions of Sale

Sale of any equipment or services described herein at the prices indicated is expressly conditioned upon and subject to all of the terms, conditions and incorporated terms and conditions set forth at https://www.rfpeck.com/page/terms--conditions-16.html

Pricing does not currently include tariffs that may be imposed. If such tariffs are imposed, our price will be adjusted accordingly.

TERMS: Net 30; Sales Tax is NOT included; Unless otherwise indicated all quotations are freight allowed F.O.B. Factory, Standard ship; Product warranties are for parts ONLY unless noted otherwise. Motor Starters and Spare Parts are not included unless noted otherwise

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/24/25
PROPOSAL NO.	PROPOSAL AMOUNT
127	$1,334.00

Per NOC 127 dated 5/28/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Please see the attached information in regard to the added exhaust fan at the level 2 bathrooms.

Description	Labor	Material	Equipment	Subcontract	Other	Price
John W Danforth Company				$1,276.00		$1,276.00
					Subtotal:	$1,276.00
		MLB OH&P (Subcontractor)		$1,160.00	5.00%	$58.00
					Total:	**$1,334.00**

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WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/24/25
Craig Dill
MLB Construction Services LLC

Approved by:
Date: 7/28/25

Cc: JMD/SAS/File (MLB Construction Services LLC)

CHANGE ORDER REQUEST

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since 1884 danforth

Title: NOC 127-L2 Bathroom Exhaust
Project Name: Albany Airport Terminal Expansion
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John W Danforth Company Job Number: 90272-100
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Our Information

John W Danforth Company
300 Colvin Woods Parkway
Tonawanda, NY 14150
Phone: (716)-955-0035

Customer Information

MLB Construction Services
1 Stonebreak Road
Ballston Spa, NY 12020
Phone: (518)-289-1371

Description of Change Order Request

Add Level 2 bathroom exhaust fan, curb and duct. Per email from Kelsey A. $160 quick ship option selected.

Material

Description	Qty of Material	Unit of Measure	Rate	Total Cost
Quick Ship Option 2-3 days	1.00	total	$160.00	$160.00
Nailor EF Fan w/ Curb	1.00	unit	$1,000.00	$1,000.00
			Total Material:	**$1,160.00**

Subtotal		**$1,160.00**
Tax Rate (Materials)	0.000%	$0.00
Mark Up Rate (Subtotal)	10.000%	$116.00
Requested Total		**$1,276.00**

POWERED BY CLEARSTORY

Terms & Conditions

Exclusions to include :Retention; unforeseen conditions; roofing work of any kind; cleanup; dumpsters; painting; temporary facilities of any kind; any design calculations or PE stamp; full time on-site safety rep; sales tax; bonding or special insurances of any kind; concrete cutting or concrete work of any kind; cut & patch of any kind; grouting; electrical/power wiring of any kind; controls wiring; environmental remediation; excavation/backfilling; dewatering; chemical/mechanical pipe cleaning; flushing/draining/refilling/venting of systems; instructions to operating personnel; operational tests; valve tagging; equipment/system identification; shop drawings; as-built drawings; escutcheons; caulking; reconditioning and cleaning of owner equipment or material; shoring/tamping; labor to perform x-ray quality welding; schedule update; any work that is not explicitly called out in scope of work description above.

This change proposal covers only the direct costs associated with the change order work described above. The contractor expressly reserves the right to submit, at a later date, added costs and/or time extension requests attendant to this modification arising from, but not limited to: extended field and home office overhead, labor and equipment inefficiencies, disruptions, cumulative impacts, impacts to the critical path and related delay costs, schedule resequencing and/or overtime and acceleration.

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POWERED BY CLEARSTORY

RF PECK
Commercial HVAC Equipment
22 Computer Dr West • Albany, NY 12205 • Phone (518) 869-3541

Rec'd TCCo PCO-275 07.28.25

To: **JW Danforth**
Attn: **Michael Reverdatto**

Job: **25-2382 - Albany Airport Fan Change Order**

Date: **5/29/2025**
Quotation valid for 30 days
Salesperson: **Terry Seery**
Estimator: **Barb Terry**
Addendum: **0**

Base Bid

1 **LOREN COOK -** MODEL ACEH FAN WITH EC MOTOR AND ROOF CURB.

Net Lot... **$1,000.00**

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Pricing does not currently include tariffs that may be imposed. If such tariffs are imposed, our price will be adjusted accordingly.

TERMS: Net 30; Sales Tax is NOT included; Unless otherwise indicated all quotations are freight allowed F.O.B. Factory, Standard ship; Product warranties are for parts ONLY unless noted otherwise. Motor Starters and Spare Parts are not included unless noted otherwise

PCO-277

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	5/30/25
PROPOSAL NO.	PROPOSAL AMOUNT
128	$28,701.00

Per NOC 128 dated 5/30/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Per ACAA request, provide pricing for the addition of "caddy clips" in lieu of the specified screws as the attachment method for the wood ceilings (at VAV locations only).

Description	Labor	Material	Equipment	Subcontract	Other	Price
Adirondack Taping & Supply Inc				$27,453.67		$27,453.67
					Subtotal:	$27,453.67
		MLB OH&P (Subcontractor)		$24,957.88	5.00%	$1,247.33
					Total:	**$28,701.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 5/30/25
Craig Dittl
MLB Construction Services LLC

Approved by: _____
Date: _____

Cc: JMD/SAS/File (MLB Construction Services LLC)

Rec'd TCCo PCO-277 06.04.25

SUBCONTRACTOR PROPOSAL

Albany Airport Terminal Expansion Project BP-04

Field Order Change Order

Subcontractor Name:	Adirondack Taping & Supply, Inc.	Date:	5/13/25
Address:	46 Elm Street	Project No.:	23114
	Glens Falls, NY 12801	ADK COR #	35
Telephone No.:	(518) 761-0089	RFI #:	Email

LABOR

Work Description	Trade	Hours	Total Rate from Labor Rate Breakdown	Total Labor Cost
Swap screws for caddy clips to gain access to panels at VAV	Carpenter Foreman	40	$91.01	$3,640.40
locations.	Carpenter	236	$86.46	$20,361.33
	Carpenter	-51	$73.43	-$3,744.93
2026 Rates				
	A. TOTAL SUBCONTRACTOR LABOR			**$20,256.80**

MATERIAL

Material Description	Quantity	Unit	Unit Cost	Material Cost
Caddy Clips for panel access	157	Each panel	$22.00	$3,454.00
Swapped screws [CREDIT]	-1,256	EA	$0.01	-$15.32
Drill bits	10	EA	$12.94	$129.40

ALBANY AIRPORT | CADDY CLIP LABOR

CREDIT/

51 HOURS FOR 2 MEN = 25.5 HR EACH

↳ 157 PANELS / 25.5 HR = 6 PANELS AN HOUR

*THIS IS TO SIMPLY HOLD IN PLACE & SCREW TO GRID PER SPEC

ADD/

236 HOURS FOR 2 MEN = 118 HR EACH

↳ 157 PANELS / 118 HR = 1.3 PANELS PER HOUR

* THIS REQUIRES TO LIFT PANEL INTO PLACE, PLACE CADDY CLIPS ON MAIL, & LAYOUT HOLES IN BRACKET. THEN LOWER PANEL DOWN, DRILL (8) HOLES PER PANEL, & THEN INSTALL PANEL/TIGHTEN CADDY CLIPS

(CD)

Craig Dittl

From: Taylor Oldroyd <toldroyd@adk-drywall.com>
Sent: Tuesday, May 20, 2025 4:08 PM
To: Craig Dittl; Kelsey Martin
Cc: Jeanne Rizzo; Jeffrey Lino; Jim Dawsey
Subject: RE: Albany Airport Expansion, BP-4: Wood Ceiling Splitting of Panels
Attachments: COR 35 screw cost.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Yes, below is the caddy clip cost from the 9wood quote and attached is the quote for the screws (there are 8,000 screws in the box quoted).

2) Caddy-Lock Access Panels:

a) Price in addition to base panel price - only applies to square footage of product that needs to be accessible

b) Unit Price Example: 1' x 8' Panel = 8 SF multiplied by $2.75 per SF = $22.00 per 1' x 8' Panel

c) Caddy Clip Hardware: Includes Twist-lock Grid Clip w/ Bolt and Black Acorn Attachment Nut

d) Requires field routing and application by the installer; guidelines provided by 9Wood

Thanks,

Taylor Oldroyd
Estimator/Project Manager
C: (315) 921-0129
P: (518) 761-0089
toldroyd@adk-drywall.com

Adirondack Drywall & Taping
NYS Certified WBE
46 Elm Street
Glens Falls, NY 12801

From: Craig Dittl <cdittl@mlbind.com>
Sent: Monday, May 19, 2025 3:12 PM
To: Taylor Oldroyd <toldroyd@adk-drywall.com>; Kelsey Martin <KMartin@mlbind.com>
Cc: Jeanne Rizzo <jrizzo@adk-drywall.com>; Jeffrey Lino <Jlino@mlbind.com>; Jim Dawsey <jmdawsey@mlbind.com>
Subject: RE: Albany Airport Expansion, BP-4: Wood Ceiling Splitting of Panels

Taylor – can you provide the material back-up for these? Both the add and the credit.

Thanks

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

Rec'd TCCo PCO-277 06.04.25

BUILDING THE FUTURE - TOGETHER

Glens Falls
Kamco Supply Corp of NE
10 Silver Circle
Queensbury NY 12804
518-798-7245
Fax: 518-793-8397

QUOTE

2505-017076

SOLD TO
ADIRONDACK TAPING & SUPPLY INC 46 ELM STREET GLEN FALLS NY 12801

JOB ADDRESS
ADIRONDACK TAPING & SUPPLY INC 46 ELM STREET GLEN FALLS NY 12801 518-761-0089

ACCOUNT	JOB
16153	0
CREATED ON	05/20/2025
EXPIRES ON	06/19/2025
BRANCH	GF
CUSTOMER PO#	DRILL POINT
STATION	GFDS
CASHIER	GFDS
SALESPERSON	BRAD
ORDER ENTRY	GFDS
MODIFIED BY	

We install Commercial Door &
Div 10 Specialties Packages.
Contact Kamco for a quote.

Item	Description	D	Quantity	U/M	Price	Per	Amount
DP114BULK	BULK 1-1/4" DRILLPOINT 8.0M SCREW		1	CTN	97.5500	CTN	97.55

No refund or credit for non-stock material.	NYWA2 7.00%	Subtotal	97.55
		Sales Tax	6.83
		Total	104.38

Buyer:

Signature

PCO-303

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/14/25
PROPOSAL NO.	PROPOSAL AMOUNT
140	$3,879.00

Per NOC 140 dated 7/14/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Martin Electric asked RFI-285 pointing out that the spec'd speakers for Level 1 Terminal B would hang below the existing lower ceilings (spec'd product was a pendant speaker). The design team acknowledged that it would be more practical to change these to recessed.

Martin Electric will turn over the specified speakers as they had already been bought. This was verified with Rob Wagner of Turner Construction on 7/14/25 and Craig Dittl of MLB verbally agreed with Rob to release the recess speakers same day.

Description	Labor	Material	Equipment	Subcontract	Other	Price
George J Martin & Son Inc				$3,711.00		$3,711.00
					Subtotal:	$3,711.00
		MLB OH&P (Subcontractor)		$3,366.20	4.99%	$168.00
					Total:	**$3,879.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/14/25
Craig Dittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

Rec'd TCCo PCO-303 07.17.25

MARTIN
ELECTRIC

JOB # 6846-68

MLB Constructions Services, LLC.

1 Stonebraak Rd Malta, NY 12020

Attn: Craig Dittl cdittl@mlbind.com

RE: Albany Airport BP-04 – RFI 285 Change 8 Type A Speakers to 8-Type B Speakers

Craig,

Martin Electric is pleased to provide this CO Proposal for the above referenced project.
Please review our clarifications and exclusions for this scope and thank you for this opportunity.

SCOPE OF WORK

- Change 8-Type A speakers to 8-Type B speakers in accordance with RFI 285 answer.
- 8-Type A speakers will be turned over to ACAA as these were already purchased.

CLARIFICATIONS

- Coordinate work with MLB.
- All Labor, Material, Management, Equipment, Tools, and Service Vehicles included.
- Please reference updated **PROPOSAL TERMS**, regarding the Commodities Market.

APPROACH

Martin Electric plans to approach this project in the following manner:

- Review all the requirements of the systems/equipment to be installed with the appointed representative.
- Review and determine with the site representative the proposed routing, for approval, prior to installation of conduit, and wire.
- Review and make every effort to expedite delivery of long lead materials.
- Complete the installation of the required services within schedule, unless delayed by others.
- Evaluate project activity periods and maintain scheduled activity completions.

EXCLUSIONS

- Dumpster Cost of any type.
- Cost for seismic restraints of any type.

MARTIN
ELECTRIC

JOB # 3946-08

MLB Constructions Services, LLC.

- All field modifications of equipment furnished by others.
- Third party or certification testing of the electrical systems.
- Any concrete, cutting, patching, or painting.
- Daily coordination with ACAA of work areas (by MLB)

PROPOSAL COST

Based on the Services to provide the Proposed Scope of Work, the Approach, and the Clarifications, Inclusions and Exclusions listed above; Martin Electric is proposing the amount of:

MATERIALS	$	3,711
LABOR	$	0
TOTAL	**$**	**3,711**

PROPOSAL TERMS:

Terms for payment shall be net 30 days based on a schedule of values from the contract. This quote is valid for **15 days** due to the current market for commodities and Material pricing will be updated, as necessary, upon the date of Approval, and is made contingent upon both parties reaching mutually agreeable terms and conditions.

NOTICE:

THIS PROPOSAL IS CONTINGENT ON A LACK OF IMPACT BY THE CORONAVIRUS NATIONAL EMERGENCY. Given the existence of the coronavirus pandemic, Martin Electric Inc. will use its best efforts to staff and supply this project to be able to hit the scheduled completion date but reserves its right to seek an excusable extension of time if Martin Electric Inc., or its subcontractors and suppliers are unable to maintain planned crew sizes due to the illness, supply shortages or governmental restraints on business, travel and/or assembly. To the extent that the project is suspended pursuant to the terms of the proposed Martin Electric Inc. Subcontract, we intend to seek additional costs associated with the suspension.

Job ID: PG-23-116A
Project: Albany Airport BP-04

GJM MARTIN ELECTRIC
Certified WBE

CO: 6846-68: RFI 285 Purchase 8-Type B Speakers

Change Order Summary

26 May 2025 16:33:49

Tax Rate status: Default **Bid Name:** BASE BID **Bid Template:** SHORT MARKUP -ELECTRIC

Drawing	Phase	Quote $	Material $	Equip $	SubCon $	Labor Hrs
	UNASSIGNED QES	0.00	0.00	0.00	3,366.20	0.00
	Sheet Totals:	0.00	0.00	0.00	3,366.20	0.00
	Tax:	0.00	0.00	0.00	0.00	
				Sub Total (Quo/Mat/Equip/Sub):	3,366.20	
				Sales Tax:	0.00	
				Sub Total:	3,366.20	3,366.20

Bid Notes:

TAX RATES

Material:	0.0000%
Quote:	0.0000%
Labor:	0.0000%
Equipment:	0.0000%
Subcontract:	0.0000%
Job:	0.0000%

MISCELLANEOUS

Avg. Lbr. Rate (Cost):	0.00
Avg. Lbr. Rate (Bid):	0.00
Total Square Feet:	1.00
Cost Per Sq. Ft.:	3,711.24
Labor $ Per Sq. Ft.:	0.00
Labor Hrs Per Sq. Ft.:	0.00
Quantity of Units:	1.00
Cost Per Unit:	3,711.24
Calc. Adjustment:	0.00%

Direct Labor $:	0.00
Indirect Labor $:	0.00
Labor Escalation:	0.00
Labor Tax:	0.00
Direct Job Costs (0.00%):	0.00
Prime Cost:	3,366.20
Overhead (Avg. 5.00%):	168.31
Net Cost:	3,534.51
Profit (Avg. 5.00%):	176.73
Job Tax:	0.00
Bond (0.0000%):	0.00
Lump Sum:	0.00
Selling Price:	3,711.24

Bid Summary Sheet: Albany Airport BP-04 26 May 2025 4:33PM

LABOR ADJUST

ESTIMATED HOURS	ELECTRICAL	MACHINE OPERATOR	LOW VOLTAGE	Labor Class 4	Labor Class 5	Labor Class 6	Labor Class 7	Labor Class 8	Labor Class 9	Labor Class 10
REGULAR	--	--	--	--	--	--	--	--	--	--
OVERTIME	--	--	--	--	--	--	--	--	--	--
SHIFT-2	--	--	--	--	--	--	--	--	--	--
SHIFT-3	--	--	--	--	--	--	--	--	--	--
DOUBLE TIME	--	--	--	--	--	--	--	--	--	--
ESTIMATED HOURS:	--	--	--	--	--	--	--	--	--	--
LOSS LBR ADJ:	--	--	--	--	--	--	--	--	--	--
CALCULATED HRS										
REGULAR	--	--	--	--	--	--	--	--	--	--
OVERTIME	--	--	--	--	--	--	--	--	--	--
SHIFT-2	--	--	--	--	--	--	--	--	--	--
SHIFT-3	--	--	--	--	--	--	--	--	--	--
DOUBLE TIME	--	--	--	--	--	--	--	--	--	--
TOTAL ADJ LABOR:	--	--	--	--	--	--	--	--	--	--

TOTAL ADJUSTED LABOR HOURS:	0.00

DIRECT LABOR

Labor Class	Job Description	Labor Type	Crew	Rate	Man Hours	Extension
						$0.00

AVERAGE DIRECT LABOR RATE:	$0.00

TOTAL DIRECT LABOR:	$0.00

INDIRECT LABOR

Labor Description	Hours	Rate	Ext $

TOTAL INDIRECT LABOR:	$0.00

DIRECT LABOR TOTAL:	0.00	
INDIRECT LABOR TOTAL:	0.00	
LABOR ESCALATION:	0.00	
LABOR $ ADJUSTMENT:	0.00	
LABOR TAX:	0.00	
LABOR TOTAL:		$0.00

MATERIAL:	0.00	
MATERIAL ESCALATION:	0.00	
MATERIAL ADJUSTMENT:	0.00	
MATERIAL TAX:	0.00	
MATERIAL TOTAL:		$0.00

QUOTES

Component	Vendor	Amount

QUOTED MATERIAL:	0.00	
ADJUSTMENT:	0.00	
QUOTE TAX:	0.00	
QUOTED MATERIAL TOTAL:		$0.00

Bid Summary Sheet: Albany Airport BP-04 26 May 2025 4:33PM

SUBCONTRACTS

Component	Vendor	Amount
AUDIO VISUAL	Synapse	3,366.20

SUBCONTRACTS:	3,366.20	
ADJUSTMENT:	0.00	
SUBCONTRACT TAX:	0.00	
SUBCONTRACTS TOTAL:		$3,366.20

EQUIPMENT

Component	Vendor	Amount

EQUIPMENT:	0.00	
ADJUSTMENT:	0.00	
EQUIPMENT TAX:	0.00	
EQUIPMENT TOTAL:		$0.00

DIRECT JOB COSTS

Description	Dollars

DIRECT JOB COSTS:	0.00	
ADJUSTMENT:	0.00	
TOTAL DIRECT JOB COSTS:		$0.00
JOB COST w/NO OVERHEAD:		**$3,366.20**

OVERHEAD

MATERIAL OVERHEAD:(5% markup)	0.00
QUOTES OVERHEAD:(5% markup)	0.00
LABOR OVERHEAD:(5% markup)	0.00
SUBCONTRACTS OVERHEAD:(5% markup)	168.31
EQUIPMENT OVERHEAD:(5% markup)	0.00
DJC OVERHEAD:(5% markup)	0.00

TOTAL OVERHEAD:	$168.31
JOB COST w/OVERHEAD:	**$3,534.51**

PROFIT

MATERIAL PROFIT:(0% markup)	0.00
QUOTES PROFIT:(0% markup)	0.00
LABOR PROFIT:(0% markup)	0.00
SUBCONTRACTS PROFIT:(5% markup)	176.73
EQUIPMENT PROFIT:(0% markup)	0.00
DJC PROFIT:(0% markup)	0.00

TOTAL PROFIT:	$176.73

Bid Summary Sheet: Albany Airport BP-04 26 May 2025 4:33PM

MISCELLANEOUS	
JOB TAX:	0.00
BOND:	0.00

MISCELLANEOUS TOTAL:	$0.00

LUMP SUM	
LUMP SUM 1:	0.00
LUMP SUM 2:	0.00
LUMP SUM 3:	0.00
LUMP SUM 4:	0.00

LUMP SUM TOTAL:	$0.00

BID TOTAL:	$3,711.24

Synapse
audio visual designs, llc

411 Sette Dr. | Suite N3 Paramus, NJ 07652
p: 201.576.9200

Change Order

Billed To:
Everett Jones
Martin Electric
164 Columbia Turnpike Suite B
Rensselaer, NY 12144

Billed From:
Synapse Audio Visual Designs, LLC
411 Sette Dr. Suite N3
Paramus, NJ 07652
201.576.9200

Quote#	Your Ref#	Job Name	Date
Mart120523		RFI 285 Speaker Change	5/14/25

Change Order #	Change Order Name	Approved By
MA0514251c	RFI 285 Speaker Change	Everett Jones

Qty	Description	Unit	Total
8	QSC AD-C6T-WH	392.65	3,141.20
	Shipping		225.00
	Design/Engineering/CAD Labor		
		Subtotal	3,366.20
		Total	**3,366.20**

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #BP-04 RFI-285: BP-04 RFI-285: Type A Speakers TA-101C

Status	Open		
To	Todd Cirillo (CHA) Jordan Hudak (CHA) George Brooks (Faith Group LLC) Ashley Richards (CHA)	**From**	Lori Rowe (MLB Construction Services, LLC)
Date Initiated	Apr 15, 2025	**Due Date**	May 6, 2025
Location		**Project Stage**	Course of Construction
Cost Impact		**Schedule Impact**	
Spec Section		**Cost Code**	
Drawing Number	TA-101C	**Reference**	
Linked Drawings			
Received From	Lori Rowe (MLB Construction Services, LLC)		
Copies To	Eddie Andres (Turner Construction Company), Zack Geddies (Albany County Building Department), Natram Lackraj (Turner Construction Company), Marty Millington (MLB Construction Services, LLC), Maureen Moran (CHA), Mike Washburn (MLB Construction Services, LLC)		

Activity

Question

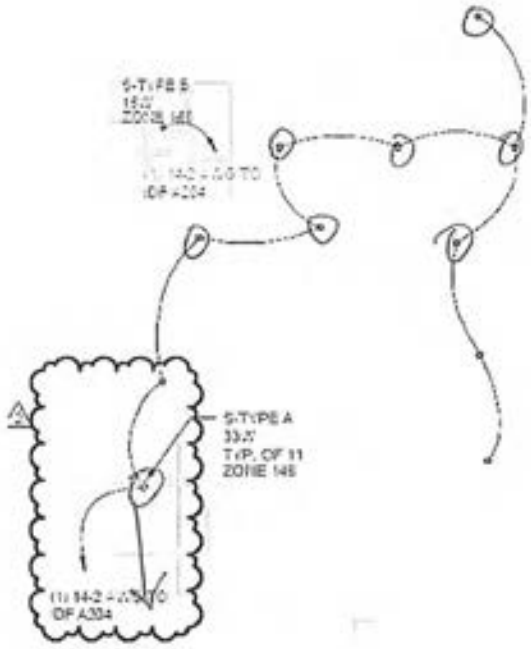
Question from Lori Rowe MLB Construction Services, LLC *on Friday, Apr 11, 2025 at 04:14 PM EDT*

Dwg TA-101C defines 2- new Type A speakers for Children's Area 134, 7-Type A speakers outside the TSA Entry door and 2-Type A speakers near stairs and passenger elevator. The Type A speaker is a pendant mounted high ceiling speaker but the TSA entry Area has limited height to the drop ceiling as shown in attached photos. Should the 7-Type A TSA speakers outside TSA Area be changed to Type B speakers. If we are changing these to Type B can 1-of the Type A in Children's be changed to a Type B on the landing above to avoid ACAA future maintenance concerns? Please note the Type A speakers were already released. Please advise.

Attachments
RFI #062 Type A Speakers TA-101C 2.pdf

Awaiting an Official Response

05/05/2025 - FG Response
No exception taken to replacing the Type A pendant speakers with Type B ceiling mount speakers.
The use of one Type A speaker for the Children's area is acceptable.


S-TYPE A
33.0'
TYP. OF 11
ZONE 14B


Pet Relie



PCO-310

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/16/25
PROPOSAL NO.	PROPOSAL AMOUNT
141	$9,453.00

Per NOC 141 dated 7/16/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

MLB pointed out that during the submittal process, TTFE noted the AVB was to be "tied-in" at the curtain wall head. The issue with this is that the specified air barrier was fluid-applied...meaning there was no physical tie-in that could occur outside of spraying the joint.

With that, CHA provided a new, post-bid specification for the corncies only that contained a sheet-applied product.

Description	Labor	Material	Equipment	Subcontract	Other	Price
DeBrino Caulking Assoc Inc				$9,042.00		$9,042.00
					Subtotal:	$9,042.00
		MLB OH&P (Subcontractor)		$8,219.88	5.00%	$411.00
					Total:	**$9,453.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/16/25
Craig Dittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

DeBrino Caulking Associates, Inc.

1304 ROUTE 9, CASTLETON, NEW YORK 12033
Caulking Contractors

Albany Area
732-7234 (5)
Area Code 518
FAX 732-2281

May 6, 2025

MLB Construction Services
1 Stonebreak Rd.
Malta, NY 12020

RE: Albany Airport Terminal RFI 259 – Cornice AVB
737 Albany Shaker Road
Albany, NY

The added cost to install Henry Blueskin SA sheet-applied air barrier membrane at cornices is - **$9,042.00**

Breakdown:

Fluid-Applied Air Barrier Credit:

Labor:	
Foreman – 16 man hours at $91.86 ea. -	($1,469.76)
Journeymen – 32 man hours at $88.73 ea. -	($2,839.36)
Material:	
36 pails Carlisle Barritech NP at $220.75 ea. -	($7,947.00)
Total Credit	($12,256.12)

Sheet-Applied Air Barrier Cost:

Labor:	
Foreman – 40 man hours at $91.86 ea. -	**$3,674.40**
Journeymen – 120 man hours at $88.73 ea. -	**$10,647.60**
Material:	
20 rolls Blueskin SA at $187.00 ea. -	**$3,740.00**
4 pails Henry Blueskin Primer at $383.50 ea. -	**$1,534.00**
44 sausages Henry 925 BES sealant at 20.00 ea. -	**$880.00**
Additional Cost	**$20,476.00**
Minus Above Credit	($12,256.12)
Subtotal	**$8,219.88**
Markup 10%	**$821.99**
Total Added Cost	**$9,041.87**

NOT INCLUDED AT THIS TIME

Note: If ABAA certified installers and ABAA quality control audits are required – **ADD $7,832.00**

Qualifications

Excludes sales tax, permits, bond fees, premium time, temporary heat & enclosures, hazardous material abatement, water usage fees, electrical usage fees, and anything not specifically listed above.

Proposal is subject to acceptance within 30 days at the above quoted prices and the execution of a mutually acceptable contract.

Tristan J. Dugan

Tristan Dugan, Estimator
****Estimating Dept. Direct Fax No. 518.732.0347**

SALES ORDER

P72.F17

TB Philly, Inc. / TBP Converting / TBP Construction Products
400 Thoms Drive, Suite 411
Phoenixville, PA 19460
Phone: (610) 482-6000
Fax: (610) 933-4710
An ISO 9001:2015 Certified Company
An IATF 16949:2016 Certified Company (In Progress)

Order Number: 0626385
Order Date: 5/7/2025
Ship Date: 5/7/2025
Salesperson: CON
Customer Number: DEB0101

Sold To:
DEBRINO CAULKING
1304 RTE 9
CASTLETON, NY 12033

Ship To:
DEBRINO CAULKING
1304 RTE 9
CASTLETON, NY 12033

NY-EX

Order Placed By:
Tristan Dugan

Job Name: ALBANY INTERNATIONAL AIRPORT

Customer P.O.	Ship VIA	F.O.B.	Terms
Albany International Airport	A.DUIE PYLE		NET 60 DAYS

Item Number	Part #	Unit	Ordered	Shipped	Back Order	Price	Amount
800878		PAIL	36.00	0.00	0.00	220.7500	7,947.00
CCW-BARRITECH NP 5 GAL PAIL				000			

Net Order:	7,947.00
Sales Tax:	0.00
Freight:	0.00
Energy Surcharge:	0.00
Order Total:	7,947.00

WHITE CAP ON ACCOUNT

133 - Boston MA (KCP) (PZ10)
643 Summer St
Boston, MA, 02210
(617) 268-1405

QUOTE

65841330

THIS IS A QUOTE ONLY DO NOT SHIP OR TENDER FUNDS

Sold To: 10000211404
DEBRINO CAULKING ASSOC
1304 ROUTE 9
CASTLETON, NY, 12033

Ship To : DEBRINO CAULK,10001901442
1304 ROUTE 9
NY DELIVERY/PICK UP ONLY
CASTLETON, NY, 12033-9686
Job Site Contact:
Job Site Phone:
Map #:

04:38 PM **Ordered By:** TJ DUGAN **Contact Phone:**

Quote Number	Quote Date	Valid Until	Request Date	Sales Person
65841330	05/06/2025	05/13/2025		Puccillo, J
Terms	**Shipping Method**	**Quote Name**	**Customer PO**	**Created By**
N60D	2. Our Truck	Henry Pricing	Albany Airport	Puccillo, J

SEQ	Part# / H/M	Description	Ord Quantity	U/M / Unit WT	Price / COO	Amount
10	113BH200SA912	36"X75' REGULAR BLUESKIN SA AIR AND VAPOR BARRIER - (WHITE LABEL) HENRY	20	EA 54 LBS	$187.00	$3,740.00
20	113HE574677 HAZMAT	4.5GAL BLUESKIN LVC ADHESIVE PRIMER LO-VOC HENRY Class 3,UN1133,PAIL	4	EA 40 LBS	$383.50	$1,534.00
30	113HEBES925B	20OZ SAUS 925 BES BLACK SEALANT HENRY	44	EA 2 LBS	$20.00	$880.00

Shipped amount		**$6,154.00**
Order charges		**$0.00**
Tax amount		**$0.00**
Lumber Tax rate/amount	**1.00%**	**$0.00**
Quote total		**$6,154.00**

Craig Dittl

From: Wagner, Robert C - (NYN) <rwagner@tcco.com>
Sent: Wednesday, July 9, 2025 2:02 PM
To: Craig Dittl; John O'Donnell
Cc: Jim Dawsey; Jeffrey Lino; Kelsey Angelo
Subject: Re: Albany Airport Sheet-Applied Air Barrier at Cornices

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Change order request is approved

Robert Wagner, LEED® AP
Turner Construction Company
| rwagner@tcco.com
website | linkedin | facebook | twitter | youtube

CONFIDENTIALITY STATEMENT ~~~
This email transmission and any documents accompanying this email transmission contain information from Turner Construction Company, which is confidential. This information is intended for the use of the intended recipient. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, copying, or taking of any action in reliance on the contents of this email information is strictly prohibited, and that the documents shall be returned to Turner Construction Company, immediately. If you receive this email in error, please notify us immediately by replying to the email address set forth above.

From: Craig Dittl <cdittl@mlbind.com>
Sent: Wednesday, July 9, 2025 9:55 AM
To: Wagner, Robert C - (NYN) <rwagner@tcco.com>; John O'Donnell <jodonnell@albanyairport.com>
Cc: Jim Dawsey <jmdawsey@mlbind.com>; Jeffrey Lino <Jlino@mlbind.com>; Kelsey Angelo <KMAngelo@mlbind.com>
Subject: RE: Albany Airport Sheet-Applied Air Barrier at Cornices

EXTERNAL EMAIL -- Please Handle Cautiously

Resending per request.

In regards to the comment about labor (too high), I'd like to remind everyone you are going from a sprayed product to a sheet-applied product. That inherently by its nature is more labor-intensive...that's not even a question. It's not a one-for-one trade..you don't just slap the rolls on and walk away.

You are now taking these rolls/pieces 60' in the air in a boom, you have to cut them (likely on the ground and take each piece up), install them tight and flat so there are no air bubbles, you cannot let it touch itself or you'll never get it "un-stuck"...if you've ever actually installed a self-adhered sheet product you know what I'm talking about. Also, with BlueSkin SA you have to also prime the sheathing...another added step.

Sprayed products could be done with one man in a lift versus a sheet product where you'll have at least two people in the lift to get the sheets on, one man running ahead priming sheathing, and possibly a ground man for cuts and the like. The two processes are vastly different.

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

Over 75 Years of Construction Excellence
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:

From: Craig Dittl
Sent: Wednesday, May 14, 2025 12:33 PM
To: Wagner, Robert C - (NYN) <rwagner@tcco.com>; John O'Donnell <jodonnell@albanyairport.com>
Cc: Jim Dawsey <jmdawsey@mlbind.com>; Jeffrey Lino <Jlino@mlbind.com>
Subject: FW: Albany Airport Sheet-Applied Air Barrier at Cornices

Rob/John – as discussed, see attached for the design change to the sheet-applied air barrier at the cornice. As a reminder, this stemmed from me pointing out they kept referring to a "tie-in" of the AVB and I informed them it was a fluid-applied spec...there was no "tie-in". RFI-259 then provided a spec for a sheet-applied product.

If this is something you are planning to stick with, I will proceed with a formal change order...keep in mind I do need direction on the ABAA criteria that I brought up in Tuesday's meeting. That is listed as an add alternate on the quote.

Let me know if you have any questions.

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

Over 75 Years of Construction Excellence
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

PCO-312

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/21/25
PROPOSAL NO.	PROPOSAL AMOUNT
143	$12,158.00

Per NOC 143 dated 7/21/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

RFI-052 directed MLB/Martin Electric to proceed onT&M with the addition electrical/FA removal and relocation.

Description	Labor	Material	Equipment	Subcontract	Other	Price
George J Martin & Son Inc				$11,629.00		$11,629.00
					Subtotal:	$11,629.00
		MLB OH&P (Subcontractor)		$10,571.82	5.00%	$529.00
					Total:	**$12,158.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/21/25
Craig Dittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

MARTIN
ELECTRIC

JOB #6846-07

MLB Constructions Services, LLC.
1 Stonebreak Rd. Malta, NY 12020

January 07, 2025
Prepared by: Everett Jones
Contact Info: ejones@martinelectric.com

Attn: Craig Dittl cdittl@mlbind.com
RE: Albany Airport BP-04 – T&M DEMO & Conduit Relocation – 3rd Floor RFI 52
6846-07

Craig,

Martin Electric is pleased to provide this T&M CO Proposal for the above referenced project. Please review our clarifications and exclusions for this scope, and thank you for this opportunity.

SCOPE OF WORK

- Take the Fire Alarm System offline to remove Fire Alarm devices in DEMO area.
- Install new conduits for preparation for Fire Alarm DEMO.
- Pull the new Fire Alarm cable to new points.
- Rework existing Fire Alarm wires once devices are removed and put the system back online.
- Test all devices upon completion.
- LOTO existing circuits 3MA – 4, 8, 11 and 3YA – 7, 10, 11 to rework the existing conduits and install new conduit and wire. DEMO all old existing conduit and wire, energize and test the circuits.
- DEMO and refeed circuits in (4) existing conduits on the 3rd floor, in front of the Terminal for continuation of DEMO in this area.

CLARIFICATIONS

- Please reference signed T&M Tickets.
- Coordinate work with MLB.
- FS&S is a Subcontractor to Martin Electric, Inc.
- All Labor, Material, Management, Equipment, Tools, and Service Vehicles included.
- Please reference updated **PROPOSAL TERMS**, regarding the Commodities Market.

MARTIN
ELECTRIC

JOB #6846-07

MLB Constructions Services, LLC.
1 Stonebreak Rd, Malta, NY 12020

January 07, 2025
Prepared by: Everett Jones
Contact Info: ejones@martinelectric.com

APPROACH

Martin Electric plans to approach this project in the following manner:

- Review all the requirements of the systems/equipment to be installed with the appointed representative.
- Review and determine with the site representative the proposed routing, for approval, prior to installation of conduit, and wire.
- Review and make every effort to expedite delivery of long lead materials.
- Complete the installation of the required services within schedule, unless delayed by others.
- Evaluate project activity periods and maintain scheduled activity completions.

EXCLUSIONS

- Dumpster Cost of any type.
- Cost for seismic restraints of any type.
- System design or re-design requirements.
- All field modifications of equipment furnished by others.
- Third party or certification testing of the electrical systems.
- Any concrete, cutting, patching, or painting.
- Any excavation and backfill.
- Any cost associated with utility usage.
- Fireproofing not included.

MARTIN
ELECTRIC

JOB #6846-07

MLB Constructions Services, LLC.
1 Stonebreak Rd. Malta, NY 12020

January 07, 2025
Prepared by: Everett Jones
Contact Info: ejones@martinelectric.com

PROPOSAL COST

Based on the Services to provide the Proposed Scope of Work, the Approach, and the Clarifications, Inclusions and Exclusions listed above; Martin Electric is proposing the amount of:

MATERIAL	$ 964
LABOR	$ 7,585
SUBCONTRACTOR/VENDOR (FS&S)	$ 3,080
TOTAL	$ 11,629

PROPOSAL TERMS:

Terms for payment shall be net 30 days based on a schedule of values from the contract.
This quote is valid for **15 days** due to the current market for commodities and Material pricing will be updated, as necessary, upon the date of Approval, and is made contingent upon both parties reaching mutually agreeable terms and conditions.

NOTICE:

THIS PROPOSAL IS CONTINGENT ON A LACK OF IMPACT BY THE CORONAVIRUS NATIONAL EMERGENCY. Given the existence of the coronavirus pandemic, Martin Electric Inc. will use its best efforts to staff and supply this project to be able to hit the scheduled completion date but reserves its right to seek an excusable extension of time if Martin Electric Inc., or its subcontractors and suppliers are unable to maintain planned crew sizes due to the illness, supply shortages or governmental restraints on business, travel and/or assembly. To the extent that the project is suspended pursuant to the terms of the proposed Martin Electric Inc. Subcontract, we intend to seek additional costs associated with the suspension.

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #BP-04 RFI-052: BP-04 RFI-052: Relocation of Conduits on 3rd Floor through Demo Zone at Column Line B

Status	Closed on 04/12/24		
To	Mike Heinzman (Foit-Albert Associates) Todd Cirillo (CHA) Maureen Moran (CHA) Jordan Hudak (CHA) Ashley Richards (CHA)	**From**	Patrick Pratico (MLB Construction Services, LLC)
Date Initiated	Mar 27, 2024	**Due Date**	Apr 17, 2024
Location		**Project Stage**	Course of Construction
Cost Impact		**Schedule Impact**	Yes (Unknown)
Spec Section		**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings			
Received From	Patrick Pratico (MLB Construction Services, LLC)		
Copies To	Eddie Andres (Turner Construction Company), Todd Cirillo (CHA), Craig Dittl (MLB Construction Services, LLC), Jordan Hudak (CHA), John LaClair, PE (Albany County Airport Authority), Jeff Lino (MLB Construction Services, LLC), Trevor Mee (MLB Construction Services, LLC), Maureen Moran (CHA) , Jo Anne Nichols (MLB Construction Services, LLC) , Derek Petruzzo (Turner Construction Company), Damien Pinto-Martin (MLB Construction Services, LLC), Patrick Pratico (MLB Construction Services, LLC), Ashley Richards (CHA), Gaby Rosario (Turner Construction Company), Robert Wagner (Turner Construction Company)		

Activity

Question

Question from Patrick Pratico MLB Construction Services, LLC *on Wednesday, Mar 27, 2024 at 09:35 AM EDT*

On Drawing ED-103 in BP-04, there are 4 conduit runs and fire alarm that pass through the the demo zone of BP-02 at Column Line B on the 3rd floor of the Terminal. These conduits need to be rerouted on the 3rd floor before demolition of the building from Column line A to B.

Proposed Solution - We propose cutting and splicing the conduit coming out the electrical room on the 3rd floor, creating a new conduit path through the exposed ceiling area and cutting and splicing the conduits in front the doorway to the existing building. This propose solution would have to shutdown the four dedicated circuits at the panels to perform the work. Some of these circuits are not identified on the panelboard. ACAA will have to advise what these circuit power and when they can be shutdown to perform re-route.

Please advise on how to proceed?

Attachments
BP-04 RFI 052 Relocation of Conduits through Demo Zone.pdf

Official Response

Response from Gaby Rosario Turner Construction Company *on Friday, Apr 12, 2024 at 09:25 AM EDT*
MLB to proceed on T&M.

Official Response

Response from Mike Heinzman Foit-Albert Associates *on Thursday, Apr 11, 2024 at 02:54 PM EDT*

Prior to the relocation, circuits should be traced out to identify what they are serving. upon identification of the circuits, verify with the airport staff, that the circuits are not critical and can be temporarily shut off. Aside from that, there is no objection from the design team, to the solution as described.









conduits running through Column Line B

Conduits running through column line B

By BP-02

1 03 - THIRD LEVEL - ELECTRICAL DEMOLITION PLAN

ALBANY COUNTY AIRPORT AUTHORITY

BID PACKAGE II
ISSUED FOR BID

ED-103

Job ID: PG-23-116A
Project: Albany Airport BP-04

GJM MARTIN ELECTRIC
Certified WBE

CO: 6846-07: DEMO & Conduit Relocation 3rd Floor - T&M

Takeoff

7 Jan 2025 10:12:27

Phase: DEMOLITION

Item #	Qty	U/M	Q/M	Size	Description	Material Unit	Material Result
	0.00				**BROWN #12 THHN**		
70033	500.00	FT	M	12	THHN/THWN CU (STR)	0.2307	115.36
	0.00				**ORANGE #12 THHN**		
70033	500.00	FT	M	12	THHN/THWN CU (STR)	0.2307	115.36
	0.00				**YELLOW #12 THHN**		
70033	500.00	FT	M	12	THHN/THWN CU (STR)	0.2307	115.36
	0.00				**GRAY #12 THHN**		
70033	500.00	FT	M	12	THHN/THWN CU (STR)	0.2307	115.36
	0.00				**GREEN #12 THHN**		
70033	500.00	FT	M	12	THHN/THWN CU (STR)	0.2307	115.36
	0.00				**MISCELLANEOUS MATERIAL**		
150041	3.00	EA	M	2-1/8"D	4"SQ CMB-KO NO BRKT	2.9658	8.90
150096	3.00	EA	M		4"SQ BLANK COVER	1.3611	4.08
10054	100.00	FT	M	3/4	EMT	0.9455	94.55
161692	12.00	EA	M	3/4	EMT 1-HOLE STEEL STRAP	0.2694	3.23
30552	14.00	EA	M	3/4	EMT STEEL-COMP COUPLING	0.7215	10.10
160064	1.00	EA	M	3/4	STN-STL MINI EMT-HGR W/BOLT	1.4460	1.45
30678	2.00	EA	M	3/4	EMT STEEL COMP CONNECTOR	0.8151	1.63
3070504	150.00	FT	M	#16 2/C Red	FA CABLE PLENUM SHIELD (FPLP)	0.2724	40.86
3070509	150.00	FT	M	#14 2/C Red	FA CABLE PLENUM SHIELD (FPLP)	0.2869	43.03
3070555	100.00	FT	M	#16 2/C Red	FA CABLE PLENUM UNSHLD ADDR (FPLP)	0.9202	92.02
						Phase Totals:	**876.66**
						Job Totals:	**876.66**

+10% OH&P
= $964

George J. Martin & Son
164 Columbia Turnpike
Rensselaer, NY
Phone: 518-477-7577
Web: www.martinelectric.com

Rec'd TCCo PCO-312 07.24.25

6846-07 RFI 52 / 128

	Ticket #	1671	1671	1685	1685	1685	1686	1687	1688			
Rate	**Employees**	**3/12/2024**	**3/14/2024**	**3/26/2024**	**3/27/2024**	**3/28/2024**	**3/29/2024**	**4/1/2024**	**4/2/2024**	**Total Str Hrs**	**Str Time Rate**	**Labor Total**
GF	J Nellis	8 ✓	6 ✓	4 ✓	8 ✓	8 ✓	8 ✓	5 ✓	5 ✓	52	$ 122.90	$ 6,390.80
JW	S Tanner	0	0	0	0	0	0	5 ✓	0	5	$ 100.97	$ 504.85
		8 ✓	6 ✓	4 ✓	8 ✓	8 ✓	8 ✓	10 ✓	5 ✓	57		$ 6,895.65
											10% OH&P	$ 689.57
											Labor Subtotal	***$ 7,585***

Rec'd TCCo PCO-312 07.24.25

RFI-128

6846-07 #1671

Job #
-07

Date

Work Area

Work Conditions
normal

Customer Order No
3443

Description of Work
demo conduit relocation per Patrick

Labor Hours

Jamie N Mar 12 2024 8
Jamie N MAR 14-24 Co

Work Order By
Patrick P

Date Ordered
Mar 12 2024

Date Completed 3.14.24

Customer Approval Signature Derek Struzzo (VR)

Customer Name
Patrick P

Signature Date

Max

Rec'd TCCo PCO-312 07.24.25

CM Certified WBE #1685

Martin Electric

164 Columbia Turnpike
Rensselaer, NY 12144
Phone (518) 477-7577 Fax (518) 477-9750

Since 1999

1685

No. 17501

CUSTOMER: MLB / Turner	DATE: 3-26-24
ADDRESS:	JOB NO: 6841.-07
	JOB LOCATION: Albany Airport
ATTENTION:	WEATHER CONDITIONS:
PHONE:	BP-04 RFI 052

DESCRIPTION OF WORK

Demo and refed ckt's in 4 Conduits on 3rd floor so Demo of Front of Terminal can continue Including Fire Alarm

EQUIPMENT USAGE

☐ BUCKET TRUCK		☐ ROTARY HAMMER	
☐ DELIVERY TRUCK		☐ CORE DRILL	
☐ SKID STEER		☐ PUNCH SET	
☐ TRENCHER		☐ CRIMPER	
☐ COMPRESSOR		☐ BENDERS	
☐ GENERATOR		☐ METERS	
☐ PIPE MACHINE		☐ WIRE PULLER	
☐ OTHER			

QTY	MATERIAL	UNIT	AMOUNT
3	4" SQ J-Boxes		
3	4" SQ Blank Covers		
100'	3/4" EMT		
12	3/4" one hole Straps		
14	3/4" EMT Coupl.		
1	3/4" EMT Mini		
2	3/4" EMT Conn		
100'	16/2 Red F/A Cable		
150'	16/2 Red Shielded FA Cable		
150'	14/2 Red F/A Cable		

LABOR	DATE	HRS	ST	OT
Jamie	3/26	4	✓	
Jamie	3/27	8	✓	
Jamie	3/28	8	✓	

TOTAL MATERIAL	
TOTAL LABOR	
TOTAL OTHER	
OVERHEAD/PROFIT	
TAX	
TOTAL DUE	

WORK ORDERED BY
3/26 - 3.28

CUSTOMER APPROVAL SIGNATURE
Rich Billings (VTO)

DATE

Page of Pages

Rec'd TCCo PCO-312 07.24.25

BP-04 RFIS

1686

Certified WBE #1686

Martin Electric

164 Columbia Turnpike
Rensselaer, NY 12144
Phone (518) 477-7577 Fax (518) 477-9750

Since 1939

No. 17502

CUSTOMER: MLB / Turner	DATE: 3-29-24
ADDRESS:	JOB NO: 6846-07
	JOB LOCATION: Albany Airport
ATTENTION: Patrick Pratico	WEATHER CONDITIONS:
PHONE: 518 693-2977	

DESCRIPTION OF WORK

Pull F/A Cable To new termination Points. Complete Conduits for work around Glass in preperation for Demo

EQUIPMENT USAGE

☐ BUCKET TRUCK		☐ ROTARY HAMMER	
☐ DELIVERY TRUCK		☐ CORE DRILL	
☐ SKID STEER		☐ PUNCH SET	
☐ TRENCHER		☐ CRIMPER	
☐ COMPRESSOR		☐ BENDERS	
☐ GENERATOR		☐ METERS	
☐ PIPE MACHINE		☐ WIRE PULLER	
☐ OTHER			

QTY	MATERIAL	UNIT	AMOUNT
1	500' THHN Wire Brown		
1	500' THHN Wire Orange		
1	500' THHN Wire Yellow		
1	500' THHN Wire Grey		
1	500' THHN Wire Green		

LABOR	DATE	HRS	ST	OT
Jamie	3/29	8	✓	

Acknowledgement of ... 418 Construction Services

TOTAL MATERIAL	
TOTAL LABOR	
TOTAL OTHER	
OVERHEAD/PROFIT	
TAX	
TOTAL DUE	

WORK ORDERED BY: Derek Petrungaro (JTC) ✓

CUSTOMER APPROVAL SIGNATURE: [signature]

DATE:

Rec'd TCGe PCO-312 07-24-25 BP-04 RFI 52

CM Certified WBE #1687

Martin Electric

164 Columbia Turnpike
Rensselaer, NY 12144
Phone (518) 477-7577 Fax (518) 477-9750

Since 1939

(1687)

No. 17503

CUSTOMER	DATE	JOB NO.
MLB	4-1-24	6846-07
ADDRESS	JOB LOCATION	
	ALBANY Airport	
ATTENTION: Patrick Pratico	WEATHER CONDITIONS	
PHONE: 518 693 2977		

DESCRIPTION OF WORK

Shut down circuits 3MA #4, 8, 11 And 3YA #7, 10, 11. Rework conduits to new conduits. Pull new wire in, term, and re-energize. Demo out old conduits

EQUIPMENT USAGE

☐ BUCKET TRUCK		☐ ROTARY HAMMER	
☐ DELIVERY TRUCK		☐ CORE DRILL	
☐ SKID STEER		☐ PUNCH SET	
☑ TRENCHER		☐ CRIMPER	
☐ COMPRESSOR		☐ BENDERS	
☐ GENERATOR		☐ METERS	
☐ PIPE MACHINE		☐ WIRE PULLER	
☐ OTHER			

QTY	MATERIAL	UNIT	AMOUNT

LABOR	DATE	HRS	ST	OT
Jamie N	4/1	5	✓	
Tanner S.	4/1	5	✓	

Acknowledgement of Time Only
MLB Construction Services, LLC.

TOTAL MATERIAL	
TOTAL LABOR	
TOTAL OTHER	
OVERHEAD/PROFIT	
TAX	
TOTAL DUE	

WORK ORDERED BY: Derek Petruzzo (VTC)

CUSTOMER APPROVAL SIGNATURE

DATE

Rec'd TCCo PCO-312 07.24.25

BP 04 RA 052

CM Certified WBE # 1688

Martin Electric

164 Columbia Turnpike
Rensselaer, NY 12144
Phone (518) 477-7577 Fax (518) 477-9750

Since 1939

1688

No. 17504

CUSTOMER	DATE	JOB NO
MLB / Turner	4-2-24	6846-07
ADDRESS	JOB LOCATION	
	Albany Airport	
ATTENTION: Patrick Pratico	WEATHER CONDITIONS	
PHONE: 518 693 2977		

DESCRIPTION OF WORK

Work with FS&S to remove devices and wire in demo area. Terminate wires so demo Area wire & device Removed. Bring FA System back on line. Demo removed from System wire & devices

EQUIPMENT USAGE

☐ BUCKET TRUCK		☐ ROTARY HAMMER	
☐ DELIVERY TRUCK		☐ CORE DRILL	
☐ SKID STEER		☐ PUNCH SET	
☐ TRENCHER		☐ CRIMPER	
☐ COMPRESSOR		☐ BENDERS	
☐ GENERATOR		☐ METERS	
☐ PIPE MACHINE		☐ WIRE PULLER	
☐ OTHER			

QTY	MATERIAL	UNIT	AMOUNT	

LABOR	DATE	HRS	ST	OT
Jamie N	4/2	5	✓	

TOTAL MATERIAL	
TOTAL LABOR	
TOTAL OTHER	
OVERHEAD/PROFIT	
TAX	
TOTAL DUE	

WORK ORDERED BY

Acknowledgment only
Turner Construction Services, LLC

CUSTOMER APPROVAL SIGNATURE

DATE

Page of Pages

Fire Security & Sound Systems, Inc.
4 Avis Drive
Latham, New York 12110
Tel 518.250.4364 Fax 518.250.4365
www.firesecuritysound.com

To: Martin Electric **Sales Team:** Sean Reilly / Roy A. Yannes

Attn: **Pat Galgay** **Email:** seanreilly@firesecuritysound.com

Quote #: N3-26 **Date:** March 26, 2024

Re: Albany Airport – Passenger Screening CO1 Demo 1st, 2nd and 3rd Floor devices

We are pleased to submit the following quotation for your review. Our price does not include standard boxes, pipe, wire or installation.

Fire Alarm System CO1 Demo Fire Alarm Devices not on contract drawings: 1 Lot Modifications to the Existing EST Networked Fire Alarm Control Devices in phases to remove existing devices, Ground support Programing and Graphic Modifications 1st Fl 4 Hr, 2nd Floor 8 Hr, 3rd Floor 8 Hr 20 reg time hrs total 1 Man with support from Martin Electric +10%OH&P= $3,080

Total Fire Alarm System Buy Price is: $2,800.00 (plus any appl. taxes)

The above price includes submittals, demonstration, supervision of final connections of control equipment and assisting in testing the system. It does not include tax, installation, engineered stamped drawings, permits or fees of any kind. Our terms are net 30 days with approved credit. Our proposal is subject to the attached terms and conditions.

As the aftereffects of the worldwide COVID-19 pandemic continue to impact our manufacturing, shipping, and distribution partners, we are experiencing a greater frequency of product shortages, extended lead times (backorders), and in some instances, bi-weekly price increases as they pertain to certain products and product lines. Materials will be invoiced once material is received all other billing will continue as contracted.
FS&S is committed to working closely with our vendors and suppliers to do what we can to mitigate these issues and minimize the impact to our valued customers, however delayed shipping & delivery times, as well as incremental price increases are quickly becoming the norm.
Therefore, quotes will only be valid for 30 days and orders should be placed as soon as possible to mitigate delays in product allocation.

Working together as a team to achieve common goals.
We appreciate your business.

Accepted by_____ Date_____

PCO-313

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/18/25
PROPOSAL NO.	PROPOSAL AMOUNT
142	$6,282.00

Per NOC 142 dated 7/18/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

During the coordination phase with the design team for the Dunkin' Donuts fit-up, the in-floor plumbing fixtures were revised from the CHA design documents.

Description	Labor	Material	Equipment	Subcontract	Other	Price
John W Danforth Company				$6,009.11		$6,009.11
					Subtotal:	$6,009.11
		MLB OH&P (Subcontractor)		$5,462.83	5.00%	$272.89
					Total:	$6,282.00

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/18/25
Craig Lutz
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

CHANGE ORDER REQUEST

5.1

since 1864 danforth

Title: Dunking Fitout Redesign - Added Fixtures
Project Name: Albany Airport Terminal Expansion
Project Address: 737 Albany Shaker Road
Albany, NY 12211
COR Date: 04/22/2025
John W Danforth Company Job Number: 90272-100
Customer Job Number:
Customer Reference Number:

Our Information

John W Danforth Company
300 Colvin Woods Parkway
Tonawanda, NY 14150
Phone: (716)-955-0035

Customer Information

MLB Construction Services
1 Stonebreak Road
Ballston Spa, NY 12020
Phone: (518)-289-1371

Description of Change Order Request

Captured cost for difference in Dunkin Fitout based on correspondence with Oscar Ramirez with AHARONIAN & ASSOCIATES INC. - ARCHITECTS.
2x Added P-1's, 1x added 4" FCO, 2x Deleted P-2's. Added 1hr labor for the added time for P-1's (more involved install) & 4" FCO.

Labor

Description	Qty (HR)	Unit (HR)	Rate (HR)	Total Cost
Local 7 Journeyman	1.00	ST	$104.95	$104.95
Hours Subtotals: ST: 1.00			**Total Labor:**	**$104.95**

Equipment

Description	Qty of Equipment	Unit of Measure	Rate	Total Cost
Removed P-2 ✓ CD	-2.00 ✓	Each	$692.86	$-1,385.72 ✓
Added 4" FCO ✓ CD	1.00 ✓	Each	$825.00	$825.00 ✓
Added P-1 ✓ CD	2.00 ✓	Each	$2,959.30	$5,918.60 ✓
			Total Equipment:	**$5,357.88**

Subtotal	**$5,462.83**
Requested Total	**$5,462.83**

MLB PROVIDED CHECK/MARK-UP, SEE ATTACHED CD

10% OH & P: $546.28

TOTAL: $6,009.11 CD

POWERED BY CLEARSTORY

Terms & Conditions

Exclusions to include :Retention; unforeseen conditions; roofing work of any kind; cleanup; dumpsters; painting; temporary facilities of any kind; any design calculations or PE stamp; full time on-site safety rep; sales tax; bonding or special insurances of any kind; concrete cutting or concrete work of any kind; cut & patch of any kind; grouting; electrical/power wiring of any kind; controls wiring; environmental remediation; excavation/backfilling; dewatering; chemical/mechanical pipe cleaning; flushing/draining/refilling/venting of systems; instructions to operating personnel; operational tests; valve tagging; equipment/system identification; shop drawings; as-built drawings; escutcheons; caulking; reconditioning and cleaning of owner equipment or material; shoring/tamping; labor to perform x-ray quality welding; schedule update; any work that is not explicitly called out in scope of work description above.

This change proposal covers only the direct costs associated with the change order work described above. The contractor expressly reserves the right to submit, at a later date, added costs and/or time extension requests attendant to this modification arising from, but not limited to: extended field and home office overhead, labor and equipment inefficiencies, disruptions, cumulative impacts, impacts to the critical path and related delay costs, schedule resequencing and/or overtime and acceleration.

We reserve the right to modify this estimate, if additional work not covered by this proposal is required.

Unless noted otherwise, it is anticipated that all work required by this change will be done on a straight time basis. Overtime work, if required, will be billed as an additional item.

This proposal is for acceptance within 20 days and is subject to escalation thereafter.

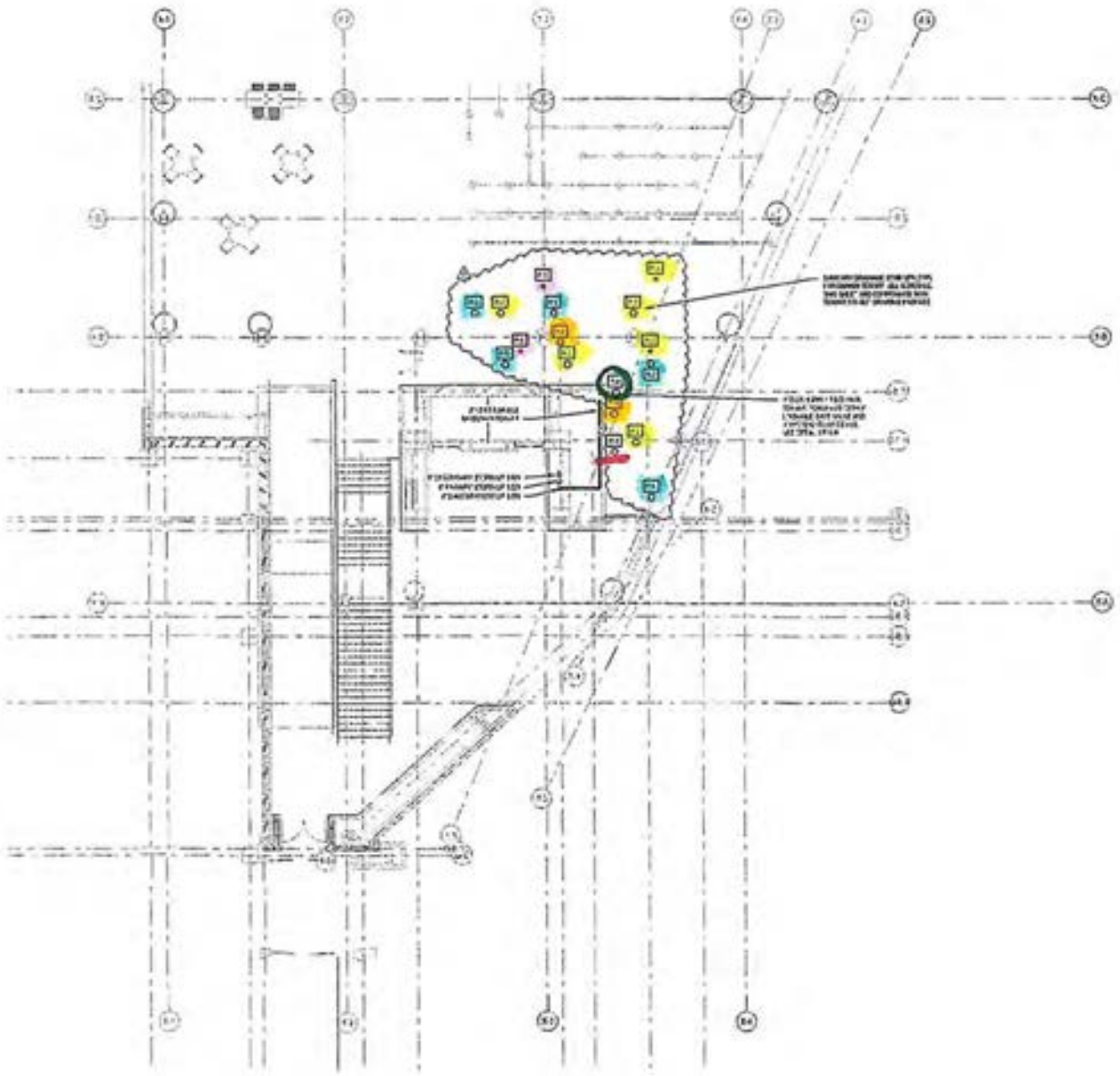
Please advise as soon as possible if we are to proceed. We will not proceed without formal written change order, per contract terms.

ACCEPTANCE OF PROPOSAL: The above prices, specifications, and conditions are satisfactory and are hereby accepted. John W. Danforth Company is authorized to do the work as indicated. Payment will be made as outlined above. The conditions of the proposal above stand good for 30 days. Pricing is based on conditions at time of bid. Danforth reserves its right for an adjustment in contract time, price, or both, due to changing conditions relating, but not limited to COVID-19, or any pandemic, epidemic, disease outbreak, or conflict; or any governmental regulations that are enacted after this date that may impact project cost.

POWERED BY CLEARSTORY

ASI-076

DATED: 8/23/24



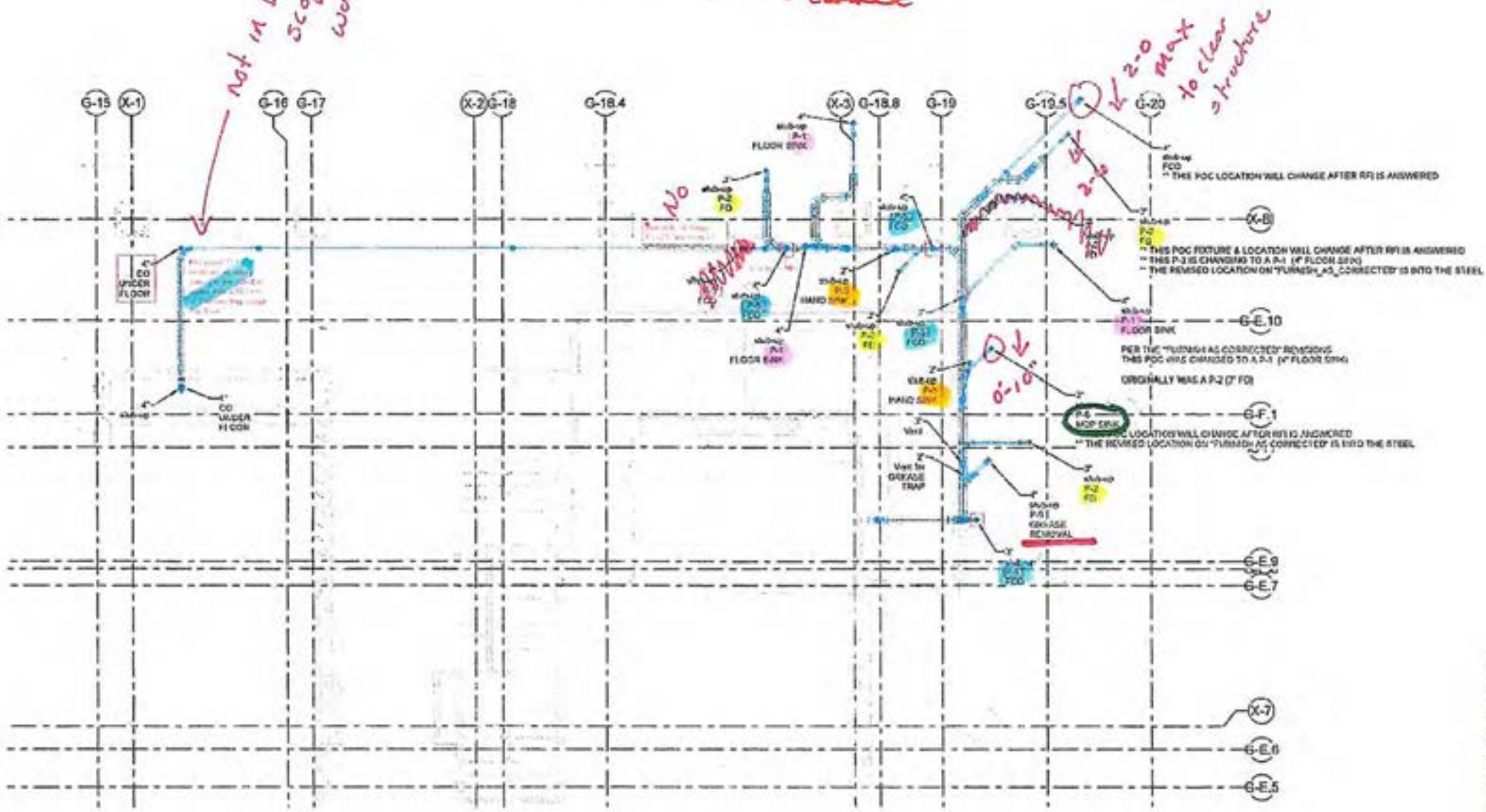


P1: 2
P2: 6
P3: 2
P5: 5
PL: 1
P9: 1

Rec'd TCCo PCO-313 07.24.25

P1: 3 → DELTA, +1
P2: 4 → DELTA, (2)
P3: 2 → NO CHANGE
P5: 5 → NO CHANGE
P6: 1 → NO CHANGE
P9: 1 → NO CHANGE

* MARK-UP FROM AHARONIAN
DATED: 4/4/25



Rec'd TCCo PCO-313 07.24.25

FERGUSON

FEL-COHOES, NY #364
5 GREEN MOUNTAIN DRIVE
COHOES, NY 12047-4807

Phone: 518-268-6749
Fax: 518-708-8225

Deliver To:
From: Thomas Stone
thomas.stone@ferguson.com
Comments:

13:58:26 JAN 27 2025

FERGUSON ENTERPRISES #501
Order Confirmation
Phone: 518-268-6749
Fax: 518-708-8225

Order No: 2308074
Order Date: 01/27/25
Writer: TCS

Req Date: 02/05/25

Ship Via:
Terms: NET 10TH PROX

Sold To: JOHN W DANFORTH CO
5 LIEBECH LANE
ALBANY AIRPORT
ALBANY ACCOUNT
CLIFTON PARK, NY 12065

Ship To: JOHN W DANFORTH CO
5 LIEBECH LANE
TAG PO# 909784
CLIFTON PARK, NY 12065

Cust PO#: 909784

Job Name: ALBANY AIRPORT

Item	Description	Quantity	Net Price	UM	Total
ZZN14004NLHD	4 NIBR FLR CO HD	1	825.000	EA	825.00
ZZN14003NLHD	CO W/ 3 NEOLOCK W/ NB HD TOP	1	648.450	EA	648.45

Net Total:	$1473.45
Tax:	$105.85
Freight:	$0.00
Delivery:	$38.77
Total:	$1618.07

WARRANTY PROVISIONS

The purchaser's sole and exclusive warranty is that provided by the manufacturer, if any. Seller makes no express or implied warranties. SELLER DISCLAIMS ALL EXPRESS OR IMPLIED WARRANTIES INCLUDING ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT WILL SELLER BE LIABLE FOR ANY INCIDENTAL, PUNITIVE, SPECIAL OR CONSEQUENTIAL DAMAGES ARISING DIRECTLY OR INDIRECTLY FROM THE OPERATION OR USE OF THE PRODUCT. SELLER'S LIABILITY, IF ANY, SHALL BE LIMITED TO THE NET SALES PRICE RECEIVED BY SELLER. Complete Terms and Conditions are available upon request or can be viewed on the web at https://www.ferguson.com/content/website-info/terms-of-sale

LEAD LAW WARNING: It is illegal to install products that are not "lead free" in accordance with US Federal or other applicable law in potable water systems anticipated for human consumption. Products with *NP in the description are NOT lead free and can only be installed in non-potable applications. Buyer is solely responsible for product selection.
Buyer shall accept delivery of products within 60 days of Seller receiving the products at Seller's warehouse. If Buyer causes or requests a delay in delivery of the products, Buyer may be subject to storage fees and additional costs caused by such delay. Seller reserves the right to requote the products and reschedule the delivery date, subject to manufacturer's lead times and price increases, if Buyer is unable to accept delivery within 60 days.

HOW ARE WE DOING? WE WANT YOUR FEEDBACK!
Scan the QR code or use the link below to complete a survey about your orders:
https://survey.medallia.com/?bidsorder&fc=364&on=1068807

Rec'd TCCo PCO-313 07.24.25

FERGUSON

FEL-COHOES, NY #364
5 GREEN MOUNTAIN DRIVE
COHOES, NY 12047-4807

Phone: 518-268-6749
Fax: 518-708-8225

Deliver To:
From: Thomas Stone
thomas.stone@ferguson.com
Comments:

09:22:38 APR 21 2025

FERGUSON ENTERPRISES #501
Price Quotation
Phone: 518-268-6749
Fax: 518-708-8225

Bid No: B529444
Bid Date: 04/21/25
Quoted By: TCS

Cust Phone: 716-832-1940
Terms: NET 10TH PROX

Customer: JOHN W DANFORTH CO
5 LIEBECH LANE
ALBANY AIRPORT
ALBANY ACCOUNT
CLIFTON PARK, NY 12065

Ship To: JOHN W DANFORTH CO
5 LIEBECH LANE
ALBANY AIRPORT
ALBANY ACCOUNT
CLIFTON PARK, NY 12065

Cust PO#: FLOOR SINKS

Job Name: ALBANY AIRPORT

Item	Description	Quantity	Net Price	UM	Total
SP-ZZN19004NHKC2	4 ZN1900-KC-2 12X12X6 FLR SINK	2	2959.300	EA	5918.60

Net Total:	$5918.60
Tax:	$414.30
Freight:	$0.00
Total:	$6332.90

Quoted prices are based upon receipt of the total quantity for immediate shipment (48 hours). SHIPMENTS BEYOND 48 HOURS SHALL BE AT THE PRICE IN EFFECT AT TIME OF SHIPMENT UNLESS NOTED OTHERWISE. QUOTES FOR PRODUCTS SHIPPED FOR RESALE ARE NOT FIRM UNLESS NOTED OTHERWISE.

Due to the uncertain impact of potential tariffs, Ferguson's quotation/proposal has not included any provision or contingency for future tariffs or increase of existing tariffs. Ferguson reserves the right to adjust prices to reflect the impact of any new or increased tariffs that affect our costs at the time of shipment. Ferguson will provide notice of any such adjustments along with documentation supporting the changes.

CONTRACTOR CUSTOMERS: IF YOU HAVE DBE/MBE/WBE/IVBE/SDVBE/SBE GOOD FAITH EFFORTS DIVERSITY GOALS/ REQUIREMENTS ON A FEDERAL, STATE, LOCAL GOVERNMENT, PRIVATE SECTOR PROJECT, PLEASE CONTACT YOUR BRANCH SALES REPRESENATIVE IMMEDIATELY PRIOR TO RECEIVING A QUOTE/ORDER.

Seller not responsible for delays, lack of product or increase of pricing due to causes beyond our control, and/or based upon Local, State and Federal laws governing type of products that can be sold or put into commerce. This Quote is offered contingent upon the Buyer's acceptance of Seller's terms and conditions, which are incorporated by reference and found either following this document, or on the web at https://www.ferguson.com/content/website-info/terms-of-sale
Govt Buyers: All items are open market unless noted otherwise.

LEAD LAW WARNING: It is illegal to install products that are not "lead free" in accordance with US Federal or other applicable law in potable water systems anticipated for human consumption. Products with *NP in the description are NOT lead free and can only be installed in non-potable applications. Buyer is solely responsible for product selection.
Buyer shall accept delivery of products within 60 days of Seller receiving the products at Seller's warehouse. If Buyer causes or requests a delay in delivery of the products, Buyer may be subject to storage fees and additional costs caused by such delay. Seller reserves the right to requote the products and reschedule the delivery date, subject to manufacturer's lead times and price increases, if Buyer is unable to accept delivery within 60 days.

HOW ARE WE DOING? WE WANT YOUR FEEDBACK!
Scan the QR code or use the link below to complete a survey about your bids:
https://survey.medallia.com/?bidsorder&fc=364&on=1068807

FERGUSON

BRANCH - ROCHESTER
ROCHESTER, NY 14623
(585) 458-2930

JOHN W DANFORTH CO
5 LIEBECH LANE CLIFTON PARK, NY 12065

Nobody expects more from us than we do®

Bid ID	BPLB20230300008220	***Issue Date:***	02/07/2025	***Version:***	1.05
Job Name	STRUCTURAL AND INTERIOR UPGRADES FOR TERMINAL EXPANSION AT ALBANY INTERNATIONAL AIRPORT			***Salesperson:***	Travis Senokosoff
Location	737 Albany Shaker Rd, Albany, NY 12211, USA				

PN	MFG	DESCRIPTION	QTY	U/M	UNIT PRICE	EXT PRICE
DC-1 DRAIN COVER						
Z2S1998DC	ZURN	DOWNSPOUT COVER, TYPE 304 STAINLESS STEEL - 8"	1	EA	$2,332.60	$2,332.60
DC-3 DRAIN COVER						
ZZANB1993NH	ZURN	ALL NICKEL BRONZE DOWNSPOUT NOZZLE & WALL FLANGE - 3" NO HUB	2	EA	$782.75	$1,565.50
					Subtotal:	**$1,565.50**
FD-1 FLOOR DRAIN						
ZZN4153NH8SZ1	ZURN	FLOOR AND SHOWER DRAIN, D.C.C.I. BODY ASSEMBLY WITH 8X8" SQUARE POLISHED NICKEL BRONZE TOP - 3" NO HUB	3	EA	$692.86	$2,078.58
					Subtotal:	**$2,078.58**
FD-2 FLOOR DRAIN						
ZZN5133NL	ZURN	9" SQUARE HINGED HEAVY-DUTY DRAIN, D.C.C.I. BODY WITH POLISHED NICKEL BRONZE TOP - 3" NEO LOC	1	EA	$2,182.61	$2,182.61
FD-3 AND FD-4						
ZZN4154NH8SZ1	ZURN	FLOOR AND SHOWER DRAIN, D.C.C.I. BODY ASSEMBLY WITH 8X8" SQUARE POLISHED NICKEL BRONZE TOP - 4" NO HUB	2	EA	$692.86	$1,385.72
					Subtotal:	**$1,385.72**
P-1 FLOOR SINK						
ZZS19004NHKC2	ZURN	12" X 12" A.R.E. SANI-FLOR RECEPTOR, 6" SUMP DEPTH, SS FRAME & GRATE - 4" NO HUB , ANCHOR FLANGE & CLAMP, 1/2 GRATE	2	EA	$3,592.57	$7,185.14
					Subtotal:	**$7,185.14**
P-2 FLOOR DRAIN						
ZZN4153NH8SZ1	ZURN	FLOOR AND SHOWER DRAIN, D.C.C.I. BODY ASSEMBLY WITH 8X8" SQUARE POLISHED NICKEL BRONZE TOP - 3" NO HUB	5	EA	$692.86	$3,464.30
					Subtotal:	**$3,464.30**
WC-1 WATER CLOSET						
A3353101020	AMERICAN STANDARD	AFWALL ELONGATED TOILET BOWL IN WHITE	2	EA	$99.82	$199.64
S3451635	SLOAN	*CVR* 1.6 GPF ROYAL 15216 210 3/4 L	2	EA	$569.41	$1,138.82
B16SSSSCT000	BEMIS	WHITE ELONGATED OPEN FRONT SEAT W/ S/S SELF-SUSTAINING CHECK HINGE, L/ COVER	2	EA	$31.56	$63.12
					Subtotal:	**$1,401.58**

PCO-314

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/24/25
PROPOSAL NO.	PROPOSAL AMOUNT
150	$2,300.00

Per NOC 150 dated 7/24/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

RFI-110 enlarged the size of the original duct work after Danforth had already drawn it into the model per the bid documents.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Mechanical Systems				$2,200.00		$2,200.00
					Subtotal:	$2,200.00
		OH&P (Subcontractor)		$2,000.00	5.00%	$100.00
					Total:	**$2,300.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request _____ calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/24/25
Craig Dill
MLB Construction Services LLC

Approved by:
Date: 7/25/25

Cc: JMD/SAS/File (MLB Construction Services LLC)

Terms & Conditions

Exclusions to include :Retention; unforeseen conditions; roofing work of any kind; cleanup; dumpsters; painting; temporary facilities of any kind; any design calculations or PE stamp; full time on-site safety rep; sales tax; bonding or special insurances of any kind; concrete cutting or concrete work of any kind; cut & patch of any kind; grouting; electrical/power wiring of any kind; controls wiring; environmental remediation; excavation/backfilling; dewatering; chemical/mechanical pipe cleaning; flushing/draining/refilling/venting of systems; instructions to operating personnel; operational tests; valve tagging; equipment/system identification; shop drawings; as-built drawings; escutcheons; caulking; reconditioning and cleaning of owner equipment or material; shoring/tamping; labor to perform x-ray quality welding; schedule update; any work that is not explicitly called out in scope of work description above.

This change proposal covers only the direct costs associated with the change order work described above. The contractor expressly reserves the right to submit, at a later date, added costs and/or time extension requests attendant to this modification arising from, but not limited to: extended field and home office overhead, labor and equipment inefficiencies, disruptions, cumulative impacts, impacts to the critical path and related delay costs, schedule resequencing and/or overtime and acceleration.

We reserve the right to modify this estimate, if additional work not covered by this proposal is required.

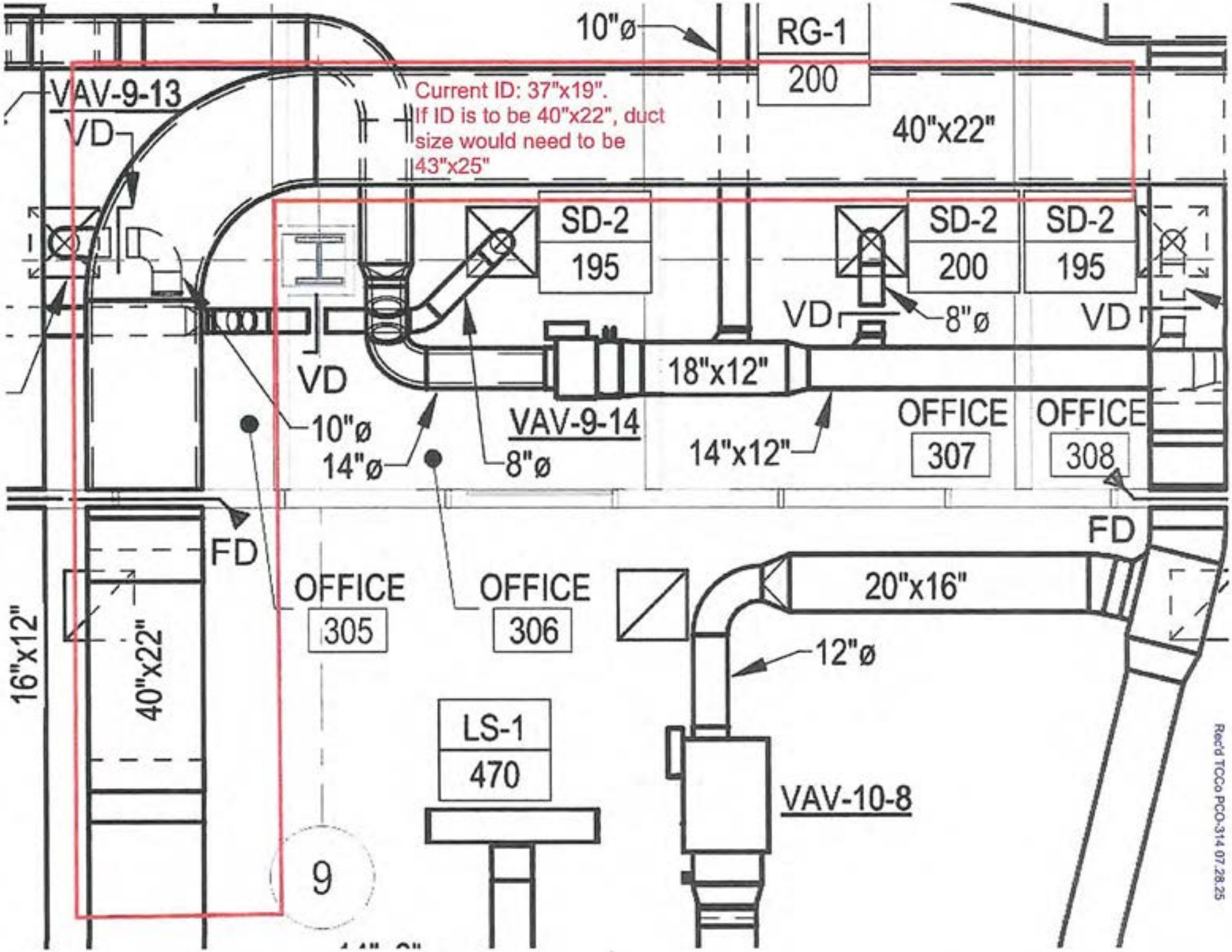
Unless noted otherwise, it is anticipated that all work required by this change will be done on a straight time basis. Overtime work, if required, will be billed as an additional item.

This proposal is for acceptance within 20 days and is subject to escalation thereafter.

Please advise as soon as possible if we are to proceed. We will not proceed without formal written change order, per contract terms.

ACCEPTANCE OF PROPOSAL: The above prices, specifications, and conditions are satisfactory and are hereby accepted. John W. Danforth Company is authorized to do the work as indicated. Payment will be made as outlined above. The conditions of the proposal above stand good for 30 days. Pricing is based on conditions at time of bid. Danforth reserves its right for an adjustment in contract time, price, or both, due to changing conditions relating, but not limited to COVID-19, or any pandemic, epidemic, disease outbreak, or conflict; or any governmental regulations that are enacted after this date that may impact project cost.

POWERED BY CLEARSTORY


10"ø
RG-1
200
VAV-9-13
VD
Current ID: 37"x19".
If ID is to be 40"x22", duct
size would need to be
43"x25"
40"x22"
SD-2
195
SD-2
200
SD-2
195
VD
8"ø
VD
VD
18"x12"
10"ø
14"ø
VAV-9-14
8"ø
14"x12"
OFFICE
307
OFFICE
308
FD
FD
OFFICE
305
OFFICE
306
20"x16"
12"ø
16"x12"
40"x22"
LS-1
470
VAV-10-8
9
Rec'd TCCo PCO-314 07.28.25

PCO-317

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/30/25
PROPOSAL NO.	PROPOSAL AMOUNT
154	$12,790.00

Per NOC 154 dated 7/30/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Per the response to RFI-254 add RHX motors to the overhead grilles per ACAA request.

PLEASE NOTE: Power for these is captured in ASI-114.

Description	Labor	Materiel	Equipment	Subcontract	Other	Price
Overhead Door Co of GlensFalls				$12,233.57		$12,233.57
					Subtotal:	$12,233.57
		MLB OH&P (Subcontractor)		$11,121.43	5.00%	$556.43
					Total:	**$12,790.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: _____ 7/30/25
Craig Dill
MLB Construction Services LLC

Approved by: _____
Date: _____

Cc: JMD/SAS/File (MLB Construction Services LLC)

The Genuine. The Original.

AAC-F-11 Change Order Form
Revision Level 01

DATE: 4/8/2025

From: Sales

To: ☐ Technical Services ☐ Fabrication Control ☒ Administration

Job No: 23114 Albany Airport Terminal Expansion

Location: 737 Albany Shaker Road

Customer: MLB Construction

Contact Person: Kelsey Martin

RFI-254 ATTACHED (4)

Description of Change: Added RHX motors to 4 grilles

Total Amount: $12,233.57

Grille 1 Material- $2,578.39	**Labor-$480.00**
Grille 2 Material- $2,578.39	**Labor-$480.00**
Grille 3 Material- $2,578.39	**Labor-$480.00**
Grille 4 Material- $2,578.39	**Labor-$480.00**

Sales Action:

- ☐ **Ship Date (if applicable)** _____
- ☒ Add-On / Deletion
- ☒ Price Change
- ☐ Customer Notified - Update Signed Contract

_____

Change Order Approval Signature & Date

Mailing Address
PO Box 98
Schuylerville, NY 12871
Office: (518) 798-4228
www.overheaddoorgf.com

Craig Dittl

From: Craig Dittl
Sent: Wednesday, July 30, 2025 8:12 AM
To: Craig Dittl
Subject: FW: Albany Overhead Grille Change Order

From: Kelsey Angelo <KMAngelo@mlbind.com>
Sent: Friday, July 25, 2025 9:52 AM
To: Craig Dittl <cdittl@mlbind.com>
Subject: FW: Albany Overhead Grille Change Order

Verbiage.

From: Kelsey Martin
Sent: Monday, April 21, 2025 2:37 PM
To: Craig Dittl <cdittl@mlbind.com>
Subject: RE: Albany Overhead Grille Change Order

From Sheri "We are charging $480 a motor at $120.00 per hour. Correct we will mount the motor but all wiring is it be completed by others.".

From: Craig Dittl <cdittl@mlbind.com>
Sent: Wednesday, April 16, 2025 2:05 PM
To: Kelsey Martin <KMartin@mlbind.com>
Subject: RE: Albany Overhead Grille Change Order

Just have her provide her rates...so I assume they'll mount the controller and then all Martin needs to do is wire it?

Craig Dittl, Senior Project Manager
MLB Construction Services, LLC

mlb

Over 75 Years of Construction Excellence
1 Stonebreak Road Malta, NY 12020
P: 518.289.1371 EXT. 146 C: 518.450.9774
www.mlbconstructionservices.com

Proud Members Of:

EASTERN CONTRACTORS ASSOCIATION ECA

AGC NEW YORK STATE ASSOCIATED GENERAL CONTRACTORS NEW YORK STATE

NAWIC The National Association of Women in Construction Capital District, NY

From: Kelsey Martin <KMartin@mlbind.com>
Sent: Monday, April 14, 2025 11:32 AM
To: Craig Dittl <cdittl@mlbind.com>
Subject: FW: Albany Overhead Grille Change Order

This is for the overhead door changes in ASI 114. Please take a quick look and let me know what (if anything) needs to be broken down further in order to be appropriate to send to TCCo.

From: Boyd, Sheri <SBoyd@ohdgf.com>
Sent: Tuesday, April 8, 2025 2:04 PM
To: Kelsey Martin <KMartin@mlbind.com>
Subject: RE: Albany Overhead Grille Change Order

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ok I have updated it. The motors and labor time will be the same for each door.

The Genuine. The Original.

Sheri Boyd
Sales Associate
Overhead Door Company™ of Glens Falls
Overhead Door Company™ of Hudson River Valley

Phone: 518-798-4228
Mobile: 518-321-8047
Email: sboyd@ohdgf.com
Address:1584 U.S. 9 Ft. Edward, NY 12828

Overhead Door Company™ of Glens Falls and Overhead Door Company ™ of Hudson River Valley are divisions of Access Anvil Corp., a subsidiary of The Fort Miller Group.

From: Kelsey Martin <KMartin@mlbind.com>
Sent: Tuesday, April 8, 2025 1:51 PM
To: Boyd, Sheri <SBoyd@ohdgf.com>
Subject: RE: Albany Overhead Grille Change Order

Sheri,

We will need a break out of labor and material cost for each motor, please.

From: Boyd, Sheri <SBoyd@ohdgf.com>
Sent: Tuesday, April 8, 2025 1:38 PM
To: Kelsey Martin <KMartin@mlbind.com>
Subject: RE: Albany Overhead Grille Change Order

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find change form attached.

The Genuine. The Original.

Sheri Boyd
Sales Associate
Overhead Door Company™ of Glens Falls
Overhead Door Company™ of Hudson River Valley

Phone: 518-798-4228
Mobile: 518-321-8047
Email: sboyd@ohdgf.com
Address:1584 U.S. 9 Ft. Edward, NY 12828

Overhead Door Company™ of Glens Falls and Overhead Door Company ™ of Hudson River Valley are divisions of Access Anvil Corp., a subsidiary of The Fort Miller Group.

From: Kelsey Martin <KMartin@mlbind.com>
Sent: Tuesday, April 8, 2025 1:31 PM
To: Boyd, Sheri <SBoyd@ohdgf.com>
Subject: RE: Albany Overhead Grille Change Order

Please send over a Proposal showing any additional costs above and beyond what you are already in contract for.

Thank you.

From: Boyd, Sheri <SBoyd@ohdgf.com>
Sent: Tuesday, April 8, 2025 8:32 AM
To: Kelsey Martin <KMartin@mlbind.com>
Subject: Albany Overhead Grille Change Order

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

I just received the response for the grille motors. I am going to work on getting these changed and new submittals out this morning. Do you have a change order form that MLB uses or will I just be sending over and updated quote with the new cost?

The Genuine. The Original.

Sheri Boyd
Sales Associate
Overhead Door Company™ of Glens Falls
Overhead Door Company™ of Hudson River Valley

Phone: 518-798-4228
Mobile: 518-321-8047
Email: sboyd@ohdgf.com
Address:1584 U.S. 9 Ft. Edward, NY 12828

Overhead Door Company™ of Glens Falls and Overhead Door Company ™ of Hudson River Valley are divisions of Access Anvil Corp., a subsidiary of The Fort Miller Group.

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

Project: 230609 Albany Airport: Terminal Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #BP-04 RFI-254: BP-04 RFI-254: Overhead Coiling Grille Revisions/Options

Status	Open		
To	Todd Cirillo (CHA) Jordan Hudak (CHA) Gaby Rosario (Turner Construction Company) Ashley Richards (CHA)	**From**	Lori Rowe (MLB Construction Services, LLC)
Date Initiated	Feb 28, 2025	**Due Date**	Mar 21, 2025
Location		**Project Stage**	Course of Construction
Cost Impact		**Schedule Impact**	
Spec Section		**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings			
Received From	Lori Rowe (MLB Construction Services, LLC)		
Copies To	Eddie Andres (Turner Construction Company), Zack Geddes (Albany County Building Department), Natram Lackraj (Turner Construction Company), Maureen Moran (CHA)		

Activity

Question

Question from Lori Rowe MLB Construction Services, LLC *on Friday, Feb 28, 2025 at 10:59 AM EST*

Please advise on the changes to be made to the overhead coiling grilles per ACAA directive. Options to be specified include but are not limited to the following: Operation Mount Type (Front of Hood, Top of Hood, Left or Right operation), Standard or Heavy Duty operator, Horsepower, Voltage, Emergency Operation Type, Entrapment Protection (constant contact, photo eyes, wireless edge, etc.), Transmitters needed (if any), etc.

Awaiting an Official Response

Overhead Door model 671. For automatic door operation as requested by the Airport Authority, add RHX gear head motor w/ top of hood mount. Constant contact entrapment protection. 3 phase. 480/277. Refer to ASI-114. Please provide revised submittal for review.

T. Cirillo, CHA 3-25-25

PCO-319

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/24/25
PROPOSAL NO.	PROPOSAL AMOUNT
46A	$4,600.00

Per NOC 46A dated 7/24/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

When ASI-073 came out, TCCO approved the added BIM time to re-do what had been drawn per the bid documents. At that time, only Martin's pricing was submitted and Danforth's price was missed/not submitted.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Mechanical Systems				$4,400.00		$4,400.00
					Subtotal:	$4,400.00
		MLB OH&P (Subcontractor)		$4,000.00	5.00%	$200.00
					Total:	**$4,600.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/24/25
Craig Ditil
MLB Construction Services LLC

Approved by:
Date: 7/28/25

Cc: JMD/SAS/File (MLB Construction Services LLC)

CHANGE ORDER REQUEST

10.2

Title: East & West Mechanical Room Cooridination Changes
Project Name: Albany Airport Terminal Expansion
Project Address: 737 Albany Shaker Road
Albany, NY 12211
COR Date: 04/21/2025
John W Danforth Company Job Number: 90272-100
Customer Job Number:
Customer Reference Number:

Our Information

John W Danforth Company
300 Colvin Woods Parkway
Tonawanda, NY 14150
Phone: (716)-955-0035

Customer Information

MLB Construction Services
1 Stonebreak Road
Ballston Spa, NY 12020
Phone: (518)-289-1371

Description of Change Order Request

Changes made to East and West mechanical rooms per ASI-073 due to electrical requests from CAD Coordination after mechanical rough in was complete. Additional CAD Coordination time required and modifications to existing systems needed to be made in order to fit electrical conduits and electrical equipment.

Other

Description	Qty of Other	Unit of Measure	Rate	Total Cost
CAD Piping 16 hrs and CAD SM 16 hrs	32.00	hr	$125.00	$4,000.00
			Total Other:	**$4,000.00**

Subtotal		**$4,000.00**
Total		**$4,000.00**
Mark Up	10.000%	$400.00
Requested Total		**$4,400.00**

POWERED BY CLEARSTORY

Terms & Conditions

Exclusions to include :Retention; unforeseen conditions; roofing work of any kind; cleanup; dumpsters; painting; temporary facilities of any kind; any design calculations or PE stamp; full time on-site safety rep; sales tax; bonding or special insurances of any kind; concrete cutting or concrete work of any kind; cut & patch of any kind; grouting; electrical/power wiring of any kind; controls wiring; environmental remediation; excavation/backfilling; dewatering; chemical/mechanical pipe cleaning; flushing/draining/refilling/venting of systems; instructions to operating personnel; operational tests; valve tagging; equipment/system identification; shop drawings; as-built drawings; escutcheons; caulking; reconditioning and cleaning of owner equipment or material; shoring/tamping; labor to perform x-ray quality welding; schedule update; any work that is not explicitly called out in scope of work description above.

This change proposal covers only the direct costs associated with the change order work described above. The contractor expressly reserves the right to submit, at a later date, added costs and/or time extension requests attendant to this modification arising from, but not limited to: extended field and home office overhead, labor and equipment inefficiencies, disruptions, cumulative impacts, impacts to the critical path and related delay costs, schedule resequencing and/or overtime and acceleration.

We reserve the right to modify this estimate, if additional work not covered by this proposal is required.

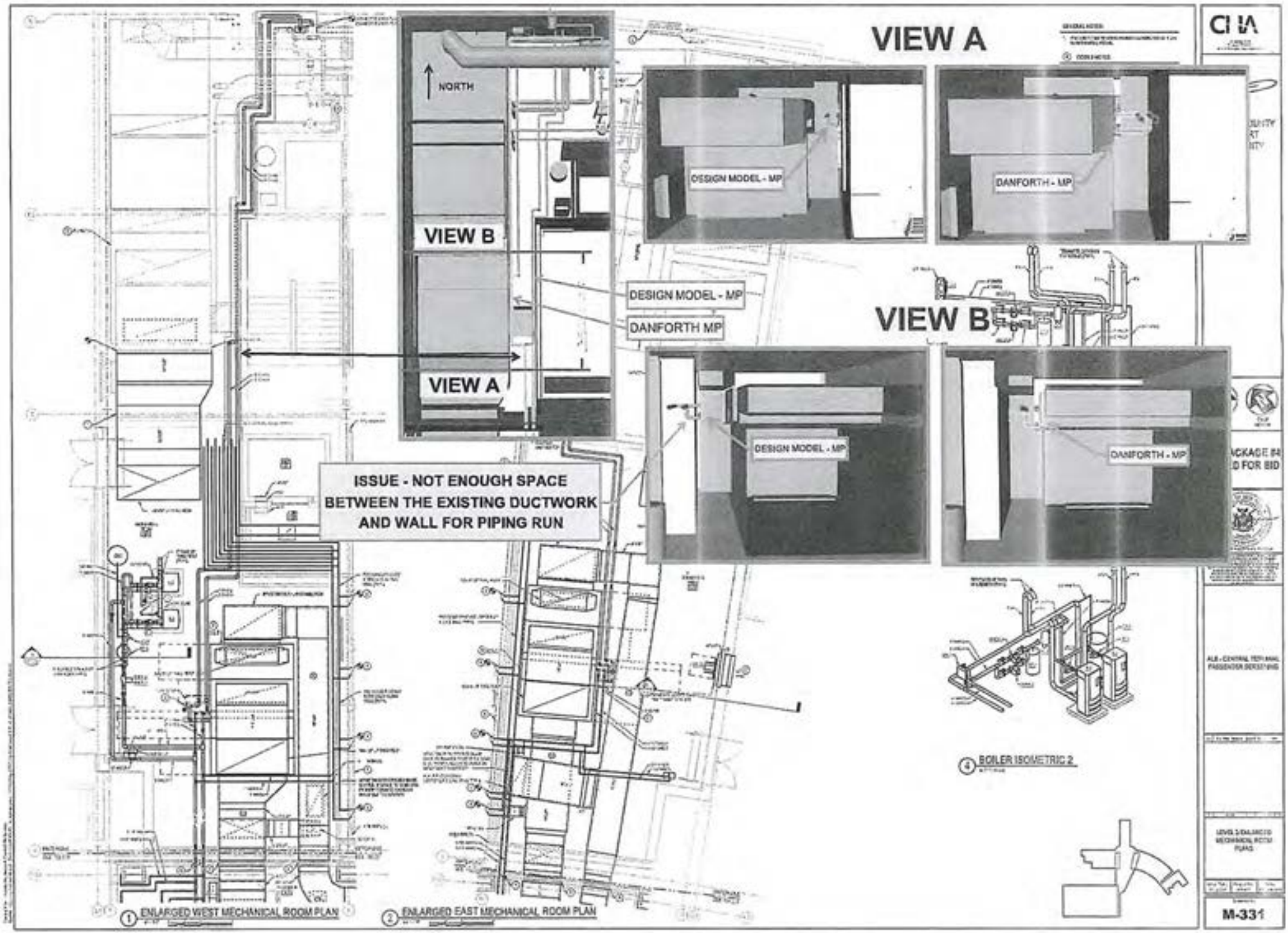
Unless noted otherwise, it is anticipated that all work required by this change will be done on a straight time basis. Overtime work, if required, will be billed as an additional item.

This proposal is for acceptance within 20 days and is subject to escalation thereafter.

Please advise as soon as possible if we are to proceed. We will not proceed without formal written change order, per contract terms.

ACCEPTANCE OF PROPOSAL: The above prices, specifications, and conditions are satisfactory and are hereby accepted. John W. Danforth Company is authorized to do the work as indicated. Payment will be made as outlined above. The conditions of the proposal above stand good for 30 days. Pricing is based on conditions at time of bid. Danforth reserves its right for an adjustment in contract time, price, or both, due to changing conditions relating, but not limited to COVID-19, or any pandemic, epidemic, disease outbreak, or conflict; or any governmental regulations that are enacted after this date that may impact project cost.

POWERED BY CLEARSTORY


VIEW A
NORTH
VIEW B
VIEW A
DESIGN MODEL - MP
DANFORTH MP
DESIGN MODEL - MP
DANFORTH - MP
VIEW B
DESIGN MODEL - MP
DANFORTH - MP
ISSUE - NOT ENOUGH SPACE
BETWEEN THE EXISTING DUCTWORK
AND WALL FOR PIPING RUN
1 ENLARGED WEST MECHANICAL ROOM PLAN
2 ENLARGED EAST MECHANICAL ROOM PLAN
4 BOILER ISOMETRIC 2
M-331

CHA ARCHITECTURE

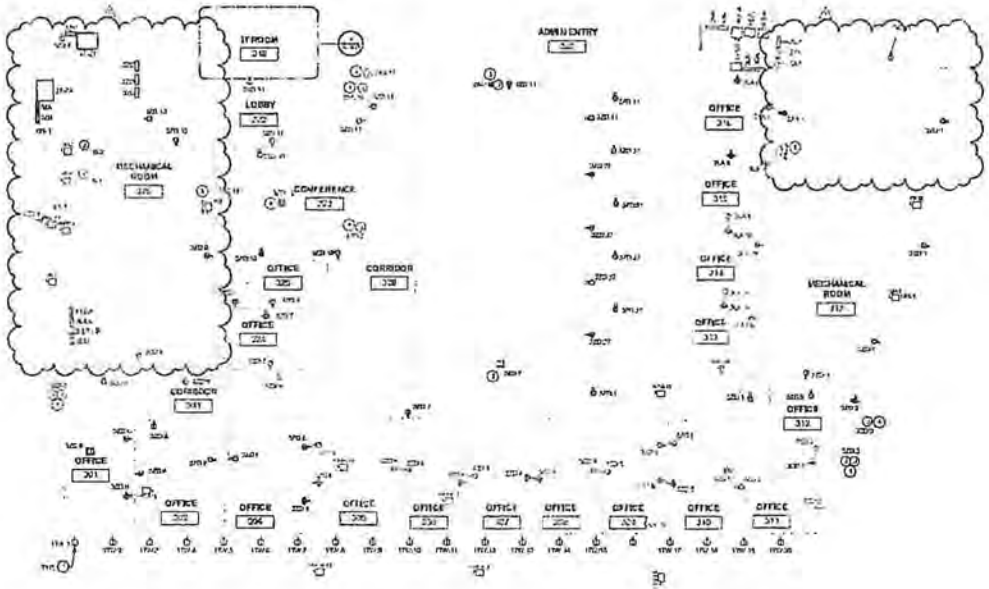
Architect's Supplemental Instructions

Project:	Albany Airport Central Terminal Passenger Screening Expansion & Amenities Enhancements – BP-04 – Structural and Interiors, Contract No. 21-1082-STR+INT	**ASI Number:**	073
Owner:	Albany County Airport Authority	**Date:**	8/15/24
Contractor:	MLB CONSTRUCTION	**AE Project Number:**	078935
		Contract Date:	

The Work shall be carried out in accordance with the following supplemental instructions issued in accordance with the Contract Document without change in Contract Sum or Contract Time. Proceeding with the Work in accordance with these instructions indicates your acknowledgement that there will be no Change in the Contract Sum or Contract Time.

If you consider that a change in Contract Sum or Contract Time is required, submit a Change Order Request to the A/E immediately and prior to proceeding with the Work.

DESCRIPTION	• E-105: Relocated electrical panels from eastern mechanical room to the western mechanical room so that the electrical relocations are part of Phase 3 work.
ATTACHMENTS	• Drawing E-105
ARCHITECT By	• CHA Architecture, Foit Albert • Jordan Hudak, Mike Heinzman
DISTRIBUTION	• Turner, Owner, Design Team, File


ADMIN ENTRY
LOBBY
MECHANICAL ROOM
CONFERENCE
OFFICE
CORRIDOR
OFFICE
OFFICE
OFFICE

PCO-325

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-325 Rec'd TCCo 08.07.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	7/30/25
PROPOSAL NO.	PROPOSAL AMOUNT
132	$37,738.00

Per NOC 132 dated 6/6/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Please provide sprinkler coverage as described in the response to RFI-307.

**PLEASE NOTE THAT ANY FIREPROOFING PATCHING THAT MAY BE REQUIRED HAS NOT BEEN INCLUDED AND WILL BE TRACKED ON T&M.*

Description	Labor	Material	Equipment	Subcontract	Other	Price
Absolute Fire Protection LLC				$36,097.00		$36,097.00
					Subtotal:	$36,097.00
		MLB OH&P (Subcontractor)		$32,816.02	5.00%	$1,641.00
					Total:	**$37,738.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/30/25
Craig Dill
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

PCO-325 Rec'd TCCo 08.07.25

ABSOLUTE Fire Protection LLC

1182 US Route 9W (PO Box 10) • Selkirk, NY 12158

(518) 767-3700 • (518) 767-3711 Fax

www.AbsoluteFirePro.com • mail@AbsoluteFirePro.com

FIRE PROTECTION PROPOSAL
REQUEST FOR CHANGE ORDER

PROPOSAL SUBMITTED TO: MLB Construction		**PHONE:** **CELL:**	**DATE:** 7/22/2025
STREET 1 Stonebreak Rd		**JOB NAME:** AIA BP04	
CITY, STATE AND ZIP CODE: Malta, NY		**JOB LOCATION:** Albany, NY	
ATTENTION: Craig Dittl	**EMAIL:** cdittl@mlbind.com	**REFERENCE:** NOC #132	**COR NUMBER:** 009

This change order proposal reflects the cost associated with the additional labor and material required by NOC #132. This work includes new sprinkler system installation on the 2nd floor underneath slab F.

Includes:

- **Material**
- **Labor**
- ~~15%~~ 100% **OH&P**

Excludes:

- All control, power, fire alarm, disconnects, detection wiring, or other electrical work etc.
- Allowances, sales taxes, overtime, unit prices, bond costs, permit fees, OCP/CCIP insurance requirements.
- All labor and material required for re-located main piping, branch line piping, system risers, backflow preventers, FDC's, main drains etc.
- All labor and material required for ceiling removals and re-installations needed to access our work.
- All labor and material required for insulating, heat tracing, cleaning, disinfecting, painting, and/or labeling of pipe.
- All labor and material required for covering, protecting, and/or replacing sprinkler heads damaged from paint.
- All labor and material required for fire watches, temporary fire protection, or impairment plans.
- All labor and material required for re-location of existing to remain piping due to conflicts with other trades new work.
- All WMBE/SDVOB goals and/or participation

WE PROPOSE TO FURNISH MATERIAL AND LABOR - COMPLETE IN ACCORDANCE WITH ABOVE SPECIFICATIONS, FOR THE ADDITIONAL SUM OF:

THIRTY-SIX THOUSAND, NINETY-SEVEN ***DOLLARS (36,097.00)***

PAYMENT TO BE MADE AS FOLLOWS: **1% - 10 net 30- Plus sales tax If required.**

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents, or delays beyond our control. Owner to carry fire, tornado, and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Authorized
Signature: Jordan Newton

Note: This proposal may be withdrawn by us if not accepted within: 15 *days.*

Acceptance of Proposal - *The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.*
Date of Acceptance:

Signature: _____

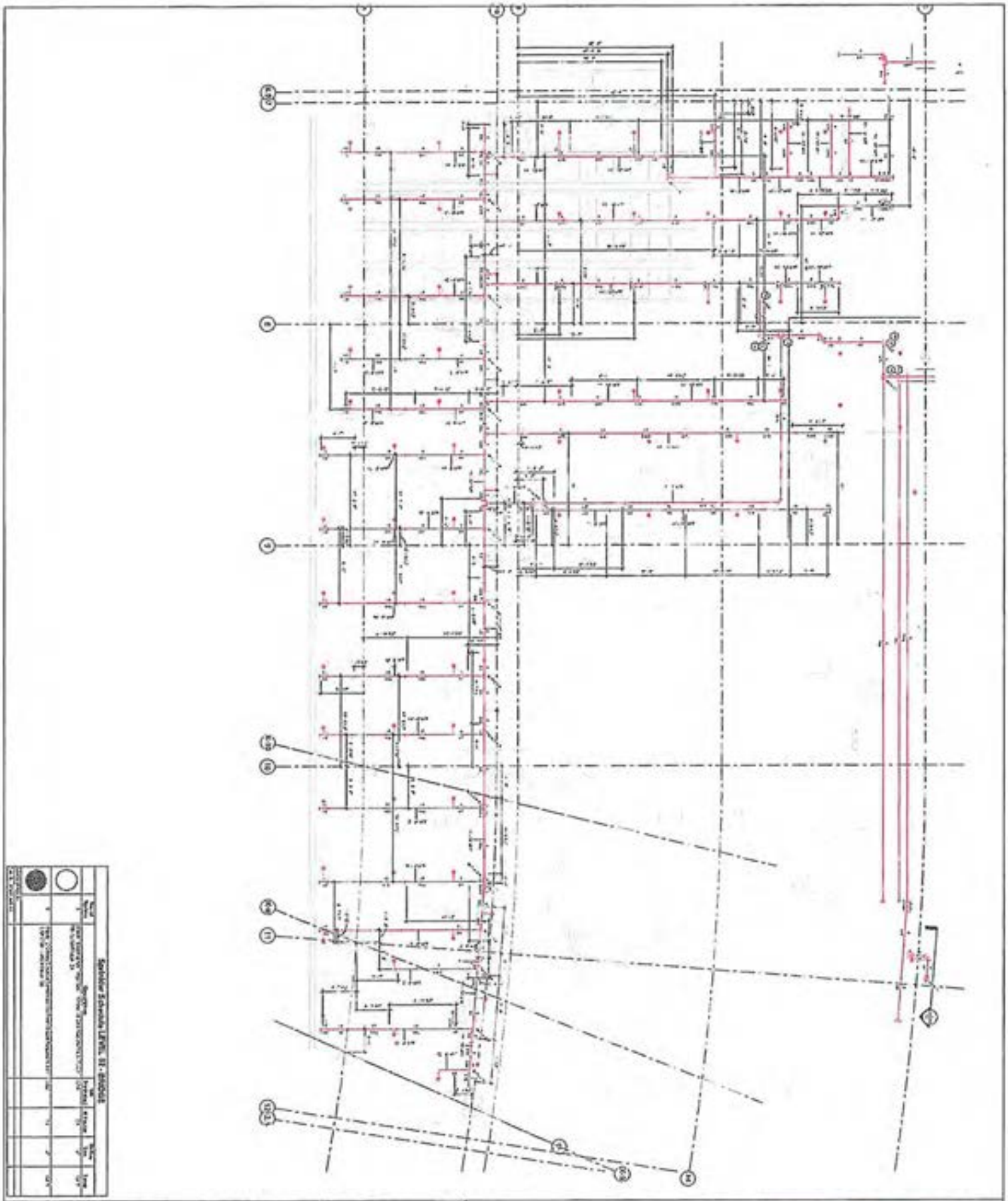
Signature: _____

PCO-325 Rec'd TCCo 08.07.25

PROPOSAL PRICING SHEET

Job Name:	AIA BP04			Bid #:	
Description of Work:				Job #:	1269
NOC #132 2nd Floor Sprinkler Coverage					
				DATE:	6/18/24
DESCRIPTION	QUANITY	@			EXTEN.
Material					
1" Sch 40 Blk Pipe	21	$1.99		$41.69	
1-1/4" Sch 10 Blk Pipe	294	$2.28		$671.64	
1-1/2" Sch 10 Blk Pipe	147	$2.60		$382.42	
2" Sch 10 Blk Pipe	168	$3.10		$519.96	
3" Sch 40 Blk Pipe	147	$9.55		$1,403.48	
4" Sch 40 Blk Pipe	42	$13.84		$581.42	
1-1/4" Grv 90	28	$12.33		$345.24	
1-1/4" 009 Coupling	84	$14.81		$1,244.04	
1-1/4" Grv Cap	14	$7.28		$101.92	
1-1/2" Grv 90	6	$12.33		$73.98	
1-1/2" Grv Cap	3	$7.66		$22.98	
1-1/2" 009 Coupling	33	$15.12		$498.96	
2" Grv 90	6	$12.86		$77.16	
2"Grv Cap	3	$8.74		$26.22	
2" 009 Coupling	33	$17.08		$563.64	
3" Grv 90	12	$21.90		$262.80	
3" Grv Cap	2	$12.48		$24.96	
3" 009 Coupling	45	$21.98		$989.10	
4" Grv 90	6	$31.60		$189.60	
4" Grv Cap	0	$17.74		$0.00	
4" 009 Coupling	15	$30.72		$460.80	
1" Hanger Assembly	3	$10.00		$30.00	
1-1/4" Hanger Assembly	36	$10.00		$360.00	
1-1/2" Hanger Assembly	18	$10.00		$180.00	
2" Hanger Assembly	21	$10.00		$210.00	
3" Hanger Assembly	18	$10.00		$180.00	
4" Hanger Assembly	5	$10.00		$50.00	
				$9,492.02	$9,492.02
		Tax	0%		$0.00
Labor					
Foreman	80	$107.40		$8,592.00	$8,592.00
Fitter	80	$104.15		$8,332.00	$8,332.00
Foreman (Premium)		$146.41		$0.00	
Fitter (Premium)		$141.54		$0.00	
Design/Coordination	80	$80.00		$6,400.00	$6,400.00
Truck				$0.00	
				$6,400.00	
				SUB-TOTAL:	32816.02
				OH & P:	3281.60
				TOTAL:	36097.62

10% ✓



Sprinkler Schedule UNIT: BRIDGE						
Mark	Qty	Manufacturer	Model	Finish	Temp	Orifice
1	1					
2	1					
3	1					
4	1					

Albany Airport
BP04 Structural
and Interior

LEVEL 02 -
BRIDGE

FP-13

KEY PLAN

PCO-325 Rec'd TCC 08.07.25

ABSOLUTE
Fire Protection LLC
1182 Route 9W Selkirk,N.Y.12158
Phone: (518)767-3700
Emergency: (518)281-3332

TCCo New York North
1 Computer Drive South
Albany, New York 12205
P: (518) 432-0277
F: (518) 432-0279

PCO-325 Rec'd TCCo 08.07.25

Project: 230808 Albany Airport: Terminal Expansion
737 Albany Shaker Rd.
Albany, New York 12211

RFI #BP-04 RFI-307: BP-04 RFI-307: Level 2 Fire Protection Coverage

Status	Closed on 06/05/25		
To	Jordan Hudak (CHA) Andrew Taylor (Folt-Albert Associates) Ashley Richards (CHA) Holly Johnson (Folt-Albert Associates) Todd Cirillo (CHA)	**From**	Craig Dittl (MLB Construction Services, LLC)
Date Initiated	May 27, 2025	**Due Date**	Jun 17, 2025
Location		**Project Stage**	Course of Construction
Cost Impact	Yes (Unknown)	**Schedule Impact**	TBD
Spec Section		**Cost Code**	
Drawing Number	FP-103	**Reference**	
Linked Drawings			
Received From	Craig Dittl (MLB Construction Services, LLC)		
Copies To	Eddie Andres (Turner Construction Company), Todd Cirillo (CHA), Craig Dittl (MLB Construction Services, LLC), Zack Geddies (Albany County Building Department), Jordan Hudak (CHA), Joe Johnson (Creighton Manning), Natram Lackraj (Turner Construction Company), John LaClair, PE (Albany County Airport Authority), Jeff Lino (MLB Construction Services, LLC), Kelsey Martin (MLB Construction Services, LLC), Marty Millington (MLB Construction Services, LLC), Matthew Mokey, PE (Albany County Airport Authority), Maureen Moran (CHA), Jo Anne Nichols (MLB Construction Services, LLC), Ashley Richards (CHA), Gaby Rosario (Turner Construction Company), Lori Rowe (MLB Construction Services, LLC), Nick Santuccione (Creighton Manning), Robert Wagner (Turner Construction Company), Mike Washburn (MLB Construction Services, LLC)		

Activity

Question

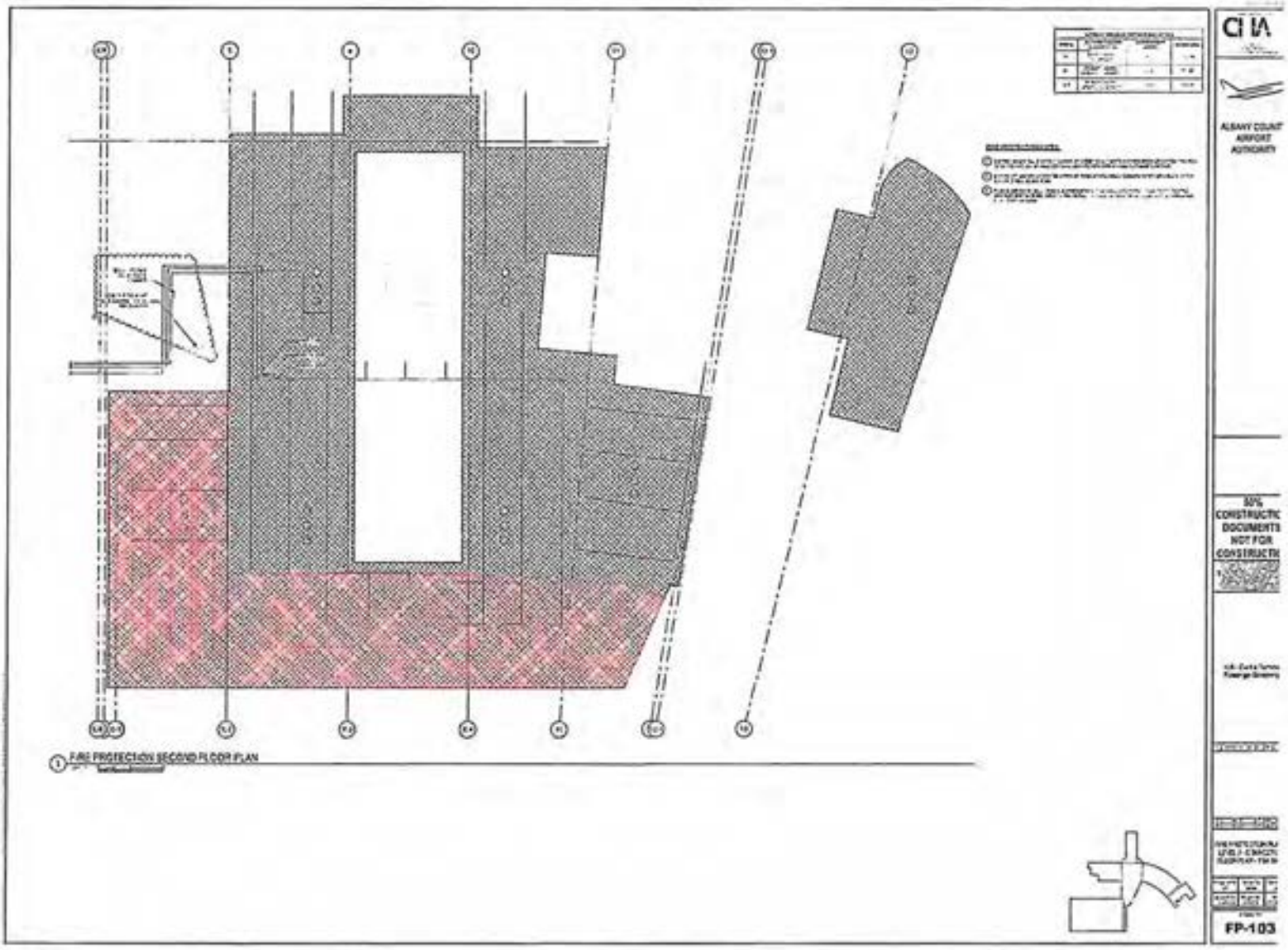
Question from Craig Dittl MLB Construction Services, LLC *on Friday, May 23, 2025 at 02:28 PM EDT*

See attached mark-up. As discussed with TCCo previously, the sprinkler system in the shaded area was required to be removed A.) Due to the fact that demolition ultimately rendered this WET system to be outside where it was subject to freezing and B.) Due to the fact that it's presence would have impeded the installation of steel.

And with that, new sprinkler coverage is going to be required in lieu of simply new heads and arm-downs as shown in the documents. Please provide an updated sprinkler drawing to reflect this change.

Attachments
FP-103_FIRE PROTECTION PLAN -LEVEL 2 -CONNECTOR FLOOR PLAN -TSA SIDE__ASI-076.pdf

PCO-325 Rec'd TCCo 08.07.25



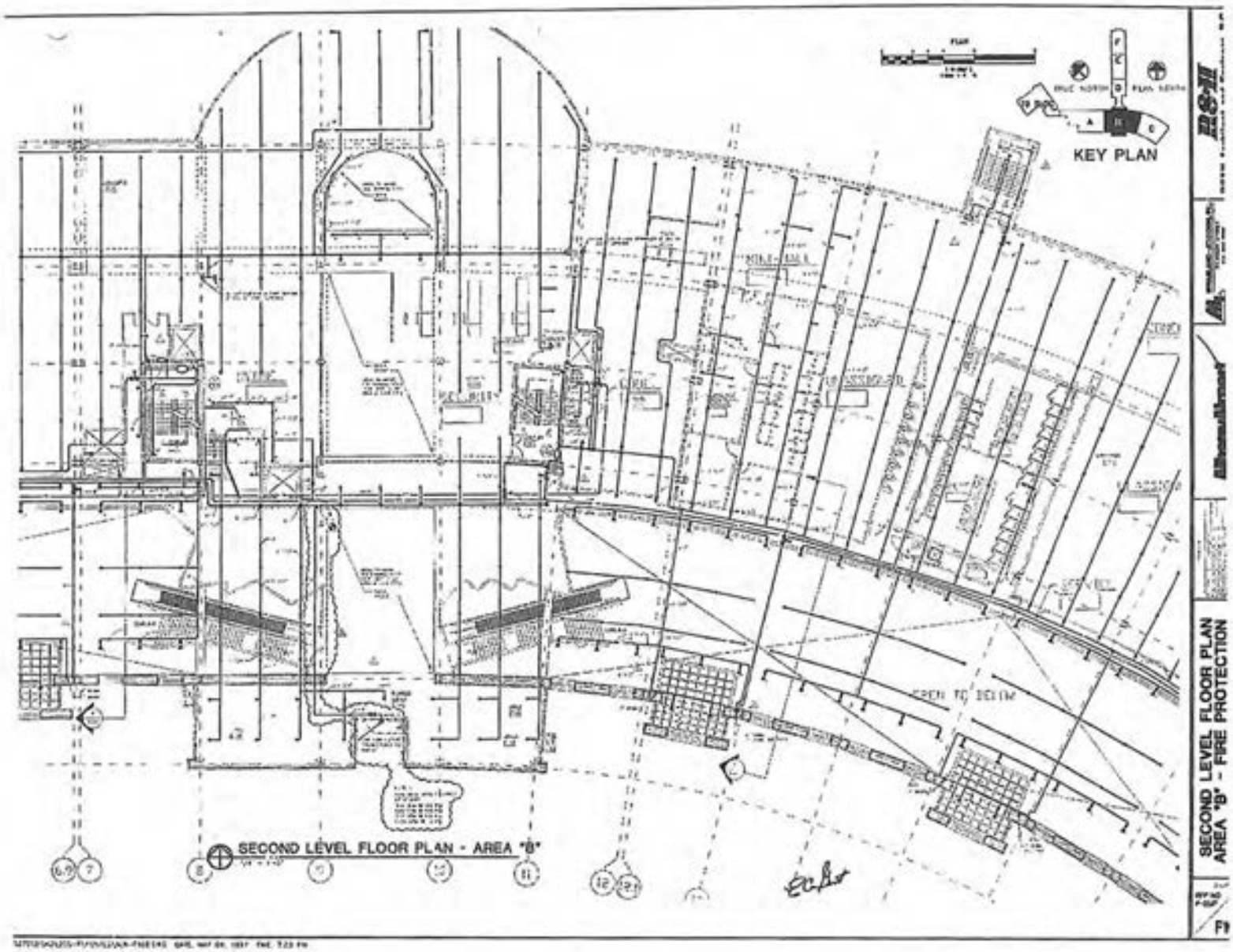
Official Response

Response from Jordan Hudak CHA *on Thursday, Jun 5, 2025 at 09:28 AM EDT*

Demo'd wet system lines are to be reconstructed in their previous locations. See record drawing F-106 for locations and pipe sizes.

Attachments
F108.pdf

PCO-325 Rec'd TCCo 08.07.25



PCO-331

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-331 Rec'd TCCo 08.07.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME: Alb. Airport 21-1082-STR & INT

PROJECT NO.	DATE
23-114	7/31/25
PROPOSAL NO.	PROPOSAL AMOUNT
156	$743.00

Per NOC 156 dated 7/31/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

The existing wall had imperfections not visible when painted but once the wallpaper was installed these showed through.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Gypsum Drywall				$710.43		$710.43
					Subtotal:	$710.43
		MLB OH&P (Subcontractor)		$645.85	5.04%	$32.57
					Total:	**$743.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 7/31/25
Craig Dittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

PCO-331 Rec'd TCCo 08.07.25

SUBCONTRACTOR PROPOSAL

Albany Airport Terminal Expansion Project BP-04

Field Order ☐ Change Order ☒

Subcontractor Name:	Adirondack Taping & Supply, Inc.	Date:	4/28/25
Address:	46 Elm Street	Project No.:	23114
	Glens Falls, NY 12801	ADK COR #	34
Telephone No.:	(518) 761-0089	RFI #:	ensory Punchlist

LABOR

Work Description	Trade	Hours	Total Rate from Labor Rate Breakdown	Total Labor Cost
Skim coat wall paper wall in sensory	Carpenter Foreman	2.00	$81.93	$163.86
	Carpenter		$77.42	
	Taper Foreman	5.75	$71.65	$411.99
	Taper		$69.31	
	A. TOTAL SUBCONTRACTOR LABOR			**$575.85**

MATERIAL

Material Description	Quantity	Unit	Unit Cost	Material Cost
Mud	1	Pails	$25.00	$25.00
	Total from additional Material Worksheet Extension(s) if required.			
	B. TOTAL SUBCONTRACTOR MATERIAL			**$25.00**

EQUIPMENT

C. TOTAL SUBCONTRACTOR EQUIPMENT	**45.00**

SUMMARY

Total labor, material,equipment (A + B + C)	$645.85
Subcontractor's Override (10%)	$64.58
TOTAL SUB-PROPOSAL	**$710.43**

Taylor Oldroyd
Subcontractor's Signature

4/28/25
Date

Taylor Oldroyd
Please Type or Print Name

This Price is valid for, and work must be agreed upon within 7 days from date of submission upon which it becomes null and void.

Subcontractor Worksheet

PCO-334

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-334 Rec'd TCCo 08.18.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	8/6/25
PROPOSAL NO.	PROPOSAL AMOUNT
31	$4,245.00

Per NOC 31 dated 5/17/2024, MLB Construction Services LLC is pleased to present our proposal for the following:

Per the response to RFI-055, see attached revisions for door details.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Gypsum Drywall				$4,068.18		$4,068.18
					Subtotal:	$4,068.18
		MLB OH&P (Subcontractor)		$3,537.55	5.00%	$176.82
					Total:	**$4,245.00**

If you have any questions, please contact me at 518-289-1371.

- [X] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 8/6/25
Craig Lair
MLB Construction Services LLC

Approved by:
Date: 8/7/25

Cc: JMD/SAS/File (MLB Construction Services LLC)

PCO-337

MLB Construction Services LLC
One Stone Break Road
Malta, NY 12020
Tel: 518-289-1371
Fax: 518-289-1652

PCO-337 Rec'd TCCo 08.25.25

PROPOSAL

SUBMITTED TO:
Rob Wagner
Turner Construction Company
1 Computer Drive South
Albany, NY 12205

PROJECT NAME	
Alb. Airport 21-1082-STR & INT	
PROJECT NO.	DATE
23-114	8/22/25
PROPOSAL NO.	PROPOSAL AMOUNT
171	$2,410.00

Per NOC 171 dated 8/22/2025, MLB Construction Services LLC is pleased to present our proposal for the following:

Specified and approved microphones are an off-white color. When pointed out by Martin Electric, TCCo directed them to have the microphones painted.

Description	Labor	Material	Equipment	Subcontract	Other	Price
Electrical Systems				$2,305.00		$2,305.00
					Subtotal:	$2,305.00
		MLB OH&P (Subcontractor)		$2,095.00	5.01%	$105.00
					Total:	**$2,410.00**

If you have any questions, please contact me at 518-289-1371.

- [x] We reserve the right to request an extension of time together with additional cost incurred at a later date.
- [ ] We request calendar days extension of time for the above work.
- [ ] This proposal may be withdrawn by us if not accepted within 10 days.

WE HAVE NOT BEEN DIRECTED TO PROCEED WITH THIS WORK.

OWNER MUST RETURN THIS PROPOSAL WITH THEIR SIGNED APPROVAL SHOWN BELOW BEFORE WORK CAN BEGIN.

Submitted by: 8/22/25
Craig Dittl
MLB Construction Services LLC

Approved by:
Date:

Cc: JMD/SAS/File (MLB Construction Services LLC)

PCO 337 Rec'd TCC 6.26.25

MARTIN
ELECTRIC

JOB # 6846-67

MLB Constructions Services, LLC.
1 Stonebreak Rd. Malta, NY 12020

May 28, 2025
Prepared by: Everett Jones
Contact Info: ejones@martinelectric.com

Attn: Craig Dittl cdittl@mlbind.com
RE: Albany Airport BP-04 – PCO-273 Paint 24-AV Microphones
6846-AR67

Craig,

Martin Electric is pleased to provide this CO Proposal for the above referenced project.
Please review our clarifications and exclusions for this scope and thank you for this opportunity.

SCOPE OF WORK

- Paint 24-AV Microphones White in color.

CLARIFICATIONS

- Coordinate work with MLB.
- All Labor, Material, Management, Equipment, Tools, and Service Vehicles included.
- Please reference updated **PROPOSAL TERMS**, regarding the Commodities Market.

APPROACH

Martin Electric plans to approach this project in the following manner:

- Review all the requirements of the systems/equipment to be installed with the appointed representative.
- Review and determine with the site representative the proposed routing, for approval, prior to installation of conduit, and wire.
- Review and make every effort to expedite delivery of long lead materials.
- Complete the installation of the required services within schedule, unless delayed by others.
- Evaluate project activity periods and maintain scheduled activity completions.

EXCLUSIONS

- Dumpster Cost of any type.
- Cost for seismic restraints of any type.
- All field modifications of equipment furnished by others.

MARTIN
ELECTRIC

JOB # 6846-67

MLB Constructions Services, LLC.
1 Stonebreak Rd. Malta, NY 12020

May 28, 2025
Prepared by: Everett Jones
Contact Info: ejones@martinelectric.com

- Third party or certification testing of the electrical systems.
- Any concrete, cutting, patching, or painting.
- Daily coordination with ACAA of work areas (by MLB)

PROPOSAL COST

Based on the Services to provide the Proposed Scope of Work, the Approach, and the Clarifications, Inclusions and Exclusions listed above; Martin Electric is proposing the amount of:

MATERIALS	$	2,305
LABOR	$	0
TOTAL	**$**	**2,305**

PROPOSAL TERMS:

Terms for payment shall be net 30 days based on a schedule of values from the contract. This quote is valid for **15 days** due to the current market for commodities and Material pricing will be updated, as necessary, upon the date of Approval, and is made contingent upon both parties reaching mutually agreeable terms and conditions.

NOTICE:

THIS PROPOSAL IS CONTINGENT ON A LACK OF IMPACT BY THE CORONAVIRUS NATIONAL EMERGENCY. Given the existence of the coronavirus pandemic, Martin Electric Inc. will use its best efforts to staff and supply this project to be able to hit the scheduled completion date but reserves its right to seek an excusable extension of time if Martin Electric Inc., or its subcontractors and suppliers are unable to maintain planned crew sizes due to the illness, supply shortages or governmental restraints on business, travel and/or assembly. To the extent that the project is suspended pursuant to the terms of the proposed Martin Electric Inc. Subcontract, we intend to seek additional costs associated with the suspension.

PCO-337 Rec'd TCCo 08.25.25

Synapse
audio visual designs, llc

411 Sette Dr. | Suite N3 | Paramus, NJ 07652
p: 201.576.9200

Change Order

Billed To:
Everett Jones
Martin Electric
164 Columbia Turnpike Suite B
Rensselaer, NY 12144

Billed From:
Synapse Audio Visual Designs, LLC
411 Sette Dr. Suite N3
Paramus, NJ 07652
201.576.9200

Quote#	Your Ref#	Job Name	Date
Mart120523		Microphone Painting	5/9/25

Change Order #	Change Order Name	Approved By
MA0508251c	Microphone Painting	Everett Jones

Qty	Description	Unit	Total
1	Custom Paint Labor (12Hrs $ 135 Hr.)-24 Microphones		1,620.00
1	Paint Booth Prep Fee		350.00
1	Frt. Charges		125.00
		Subtotal	$2,095.00
		Total	**$ 2,095.00**
		Martin 10% OHP	$ 209.50
		Total	$ 2,305

Note this change order becomes part of and in conformance with the existing contract.

Authorized Signature: _____

Print Name: _____

Note this change order becomes part of and in conformance with the existing contract.

PCO-337 Rec'd TCCo 08.25.25

Craig Dittl

From: Craig Dittl
Sent: Friday, August 22, 2025 10:25 AM
To: Craig Dittl
Subject: FW: 6846-AA BP-04 AV Microphones

From: Everett Jones <ejones@martinelectric.com>
Sent: Monday, May 5, 2025 8:51 AM
To: Craig Dittl <cdittl@mlbind.com>; Kelsey Martin <KMartin@mlbind.com>; Jeffrey Lino <Jlino@mlbind.com>
Cc: Stefan Strait <stefan.strait@controlnetwork.com>; greg.ryan@controlnetwork.com
Subject: FW: 6846-AA BP-04 AV Microphones

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As and FYI they want us to paint the microphones

Sincerely,
Everett Jones, PE
(518) 391-1398

From: Wagner, Robert C - (NYN) <rwagner@tcco.com>
Sent: Saturday, May 3, 2025 3:34 PM
To: Everett Jones <ejones@martinelectric.com>
Cc: Christopher LeClair <CLeclair@synapseav.com>; Stephen Cannella <scannella@synapseav.com>
Subject: Re: 6846-AA BP-04 AV Microphones

Everett-

Please order as specified and paint white.

Gaby

Please issue MLB a PCO for this work.

Robert Wagner, LEED® AP | Project Director

Turner Construction Company | Corporate Construction | Midtown New York | NYC

(direct) 646.429.6277 | (mobile) 917.682.1093 | rwagner@tcco.com

website | linkedin | facebook | twitter | youtube

----- CONFIDENTIALITY STATEMENT -----

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From: Everett Jones <ejones@martinelectric.com>
Sent: Friday, May 2, 2025 3:31 PM
To: Wagner, Robert C - (NYN) <rwagner@tcco.com>
Cc: Christopher LeClair <CLeclair@synapseav.com>; Stephen Cannella <scannella@synapseav.com>
Subject: FW: 6846-AA BP-04 AV Microphones

EXTERNAL EMAIL -- Please Handle Cautiously

Rob, I need these shipped from the NJ Whse on Monday for install starting 05/12/25 Baggage Speakers. Have you heard anything

Sincerely,
Everett Jones, PE
(518) 391-1398

From: Everett Jones
Sent: Tuesday, April 29, 2025 12:46 PM
To: Wagner, Robert C - (NYN) <rwagner@tcco.com>; Rosario, Gabrielle - (NYN) <grosario@tcco.com>
Cc: Craig Dittl <cdittl@mlbind.com>; Jamie Nellis <JNellis@martinelectric.com>; Jeffrey Lino <Jlino@mlbind.com>; Kelsey Martin <KMartin@mlbind.com>; Kendra Hart <KendraH@martinelectric.com>; Jamie Nellis <JNellis@martinelectric.com>; Stefan Strait <stefan.strait@controlnetwork.com>; greg.ryan@controlnetwork.com
Subject: 6846-AA BP-04 AV Microphones

Rob, these microphones were specified and approved through the submittal process. We have just received the microphones as ordered with an off-white finish. The Off-White finish as defined by the manufacturer is shown in the attached photo below. These will be visible in 22-locations. We are commencing with the speakers in Baggage Area on 05/12/25. We have not found any other options for the same product in stock in a different color. The other option would be painting that would require protection of the mic and associated components on the backside and be about $ 100 per microphone. Please advise of your thoughts.

P. Ambient Noise Microphone, Microphone shall provide reference input into the Ambient Noise System. Microphone shall include:

Q.

1. Low Frequency Roll off
2. Screw Terminals
3. 1 gang plate
4. 80-20,000Hz bandwidth
5. Phantom Power 12-48 VDC
6. Off White Finish
7. Manufacturer
   a. AKG PZM-11
   b. Or approved Equal



Sincerely,

Everett Jones, PE
(518) 391-1398

AGENDA ITEM NO. 12

Authorization of Federal and State Grants

AGENDA ITEM NO. 13

Acceptance of Master Plan Update

AGENDA ITEM NO: 13
MEETING DATE: September 15, 2025

ACAA Approved
09/15/2025

ALBANY COUNTY AIRPORT AUTHORITY
REQUEST FOR AUTHORIZATION

DEPARTMENT: *Airport Planning*

Contact Person: *David Montiverdi, Aviation Planner & Strategic Development Manager*

PURPOSE OF REQUEST:

Acceptance of Master Plan Update

CONTRACT AMOUNT: *Not Applicable*

BUDGET INFORMATION:

Anticipated in Current ALB Capital Plan: Yes ✓ **No** ___ **N/A** ___
Funding Account No.: *N/A*

FISCAL IMPACT - FUNDING (Dollars or Percentages)

Federal *N/A* **State** *N/A* **Airport :** *N/A*
Term of Funding: *N/A*
Federal AIP Grant No.: *N/A* **; NYSDOT Grant Pin No.:** *N/A* **;**

JUSTIFICATION:

The Albany County Airport Authority, in partnership with CHA Consulting, has completed its Airport Master Plan Update, a comprehensive study evaluating existing facilities, forecasting aviation demand, and recommending development concepts to guide Albany International Airport's growth over the next 20 years. The document provides a flexible framework for future planning, identifying feasible alternatives and improvements without binding the Authority or the FAA to specific projects or funding commitments. Importantly, the Federal Aviation Administration has formally reviewed and accepted the Master Plan Update and Airport Layout Plan, confirming that the study satisfactorily addresses all required planning criteria. Through public outreach, advisory committee meetings, and board input, the Airport Master Plan Update findings showcase future planning initiatives of the Albany International Airport. The report and findings were thoroughly reviewed by both the Federal Aviation Administration (FAA) and New York State Department of Transportation (NYSDOT), with both organizations' subsequent approvals. With this federal acceptance in place, it is necessary for the Authority's Board to approve the acceptance of the Master Plan Update to ensure alignment in strategic planning and to position the Airport for eligibility in future federal and state funding opportunities.

PROCUREMENT DEPARTMENT APPROVAL:

Procurement complies with Authority Procurement Guidelines and Acting Chief Financial Officer has approved. **YES** ___ **N/A** ✓

AGENDA ITEM NO: 13
MEETING DATE: September 15, 2025

CHIEF EXECUTIVE OFFICER'S RECOMMENDATION:

Recommend approval.

FINAL AGREEMENT SUBJECT TO APPROVAL BY COUNSEL: YES ✓ NA_____

BACK-UP MATERIAL:

Please refer to the attached:

- ***Final Airport Master Plan Update Report June 2024***
- ***FAA Letter of Acceptance (Dated July 16th, 2024)***





Prepared for:

ALBANY
INTERNATIONAL AIRPORT

Airport Master Plan

Albany International Airport

Master Plan Report
FINAL

June 2024

Prepared by:

CHA

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1 Introduction

The Albany County Airport Authority (ACAA) has retained CHA Consulting, Inc. ('CHA') to prepare a Master Plan Update (Study) for the Albany International Airport ('ALB' or 'the Airport'). The purpose of the study is to evaluate the current utilization and operational characteristics of the airfield, commercial service facilities, general aviation and support facilities, ground access, and land development considerations. It is the intent to consider all alternatives that can be developed in a logical and financially feasible manner that ensure the best use of space for the continued improvements necessary to accommodate projected aviation activity throughout the 20-year planning period.

This introductory chapter provides a description of the project and a background overview of the Airport and its facilities. Additional information about the Airport and the Study can be found on its website at www.alb-master-plan.com. The Airport's website has airport information including maps, driving directions, ground transportation, and parking information.

1.1 Project Description

The airport master planning process assesses how well an airport services existing users, is equipped to meet future demands, and fulfills Federal Aviation Administration (FAA) safety and design standards. The process includes the development of activity forecasts, the identification and evaluation of financial, physical, and environmental issues, and the recommendation of feasible improvements.

An airport master plan is a comprehensive study of an airport that is conducted via a systematic process that evaluates existing facility, identifies anticipated facility needs, and formulates short-, medium-, and long-term development plans to meet future aviation demand. The process, methods and ultimate products are guided by Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*. Consistent with this guidance, this Master Plan Update provides recommendations for the improvement and development of the Airport. The recommendations are intended to satisfy aviation demand, minimize environmental impacts, and address community concerns. The study follows the format and design criteria outlined in all Advisory Circulars, including, but not limited to:

- FAA Advisory Circular 150/5070-6B, "*Airport Master Plans"*
- FAA Advisory Circular 150/5300-13B "*Airport Design*"
- Federal Aviation Regulation (FAR) Part 77, "*Safe, Efficient Use, and Preservation of the Navigable Airspace*"

The products of the study include this narrative report and an Airport Layout Plan (ALP). The ALP illustrates the existing and proposed airport facilities and will be formally approved by the ACAA and FAA. Several additional drawings that illustrate the surrounding airspace, adjacent land use,

and airport property support the ALP. The combined set of drawings is called the ALP Drawing Set.

Note that approval of the ALP does not represent a commitment by the ACAA or the FAA to undertake or financially support the proposed projects, nor does it constitute any environmental approval. However, the FAA's approval of the Forecast and ALP, and acceptance of the Master Plan Update is necessary for specific projects to become eligible for federal and state funding.

1.2 Regional and Airport Overview

ALB is the sole scheduled service airport in the Upper Hudson and Lower Lake Champlain Valley, serving the Greater Capital District and fifteen counties within the Primary Airport Market Area. ALB is a public-use airport owned and operated by the Albany County Airport Authority. According to the FAA's 2021 – 2025 National Plan of Integrated Airport Systems (NPIAS) Report, ALB is designated as a Primary Commercial Service Small Hub Airport.

1.3 Airport History

ALB is derived from the country's first municipal airport located at a former polo field on Loudonville Road, three miles north of the city. The Airport then relocated to Westerlo Field before moving to its current location on Albany Shaker Road in 1928 with the help of the Watervliet Shakers.

The Airport was officially opened on October 3, 1928 as the Albany Municipal Airport. The original airfield consisted of three runways ranging from 2,200 feet to 2,500 feet in length. Within the first year, commercial service flights were provided to Montreal, New York City, Cleveland, Newark, Boston, and Springfield. In 1939, the Airport was closed due to unsuitable airport conditions. After improvements, the Airport was opened for daytime use in 1940, and then full time use in 1942. Since its reopening, the airport has had uninterrupted flight service.

The Airport was sold from the City of Albany to Albany County due to financial concerns in 1960. During the span of its new ownership, the Airport received a new passenger terminal building and the north-south runway was extended to 6,000 feet.

In 1993, the ACAA was established to oversee the airport's operations.

2 Inventory of Existing Conditions

Understanding the background of an airport and the region it serves is essential to making informed decisions pertaining to airport-related improvements. Therefore, to develop a well-rounded understanding of ALB, an inventory of key airport elements was conducted and discussed in the subsequent sections.

2.1 Airport Location

ALB is located within the Town of Colonie, New York encompassing approximately 1,200 acres. The Airport is approximately five miles north of the City of Albany. Albany and Colonie are within Albany County, approximately 135 miles north of New York City (Midtown Manhattan). **Figure 2-1** depicts the location of ALB relative to both the State of New York and the New England region.

Figure 2-1 – Albany International Airport (ALB) Location



2.2 Airport Components

A primary role in the master planning process is to develop a detailed listing of recommended facilities and improvements for implementation over the planning period. As such, the first step in this process is to inventory existing facilities and components and review their current condition.

Airport facilities are often described as either airside or landside, depending upon the type of operation they support. Airside facilities are those related to the landing, takeoff, and taxiing of aircraft in the airfield environment. Examples of airside facilities include: the runway and taxiway system; airfield lighting, marking and visual aids. Landside facilities are those related to the transition from air to ground movement or vice versa. Examples of landside facilities include: the airport terminal building, aircraft refueling area, aircraft storage, and vehicle parking.

Additionally, the airspace surrounding the airport must be inventoried and evaluated. These include various surfaces extending upwards and away from the airport and its runways to ensure the safety of pilots navigating around, towards, and away ALB. Examples of airspace surfaces include approach surfaces, departure surfaces, and FAR Part 77 Surfaces. The purpose of these surfaces is to prevent any obstructions that could be deemed dangerous for aircraft navigation

such as trees, cell towers, buildings, etc. Airspace surfaces will be discussed in further detail in later chapters.

2.2.1 Inventory of Airfield Facilities

Airside facilities refer to all areas accessible to aircraft. This includes runways, taxiways, and any additional airfield infrastructure such as navigational aids, lighting, and marking.

2.2.1.1 Runways

The existing airfield configuration at ALB consists of two active runways: Runway 1-19 and Runway 10-28. Runway 1-19 serves as the primary air carrier runway and is 8,500 feet in length and 150 feet in width. Runway 10-28 serves as the secondary runway and is 7,200 feet in length and 150 feet in width.

All runways have published Declared Distances notifying pilots the amount of usable runway length during specific operations: Take-Off Run Available (TORA), Take-Off Distance Available (TODA), Accelerate-to-Stop Distance Available (ASDA), and Landing Distance Available (LDA). Runway 1-19 has the full length of the runway available for all operations. Runway 10 has the full length available for the TORA and TODA, but the ASDA and LDA are limited to 6,780 feet in order to meet safety standards beyond the runway stop end. Runway 28 has full length available for the TORA, TODA, and ASDA, but the LDA is limited to 6,007 feet due to the displaced threshold.

Land and Hold Short Operations (LAHSO) are available to the Air Traffic Control (ATC) for aircraft landings on Runways 1 and 28. LAHSO procedures increase airfield operating capacity without compromising airfield safety by allowing simultaneous operations on both runways, with one landing aircraft restricted to stopping short of the runway intersection while the second aircraft has full use of the other.

Pavement Condition

In 2022, the Airport conducted an Airfield Pavement Management Study to conduct an inventory of all the airfield pavement and recommend pavement rehabilitation projects. Airfield pavement were broken into sections and assigned a Pavement Condition Index (PCI) number to represent the condition of the pavement, ‘0’ being the worst condition and ‘100’ being the best condition.

While sections of pavements were given individual PCIs, an additional Branch PCI was assigned to the networks of Taxiways and Runways as a whole. Runway 10-28 has a Branch PCI of 46 representing “Poor” pavement condition, with individual section PCIs ranging from 34 to 98. Runway 1-19 has a Branch PCI of 67 representing “Fair” pavement condition, with individual section PCIs ranging from 60 to 73. The last rehabilitation project for both runways occurred in 2014.

Table 2-1 – Runway Data

	Runway 1-19		Runway 10-28	
Runway Length (feet)	8,500’		7,200’	
Displaced Threshold (feet)	N/A	N/A	N/A	1,192
Width (feet)	150’		150’	
Runway End Elevation (feet above MSL)	284’	279’	276’	276’
Pavement Type	Asphalt / Grooved		Asphalt/Grooved	
Pavement Load Bearing	400,000 lbs. (Double Tandem)		80,000 lbs. (Double Wheel)	
Effective Runway Gradient	.05%		0%	
Aircraft Approach Category	C		C	
Airplane Design Group	IV		IV	
Runway Markings	Precision		Non-Precision	
Runway and Approach Lighting	HIRL, C/L **Runway 1:** MALSR, PAPI-4, TDZL **Runway 19:** MALSR, PAPI-4, TDZL		MIRL, REIL, C/L **Runway 28:** PAPI-4	
Navigational Aids	ILS/DME, RNAV (GPS, RNP)		VOR/DME, RNAV (GPS)	
Runway Design Code	C-IV-1200	C-IV-2400	C-IV-5000	C-IV-5000
Declared Distances	TORA: 8,500’ TODA: 8,500’ ASDA: 8,500’ LDA: 8,500’	TORA: 8,500’ TODA: 8,500’ ASDA: 8,500’ LDA: 8,500’	TORA: 7,200’ TODA: 7,200’ ASDA: 6,780’ LDA: 6,780’	TORA: 7,200’ TODA: 7,200’ ASDA: 7,200’ LDA: 6,007’

Sources: AirNav.com; FAA Form 5010-1, CHA, 2019.

C/L – Centerline Lights

DME – Distance Measuring Equipment

GPS – Global Positioning System

HIRL – High Intensity Runway Lights

ILS – Instrument Landing System

MALSR Medium-Intensity Approach Lighting System with Runway Alignment Indicator

MIRL – MIRL – Medium-Intensity Runway Lighting

PAPI-4 – Four-Box Precision Approach Path Indicator

PAPI-2 – Two-Box Precision Approach Path Indicator

REIL – Runway End Identifier Lights

RNAV – Area Navigation

RNP – Required Navigational Performance

TDZL – Touchdown Zone Lights

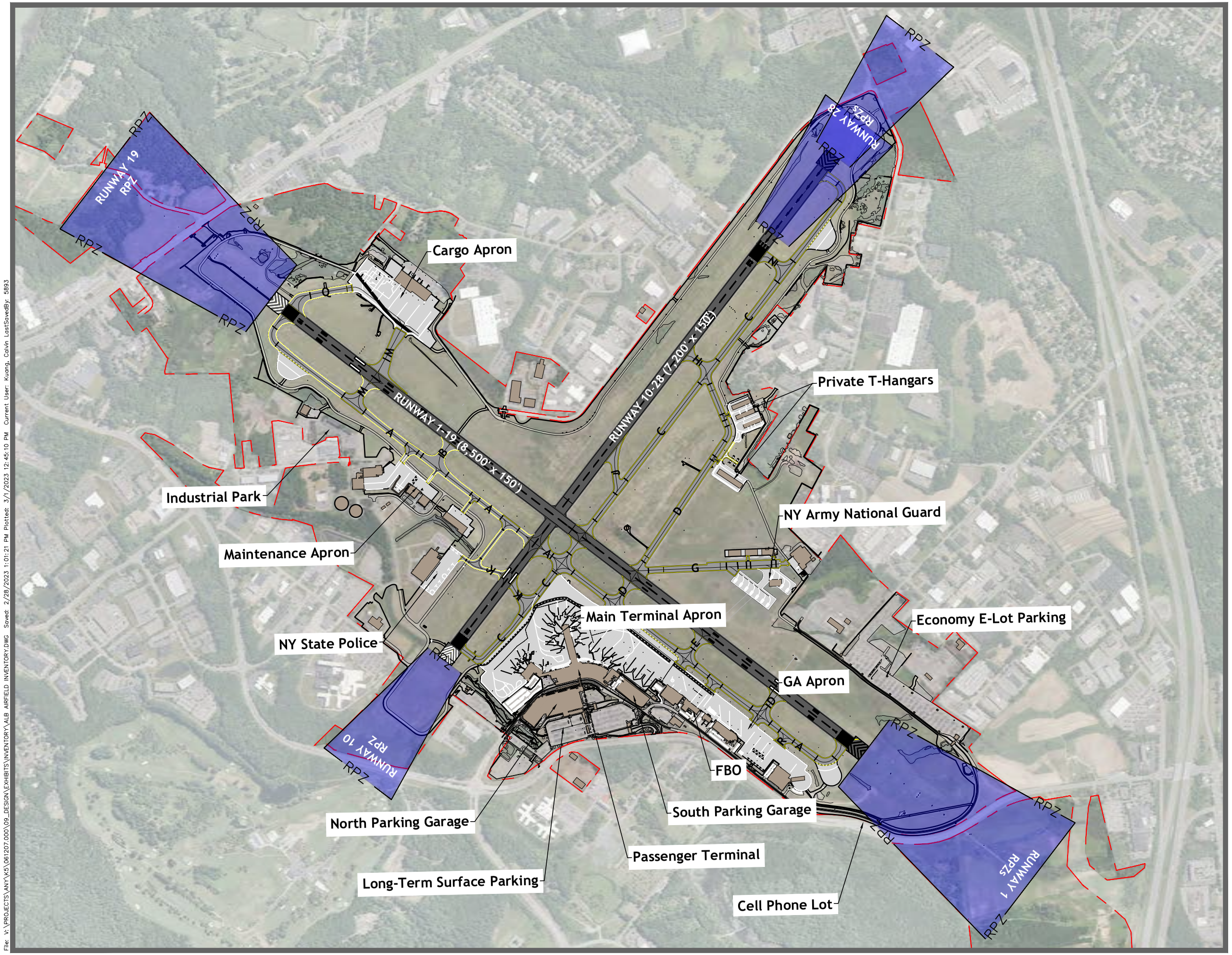
2.2.1.2 Taxiways

An airport's taxiway system connects the runways to aircraft parking aprons, storage hangars, and other facilities. ALB contains 15 named taxiways in its system. **Table 2-2** displays the existing taxiway system at ALB, as well as the specifications of each taxiway. **Figure 2-2** depicts the location of each Taxiway within the airfield.

Table 2-2 – Taxiway Data

Taxiway Name	Description	Width (feet)	Taxiway Design Group (TDG)	Branch PCI	Year Rehabilitated
A	Full parallel providing access to Runway 1-19. Southern portion is adjacent to the Main Apron (Passenger Terminal Building, FBO facilities)	75	5	98	2021
B	Connects RWY 1-19 to TWY 'A'	95	5	83	2021
C	Full parallel providing access to Runway 10-28. Western portion is adjacent to the Main Apron (Passenger Terminal Building)	75	5	45	2014
D	Connects TWY 'A' to RWY 1-19, and RWY 1-19 to TWY 'C'. Provides access to Hangars 'A', 'B', 'C', and 'D'	75	5	37	2021
E	Connects RWY 1-19 to TWY 'A'.	90	5	92	2021
F	Connects RWY 1-19 to TWY 'A'.	90	5	91	2021
G	Provides access to New York Army National Guard Apron	75	5	48	2014
H	Connects RWY 10-28 to TWY 'C'	80	5	52	2011
J	Connects RWY 10-28 to TWY 'C'	75	5	51	2011
K	Connects RWY 10-28 to TWY 'C'	80	5	40	2011
L	Connects GA Apron to TWY 'A'	115	5	99	2021
M	Connects RWY 1-19 to TWY 'A'. Provides access to Cargo Ramp	80	5	65	2021
N	Connects RWY 10-28 to TWY 'C'	85	5	64	2011
P	Connects TWY 'A' to TWY 'K'	50	3	58	2021
Q	Connects RWY 1-19 to Cargo Ramp	80	5	65	2014
R	Connects TWY 'A' to the General Aviation Apron	120	5	98	2021

Source: FAA 5010-1 Form, CHA, 2020; *ALB Airfield Pavement Management Study,* 2022.



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ALBANY
INTERNATIONAL AIRPORT

ALBANY INTERNATIONAL AIRPORT

MASTER PLAN UPDATE

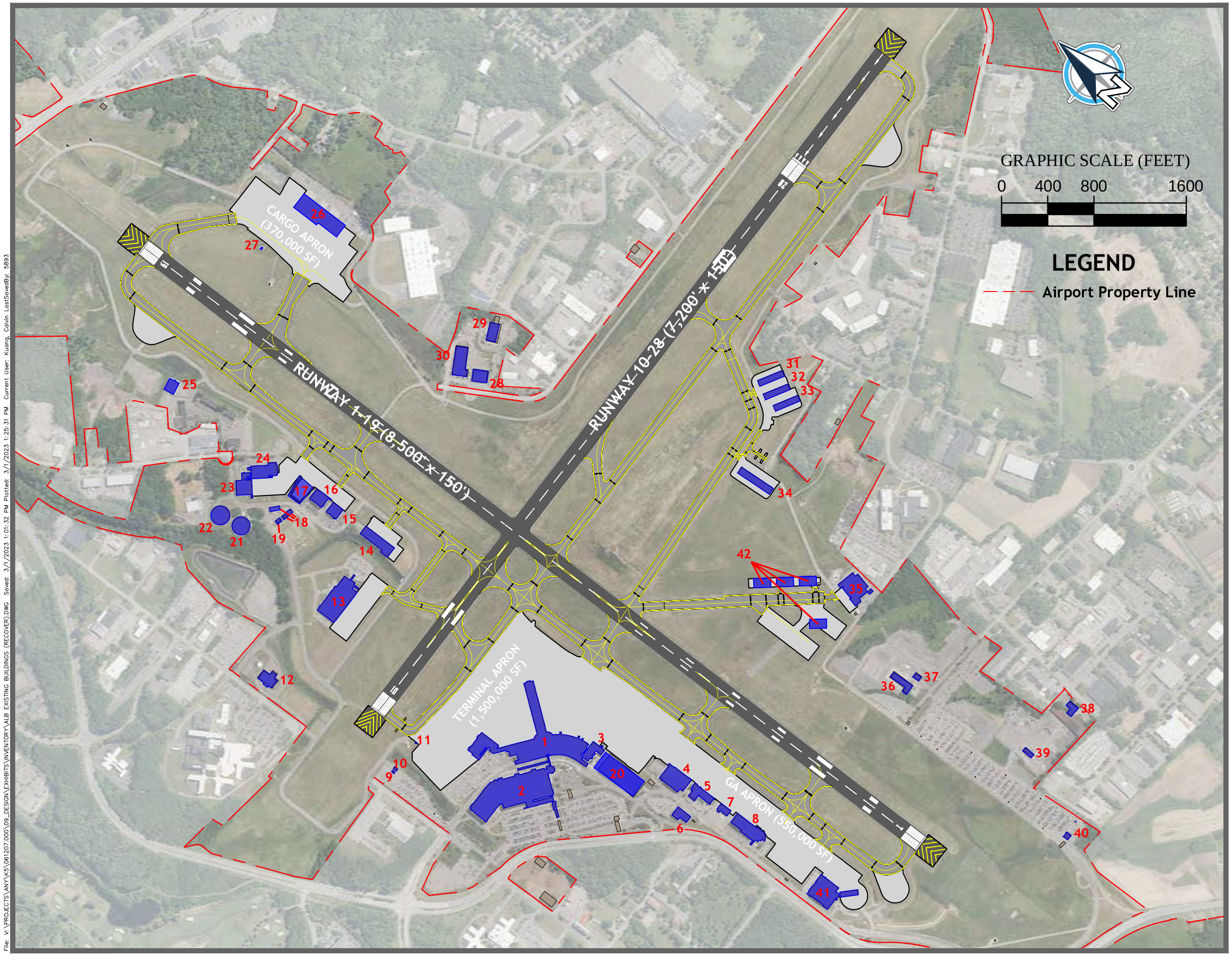
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LEGEND

Airport Property Line

Figure 2-2
Existing Airport Layout



ALBANY INTERNATIONAL AIRPORT

ALBANY INTERNATIONAL AIRPORT MASTER PLAN UPDATE

#	Name of Existing Facility
1	Main Terminal Complex
2	Passenger Parking Garage
3	ACAA Offices
4	FBO Hangar
5	ARFF Facility
6	Sand Storage Building
7	Hangar
8	FBO Offices
9	TSA Storage
10	Triturator
11	Security Checkpoint
12	Fuel Farm
13	NY Police Facility
14	Hangar
15	Hangar
16	Hangar
17	Ground Run-up Enclosure (GRE)
18	Glycol Treatment Facility
19	Storage Facility
20	Parking Garage
21	Glycol Tank
22	Glycol Tank
23	Hangar
24	Hangar
25	Sand Storage Building
26	Air Cargo Facility
27	Air Cargo Glycol Pump Station
28	Vehicle Maintenance Garage
29	Air Traffic Control Tower (ATCT)
30	Airfield Maintenance Offices
31	T-Hangar A
32	T-Hangar B
33	T Hangar C
34	T Hangar D
35	NY Army National Guard Facility
36	ACAA Garage
37	ACAA Offices
38	Rental Car Offices
39	Rental Car Storage
40	Ecomony E-Lot Comfort Station
41	Hangar
42	NY Nat'l Guard Hangars

Figure 2-3
Existing Buildings

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2.2.1.3 Navigational Aids

Pilots utilize a variety of navigational aids (NAVAIDs) and instrument procedures using ground-based equipment and/or satellite technology. Examples include Very High Frequency (VHF) Omni Direction Range (VOR), Localizer (LOC), Glideslope, Distance Measuring Equipment (DME), Nondirectional Beacons (NDB), approach lighting systems (ALS), airfield lighting, rotating beacons, and Global Positioning System (GPS) technology. NAVAIDs assist pilots to safely and efficiently locate airports, land and taxi aircraft, and depart from airports during nearly all meteorological conditions.

Instrument Approach Procedures

Instrument Approach Procedures (IAPs) are designed by the FAA to establish airborne routes of ingress and egress to/from the runway environment by providing point-to-point guidance information or position data. IAPs can use either ground-based equipment or GPS technology. There are currently three types of IAPs:

- **Precision Approach (PA):** Precision IAPs provide both vertical and lateral course guidance meeting international precision approach standards (i.e., ICAO Annex 10). Precision IAPs include the Instrument Landing System (ILS), Precision Approach Radar (PAR) approaches, and Ground Based Augmentation Landing System (GLS). Both Runway 1 and 19 are equipped with an ILS.
- **Approach Procedure with Vertical Guidance (APV):** This type of IAP also provides vertical and lateral course guidance but does not meet international requirements for a precision IAP. Area navigation (RNAV) and GPS approaches providing vertical guidance (e.g. Baro-VNAV, LDA with glidepath, LNAV/VNAV and LPV) are considered APV IAPs. Runways 1, 19, and 28 are currently equipped with GPS-based APV approaches.
- **Non-Precision Approach (NPA):** This type of IAP only provides lateral course guidance. Aircraft must accordingly descend at established fixes or distances from the runway. These type of IAPs use either ground-based equipment (e.g., VOR, NDB, LOC) or GPS technology (e.g., lateral navigation [LNAV] or Localizer Performance [LP]). Runways 10 and 28 are equipped with NPA procedures.

Table 2-3 summarizes the Airport's existing IAPs by runway along with the associated NAVAIDs.

Table 2-3 – Navigational Aids

Runway	Runway Markings	Lighting	Instrument Approach Types	Visibility Minimums
1	Precision	MALSR, HIRL, PAPI-4	ILS (Cat I & II) or LOC, RNAV (RNP, GPS)	ILS/LOC – ½ mile ILS SA CAT II – ¼ mile RNAV Z – ¾ mile RNAV Y– ½ mile
19	Precision	MALSR, HIRL, PAPI-4	ILS or LOC, RNAV (RNP, GPS)	ILS/LOC – ½ mile RNAV Z – 1 mile RNAV Y– ½ mile
10	Non-Precision	MIRL, REIL	RNAV (GPS)	RNAV – 1 mile
28	Non-Precision	MIRL, PAPI-4, REIL	RNAV (GPS), VOR	RNAV – 1 ¾ mile VOR – 1 mile

Source: FAA Form 5010-1, CHA, 2019.

Approach Lighting Systems

An Approach Lighting System (ALS) is a lighted approach path along the extended centerline of the runway. During low visibility conditions and at night, an ALS provides aircraft an indication of the runway environment via a series of sequentially flashing lights leading to the runway threshold. Per FAA standards, an ALS is required when an IAP provides a landing visibility minimum of less than ¾ statute mile.

At ALB, Runway 1 and 19 utilize Medium Intensity Approach Lighting Systems (MALS), along with Runway Alignment Indicator Lights (RAILs). Together, these systems form the Medium Intensity Approach Lighting Systems with Runway Alignment Indicator Lights (MALSR). The Runway 1 MALSR equipment currently lacks regular maintenance and is in need of replacement.

MALS

According to FAA Order 6850.2B, *Visual Guidance Lighting Systems*, the MALSR consists of a threshold light bar and seven five-light bars located on the extended runway centerline, the first bar being located 200 feet from the runway threshold, with the remaining bars each at 200-foot intervals out to 1,400 feet from the threshold. One additional five-light bar is located on each side of the centerline bar, 1,000 feet from the runway threshold, to form a 66-foot-long crossbar known as a roll bar. The individual lights in all bars are approximately 2½ feet apart and are aimed into the approach to the runway, away from the runway threshold. All lights in the MALSR system are steady burning white, except for the threshold lights, which have green filters. The threshold lights are a row of lights on 10-foot centers located coincident with and within the runway edge lights near the threshold and extend across the runway threshold.

RAILs

RAILs consist of five sequenced flashers located on the extended runway center line, the first being located 200 feet beyond the approach end of the MALS with successive units at each 200-foot interval, out to 2,400 feet from the runway threshold. All lights are aimed into the approach

to the runway, away from the runway threshold, and flash in sequence toward the threshold at the rate of twice per second.

The resulting combination of the two lighting systems, MALSR, provides visual information to pilots on runway alignment, height perception, roll guidance, and horizontal references for Category I Precision Approaches.

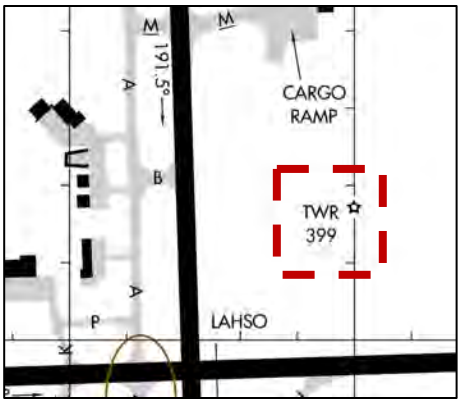
Standard Instrument Departures

Standard Instrument Departure (SID) routes, also known as departure procedures, are published flight procedures followed by aircraft on an IFR flight plan immediately after takeoff from an airport. SIDs provide a common departure procedure that considers terrain and obstacle avoidance, noise abatement (if necessary), and other airspace management considerations.

ALB has one SID for departing IFR aircraft. The SID, identified as *ALBANY SEVEN*, instructs aircraft to maintain runway heading after departure and expect ATC to advise the radar vectors to the assigned departure. Additionally, ALB utilizes Special Take-Off Minimums/Departure Procedures in order to avoid obstacles. As outlined within FAA Advisory Circular 150/5300-13B, evaluation of obstacles within the 40:1 runway Departure Surface may impact design of a SID.

2.2.1.4 Airfield Lighting

In addition to the visual aids previously described, lighting on the airfield includes the rotating beacon, Precision Approach Path Indicator (PAPI) lights, runway threshold lighting, runway edge lighting, Runway End Identifier Lights (REILs), runway centerline lights, Runway Touchdown Zone Lights (TDZLs), taxiway edge lighting and apron lighting. Each of the lighting systems/types are described below.



Rotating Beacon:

The rotating beacon functions as the universal indicator for locating an airport at night or during IFR conditions. For a civilian airport, it has one clear and one green lens 180-degrees apart and is generally visible 10 miles from the airport. The rotating beacon at ALB is located on top of the Air Traffic Control Tower. Location of an airport's rotating beacon is indicated via a start on the airport diagram.

Precision Approach Path Indicator Lights:

Precision Approach Path Indicator Light (PAPI) systems are located near runway ends to provide visual glideslope guidance information during an approach to the runway. PAPI system can consist of either two- or four-light units that are angled to inform aircraft if they are above, below, or on the correct approach glidepath. Glidepath aiming angles for PAPIs can vary based upon terrain and obstacles but are generally less than four-degrees for runways serving turbine

aircraft. PAPIs have an effective visual range of at least three miles during the day and up to 20 miles at night. Runways 1, 19, and 28 are equipped with PAPI-4 (four-light unit) systems.

Runway End Identifier Lights:

Runway End Identifier Lights (REILs) are located at the corners of the runway end and consist of a pair of white, unidirectional flashing lights pointed outward into the approach corridor. Similar to an ALS, REILs provide identification of the runway environment during low visibility conditions at nighttime. Both Runway 10 and 28 are equipped with REILs.

Runway Threshold Lighting:

Runway threshold lighting indicates the approach and stop ends of runways at night by emitting green light outward from the runway (approach end) and red light inward toward the runway (stop end). The green lights indicate the landing threshold to arriving aircraft, whereas the red lights indicate the end of the runway for departing aircraft. The red and green lights are usually combined into a single, split lens fixture to emit the desired light in the appropriate direction. For displaced thresholds, the red and green lights are in separate fixtures. The fixtures containing the green lights are positioned at the displaced threshold, while the fixtures containing the red lighting are located in the area before the threshold. At ALB, Runways 1, 19, and 10 have standard runway threshold lighting. Runway 28 has a 1,192-foot displaced threshold; thereby utilizing a displaced threshold lighting system.

Runway Edge Lighting:

Runway edge lighting is white in color and is used to outline the edges of a runway during periods of darkness or restricted visibility. The runway edge lights are positioned parallel to the runway centerline 10 feet from the edge of the full-strength pavement. The spacing of the light units must not exceed 200 feet. These systems are classified according to their intensity, or brightness: High-Intensity Runway Light (HIRL), Medium-Intensity Runway Light (MIRL), and Low-Intensity Runway Light (LIRL). Runway 1-19 is equipped with a HIRL, while Runway 10-28 is equipped with a MIRL system.

Runway Centerline Lights:

Runway centerline lights are required for Category (CAT) II and III precision approach runways, as well as CAT I approaches with Runway Visual Range (RVR) operations less than 2,400 feet. The lighting system consists of embedded lights located along the centerline at 50-foot, equally spaced, longitudinal intervals. The lights are white in color, except for the last 3,000 feet. Between 3,000 feet to 1,000 feet of remaining runway, the centerline lights consist of alternating red and white lights, with the last 1,000 feet being all red. Both Runway 1-19 and 10-28 have runway centerline lights.

Runway Touchdown Zone Lights:

The runway Touchdown Zone Lights (TDZLs) indicate the touchdown zone when landing under low visibility conditions and at night. The TDZLs consist of two rows of white lights beginning 100 feet beyond the landing threshold and extend to 3,000 feet beyond the landing threshold or to the midpoint of the runway, whichever is less. All ALB runways have touchdown point markings, but only Runway 1-19 has TDZLs.

Taxiway Edge Lighting:

Taxiway lighting delineates the taxiway's edge and provides guidance to pilots during periods of low visibility and at night. The most commonly used type of taxiway lighting is a series of blue fixtures, which are sometimes supplemented by blue edge reflectors, set at 200-foot intervals along the taxiway edges, but not more than 10 feet outward from the edge of the full-strength pavement.

2.2.1.5 Aprons

Airport aprons, also referred to as ramps, provide space for short-term and long-term aircraft parking and deicing operations, as well as the loading/unloading of passengers and goods. ALB has six aprons: a terminal apron, a New York State Police apron, a New York Army National Guard apron, a cargo apron, and two general aviation aprons.

Terminal Apron

The terminal apron consists of approximately 1,500,000 square feet of cement/concrete pavement. Activities on the terminal apron primarily include passenger airline and belly cargo loading and unloading.

General Aviation Apron

The General Aviation (GA) apron is contiguous with the terminal apron to the south as delineated by a red "Secured Area" pavement marking. The apron is approximately 550,000 square feet, providing 12 designated tie-downs and additional Remain Overnight (RON) parking for transient aircraft.

Air Cargo Apron

The air cargo-dedicated area, which is shared by FedEx, UPS, and Mobil Air Transport, is serviced by one apron of approximately 370,000 square feet and is located in the northeastern portion of the airfield. The apron provides nine designated aircraft parking spots is used for cargo transfer operations, and aircraft storage and maintenance.

Table 2-4 – Existing Apron Areas

Apron Area		Approximate Size (SF)	Branch PCI	Year Rehabilitated
Terminal Apron	Main Passenger Terminal Complex	1,500,000	65	Unknown
General Aviation Apron	Million Air (FBO) Air Rescue & Fire Fighting Piedmont MRO	550,000	63	2010
Air Cargo Apron	FedEx/UPS/Mobil Air Transport	370,000	61	2011
North GA Apron	CommuteAir MRO Private Tenants	140,000	77	2021
NY State Police Apron	New York State Police Aviation Unit	110,000	52	Unknown

Source: ALB Airport Management, CHA, 2019; ALB Airfield Pavement Management Study, 2022

2.2.2 Landside Inventory

Regional Roadway Access

Access to ALB is provided from and to the south, east, and north via a newly constructed interchange number three with Interstate 87, the Northway. This interchange, which opened in November 2019, provides direct access to Albany-Shaker Road, along which are the Airport entry and exit roadways. Albany-Shaker Road can also be accessed from the west via New York State Route 7.

Curbside Roadways

Two curbside roadways provide passenger unloading and loading space adjacent to the terminal building. The four-lane inner roadway is comprised of a southern portion intended for passenger drop-off activities and a northern portion intended for passenger pickup activities. Commercial vehicles access the two-lane outer roadway via revenue control access gates with AVI equipment.

Public Parking Facilities

Airline passengers park at ALB in either the passenger terminal area or in a remote surface lot, known as Lot E, accessed via Albany-Shaker Road south of the airfield. One off-airport parking facility also exists, known as Colonial Parking. Within the terminal area, short-term parking is provided in the garage, while long-term parking is provided in the surface parking lots south and east of the garage. A second garage east of Airport Terminal Road was recently opened in March 2020. **Table 2-5** shows the capacity and maximum daily rate of the various parking products offered, along with their status as of February 2021, at the time of this inventory. A cell phone lot with approximately 25 spaces is located along northbound Albany-Shaker Road.

Table 2-5 – Public Parking Facilities

Facility	Capacity (spaces)	Maximum Daily Rate	Status as of February 2021
Short-Term	222	$24	Open
Garage	1,912 North 1,000 South	$10	Open
Long-Term	1,278	$6	Closed
Valet	200	Same as long-term	Closed
Lot E	1,432	N/A	Closed

Source: ALB Airport Management, CHA Team, 2021.

Rental Car Facilities

The Airport is served by Avis, Budget, Enterprise, Hertz, National/Alamo, and Dollar rental car companies. Counters are located inside the passenger terminal building with additional kiosks in the ready/return area of the north garage. Customers both pick up and return rental cars on the ground level of the North Garage. Vehicles are serviced on sites located to the north of Runway 10, along Old Albany-Shaker Road.

2.2.3 Passenger Terminal Facilities

Albany International Airport's Passenger Terminal Building is a three-level terminal which currently serves all commercial airlines operating at the Airport. While functioning as a single terminal, the building is composed of three primary components built over separate building campaigns. The oldest portion, Concourse A, was built in 1979 as an addition to the 1959 terminal. The 1959 terminal was replaced by the current Terminal Building in 1998 and its associated Concourse B. The facility was expanded two years later in 2000 with expansion of Concourse C. Passenger and baggage processing is located on Level 1 along with back-of-house and apron support. Level 2 contains security and the airside concourse (and access to the level 1 ground-load gates). Airport offices and a public observation deck are located on Level 3. A breakdown of the terminal areas is summarized in **Table 2-6.** The floorplans of each terminal level are depicted **Figure 2-5**, **Figure** 2-6, and **Figure** 2-7.

Figure 2-4 – Albany International Airport Terminal Components

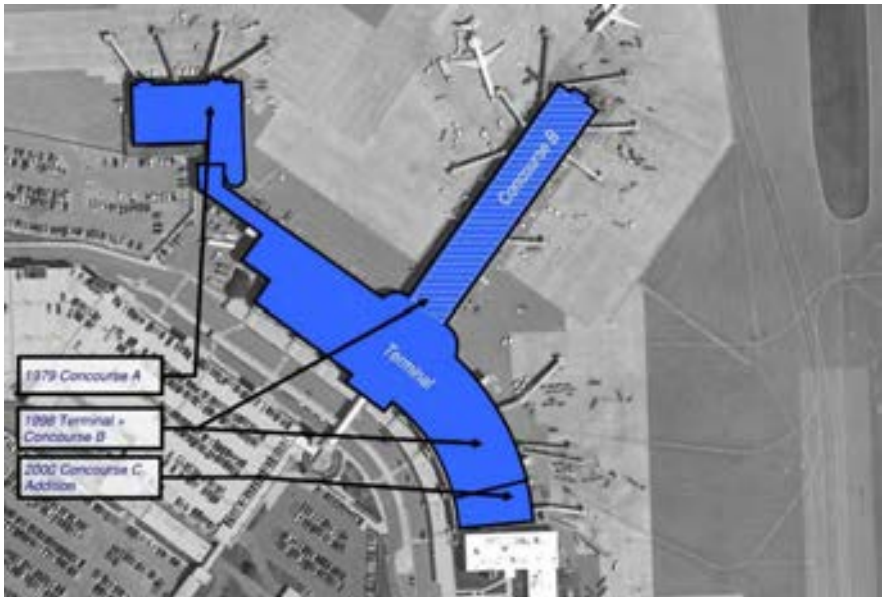


Table 2-6 – Terminal Program Areas (rounded to nearest hundred)

	Arrivals Level	Departures Level	Mezzanine Level	*TOTAL*
Airport Ops	8,700sf	1,000sf	3,300sf	***13,000sf***
Airline Ops	20,400sf	---	---	***20,400sf***
Other Ops	1,800sf	---	300sf	***2,100sf***
Support416 + MEP	17,900sf	16,000sf	5,200sf	***39,100sf***
Inbound Ba1ggage	7,600sf	---	---	***7,600sf***
Baggage Makeup	15,400sf	---	---	***15,400sf***
Baggage Claim	10,600sf	---	---	***10,600sf***
Circulation	35,200sf	17,300sf	8,600sf	***61,100sf***
Restrooms	3,900sf	6,400sf	800sf	***11,100sf***
Concessions	1,100	24,800sf	---	***25,900sf***
Ticketing	6,100sf	---	---	***6,100sf***
Security Screening	6,000sf	4,100sf	1,000sf	***11,100sf***
Holdrooms	6,200sf	23,700sf	---	***29,900sf***
TOTAL	***140,900sf***	***93,300sf***	***19,200sf***	***253,400sf***



ALBANY
INTERNATIONAL AIRPORT

ALBANY INTERNATIONAL AIRPORT

MASTER PLAN UPDATE

GRAPHIC SCALE (FEET)

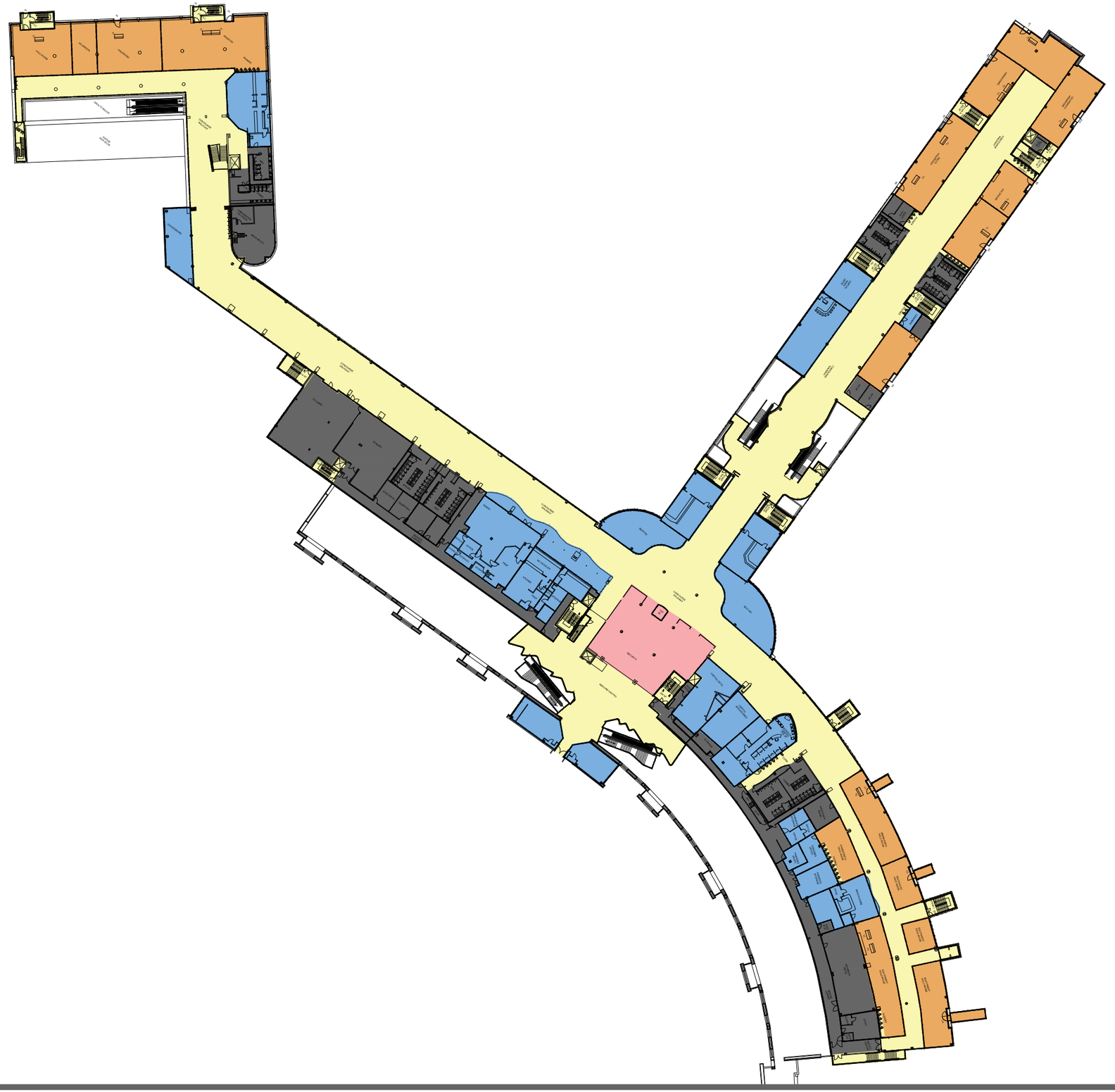
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LEGEND

- Operations - Airport
- Operations - Airlines*
- Operations - Other
- Support / BoH / MEP
- Inbound Baggage
- Baggage Makeup
- Baggage Claim
- Circulation
- Restrooms
- Concessions
- Ticketing
- Security Screening
- Holdroom

Figure 2-5
Existing Terminal Level 1

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ALBANY
INTERNATIONAL AIRPORT

ALBANY INTERNATIONAL AIRPORT

MASTER PLAN UPDATE

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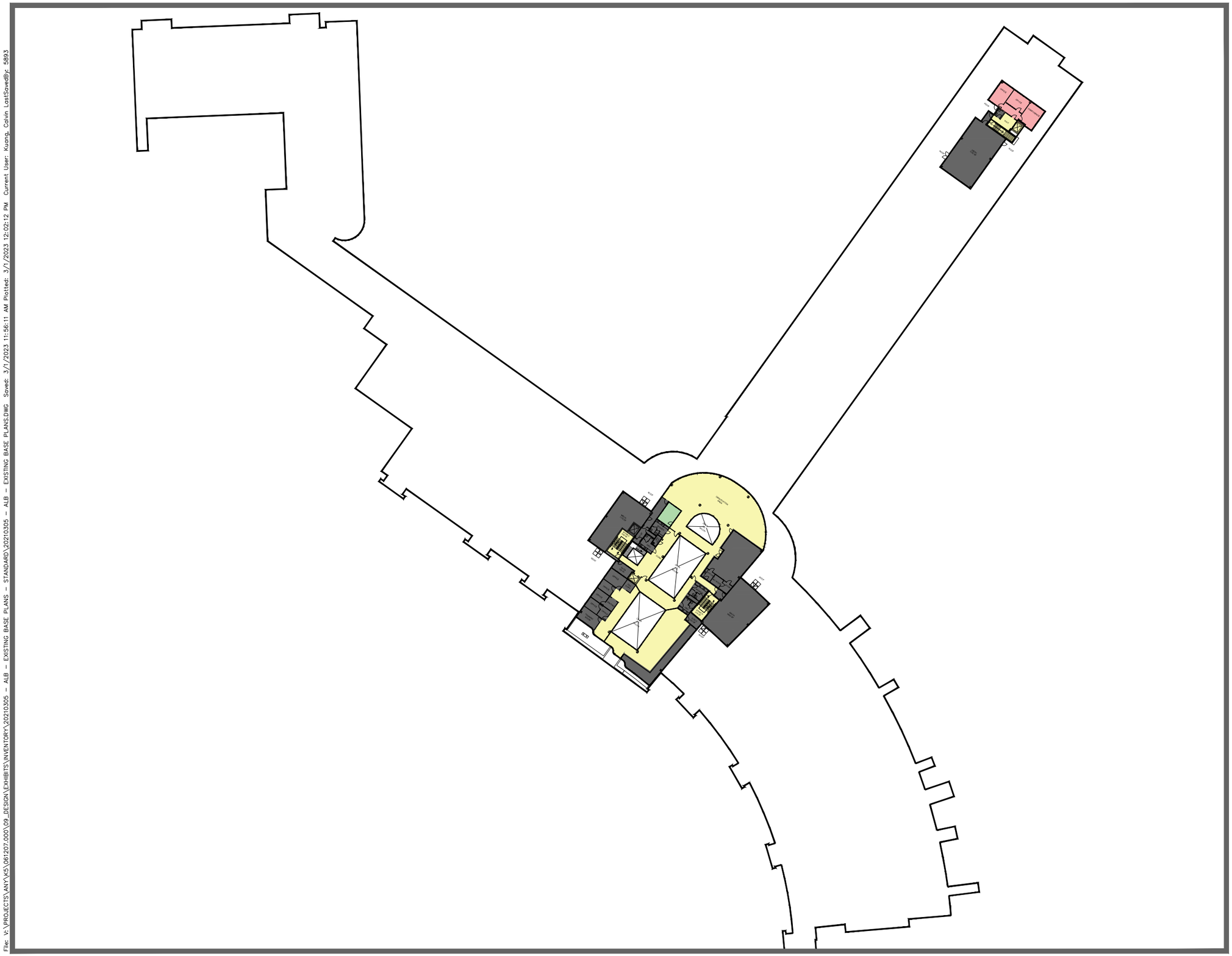
LEGEND

- Operations - Airport
- Operations - Airlines*
- Operations - Other
- Support / BoH / MEP
- Inbound Baggage
- Baggage Makeup
- Baggage Claim
- Circulation
- Restrooms
- Concessions
- Ticketing
- Security Screening
- Holdroom

Figure 2-8
Existing Terminal Level 2

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20210305 – ALB – EXISTING BASE PLANS – STANDARD\



ALBANY
INTERNATIONAL AIRPORT

ALBANY INTERNATIONAL AIRPORT

MASTER PLAN UPDATE

GRAPHIC SCALE (FEET)

0 40 80 160

LEGEND

- Operations - Airport
- Operations - Airlines*
- Operations - Other
- Support / BoH / MEP
- Inbound Baggage
- Baggage Makeup
- Baggage Claim
- Circulation
- Restrooms
- Concessions
- Ticketing
- Security Screening
- Holdroom

Figure 2-10
Existing Terminal Level 3

Passenger Check-In Area

The Passenger Check-In Hall is located on the eastern end of Level 1 and consists of 60 check-in positions at 30 podiums. Baggage take-away belts run along the back wall parallel to and behind the podium line. The banks of six podium positions on either end are each served by a single belt while the remaining 18 podiums have six belts serving three podiums each. Airline offices are located behind their respective podiums with their bag screening and make-up areas beyond. Each take-way belt leads directly to an in-line screening device serving that line. Currently, there is no ability to divert bags from one line to another to provide redundancy during maintenance or downtimes.

Figure 2-8 – Check-In Hall Looking East

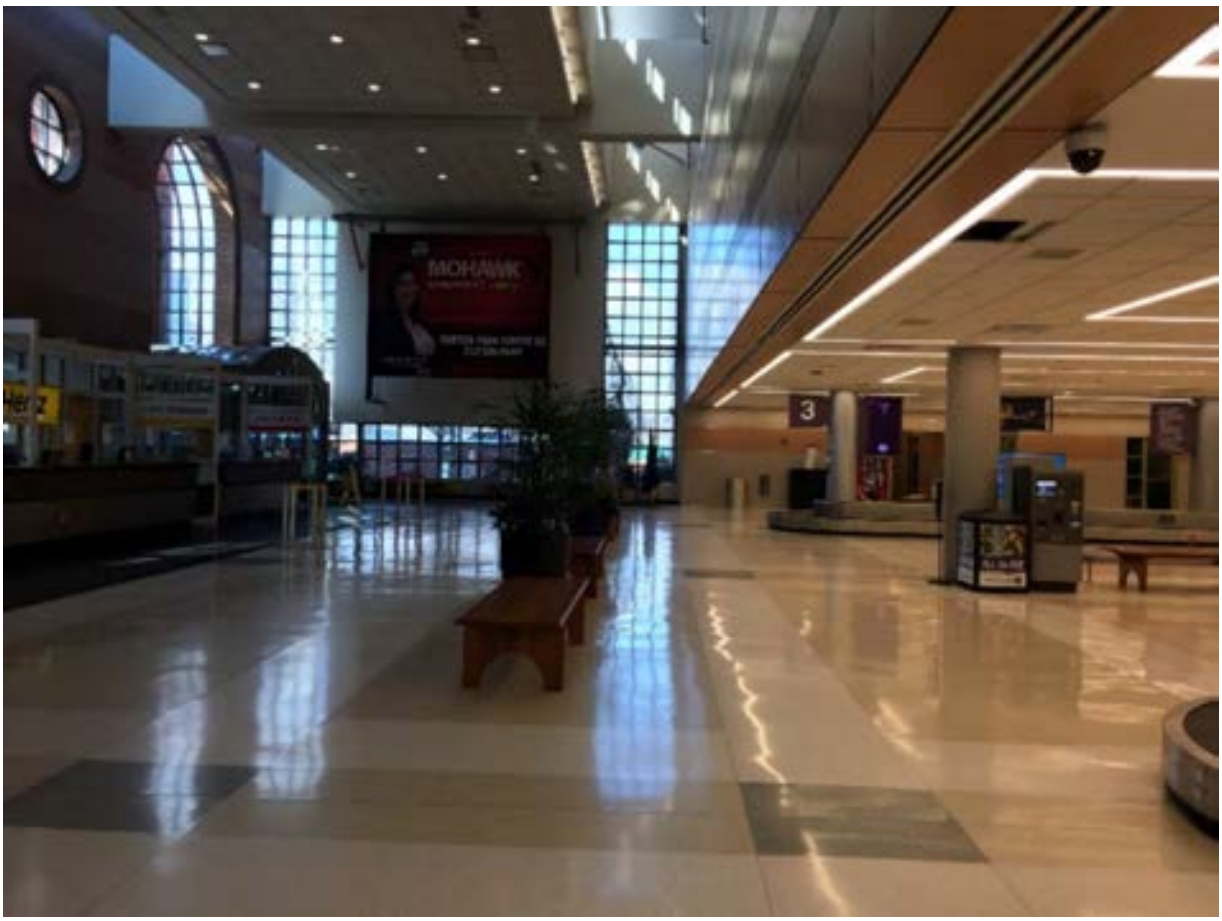


The center of the building contains the elevators, escalators, and stairs which lead to/from security and the airside gates on Level 2 above. The eastern escalators and stair are situated opposite the three westernmost check-in podiums (currently American Airlines). This creates a significant circulation constraint and results in crowding situations during peak times. A small concession unit is provided along the exterior wall (currently housing the Mario and Matilda Cuomo Pavilion) with male and female public restrooms (each with 13 fixtures) accessed at the back wall.

Baggage Claim Area

The double-height Meeter/Greeter Hall and adjacent single level Baggage Claim Hall are located at the western end of the Level 1 processor. Baggage Claim provides three flat-plate thru-wall devices with 130-foot presentation length each. Rental car counters line the exterior wall sitting between the three vestibules while Bag Services Offices are situated on either side of the hall. During tenant interviews it was noted that these offices are undersized for their current functions. The depth of the hall is approximately 90-feet from back wall to face of the rental car counters. While glass walls within the tenant spaces do allow for some visibility, the Rental Car Counters obstruct views between curbside and the interior, resulting in a potential reliance on signage for wayfinding rather than direct lines of sight to the curb providing intuitive wayfinding.

Figure 2-9 – Baggage Claim Hall Looking West



To the west of Baggage Claim, beyond the Baggage Services Offices is the loading dock and servicing areas. The dock has two uncovered bays leading directly to a receiving area and service elevator.

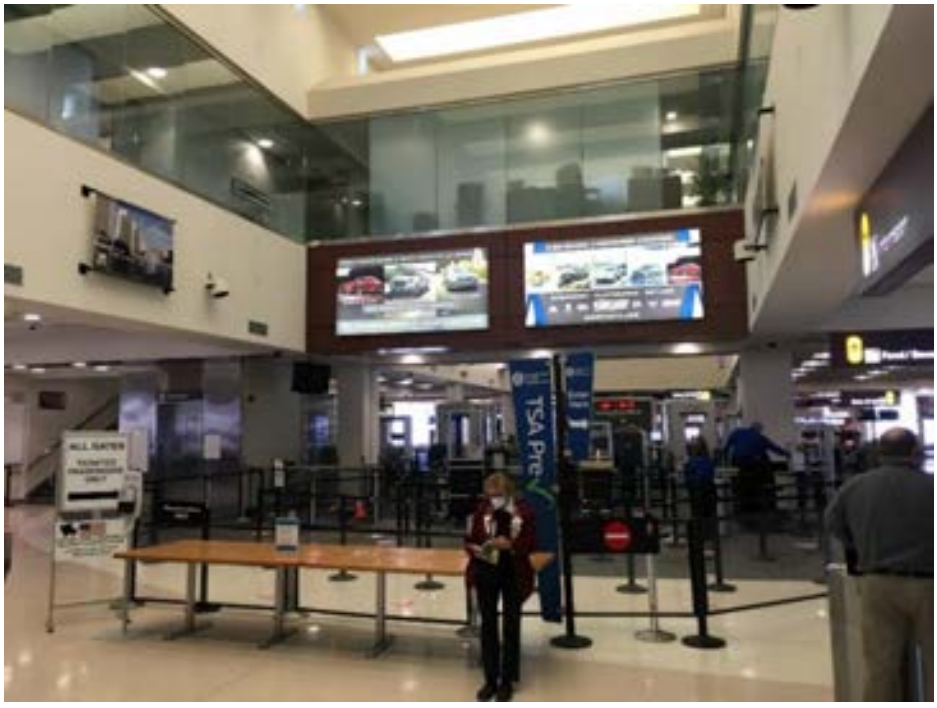
Passenger access to Level 2 airside is through the central Security Screening Checkpoint. With escalators and stairs leading to/from both Check-In and Baggage Claim, to the Meeter/Greeter area on the left side of the Checkpoint. This small pre-security zone is a balcony or mezzanine

overlooking the two halls below. This area also connects directly to the parking garage via a bridge, the entrance to which is framed by two concession units. While their location at the top of the escalator/stair pairs and at the entrance to the bridge provides visibility and footfall, this concentration of flows creates a potential moment of crowding and obstruction. In addition, at peak overflow times, flows may conflict as passengers entering from the garage make their way to the escalators to reach the Check-In Hall below.

Security Checkpoint

The 6-lane Security Screening Checkpoint is situated on Level 2 at the center of the terminal and leads directly to the majority of gates. While this location reduces average walking distances and eases wayfinding, the checkpoint does have several significant concerns. The Checkpoint is bounded to the east and west by vertical circulation and mechanical cores which may inhibit checkpoint growth. To the south, the balcony offers minimal queue area resulting in overflow down the escalators to Level 1 below. These factors may impact the overall future resiliency of this space should additional lanes or larger equipment be required. The Airport is currently advancing a terminal expansion project that will address the Level 2 space constraints and will be discussed in more detail in the Alternative Development chapter.

Figure 2-10 – Presecurity Looking Towards Checkpoint



Terminal Concourses

The entirety of the sterile passenger terminal facility is located on Level 2. To either side of the security checkpoint is a continuous band of concessions and support spaces which run along the entire length of the Terminal. This sits between the double-height spaces along landside and the

continuous band of holdrooms and circulation that run along the airside façade. To each side of the checkpoint, continuous service corridors provide access to back-of-house spaces (MEP and support) and concession units. The eastern band contains the holdrooms serving the three contact C-Gates. The western band provides a public circulation zone used to access Concourse A. Two banks of male and female restrooms are located on either side of security.

Concourse B sits perpendicular to the landside portions of the terminal and is axially aligned with the security checkpoint. At the base of the concourse, directly opposite the checkpoint, is a recently renovated marketplace area including concessions and general purpose seating. This arrangement provides those concessions with maximum exposure through the 100% footfall generated by all passengers entering airside at this one location. From this one spot, wayfinding is simplified by three primary choices: A-Gates, B-Gates, or C-Gates. However, this simplicity is the result of the location of security to the south of the circulation zone and might be impacted should security be expanded to the north. This location experiences congestion during peak passenger activity.

The concourse is laid-out in a traditional double-loaded fashion, with a central circulation zone and gates and concessions/support lining either side. Seven contact gates are clustered around the end of the pier. Additional gate capacity is provided by the ground-load holdrooms accessed via vertical circulation to either side at the neck of the concourse. Restrooms are located between the contact and ground-load holdrooms with male and female facilities. Additional public restrooms are located in the ground-load holdrooms.

Concourse A is located at the western end of the terminal and is accessed via an airside circulation zone. The concourse has four contact gates accessed from a consolidated holdroom area. Between the holdroom and the circulation to Concourse B are two concession units, one located adjacent to the holdroom area and another at the entrance to the connector to B. A restroom block provides five fixtures each for men and women.

Miscellaneous Terminal Facilities

At the center of the terminal, located above the security checkpoint, a small Level 3 area provides offices for the Airport as well as a public observation area. Open wells at this level, offer views to Level 2 below. Two public restroom blocks (each with a male and female restroom) provide a total of four female fixtures and five male fixtures. An additional small penthouse area above the end of Concourse B contains MEP as well as a small TSA office space. Additional TSA offices, support, and ground-load holdrooms are located throughout Level 1: below Concourse B, at the center of the Terminal Building, and below Concourse A in two separate locations.

2.2.4 Inventory of Support Facilities

Support facilities provide vital functions related to the overall operation of the Airport, and typically include facilities related to: air cargo, GA/FBO, aircraft refueling and deicing, aircraft rescue and fire fighting (ARFF), and airfield maintenance.

Air Cargo Facilities

The cargo ramp is located on the northeast quadrant of the airfield. The 370,000 square foot apron and 70,000 square foot sorting facility are shared by FedEx, UPS, and Mobil Air Transport.

General Aviation Facilities

Million Air is ALB's sole Fixed Based Operator, operating from their terminal complex on the GA apron located in the Southwest quadrant of the airport. Additionally, they operate three hangars: two on the GA apron and one in the Northwest quadrant.

The Albany County Airport Authority (ACAA) manages 4 T-Hangar facilities equipped with self-serve AvGas on the Southeast quadrant of the airfield

Hangars

The Airport consists of 17 hangars spread amongst the Southwest, Northwest, and Southeast quadrants. **Table 2-7** shows each hangar (identified by its building number in **Figure 2-3** – Existing Buildings) and its current condition. Hangar maintenance, rehabilitation, and/or replacement will be discussed further in the Facility Requirements chapter.

Table 2-7 – Hangars

Building No.	Description	Size (approx.)	Condition
109	FBO Hangar	20,000 SF	Good
112	FBO Hangar	23,000 SF	Fair
119	MRO Hangar	30,000 SF	Good
200	NYSP Hangar	40,000 SF	Good
201	4 Bay Hangar	20,000 SF	Fair
202	Private Hangar	8,000 SF	Good
203	Private Hangar	10,000 SF	Good
211	MRO Hangar	15,000 SF	Fair
222	MRO Hangar	16,000 SF	Good
400	10-Bay Nested T-Hangar	11,000 SF	Good
401	10-Bay Nested T-Hangar	11,000 SF	Good
402	10-Bay Nested T-Hangar	11,000 SF	Good
403	11-Bay Nested T-Hangar	19,000 SF	Good
413	NY ARNG Hangar	14,000 SF	Fair
414	NY ARNG Hangar	12,000 SF	Good
415	NY ARNG Hangar	12,000 SF	Good
416	NY ARNG Hangar	12,000 SF	Good
417	NY ARNG Hangar	12,000 SF	Good

Source: CHA, 2023.

Aircraft Refueling Stations

Million Air is responsible for fuel services at ALB via the fuel farm located in the Northwest quadrant of the airfield. Both Jet-A and Avgas fuel is stored in one of the nine tanks with a total capacity of approximately 400,000 gallons.

Aircraft Deicing and Glycol Facilities

Million Air is responsible for deicing services at ALB using glycol. A treatment plant is located on the northwest quadrant of the airport and consists of two glycol storage tanks with a combined capacity of 6 million gallons.

Ground Run-up Enclosure (GRE) Facility

A GRE is located on the northwest quadrant of the airfield and is available for public use. Aircraft ground run-ups are conducted to test aircraft engine as part of regular maintenance,. A GRE facility reduces the amount of noise emissions from ground run-up operations. The facility can accommodate aircraft with up to ADG III wingspan (i.e. 118 feet wingspan).

Aircraft Maintenance, Repair, and Overhaul (MRO) Facilities

Three airlines operate MRO facilities at ALB. Piedmont has a 40,000 square foot hangar in the southwest quadrant capable of servicing their current regional jet fleet of Embraer ERJ-145. CommuteAir has a combined 47,000 square foot facility in the northwest quadrant capable of servicing their current regional jet fleet of Embraer ERJ-145. Cape Air operates in a portion of a 28,000 SF hangar located in the northwest quadrant servicing their current fleet of Cessna 402 and Tecnam P2012 Traveller.

Aircraft Rescue and Fire Fighting Facilities

ARFF vehicles are designed to provide an invaluable service to the commercial and private users of the Airport and the passengers and cargo they transport to ensure continuous safety of passengers, pilots, and ground crew. The requirements of ARFF equipment and facilities for a specific airport are determined using the metrics described in Title 14 CFR Part 139.315, *Aircraft Rescue and Firefighting: Index Determination*. ALB operates as an ARFF Index E, which exceeds the requirements based on daily operations due to its role as a dedicated diversion airport for John F Kennedy International Airport located in New York City. Currently, the ARFF facility is equipped with three 3,000 gallon capacity airfield firefighting trucks and additional utility vehicles for firefighting on landside facilities (i.e. passenger vehicle parking garages).

The ARFF facility is located in the Southwest quadrant on the GA Apron.

Table 2-8 – ALB ARFF Equipment

Firefighting	Support
2009 Rosenbauer 6x6 Panther (3,000 gallon)	2015 Chevrolet Pickup Truck
2011 Rosenbauer 6x6 Panther (3,000 gallon)	2019 Polaris ATV
2014 Rosenbauer 6x6 Panther (3,000 gallon)	2022 Chevrolet Tahoe
2009 Pumper	(2) 14' Utility Trailers

Airfield Maintenance Facilities

Maintaining the airfield to ensure safe and continuous use is of utmost importance. ALB has a dedicated airfield maintenance building and garage located in the Northeast quadrant adjacent to the Control Tower. Additional storage facilities for vehicles and sand (for winter conditions) can be found in the Southwest and Northwest quadrant.

2.3 Inventory of Operations, Airspace, and ATCT Procedures

In addition to facilities, the Master Plan accounts for how the airport is operated and used in order to better understand and address any areas of concern that will ultimately guide the design and development of the future alternatives.

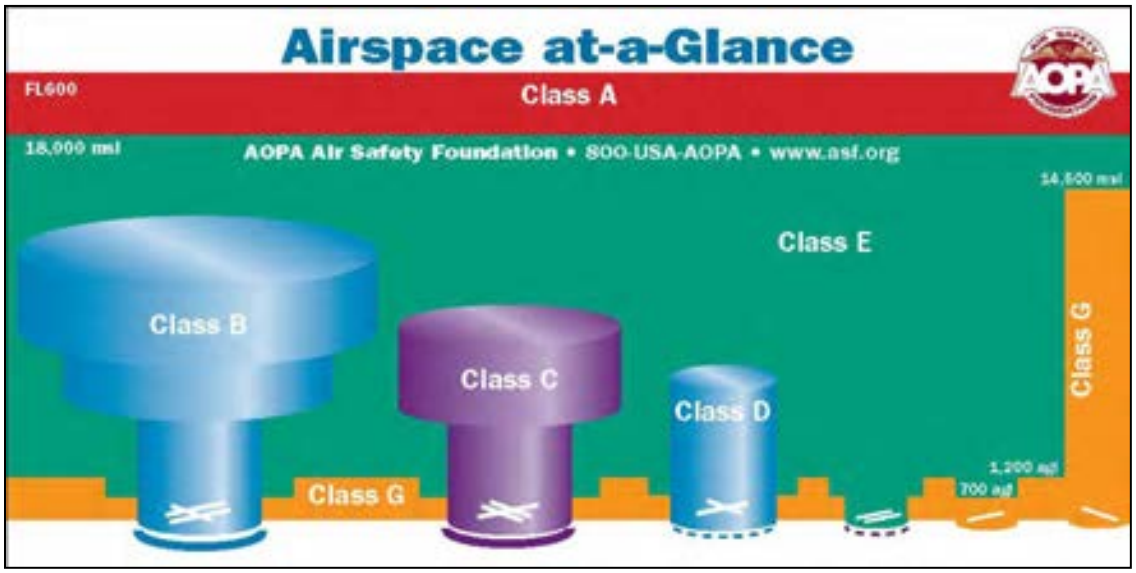
2.3.1 Airspace and Air Traffic Control

There are two types of aircraft flight operations in the National Airspace System (NAS): Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). VFR operations rely on pilots maintaining visual separation from aircraft and objects and require minimum weather conditions for operation. Conversely, IFR operations rely on radar detection, instrument navigation, and separation by Air Traffic Control (ATC). IFR flights permit operations below VFR weather minimums (i.e., during IMC). As discussed above, Runways 6-24 and 29 all have published instrument procedures to enable approached and landings during IMC.

The NAS classifies airspace uses a lettering-system (e.g., Class A, B, C, D, E, and G) and includes controlled and uncontrolled areas of airspace. Class A airspace is a controlled airspace and is generally reserved for business and commercial aircraft as it begins at 18,000 feet above Mean Seal Level (MSL). Class A airspace requires operation under IFR flight plan and communication with ATC. The Class B, C, and D airspaces are also considered controlled airspace and are generally centered about larger airports. Communication with ATC must be established prior to entering the Class B, C, or D airspaces. The Class E and G airspaces encompass the majority of the NAS's airspace below 18,000 feet MSL. Class E airspace can be either controlled or uncontrolled, depending on the type of operation (i.e., VFR or IFR). Class G airspace is always uncontrolled.

ALB is a towered airport located within Class C airspace.

Figure 2-11 – National Airspace System



Source: FAA Aeronautical Information Manual.

Figure 2-12 – ALB Airspace



Source: FAA Sectional Aeronautical Chart.

2.3.2 Air Traffic and Passenger Activity

An aircraft operation is defined as either a landing or a takeoff. Thus, each flight includes at least two operations; one takeoff and one landing. According to data provided by the Air Traffic Control Tower, there were approximately 75,000 annual operations at ALB in 2019, which

amounts to an average of 100 landings per day. Of that total, itinerant and local operations were approximately split 80-20 respectively. Local flights are conducted mostly by based aircraft, and primarily include single- and multi-engine piston aircraft conducting training and recreational flights. Itinerant operations (i.e., those arriving from outside of the local area) are conducted by a mix of based and transient or visiting aircraft, namely from commercial service.

Passenger enplanements is defined as a boarding of an aircraft by a revenue passenger for a commercial service flight, air taxi flight, or private charter flight. According to the FAA Terminal Area Forecast, ALB has a total of approximately 1,500,000 enplanements.

2.3.3 Airfield Use

Wind Data

A factor influencing the infrastructure requirements on airfield are the local weather conditions and their effect on both airport operations and capacity. Wind conditions affect all airplanes in varying degrees, generally the smaller the airplane, the more affected its operations are by wind, particularly crosswind components. As such, crosswind components of airfields are evaluated based on FAA guidelines of 10.5, 13, 16, and 20 knots, considering the aircraft types and each individual runway.

Based on the aircraft types and their corresponding Runway Design Code operating at ALB (see **Table 2-12**), the following crosswind components are applicable (per FAA Advisory Circular 150/5300-13A):

- Light single and twin-engine (A/B-I) = 10.5 knots
- Turboprop aircraft and light jets (A/ B-II) = 13 knots
- Corporate & Regional Jets (A/B-III, C/D-I thru C/D-III) = 16 knots
- Commercial Jets (all AAC E and all ADG IV) = 20 knots

Furthermore, wind data is evaluated under All Weather (AW), Visual Flight Rules (VFR), and Instrument Flight Rules (IFR) conditions. Per FAA, for a runway to have adequate wind coverage, it must have a 95% wind coverage for the aircraft accommodated. Should a runway fall below 95%, a crosswind runway may be necessary for safety of operations at the airport.

This study utilizes weather observations for the period of 2010 to 2019 recorded by the Automated Weather Observing Station (AWOS) and are the basis of the wind rose analysis. **Table 2-10** lists the wind coverage for the runways at ALB. Both runways provide similar coverage, providing the desired wind coverage of 16 knots for the large commercial jet aircraft operating at ALB. As shown in the table, both runways provide 99.6% all-weather wind coverage for a 16-knot crosswind component.

Runway 1-19 provides slightly better wind coverage during fair weather or VFR conditions, and during inclement or poor weather conditions Runway 10-28 is the preferred runway from a wind standpoint.

Table 2-9 – Wind Data

	Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
AW	1-19	90.26%	94.16%	97.80%	99.50%
	10-28	90.40%	94.49%	98.07%	99.48%
	All Combined	96.70%	98.76%	99.64%	99.93%
VFR	1-19	89.15%	94.40%	98.57%	99.68%
	10-28	90.24%	94.34%	98.09%	99.54%
	VFR Combined	96.76%	98.87%	99.72%	99.96%
IFR	1-19	87.36%	92.21%	96.35%	98.84
	10-28	91.17%	95.22%	98.05%	99.25%
	IFR Combined	96.56%	98.36%	99.29%	99.80%

Source: NOAA National Climatic Data Center (Albany International Airport 2010-2019), CHA, 2020.

2.3.3.1 Runway Designations

The FAA classifies each airport runway as either primary, crosswind, secondary, or additional as per the ***Airport Improvement Program (AIP) Handbook***, FAA Order 5100.38D. All but 'additional' runways are eligible for FAA funding.

Table 2-10 – Primary Runway Determination Factors

Potential Primary Runway Criteria	Runway 1-19	Runway 10-28
Runway Length	8,500'	7,200'
Runway Width	150'	150'
Runway Utilization*	49% estimated	51% estimated
Approach Capabilities	ILS (1/2 mile – 200' DH)	RNAV LPV (1 3/4 mile, 400' MDA)
Hourly Capacity	XX	XX
Proximity to Facilities	Good	Good

*Based on wind data.

The above data are used in the primary runway determination; however, the FAA does not provide a specific formula or rubric to identify the primary vs crosswind or secondary runway.

- **Runway 1-19** provides a longer length and the only ILS.

- **Runway 10-28** provides slightly better crosswind coverage during IFR conditions.

While all runways provide the necessary ≥95% wind coverage for the larger Group C commercial aircraft, only Runway 10-28 provides the 95% wind coverage for smaller Group A and B general aviation aircraft. As such, per FAA Order 5100.38D, a crosswind runway is justified to serve the lighter aircraft.

It is noted that while Runway 1-19 has a slightly lower runway usage from a wind perspective, the longer length combined with the available ILS designated it as the primary runway; with Runway 10-28 as the crosswind runway.

Table 2-11 – ALB Current Runway Designation

Runway	Classification
Runway 1-19	Primary
Runway 10-28	Crosswind

2.3.3.2 Runway classification by aircraft category

The FAA uses a classification system, known as the Airport Reference Code (ARC), to signify the airport's highest Runway Design Code (RDC), the design standards to which the runway is to be built. RDC consists of three components:

- aircraft approach speed (AAC),
- airplane design group (ADG) relating to either the aircraft wingspan or tail height (whichever is more restrictive), and
- visibility minimums.

The overall ARC is determined by taking the highest RDC minus the visibility component. ARC affects runway and taxiway dimensions, separation standards, pavement marking standards, and other safety standards. Furthermore, it is used for airport planning and design but does not limit the aircraft that may be able to operate safely at the airport. The relationship between the ARC and design standards is further detailed in FAA AC 150/5300-13A, *Airport Design* and summarized in **Table 2-12**. Based on the FAA Traffic Flow Management System Count (TFMSC) Data and airport flight schedule, ALB is currently designated with an ARC C-IV, with over 1,500 annual Boeing 757 operations. Consequently, ALB falls under the standards outlined for RDC C-IV-1200 on Runway 1/19 and C-IV-5000 on Runway 10/28.

Table 2-12 – FAA Airport Reference Code Classification

Approach Categories			
Approach Category	**Airspeed (Knots)**		**Example Aircraft**
A	<91		Cessna 152
B	91 ≤ 121		Citation X
C	121 ≤ 141		Gulfstream 450
D	141 ≤ 166		Boeing 757
E	166+		B-2 Spirit
Airplane Design Group			
Design Group	**Tail Height (feet)**	**Wingspan (feet)**	**Example Aircraft**
I	<20	<49	Piper Cherokee
II	20-<30	49 ≤ 79	King Air B250
III	30-<45	79 ≤ 118	Gulfstream 550
IV	45-<60	118 ≤ 171	Boeing 757
V	60-<66	171 ≤ 214	Boeing 747
VI	66-<80	214 ≤ 262	Airbus A380
Visibility Minimums			
RVR	**Instrument Flight Visibility Category (statute mile)**		
5000	Not lower than 1 mile		
4000	Lower than 1 mile but not lower than ¾ mile		
2400	Lower than ¾ mile but not lower than ½ mile		
1600	Lower than ½ mile but not lower than ¼ mile		
1200	Lower than ¼ mile		

Source: FAA AC 150/5300-13A *Airport Design*, CHA, 2019.

3 Forecast

3.1 Introduction

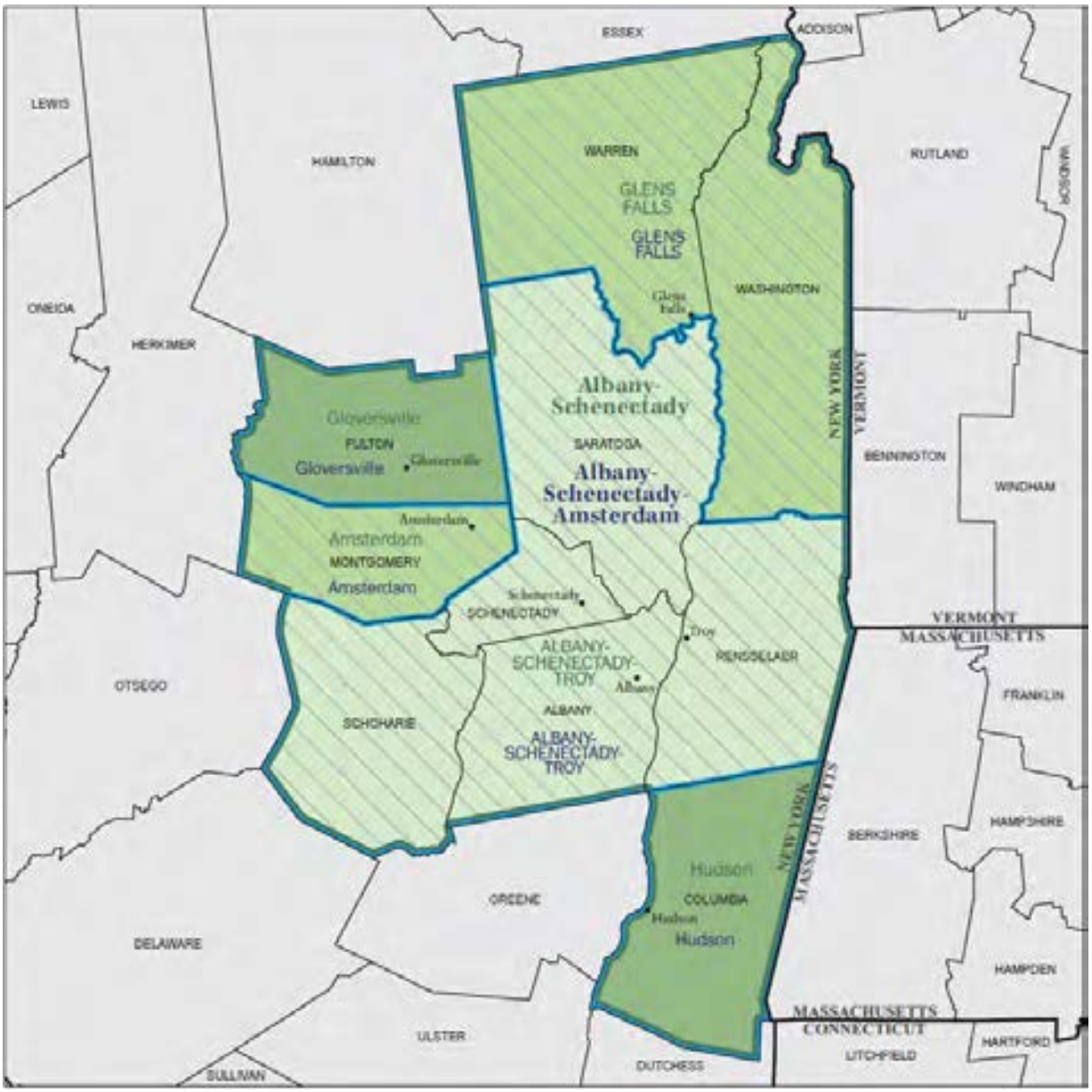
This report describes the forecasts of future aviation demand at Albany International Airport (ALB or the Airport) that will be used to guide the Master Plan Update (Master Plan) process. Activity forecasts represent critical inputs to the Master Plan as they are used to determine the required level of airport facility development needed to accommodate expected levels of future demand. The forecasts for this Master Plan have been prepared using a base year of 2021 and cover a 20-year planning horizon (2021 to 2041). They represent an independent evaluation of future activity at ALB and use the most recent available data at the time of the forecast development.

Key aviation activities measured in the forecast include airline passenger enplanements, commercial aircraft operations (air carrier, commuter/air taxi, all-cargo), general aviation (GA) operations, military operations, and projections of based aircraft.

3.2 Airport Service Area

A review of historical and projected socioeconomic data for the Airport's air service area is a key step in the development of the aviation demand forecast. The air service area is the geographic area from which the Airport draws the majority of its passengers. The Albany International Airport air service area is defined for this report as the Albany-Schenectady Combined Statistical Area (Albany CSA or CSA). The CSA according to the US Office of Management and Budget includes the counties of Albany, Columbia, Fulton, Montgomery, Rensselaer, Saratoga, Schenectady, Schoharie, Warren, and Washington counties in New York State. The CSA includes the major cities of Albany, Schenectady, Troy, and Saratoga Springs. **Figure 3-1** shows the counties within the CSA along with the location of Albany International Airport. When socioeconomic data for the CSA was not available data for the Albany-Schenectady-Troy Metropolitan Statistical Area (Albany MSA) was substituted. The Albany MSA includes the counties of Albany, Rensselaer, Saratoga, Schenectady, and Schoharie in New York State (Figure 1 light green area) and accounts for approximately 75.0% of the total population of the Albany CSA.

Figure 3-1 Albany-Schenectady CSA Statistical Area Map



Source: U.S. Census Bureau, www.census.gov, accessed June 2022

3.3 Socioeconomic Indicators

The following sections provide an overview of the key socioeconomic variables of the air service area that typically drive aviation demand including population, non-farm employment, personal income, and gross domestic product (GDP). The most recent available historical and forecast statistics are provided below for these key socioeconomic variables for the CSA or MSA, New York State and the U.S.

3.3.1 Population

Population growth in the Albany CSA from 2010 to 2021 occurred at an average rate of 0.03% per year which was below the average rates for New York State of 0.2% per year and the U.S. of 0.5% per year, according to the U.S. Census Bureau. Based on forecast data from Woods & Poole Economics, Inc. (Woods & Poole), for the period 2021 to 2041 population in the CSA is projected to grow at an average rate 0.2% per year compared to 0.1% for New York State and 0.6% for the U.S. **Table 3-1** depicts the population growth (see **Table 3-1**).

3.3.2 Employment

Non-farm employment in the CSA grew at a rate of 0.8% per year from 2010 to 2021 compared to growth of 1.5% per year for New York State and 1.6% for the U.S. according to data from the U.S. Bureau of Labor Statistics. Based on employment growth projections from Woods & Poole, non-farm employment in the CSA for the period 2021 to 2041 is projected to increase at a rate of 0.6% per year compared to 1.0% per year for New York State and 1.1% for the U.S. **Table 3-1** depicts the employment growth.

3.3.3 Income

Per Capita Personal Income (PCPI) in the CSA grew at a rate of 2.3% per year from 2010 to 2021 compared to growth of 2.2% per year for New York State and 2.1% for the U.S. according to data from the U.S. Bureau of Economic Analysis. Based on PCPI growth projections from Woods & Poole, PCPI in the CSA for the period 2021 to 2041 is projected to increase at a rate of 1.5% per year compared to 2.0% per year for New York State and 1.6% for the U.S. **Table 3-1** depicts the income growth.

Table 3-1 – Historical and Projected Socioeconomic Data

	Population			Non-Farm Employment			Per Capita Personal Income (2012 dollars)		
Historical	**Albany CSA**	**New York (a)**	**United States**	**Albany CSA**	**New York (a)**	**United States**	**Albany CSA**	**New York (a)**	**United States**
2010	1,168,901	19,399,878	309,321,666	675,249	11,005,746	172,901,776	$44,729	$51,371	$42,818
2011	1,169,156	19,499,241	311,556,874	679,305	11,294,065	176,091,617	44,812	51,982	43,619
2012	1,170,241	19,572,932	313,830,990	685,754	11,432,837	178,979,605	$45,291	$53,102	$44,529
2013	1,171,171	19,624,447	315,993,715	691,706	11,619,135	182,325,149	45,405	52,616	44,108
2014	1,171,007	19,651,049	318,301,008	698,178	11,865,515	186,233,715	$46,131	$53,576	$45,407
2015	1,170,550	19,654,666	320,635,163	706,870	12,099,184	190,325,822	48,287	55,603	47,104
2016	1,169,639	19,633,428	322,941,311	714,510	12,259,145	193,378,928	$48,588	$56,613	$47,358
2017	1,171,385	19,589,572	324,985,539	722,621	12,389,042	196,337,085	50,005	58,941	48,196
2018	1,170,564	19,530,351	326,687,501	727,664	12,651,358	200,284,186	$50,187	$59,411	$49,147
2019	1,167,594	19,453,561	328,239,523	725,112	12,873,580	203,809,516	51,572	60,351	49,971
2020	1,169,019	20,154,933	331,501,080	671,770	11,744,227	191,619,466	$54,966	$63,258	$52,380
2021E	1,171,134	19,835,913	331,893,745	743,879	13,206,953	209,319,103	$54,533	$63,229	$52,497
Projected	**Albany CSA**	**New York (a)**	**United States**	**Albany CSA**	**New York (a)**	**United States**	**Albany CSA**	**New York (a)**	**United States**
2022	1,174,088	19,551,332	334,554,782	750,076	13,376,597	212,087,368	$55,415	$68,944	$54,137
2026	1,184,707	19,714,515	343,776,826	773,255	14,019,783	222,948,195	59,023	74,063	57,739
2031	1,195,835	19,882,977	355,171,046	799,703	14,787,733	236,437,342	$63,670	$80,665	$62,420
2036	1,203,989	20,002,311	366,230,596	823,064	15,505,776	249,724,570	68,450	87,470	67,290
2041	1,209,509	20,065,758	376,799,404	843,477	16,174,063	262,828,819	$73,376	$94,504	$72,374
	Compound Annual Growth Rate								
Historical	**Albany CSA**	**New York (a)**	**United States**	**Albany CSA**	**New York (a)**	**United States**	**Albany CSA**	**New York (a)**	**United States**
2010 - 2015	0	0	0	0	0	0	$0	$0	$0
2015 - 2021	0.01%	0.2%	0.6%	0.9%	1.5%	1.6%	2.0%	2.2%	1.8%
2010 - 2021	0	0	0	0	0	0	$0	$0	$0
Projected	**Albany CSA**	**New York (a)**	**United States**	**Albany CSA**	**New York (a)**	**United States**	**Albany CSA**	**New York (a)**	**United States**
2021 - 2026	0	0	0	0	0	0	$0	$0	$0
2026 - 2031	0.2%	0.2%	0.7%	0.7%	1.1%	1.2%	1.5%	1.7%	1.6%
2031 - 2036	0	0	0	0	0	0	$0	$0	$0
2036 - 2041	0.1%	0.1%	0.6%	0.5%	0.8%	1.0%	1.4%	1.6%	1.5%
2021 - 2041	0	0	0	0	0	0	$0	$0	$0

(a) State of New York

Sources: Historical: US Census Bureau, www.census.gov accessed June 2022. Projected: Woods & Poole Economics, Inc. 2021 MSA Profile

3.3.4 Unemployment Rates

Unemployment rates for the Albany MSA, New York State and the U.S. are provided below in **Table 3-2**. Unemployment rates for the CSA were not readily available so data for the MSA was substituted. Unemployment rates in the MSA have been lower than those for New York State and the U.S. every year from 2010 to 2021. In 2010, MSA unemployment was 7.4% compared to 8.7% for New York State and 9.6% for the U.S. By 2016, the MSA unemployment rate had fallen to 4.2% compared to 4.9% for both New York State and the U.S. In 2021, the MSA unemployment rate was 4.3% compared to 7.0% for New York State and 5.4% for the U.S

Table 3-2 – Historical Unemployment Rates

Historical	Albany MSA	New York State	United States
2010	7.4%	8.7%	9.6%
2011	7.2%	8.4%	8.9%
2012	7.4%	8.6%	8.1%
2013	6.5%	7.8%	7.4%
2014	5.1%	6.3%	6.2%
2015	4.5%	5.2%	5.3%
2016	4.2%	4.9%	4.9%
2017	4.3%	4.6%	4.4%
2018	3.8%	4.1%	3.9%
2019	3.5%	3.8%	3.7%
2020	6.9%	9.9%	8.1%
2021	4.3%	7.0%	5.4%

Source: US Bureau of Labor Statistics, www.bls.gov/data/data retrieval/top picks/unemployment, accessed June 2022

3.3.5 Employment by Industry Sector

Table 3-3 depicts the distribution of employment by industry sector for the Albany MSA, New York State and the U.S. The largest employment sector in the Albany MSA is Government which accounts for approximately 32.7% of total employment in 2021. As the New York State Capitol and seat of government for New York State, Albany's share of Government employment is considerably higher than the New York State average of 22.8% and the U.S. average of 19.4% in 2021. Other significant MSA employment sectors in 2021 include Trade, Transportation and Utilities at 19.5%, Professional and Business Services at 15.1%, and Leisure and Hospitality at 8.7% of total employment in 2021.

Table 3-3 – Employment by Industry Sector

Industry Sector	CSA 2010	CSA 2021	New York 2021	U.S. 2021
Mining, Logging and Construction	5.2%	5.3%	6.0%	7.0%
Manufacturing	6.4%	6.9%	6.5%	10.9%
Trade, Transportation and Utilities	22.8%	19.5%	22.6%	24.4%
Information Services	2.8%	2.0%	4.5%	2.5%
Professional and Business Services	16.0%	15.1%	20.3%	18.7%
Leisure and Hospitality	10.8%	8.7%	11.5%	12.4%
Other Services	5.2%	9.7%	5.8%	4.8%
Government	30.6%	32.7%	22.8%	19.4%
TOTAL	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Source: www.bls.gov/data/data retrieval/top picks/employment, accessed April 26, 2022

Table 3-4 provides a list of the major employers in the CSA. The CSA includes a diverse group of employers led by New York State government which is its single largest employer with almost 52,000 employees. Other major employers include Albany Medical Center with 16,367 employees, St. Peter's Health Partners with 11,136 employees, Northeast Grocery 8,075 employees, the U.S. government with 7,900 employees, General Electric with 4,000 employees. Regeneron Pharmaceuticals, The University of Albany, Fluor Marine Propulsion Corporation, and the County of Albany are some of the other major employers within the CSA.

Table 3-4 – Major Employers in the CSA

Rank	Company	2021 Employees
1	New York State	51,800
2	Albany Medical Center	16,367
3	St. Peter's Health Partners	11,136
4	Northeast Grocery Inc.	8,075
5	U.S. Government	7,901
6	Hannaford Supermarkets	5,000
7	University of Albany	4,700
8	General Electric Company	4,000
9	Regeneron Pharmaceuticals	3,500
10	Stewart's Shops Corp.	3,099
11	Ellis Medicine	3,071
12	Global Foundries U.S. Inc.	3,000
13	Fluor Marine Propulsion Corp.	3,000
14	Glens Falls Hospital	2,736
15	County of Albany	2,497
16	Center for Disability Services	2,269
17	Community Care Physicians	1,794
18	St. Mary's Healthcare	1,692
19	Rensselaer Polytechnic Institute	1,673
20	Empire Blue Cross	1,643
21	CDPHP	1,100
22	KEYCORP	1,000
23	Momentive Performance Materials	1,000
24	SEFCU	945
25	Goldman Sachs Personal Financial	944

Source: Albany County Airport Authority Annual Budget for Year Beginning January 1, 2022 and Albany Business Review, July 9, 2021.

3.3.6 Gross Domestic Product

Table 3-5 presents the annual change in gross domestic product (GDP) for the Albany MSA, New York State, and the U.S. From 2010 - 2021, the GDP averaged annual growth of 1.2% for the MSA, 1.4% for New York State and 2.0% for the U.S. After significant declines for all three regions in 2020 of -3.5% in the MSA, -5.0% in New York and -3.4% for the U.S. Based on projections by the Congressional Budget Office and Woods & Poole, GDP is projected to grow by 1.4% per year in the Albany MSA, 1.8% in New York State and 1.9% for the U.S. over the 2021-2041 forecast period.

Table 3-5 – Gross Domestic Product

Percent Change in GDP			
Historical	**Albany MSA**	**New York State**	**United States**
2011	0.5%	0.2%	1.5%
2012	0.2%	3.8%	2.3%
2013	1.1%	0.1%	1.8%
2014	1.2%	1.8%	2.3%
2015	2.6%	1.5%	2.7%
2016	2.5%	2.2%	1.7%
2017	2.2%	1.2%	2.3%
2018	0.5%	2.7%	2.9%
2019	4.4%	2.5%	2.3%
2020	-3.5%	-5.0%	-3.4%
2021	n/a	5.0%	5.7%
GDP Compound Annual Growth Rates			
2010 - 2021(a)	1.2%	1.4%	2.0%
2021 - 2026	1.5%	2.0%	2.1%
2026 - 2031	1.4%	1.8%	2.0%
2031 - 2036	1.3%	1.7%	1.9%
2036 - 2041	1.2%	1.5%	1.8%
2021 - 2041	1.4%	1.8%	1.9%

(a) Represents the compound annual growth rate for the Albany MSA from 2010-2020.

Source: Historical data from US Bureau of Economic Analysis, www.bea.gov, accessed June 2022. Forecast Woods & Poole Economics, Inc. 2021 MSA Profile

3.3.7 Economic Basis for Forecast Aviation Demand

The forecast for aviation demand in this report is based primarily on the outlook for socio-economic growth in the air service area, New York State, and the U.S. Based on projections from Woods & Poole, population, employment, and personal income in the CSA are all projected to maintain steady growth similar to historical trends and will continue to provide a consistent economic base for aviation demand. Employment is projected to be anchored by the steady presence of the state and local government with resulting unemployment rates typically below that for the U.S. in total. Growth in local GDP for the MSA is projected to continue at a rate slightly above historical rates (1.4% forecast vs. 1.2% historical) as the region and the nation recover from recently depressed economic conditions. The outlook based on these socioeconomic factors is reflected in the aviation demand forecasts presented in the next section.

3.4 Historical Aviation Activity

3.4.1 Airlines Serving the Airport

The Airport is currently served by a diverse group of approximately 16 airlines. Included in the list are three mainline carriers, two low-cost carriers, two ultra-low-cost carriers and 9 regional

carriers that provide feeder service to the three mainline carriers (American, Delta and United). Currently no international carriers provide scheduled air service at the Airport. **Table 3-6** depicts the airlines currently serving ALB.

Table 3-6 – Airlines Serving ALB as of September 2022

Mainline Carriers	Regional Carriers (Marketing Carrier Affiliation)	Low Cost Carriers	Ultra-Low Cost Carriers
American Airlines	Envoy (American)	JetBlue Airways	Allegiant Air
Delta Air Lines	PSA Airlines (American)	Southwest Airlines	Frontier Airlines (a)
United Airlines	Piedmont (American)		
	Republic (American & United)		
	Endeavor (Delta)		
	SkyWest (Delta)		
	Air Wisconsin (United)		
	CommuteAir (United)		
	GoJet (United)		

(a) Frontier Airlines plans to cancel ALB scheduled service in October 2022.
Source: Albany County Airport Authority records and Cirium Diio Mi Dynamic Schedule Report

3.4.2 Enplaned Passengers

The Airport serves primarily domestic origin and destination (O&D) passengers. According to the US Bureau of Transportation Statistics, from 2010 to 2021, domestic O&D passengers accounted for approximately 94.0% of total enplaned passengers at ALB and reached a high of approximately 98.0% in 2021. There have been no scheduled international enplanements since 2013.

Total enplanements at the Airport increased from 1.3 million to 1.5 million enplanements at an average rate of 2.0% from 2010 to 2019 prior to the start of the COVID-19 pandemic (see **Table 3-7**). Much like the trend experienced nationally, enplaned passengers declined by 65.8% in 2020 and rebounded by 87.7% in 2021 as the nation began to recover from the pandemic and its negative influence on travel and the economy. Over the full historical period of 2010 to 2021 total enplanements declined from 1.5 million in 2019 to 0.5 million in 2020 and 1.0 million in 2021. **Figure 3-2** shows a comparison of the historical annual percentage change in enplanements for ALB and the U.S.

Most of the growth in total enplanements from 2010 to 2019 was driven by the air carrier airlines (airlines operating aircraft with greater than 60 seats), including the low-cost and ultra-low-cost airlines. From 2010 to 2019, air carrier enplanements increased by an average rate of 5.3% per year. Commuter carrier enplanements declined over the 2010 to 2019 period by -3.4% per year. Over the full historical period, air carrier enplanements increased from 0.7 million in 2010 to 1.1 million in 2019 before falling 68.7% to 0.3 million in 2020 and 0.6 million in 2021. Commuter

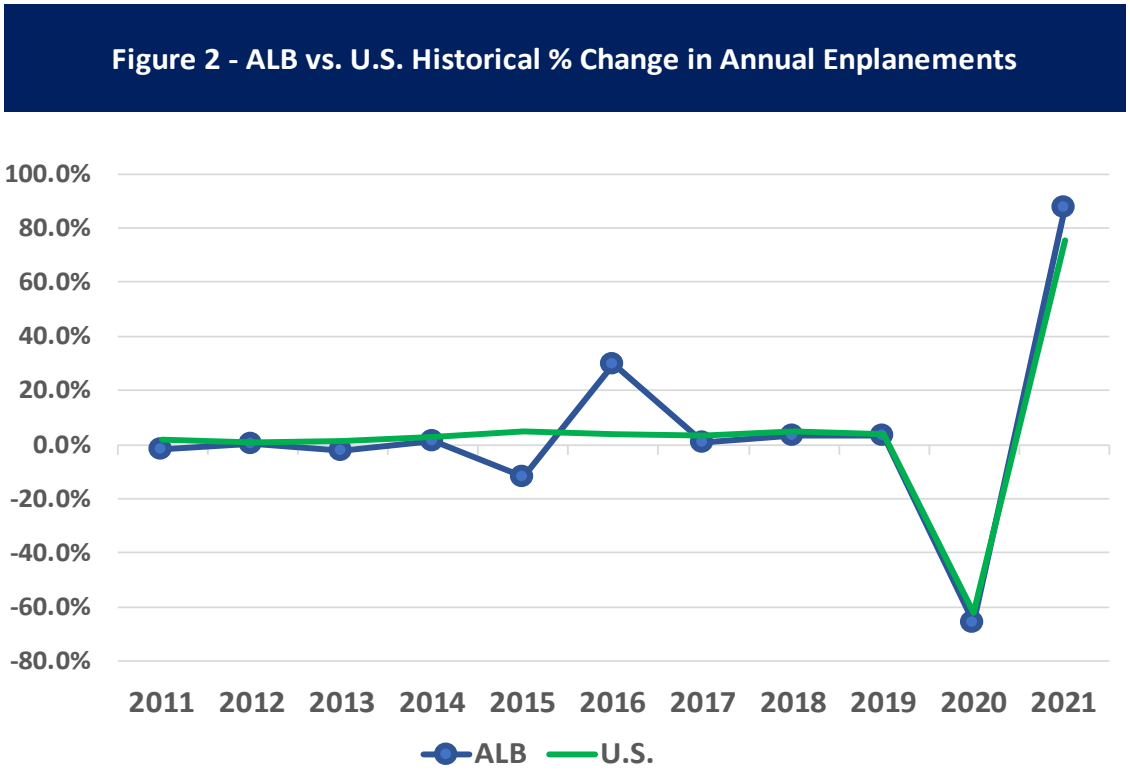
carrier enplanements (airlines operating aircraft with 60 or fewer seats) declined from 0.6 million in 2010 to 0.4 million in 2019 before the declining by 58.2% to 0.2 million in 2020 and 0.3 million in 2021.

Table 3-7 – Historical Enplanements

Historical	Mainline	Regional	Total	% Change
2010	684,566	581,308	1,265,874	
2011	709,211	534,319	1,243,530	-1.8%
2012	721,089	524,791	1,245,880	0.2%
2013	696,608	519,379	1,215,987	-2.4%
2014	792,359	439,026	1,231,385	1.3%
2015	910,759	387,028	1,297,787	5.4%
2016	1,025,372	382,062	1,407,434	8.4%
2017	1,029,901	387,934	1,417,835	0.7%
2018	1,036,021	430,685	1,466,706	3.4%
2019	1,091,747	427,222	1,518,969	3.6%
2020	341,434	178,595	520,029	-65.8%
2021	649,443	326,594	976,037	87.7%
Compound Annual Growth Rates				
2010-2019	5.3%	-3.4%	2.0%	
2014-2019	6.6%	-0.5%	4.3%	
2010-2021	-0.5%	-5.1%	-2.3%	
2016-2021	-8.7%	-3.1%	-7.1%	

Source: Albany County Airport Authority Comprehensive Annual Financial Reports

Figure 3-2 – ALB vs. U.S. Historical % Change in Annual Enplanements



Source: Albany County Airport Authority and Cirium Diio Mi T-100 data, accessed June 2022.

3.4.3 Enplaned Passengers Airline Market Share

The Airport is served by a diverse group of airlines including three major legacy carriers American, Delta and United, the two largest low-cost airlines JetBlue and Southwest, and the two largest ultra-low-cost carriers Allegiant and Frontier. In 2021, Southwest had the largest enplaned passenger market share at the Airport at 32.8% of total enplanements followed by American with a 22.8% share, Delta with a 16.5% share, United at 11.8% and JetBlue at 7.7% market share. The two ultra-low-cost carriers Allegiant and Frontier both began service at the Airport in 2018 and have steadily grown over the last three years to represent enplaned passenger market shares of 5.1% and 3.2% respectively in 2021. Frontier recently announced that it will be discontinuing service at the Airport in October 2022. How Frontier's schedule changes will affect future market share distribution is unknown at the time of this report. The distribution of enplaned passenger market share has remained generally consistent through the first six months of 2022. **Table 3-8** depicts the enplaned passenger airline market share.

Table 3-8 – Enplaned Passenger Airline Market Share

Enplaned Passengers						
Airlines	**1H 2022 (a)**	**2021**	**2020**	**2019**	**2018**	**2017**
Southwest Airlines	161,026	319,869	174,133	488,147	565,731	566,801
American Airlines	128,082	222,576	134,035	312,378	296,558	302,591
Delta Air Lines	118,452	161,142	69,761	250,816	227,885	233,260
United Airlines	80,273	114,964	66,315	230,996	256,892	216,502
JetBlue Airways	44,447	75,211	29,793	92,149	89,609	90,744
Allegiant Air	29,541	50,033	28,588	78,107	3,635	0
Frontier Airlines	22,528	31,693	16,739	60,804	11,123	0
Charter/Other	32	549	665	5,572	15,273	7,937
Total Enplaned Passengers	**584,380**	**976,037**	**520,029**	**1,518,969**	**1,466,706**	**1,417,835**
Enplaned Passenger Market Share						
Airlines	**1Q 2022 (a)**	**2021**	**2020**	**2019**	**2018**	**2017**
Southwest Airlines	27.5%	32.8%	33.5%	32.1%	38.6%	40.0%
American Airlines	21.9%	22.8%	25.8%	20.6%	20.2%	21.3%
Delta Air Lines	20.3%	16.5%	13.4%	16.5%	15.5%	16.5%
United Airlines	13.8%	11.8%	12.8%	15.2%	17.5%	15.3%
JetBlue Airways	7.6%	7.7%	5.7%	6.1%	6.1%	6.4%
Allegiant Air	5.1%	5.1%	5.5%	5.1%	0.2%	0.0%
Frontier Airlines	3.9%	3.2%	3.2%	4.0%	0.8%	0.0%
Charter/Other	0.0%	0.1%	0.1%	0.4%	1.0%	0.6%
Total Market Share	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

(a) Source: 2021-2017 Albany County Airport Authority Comprehensive Annual Financial Reports, "1H" represents first six months of CY 2022 from Cirium's Diio Mi T-100 database, accessed September 2022

3.4.4 Air Cargo Tonnage

Table 3-9 provides historical air cargo activity. Air cargo tonnage has increased at an average rate of 1.1% per year from 2010-2019 followed by higher annual growth of 10.4% in 2020 and 13.1% in 2021. The COVID-19 pandemic had a positive impact on air cargo tonnage as shipments of medical and personal protective equipment increased along with an increase in shipping related to online shopping.

Historically, over 97% of air cargo tonnage at the Airport has been carried by the Freight/Express carriers such as FedEx and UPS (and their regional affiliates) with the remaining 3.0% carried as belly cargo on passenger aircraft. From 2010 to 2019 Freight/Express cargo tonnage increased at an average rate of 1.1% per year from 2010 to 2019 followed by an 11.0% increase in 2020 and a 13.3% increase in 2021. The remaining 3.0% of air cargo is carried by passenger airlines as belly cargo. Belly cargo decreased at an average rate of -4.6% per year from 2010 to 2019 followed by a 15.9% decline in 2020 as passenger airlines reduced flights because of the reduced demand for air service caused by the COVID-19 pandemic. Belly cargo declined by an additional 1.0% from 2020 to 2021.

Table 3-9 – Historical Air Cargo (Tons)

Historical	All-Cargo Operations	Freight/ Express (a)	% Change	Belly (b)	% Change	Total	% Change
2010	3,762	19,467		749		20,216	
2011	3,687	19,637	0.9%	740	-1.2%	20,377	0.8%
2012	3,722	19,709	0.4%	786	6.2%	20,494	0.6%
2013	3,634	19,999	1.5%	757	-3.7%	20,755	1.3%
2014	3,770	20,483	2.4%	675	-10.8%	21,158	1.9%
2015	3,774	20,275	-1.0%	761	12.7%	21,036	-0.6%
2016	4,264	21,377	5.4%	508	-33.2%	21,885	4.0%
2017	4,406	21,073	-1.4%	651	28.0%	21,724	-0.7%
2018	4,148	21,131	0.3%	567	-12.9%	21,697	-0.1%
2019	3,678	21,794	3.1%	491	-13.3%	22,285	2.7%
2020	2,796	24,188	11.0%	413	-15.9%	24,601	10.4%
2021	3,418	27,411	13.3%	409	-1.0%	27,821	13.1%
Compound Annual Growth Rates							
2010-2019	-0.1%	1.1%		-4.6%		1.1%	
2014-2019	-0.5%	1.2%		-6.1%		1.0%	
2010-2021	-0.8%	3.0%		-5.3%		2.9%	
2016-2021	-4.3%	5.1%		-4.2%		4.9%	

(a) Freight/Express tonnage includes air cargo carried on integrated carriers (FedEx and UPS), freight-only carriers and regional cargo feeder carriers.
(b) Belly tonnage is air cargo carried in the belly cargo hold of passenger airlines.
Source: U.S. DOT T-100 database, accessed June 2022

3.4.5 Aircraft Operations

Aircraft operations are defined as the total annual aircraft takeoffs and landings at the Airport and for this report are organized by air carrier, air taxi, general aviation, and military operations. The total number of air carrier, and air taxi, operations are defined as Commercial Operations. These categories of aircraft operations are used to facilitate a comparison of the master plan forecast to the FAA's Terminal Area Forecast (TAF). Provided below in **Table 3-10** and the following sections is a review of the Airport's historical aircraft operations.

3.4.6 Historical Air Carrier Operations

Air carrier operations are those operations on aircraft with a seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds carrying passengers or cargo for hire or compensation. From 2010 to 2019 air carrier operations have remained generally steady with 24,791 in 2010 to 24,729 in 2019. Air carrier operations decreased by 38.1% to 15,303 in 2020 because of the COVID-19 pandemic and increased by 28.6% to 19,677 in 2021 as the passenger airlines have gradually begun adding back scheduled service.

3.4.7 Historical Air Taxi Operations

Air Taxi operations are operations by aircraft designed to have a maximum seating capacity of 60 seats or less or a maximum payload of 18,000 pounds or less carrying passengers of cargo for hire or compensation. From 2010 to 2019 air taxi operations have steadily declined from of 30,985 in 2010 to a low of 19,221 in 2019. This equates to a decline at an annual average rate of -5.2%. This was largely caused by an industry-wide shift to larger more fuel-efficient aircraft including commuter/feeder airlines switching to larger (greater than 60 seats) regional aircraft (although continuing to provide the same feeder service provided historically by smaller 45-60 seat aircraft). Like the fall-off in air carrier operations, Air Taxi operations decreased by 49.6% to 9,685 in 2020 because of the COVID-19 pandemic and increased by 11.8% to 10,831 in 2021 as the passenger airlines have gradually begun adding back scheduled service.

3.4.8 Historical Air Cargo Operations

Air cargo operations are those operations performed by cargo-only carriers such as FedEx and UPS, their regional affiliates and other freight-only scheduled and charter carriers. From 2010 to 2017 air cargo operations have remained generally steadily increasing from 3,762 operations in 2010 to a high of 4,406 in 2017. From 2019 to 2020, air cargo operations declined by 24.0% to 2,796 and increased 22.5% in 2021 to 3,418 (see **Table 3-9**). From 2010 to 2019, most of the increases and decreases in air cargo operations were by the commuter/air taxi aircraft that serve as regional affiliates of FedEx and UPS and/or provide independent air cargo service in the northeast region of the U.S. Air cargo service on mainline sized aircraft by FedEx and UPS have maintained a steady schedule of between 1,400 to 1,500 flights annually from 2010 to 2020. In 2021, FedEx added an additional flight to its service at the Airport.

3.4.9 Historical General Aviation Operations

General aviation (GA) operations are takeoffs and landings of all civil aircraft not classified as air carriers or commuter/air taxi and include aircraft such as small single-engine piston-powered aircraft, multi-engine turboprops, business jets, and helicopters. GA operations at ALB have declined from 28,521 in 2010 to 19,911 in 2018 and then increased in 2019 to 23,730 operations. Since 2019, GA operations have declined to 17,493 in 2021. The significant decline from 2019 to 2021 at ALB is largely the result of weaker economic conditions caused by the COVID-19 pandemic.

Military operations have remained generally steady over the 2010 to 2021 period and increase or decrease based solely on the US Department of Defense requirements. In 2010 military operations reached a peak of 8,129 operations but from 2011 to 2021 they have ranged between approximately 4,500 and 6,000 operations annually. In 2021, there were 4,227 Military operations at the Airport.

Table 3-10 – Historical Aircraft Operations

	Commercial Operations						
Historical	**Air Carrier(a)**	**Air Taxi(b)**	**Total Commercial**	**General Aviation**	**Military**	**Total**	**%Change**
2010	24,791	30,985	55,776	28,521	8,129	92,426	
2011	23,301	32,167	55,468	22,282	4,320	82,070	-11.2%
2012	22,902	27,259	50,161	21,100	4,557	75,818	-7.6%
2013	22,718	24,792	47,510	21,087	4,451	73,048	-3.7%
2014	21,746	22,645	44,391	23,730	4,547	72,668	-0.5%
2015	22,067	21,525	43,592	22,233	4,040	69,865	-3.9%
2016	23,108	24,256	47,364	20,912	5,207	73,483	5.2%
2017	23,274	23,810	47,084	19,985	5,285	72,354	-1.5%
2018	23,576	23,292	46,868	19,911	5,941	72,720	0.5%
2019	24,729	19,221	43,950	23,730	6,096	73,776	1.5%
2020	15,303	9,685	24,988	18,825	5,962	49,775	-32.5%
2021	19,677	10,831	30,508	17,493	4,227	52,228	4.9%
Compound Annual Growth Rates							
2010-2019	0.0%	-5.2%	-2.6%	-2.0%	-3.1%	-2.5%	
2014-2019	2.6%	-3.2%	-0.2%	0.0%	6.0%	0.3%	
2010-2021	-2.1%	-9.1%	-5.3%	-4.3%	-5.8%	-5.1%	
2016-2021	-3.2%	-14.9%	-8.4%	-3.5%	-4.1%	-6.6%	

Operations on aircraft with a seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds carrying passengers or cargo for hire or compensation.
(b) Operations on aircraft with a seating capacity of 60 seats or less or a maximum payload capacity of more than 18,000 pounds carrying passengers or cargo for hire or compensation.
Source: FAA OPSNET website, www.aspm.faa.gov/opsnet/sys/main.asp, report created September 22,2022.

3.4.10 Historical Based Aircraft

From 2010 to 2021 total based aircraft have ranged between a low of 72 in 2011 to a high of 102 in 2019. According to airport records and the Airport's FBO, approximately 20% of the based aircraft are jets, 7% are multi-engine and 62% are single-engine aircraft. **Table 3-12** provides the current breakdown of based aircraft by type. ALB is designated by the FAA as a Primary Airport (a commercial service airport with more than 10,000 passenger boardings each year), and therefore is not required to participate in the National Based Aircraft Inventory Program, therefore, the Airport Master Record (5010) is relied upon for based aircraft information.

Table 3-11 – Historical Based Aircraft

Year	Based Aircraft
2010	83
2011	72
2012	83
2013	95
2014	95
2015	82
2016	88
2017	97
2018	100
2019	102
2020	100
2021	97

Source: Airport records and FAA Airport Master Record (5010 Form)

Table 3-12 – 2021 Based Aircraft by Type

	Aircraft	Percent of Based Aircraft
Single Engine	60	62%
Multi-Engine	7	7%
Jet	19	20%
Helicopters	11	11%
Total	97	100%

Source: FAA Airport Master Record (5010 Form)

3.5 Aviation Demand Forecast

The aviation demand forecast provided below starts from a base year of 2021 (latest full calendar year for which data is available) and covers the forecast horizon periods of 2026, 2031, 2036 and 2041. The forecast is an unconstrained forecast which assumes that there are no facility, environmental, topographic, air traffic control, regulatory or other constraints limiting the growth of air traffic at the Airport. Included in the forecast are projections for enplaned passengers, aircraft operations, including passenger air carrier and commuter/air taxi operations; all-cargo operations; GA operations; and military operations. A projection of based GA aircraft is also provided. In addition, the forecast approach, methodology and primary assumptions driving the forecast are described below.

3.5.1 Enplaned Passenger Forecast

The preferred enplanement forecast was developed by regression analysis which compares the historical relationship between a dependent variable (enplanements) and an independent or predictor variable (GDP, income, population, etc.). For the ALB forecast, the dependent variable was total enplanements, and the predictor variable was identified as the total gross domestic product (GDP) for the Albany CSA projected by Woods & Poole. The predictor variable was selected through a process of running multiple regression analyses to test numerous socioeconomic variables such as population, employment, and income to determine the strongest correlation between total enplanements and the predictor variable.

The regression analysis testing the reliability of the correlation between total enplanements and CSA GDP produced an "R-squared" of 0.90. A perfect correlation between the dependent variable and the independent or predictor variable would result in an R-squared 1.0. In addition to the regression analysis, numerous other forecasting techniques, such as long-term trend analysis, market share analysis, propensity to travel, and comparison to other independent industry forecasts were evaluated to determine the reasonableness of the regression-based forecast. Based on this review the regression analysis comparing total enplanement to the CSA GDP was selected as the preferred forecasting method.

The regression equation comparing GDP sourced from Woods & Poole to historical enplanements was chosen as the preferred forecast based on its long-term growth rate which was comparable to ALB's historical growth rate from 2010 to 2019 of 2.0%, and its pace of growth which produced faster near-term growth which slowed over the forecast period. This forecast was also more conservative (lower long-term growth) than other forecasts reviewed which was preferred given the inherent uncertainty of the recovery from the pandemic-related decline in enplanements.

In addition to the preferred regression-based forecast, the enplaned passenger forecast was compared to several other standard forecasting methodologies. The first methodology was a travel propensity or trips per capita methodology. The average trips per capita (enplanements divided by population) from 2010 to 2019 was 1.06. When this travel propensity ratio was applied

to forecast enplanements (sourced from Woods & Poole) enplanement growth averaged 0.2% per year from 2021 to 2041 and total enplanements never recovered to 2019 levels through 2041. This methodology was deemed too pessimistic and was rejected for forecast consideration.

The second methodology tested was trend analysis or applying historical growth rates to the baseline year of 2021. Because of the unusual decrease in enplanements from 2019 to 2020 and 2021, the historical growth rate of approximately 1.4% from 2010 to 2019 was used and applied to the estimated 2022 enplanements of 1.2 million. The 2022 enplanements were estimated based on year-to-date enplanements and an analysis of annual scheduled seats. Assuming the average annual growth rate of 1.4% would occur each year through 2041 resulted in a 2041 forecast of approximately 1.58 million enplanements or only slightly above the 2019 totals of 1.51 million enplanements. This methodology was rejected because the pace of recovery was judged to be too slow given the 2022 year-to-date activity and other industry forecasts for long-term enplanement growth.

A third methodology tested was a market share methodology tested based on ALB's historical share of national enplanements which was then extrapolated through 2041 using the FAA Aerospace Forecast of U.S. domestic enplanements as the baseline from which to project ALB's future enplanements. This methodology projected ALB's 2041 enplanements at approximately 2.3 million at an annual growth rate of 1.9% from 2019 to 2041. These results were considered reasonable and were compared to further forecast methodologies. The results of the market share analysis are provided below.

The fourth methodology tested was regression analysis. A series of simple (single) regression analyses were run comparing historical enplanements to several socioeconomic variables including population, employment, income, GDP, and domestic airline yield. The socioeconomic variables were sourced from U.S. Department of Commerce bureaus such as the Census Bureau, Bureau of Labor Statistics, Bureau of Economic Analysis, and Woods & Poole Economics, Inc. 2021 MSA Profile. The great majority of these regression analyses failed to produce a reliable statistical correlation with enplanements, meaning they produced an r-squared below 0.50 and were rejected as forecast methodologies. (Sample results of these regression analyses are included as an appendix to this report.) A regression analysis comparing the MSA GDP, sourced from Woods & Poole, for the period 2010 to 2019 versus historical enplanements produced statistically significant results with an r-squared of 0.90. This regression equation resulted in an enplanement forecast of approximately 2.1 million at an annual growth rate of 1.5% from 2019 to 2041. The key regression statistics are provided below.

Market Share Forecast Methodology

U.S. Market Share Forecast

FFY Years	ALB T-100 Enplanements	U.S. Domestic Enplanements	ALB Forecast Enplanements	ALB U.S. Market Share
2010	1,244,766	634,804,193	1,244,766	0.196%
2011	1,210,963	650,069,596	1,210,963	0.186%
2012	1,219,458	653,750,263	1,219,458	0.187%
2013	1,194,520	654,351,820	1,194,520	0.183%
2014	1,188,349	668,904,219	1,188,349	0.178%
2015	1,239,137	696,200,475	1,239,137	0.178%
2016	1,360,495	726,085,751	1,360,495	0.187%
2017	1,374,002	743,717,643	1,374,002	0.185%
2018	1,407,480	780,654,359	1,407,480	0.180%
2019	1,471,664	812,785,469	1,471,664	0.181%
2020	783,803	462,081,528	783,803	0.170%
2021	733,405	507,111,881	733,405	0.145%
2022		645,486,927	**1,186,923**	0.186%
2023		814,874,954	**1,498,395**	0.181%
2024		858,208,208	**1,578,076**	0.181%
2025		873,237,665	**1,605,712**	0.181%
2026		891,492,502	**1,639,279**	0.181%
2027		913,853,592	**1,680,397**	0.181%
2028		934,373,469	**1,718,129**	0.181%
2029		957,009,533	**1,759,752**	0.181%
2030		980,073,384	**1,802,162**	0.181%
2031		1,001,526,768	**1,841,610**	0.181%
2032		1,021,938,963	**1,879,144**	0.181%
2033		1,045,797,629	**1,923,016**	0.181%
2034		1,072,643,309	**1,972,380**	0.181%
2035		1,101,887,903	**2,026,155**	0.181%
2036		1,128,586,234	**2,075,248**	0.181%
2037		1,156,690,323	**2,126,926**	0.181%
2038		1,187,653,860	**2,183,862**	0.181%
2039		1,218,537,442	**2,240,650**	0.181%
2040		1,248,841,672	**2,296,374**	0.181%
2041		1,283,063,502	**2,359,301**	0.181%
ALB Average U.S. Market Share 2010-2019			0.184%	
CAGR 2019-2041		2.1%	2.2%	

Source: U.S. enplanements from 2022-2042 FAA Aerospace Forecast, Table 5, U.S. Commercial Air Carriers, Domestic Revenue Passenger Enplanements. ALB enplanements from Cirium's Diio Mi T-100 database, accessed July 2022.

Preferred Forecast Regression Analysis

Calendar Year	Dependent Variable: Enplanements	Independent Variable: CSA GDP WP 2012$ (000s)
2010	1,265,874	$60,099
2011	1,243,530	59,406
2012	1,244,976	59,946
2013	1,215,076	61,250
2014	1,231,385	62,510
2015	1,298,210	65,187
2016	1,407,434	67,134
2017	1,417,835	68,494
2018	1,466,706	69,634
2019	1,518,969	$72,010

Source: Enplanements from ACAA records and GDP from Woods & Poole Economics, 2021 MSA Profile.

Regression Statistics	
Multiple R	0.952511974
R Square	0.90727906
Adjusted R Square	0.895688943
Standard Error	35845.25596
Observations	10

	Coefficients
Intercept	-167790.9013
CSA GDP	23.21301116

	t Stat	*P-value*
Intercept	-0.988288915	0.351955813
CSA GDP	8.847621289	0.00002101

The second-best regression analysis (based on r-squared) was New York State GDP, sourced from the Bureau of Economic Analysis, for the period 2010 to 2019 versus enplanements produced an r-squared of 0.88. The results of the regression equation produced a 2041 forecast of approximately 2.9 million at an annual growth rate of 3.0%.

Enplaned passengers are forecast to increase from approximately 1.0 million in 2021 (976,037) to 1.2 million in 2022 and to 2.1 million in 2041 which equates to an annual growth rate of 3.9% per year from 2021 to 2041 (see **Table 3-13**). The forecast projects enplanements to increase by approximately 23.2% from 2021 to 2022 which is below the ALB TAF projection of a 36.1% increase from fiscal year 2021 to fiscal year 2022.

Total scheduled seats for 2022 are estimated at 1.6 million and a 35.0% increase over 2021 (see **Table 3-14**). In August 2022, Frontier Airlines announced it will discontinue service at ALB in October 2022. Frontier began service at ALB in September 2018 and since then it has accounted for between approximately 3.2% and 4.0% of ALB enplanement market share. In May 2022,

before Frontier's announcement to discontinue service, 2022 scheduled seats at ALB were projected at 1,621,818. The removal of Frontier's scheduled service has resulted in only a marginal change (-0.21%) in 2022 ALB scheduled seats to 1,618,480 based on published airline schedules for September 2022 that include Frontier's service cancellation. *(The above-referenced scheduled seat data was accessed from Cirium's Diio Mi Schedule database on May 23, 2022, and September 22, 2022, respectively)*. When scheduled seats for 2022 are compared to forecast enplanements the forecast would result in a load factor of 74.0% which is considerably lower than the load factor recorded from 2010 to 2019 (before the COVID-19 pandemic) of approximately 80%. Based on the latest available U.S. DOT T-100 data (accessed from Cirium's Diio Mi T-100 database on September 23, 2022) the scheduled passenger load factor at ALB for the six-month period, January-June 2022 was 82.5% with 584,830 enplanements. These traffic statistics for the first half of 2022 suggest that actual results are tracking close to the forecast projections and the first half data does not include July and August results which are typically the busiest months of the year at ALB.

Table 3-13 – Enplaned Passenger Forecast

Enplaned Passengers	Actual		Forecast				
	2010	2021	2022	2026	2031	2036	2041
Mainline	684,566	649,443	1,080,000	1,444,000	1,560,000	1,674,000	1,786,000
Regional	579,815	326,594	122,000	260,000	281,000	301,000	321,000
Total Enplaned Passengers	1,264,381	976,037	1,202,000	1,704,000	1,841,000	1,975,000	2,107,000
Enplaned Passengers	**Actual**		**Compound Annual Growth Rates**				
	2010-2021		**2021-2026**	**2026-2031**	**2031-2036**	**2036-2041**	**2021-2041**
Mainline	-0.5%		17.3%	1.6%	1.4%	1.3%	5.2%
Regional	-5.1%		-4.5%	1.6%	1.4%	1.3%	-0.1%
Total Enplaned Passengers	-2.3%		11.8%	1.6%	1.4%	1.3%	3.9%

Source: Historical enplaned passengers from ACAA records. Forecast by Jacobsen Daniels Associates.

Table 3-14 – Scheduled Seats and Estimated Load Factors

Schedule Data	2022 Estimated	2021	2020	2019	2018
Departing Flights	14,913	11,728	10,532	18,369	20,075
Scheduled Seats	1,618,480	1,200,643	1,089,854	1,833,929	1,756,292
Enplanements	1,202,000	975,488	519,364	1,516,672	1,465,445
Estimated Load Factor	74.3%	81.2%	47.7%	82.7%	83.4%

Source: Enplanements provided by Albany County Airport Authority Annual Financial Reports. 2022 estimated enplanements provided by Jacobsen Daniels Associates. Departing flights and scheduled seats provided by Cirium's Diio Mi. Schedule data accessed September 22, 2022.

3.5.2 Air Carrier and Commuter/Air Taxi Operations Forecast

Presented in **Table 3-16** below is the aircraft operations forecast for Air Carrier aircraft (aircraft with greater than 60 seats) and Commuter/Air Taxi aircraft (aircraft with 60 or fewer seats). These forecasts include the projected operations for both passenger and all-cargo operations.

The aircraft operations forecasts for passenger Air Carriers and Commuter/Air Taxis are based on scheduled airline seats for 2022, projected seats per departure, estimated airline load factors, and enplanements per departure. Based on the airline schedule for 2022 and year-to-date enplanements through the first half of 2022, passenger Air Carrier average seats per departure are projected at approximately 109 seats/departure. The airline load factor, based on airline schedule data for 2022 and year-to-date through June airport statistics, is estimated at 74.0% which equates to a projected 81 enplanements per departure. Projected enplanements for 2022 of 1.2 million are divided by the estimated enplanements per departure of 81 resulting in projected passenger departures of approximately 14,900 departures or approximately 29,800 operations. Total passenger operations were then allocated to air carrier and commuter/air taxi operations based on their historical share of operations. Based on year-to-date activity and schedule data, passenger air carrier operations are estimated to represent approximately 72% of total passenger operations in 2022. This ratio is forecast to increase gradually over the forecast horizon to 85% in 2041 as larger regional jets (more than 60 seats) enter the airline fleet. This methodology is repeated each year through 2041 to develop the passenger aircraft operations forecast.

3.5.3 All-Cargo Operations Forecast

Presented in **Table 3-15** below is the all-cargo aircraft operations forecast (operations by airlines that transport cargo only). All-cargo tonnage is projected to increase on an annual basis at the freight/express tonnage growth rate that occurred from 2010 to 2019 of approximately 1.1% per year. The 2010-2019 growth rate was used to avoid the influence of the surge in air cargo demand that occurred in 2020 and 2021 and is a more reasonable indicator of future demand.

All-cargo operations are performed by both air carrier and commuter/air taxi sized aircraft. The size of the all-cargo aircraft is projected to increase as evidenced by the recent addition of the FedEx Airbus A300 aircraft to its regular Sunday service at the Airport and plans by both FedEx and UPS to increase use of larger Boeing 767 aircraft. In the future, the A300 and 757 will likely be replaced with younger widebody cargo planes such as the Boeing 767.

The historical distribution of all-cargo operations has been split approximately equally between air carrier and commuter/air taxi operations. This distribution of operations is projected to continue over the forecast period resulting in growth of all-cargo operations of 0.8% per year from 2021 to 2041 with total all-cargo operations forecast to increase from 3,418 in 2021 to 4,020 in 2041.

Table 3-15 – All-Cargo Operations Forecast

All-Cargo Operations (a)	Actual	Forecast				
	2021	2022	2026	2031	2036	2041
Air Carrier (a)	1,716	1,730	1,790	1,860	1,940	2,020
Commuter/Air Taxi (b)	1,702	1,720	1,770	1,850	1,920	2,000
Total Commercial Operations	3,418	3,450	3,560	3,710	3,860	4,020
All-Cargo Operations	**Forecast**	**Compound Annual Growth Rates**				
	2021-2022	2021-2026	2026-2031	2031-2036	2036-2041	2021-2041
Air Carrier (a)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Commuter/Air Taxi (b)	1.1%	0.8%	0.9%	0.7%	0.8%	0.8%
Total Commercial Operations	0.9%	0.8%	0.8%	0.8%	0.8%	0.8%

(a) Air carrier operations based on passenger aircraft designed to carry more than 60 seats. Includes all-cargo operations only.
(b) Commuter/Air Taxi operations based on passenger aircraft designed to carry 60 or fewer seats. Includes all-cargo operations only.
Source: Historical aircraft operations from ACAA records. Forecast by Jacobsen Daniels Associates.

Total Air Carrier operations, which include passenger and all-cargo flights, are projected to increase from 19,677 in 2021 to 42,600 in 2041 at an average growth rate of 3.9% per year. From 2021 to 2022 Air Carrier operations are projected to increase by 17.9% as the airline industry adds back service following the reduction in COVID-19 travel restrictions and an overall increase in air service demand. For comparison, from 2019 to 2020 Air Carrier operations decreased by over 30% at the start of the COVID-19 pandemic. After the initial rebound in Air Carrier operations in 2022, the long-term growth from 2022 to 2041 is projected at an average annual growth of 3.9% per year.

Commuter/Air Taxi operations are projected to decrease at an average rate of -0.8% per year from 2021 to 2041. In 2022, the share of Commuter/Air Taxi scheduled departures declined from a pre-pandemic average of approximately 44.0% of total operations to approximately 28.0% of total operations. Commuter/Air Taxi operations are projected to gradually decrease their share of operations to approximately 15% in 2041 as the airlines continue to replace smaller regional jets with aircraft designed for more than 60 seats (air carrier aircraft).

Table 3-16 – Aircraft Operations Forecast

Commercial Operations	Actual	Forecast				
	2021	2022	2026	2031	2036	2041
Air Carrier (a)	19,677	23,200	33,600	36,500	40,500	42,600
Commuter/Air Taxi (b)	10,831	10,100	11,800	10,000	8,700	9,200
Total Commercial Operations	30,508	33,300	45,400	46,500	49,200	51,800
Commercial Operations	**Forecast**	**Compound Annual Growth Rates**				
	2021-2022	2021-2026	2026-2031	2031-2036	2036-2041	2021-2041
Air Carrier (a)	17.9%	3.3%	1.7%	2.1%	1.0%	3.9%
Commuter/Air Taxi (b)	-6.7%	-1.4%	-3.3%	-2.7%	1.1%	-0.8%
Total Commercial Operations	9.2%	9.2%	0.5%	1.1%	1.0%	2.7%

(a) Air carrier operations based on passenger aircraft designed to carry more than 60 seats. Includes passenger operations only.
(b) Commuter/Air Taxi operations based on passenger aircraft designed to carry 60 or fewer seats. Includes passenger operations only.
Source: Historical aircraft operations FAA OPSNET website www.aspm.ff.gov/opsnet/sys/main.asp, report created September 22, 2022. Forecast by Jacobsen Daniels Associates.

3.5.4 General Aviation and Military Operations

The forecast of general aviation operations is provided in **Table 3-17**. General aviation operations are classified as itinerant and local and both categories are expected to increase over the forecast period. Historically, GA operations at ALB tend to follow the directional changes in national GA activity (generally increasing or decreasing). The forecast for general aviation is primarily based on the long-term forecast for the U.S. as described in the 2021 FAA Aerospace Forecast which projects annual itinerant growth of 1.1% from 2021 to 2041 and local operations growth of approximately 0.7% annually over the same period. Total general aviation operations at ALB are projected to increase at an annual rate of 1.0% from 2021 to 2041.

Multiple methodologies were used to develop the GA operations forecast and the FAA Aerospace annual GA growth rate applied to ALB was determined as the preferred forecast for master plan purposes. For example, a trend analysis based on pre-pandemic historical growth from 2010 to 2019 produced a forecast equating to (-2.0%) annual growth over the forecast period. This was rejected as too pessimistic. Using a national market share methodology resulted in annual growth of 0.7% over the forecast period. The Airport's share of national GA (based on FAA Aerospace National GA Operations) operations declined significantly from 2010 to 2015 but has leveled off since then at an average of 0.067% from 2015 to 2021. Assuming this ratio remains constant over the forecast period results in annual GA operations growth of 0.71% from 2021 to 2041, and using operations per-based aircraft methodology resulted in an annual growth rate of 1.1% over the forecast period.

The FAA Aerospace forecast provided a middle ground growth rate of 1.0% over the forecast period and this was selected as the preferred forecast for master planning purposes. The increase in ALB GA operations is forecast to occur based on the projected shift in the ALB fleet mix from

single-engine aircraft to jet and helicopter aircraft (see **Table 3-18**). Given that jet aircraft are primarily used in itinerant operations the increase in the jet fleet is projected to drive an increase in itinerant GA operations which is forecast to drive an overall increase in ALB GA operations from approximately 17,500 in 2021 to 21,500 in 2041.

Military operations are determined solely by the Department of Defense and therefore they have been held constant with no growth projected over the 2021 to 2041 forecast period.

Table 3-17 – General Aviation and Military Operations Forecast

	Actual	Forecast				
General Aviation Operations	**2021**	**2022**	**2026**	**2031**	**2036**	**2041**
Itinerant	14,534	15,000	15,900	17,200	17,900	18,700
Local	2,959	2,450	2,500	2,600	2,700	2,800
Total General Aviation	**17,493**	**17,450**	**18,400**	**19,800**	**20,600**	**21,500**
Military						
Itinerant	3,581	3,580	3,580	3,580	3,580	3,580
Local	646	650	650	650	650	650
Total Military	**4,227**	**4,230**	**4,230**	**4,230**	**4,230**	**4,230**
General Aviation/Military Operations						
Total General Aviation/Military Operations	**21,720**	**21,680**	**22,630**	**24,030**	**24,830**	**25,730**
	Forecast	**Compound Annual Growth Rates**				
General Aviation	**2021-2022**	**2021-2026**	**2026-2031**	**2031-2036**	**2036-2041**	**2021-2041**
Itinerant	3.2%	1.8%	1.6%	0.8%	0.9%	1.3%
Local	-17.2%	-3.3%	0.8%	0.8%	0.7%	-0.3%
Total General Aviation	**-0.2%**	**1.0%**	**1.5%**	**0.8%**	**0.9%**	**1.0%**
Military						
Itinerant	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.6%	0.6%	0.1%	0.0%	0.0%	0.0%
Total Military	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Source: Historical aircraft operations FAA OPSNET website www.aspm.ff.gov/opsnet/sys/main.asp, report created September 22, 2022. Forecast by Jacobsen Daniels Associates.

3.5.5 Based Aircraft

ALB currently has a fleet of 97 based aircraft. Over the 2021 to 2041 forecast period it's projected that the total number of based aircraft will increase to 104 and the composition of the fleet will change as presented in **Table 3-18** below. The increase in the based aircraft and changes to the fleet mix are based on discussions with the Airport regarding local interest, their ability to provide facilities to accommodate growth and the FAA Aerospace Forecast for Fiscal Years 2021-2041, "Active General Aviation and Air Taxi Aircraft" forecast growth rates. The number of based aircraft at ALB has steadily increased from 83 in 2010 to a high of 102 in 2019 and is currently at

97. The Airport has no current plans for significant investment in additional GA facilities and several general aviation airports within the ALB air trade area can provide facilities should there be regional demand for additional based aircraft positions. The Airport expects future demand for smaller single-engine and multi-engine aircraft positions will shift to regional GA airports while demand for jet and helicopter positions will be accommodated at ALB. Given that ALB does not have significant demand for any specific category of GA aircraft, the forecast growth rates in based aircraft are projected to generally follow national trends. The primary changes in the long-term based aircraft fleet mix include the decrease in single-engine piston aircraft and an increase in jets and helicopters.

Table 3-18 – Based Aircraft Forecast

Based Aircraft	2021	2026	2031	2036	2041
Single Engine	60	57	55	53	48
Multi-Engine	7	7	7	7	6
Jet	19	22	24	27	34
Helicopters	11	12	12	13	15
Total	97	98	98	100	103

Source: Annual growth rates sourced from FAA Aerospace Forecast Fiscal Years 2021-2041, Table 28 Active General Aviation and Air Taxi Aircraft. Forecast prepared by Jacobsen Daniels Associates

3.5.6 Comparison to FAA Terminal Area Forecast

Presented below in **Table 3-19** is a comparison of the 2021 TAF for Albany International Airport and the 2022 Albany Master Plan Forecast. The forecasts are compared based on passenger enplanements, commercial operations, and total operations using the FAA's required template for forecast comparisons. The Albany Master Plan Forecast differs from the TAF's passenger enplanement forecast by 24.3% for the base year of 2021, 6.5% at the base year plus 5 years (2026), 4.4% at the base year plus 10 years (2031), and 2.8% for the base year plus 15 years (2036). The significant difference between the 2021 TAF and the 2021 master plan enplanement forecast is primarily the result of a timing difference. The master plan results for 2021 are based on actual enplanement counts for the calendar year 2021 (provided by Airport management records), whereas the 2021 TAF enplanements are based on partial year estimates for the federal fiscal year 2021 ending September 30, 2021.

The forecast of commercial operations for the Master Plan Forecast differs from the TAF by (-11.4%) in the base year, 4.6% in the base year plus 5 years, 0.1% for the base year plus 10 years, and (-3.5%) for the base year plus 15-years. The large difference in 2021 for enplanements and operations can be largely explained by the fact that the TAF base year 2021 is a forecast for federal fiscal year 2021 versus 2021 Airport activity which is based on actual calendar year data for the Airport.

These results indicate that the Albany Master Plan Forecast are consistent with the TAF and varies by less than 10% in the 5-year forecast period and less than 15% in the 10-year forecast period.

Table 3-20 provides a more detailed breakout of passenger enplanements, aircraft operations, cargo tonnage, and based aircraft presented using the FAA template for TAF comparison.

Table 3-19 – FAA TAF Forecast Comparison

Passenger Enplanements	Forecast Years	ALB Master Plan Forecast	FAA 2021 TAF	Percent Variance from 2021 TAF
Base year	2021	976,037	785,418	24.3%
Base year + 5 years	2026	1,704,000	1,599,317	6.5%
Base year + 10 years	2031	1,841,000	1,762,820	4.4%
Base year + 15 years	2036	1,975,000	1,921,801	2.8%
Commercial Operations				
Base year	2021	30,508	27,396	11.4%
Base year + 5 years	2026	45,394	43,415	4.6%
Base year + 10 years	2031	46,432	46,465	-0.1%
Base year + 15 years	2036	49,170	50,980	-3.5%
Total Operations				
Base year	2021	52,228	49,520	5.5%
Base year + 5 years	2026	68,024	71,389	-4.7%
Base year + 10 years	2031	70,462	74,574	-5.5%
Base year + 15 years	2036	74,000	79,225	-6.6%

Source: 2021 enplanements from ACAA records. 2021 operations from FAA OPSNET website www.aspm.faa.gov/opsnet/sys/main.asp, report created September 22, 2022. Forecast provided by Jacobsen Daniels Associates.

Table 3-20 – FAA TAF Forecast Summary Template

Passenger Enplanements	Base Year 2021	Forecast				Compound Annual Growth Rates			
		Base Year (+1 Year) 2022	Base Year (+5 Years) 2026	Base Year (+10 Years) 2031	Base Year (+15 Years) 2036	Base Year (+1 Year) 2021-2022	Base Year (+5 Years) 2021-2026	Base Year (+10 Years) 2021-2031	Base Year (+15 Years) 2021-2036
Air Carrier	649,443	1,080,000	1,444,000	1,560,000	1,674,000	66.3%	17.3%	9.2%	6.5%
Commuter	326,594	122,000	260,000	281,000	301,000	-62.6%	-4.5%	-1.5%	-0.5%
Total	**976,037**	**1,202,000**	**1,704,000**	**1,841,000**	**1,975,000**	**23.2%**	**11.8%**	**6.6%**	**4.8%**
Aircraft Operations									
Itinerant									
Air Carrier	19,677	23,220	33,581	36,468	40,451	18.0%	11.3%	6.4%	4.9%
Commuter/Air Taxi	10,831	10,052	11,813	9,964	8,719	-7.2%	1.8%	-0.8%	-1.4%
Total Commercial Operations	**30,508**	**33,272**	**45,394**	**46,432**	**49,170**	**9.1%**	**8.3%**	**4.3%**	**3.2%**
Itinerant									
General Aviation	14,534	15,000	15,900	17,200	17,900	3.2%	1.8%	1.7%	1.4%
Military	3,581	3,580	3,580	3,580	3,580	0.0%	0.0%	0.0%	0.0%
Local									
General Aviation	2,959	2,450	2,500	2,600	2,700	-17.2%	-3.3%	-1.3%	-0.6%
Military	646	650	650	650	650	0.6%	0.1%	0.1%	0.0%
Total Operations	**52,228**	**54,952**	**68,024**	**70,462**	**74,000**	**5.2%**	**5.4%**	**3.0%**	**2.4%**
Cargo Tons									
Total	22,800	23,267	25,233	27,925	30,904	2.0%	2.0%	2.0%	2.0%
Based Aircraft									
Single-engine	60	59	57	55	53	-1.7%	-1.0%	-1.0%	-0.9%
Multi-engine	7	7	7	7	7	-0.5%	-0.5%	-0.5%	-0.5%
Jet	19	20	22	24	27	5.3%	2.5%	2.5%	2.4%
Helicopter	11	11	12	12	13	1.3%	1.3%	1.3%	1.3%
Total	**97**	**97**	**98**	**98**	**100**	**0.1%**	**0.0%**	**0.1%**	**0.1%**

Source: 2021 enplanements from ACAA records. 2021 operations from FAA OPSNET website www.aspm.faa.gov/opsnet/sys/main.asp, report created September 22, 2022. Forecast provided by Jacobsen Daniels Associates.

3.5.7 Commercial Aircraft Fleet Mix Distribution

This section and **Table 3-21** provide the fleet mix distribution by percentage of total passenger aircraft operations by aircraft type based on the forecast of total commercial operations for the peak month average day in 2022, and forecast years 2022, 2026, 2031, 2036, and 2041. The peak month was identified as July 2022 and determined by analyzing the monthly scheduled seats for 2022. Over the previous five years, 2017-2021 the peak month was different each year and therefore airline schedule data for 2022 was used to select a projected peak month for the forecast period.

The forecast fleet mix distribution was based on the current aircraft fleet mix (July 2022), individual airline aircraft orders (firm orders and options), recent trends in airline scheduling practices, the likely replacement of aging aircraft (50-seat regional jets phased out for 70-seat and larger aircraft), and projected airline trends from other independent forecasts such as the FAA Aerospace Forecast, the Boeing Commercial Market Outlook, and the Airbus Global Market Forecast.

Table 3-21 – Passenger Aircraft Fleet Mix Departures by Equipment Type

Domestic Airlines	Peak Month Average Day Departures						Percent by Aircraft					
	2021	2022	2026	2031	2036	2041	2021	2022	2026	2031	2036	2041
Narrowbody												
A220	0	0	3	3	4	6	0.0%	0.0%	4.8%	4.6%	5.7%	8.3%
A319	1	2	2	3	1	1	2.9%	4.2%	3.2%	4.6%	1.4%	1.4%
A320	5	9	8	7	5	5	13.8%	19.7%	12.9%	10.6%	7.1%	6.9%
A320 neo	0	1	3	3	4	5	0.5%	2.5%	4.8%	4.6%	5.7%	6.9%
A321	0	0	0	0	1	1	0.3%	0.3%	0.3%	0.3%	1.4%	1.4%
B717-200	1	0	0	0	0	0	2.7%	0.2%	0.2%	0.2%	0.2%	0.2%
B737-700	4	3	4	4	4	4	10.7%	5.7%	5.7%	5.7%	5.7%	5.8%
B737-800	4	5	5	7	7	7	9.8%	10.1%	8.0%	10.1%	10.0%	10.2%
B737-900	0	0	0	0	1	1	0.1%	0.4%	0.4%	0.4%	1.4%	1.4%
B737 Max 8	1	0	0	1	2	1	1.7%	0.6%	0.6%	1.5%	2.9%	1.4%
B737 Max 9	0	0	0	2	2	0	0.0%	0.0%	0.0%	3.0%	2.9%	0.0%
Subtotal Narrowbody Aircraft	**17**	**20**	**26**	**30**	**31**	**32**	**42.5%**	**43.8%**	**41.1%**	**45.6%**	**44.5%**	**43.8%**
Region Jets - More than 60 seats												
CRJ-700	4	4	7	5	4	3	9.6%	9.3%	11.2%	7.6%	5.7%	4.1%
CRJ-900	4	7	9	8	8	11	9.7%	15.5%	14.5%	12.2%	11.4%	15.7%
ERJ-170	0	1	4	7	10	14	0.8%	2.9%	6.4%	10.6%	14.3%	19.3%
ERJ-175	3	3	7	10	12	12	8.1%	6.9%	11.2%	15.2%	17.1%	16.5%
ERJ-190	1	0	0	2	3	0	1.4%	0.3%	0.0%	3.0%	4.3%	0.3%
Subtotal RJs - More than 60 seats	**12**	**16**	**27**	**32**	**37**	**41**	**29.6%**	**35.0%**	**43.4%**	**48.6%**	**52.8%**	**55.9%**
Regional Jets - 60 seats or fewer												
CRJ 100/200	0	0	0	0	0	0	1.1%	0.3%	0.3%	0.3%	0.3%	0.3%
CRJ-550	1	1	1	2	2	0	3.7%	2.4%	2.4%	2.4%	2.4%	0.0%
ERJ-135/140/145	9	9	8	2	0	0	23.0%	18.5%	12.9%	3.0%	0.0%	0.0%
Subtotal RJs - 60 seats or fewer	11	10	10	4	2	0	27.9%	21.2%	15.6%	5.7%	2.7%	0.3%
PMAD Passenger Aircraft Departures												
Total	**40**	**46**	**62**	**66**	**70**	**73**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Source: Forecasts provided by Jacobsen Daniels Associates

3.5.8 Critical Aircraft Forecast

The critical aircraft forecast uses historical information to project the largest or most demanding aircraft anticipated to conduct a minimum of 500 annual operations at the Airport. This designation is used to size runways and taxiways in the master plan.

Based on a review of the FAA's Traffic Flow Management System Counts (TFMSC) for 2021, the Boeing 737-800 and 757-200 represent the most demanding aircraft that conduct a minimum of 500 annual operations. The B737-8 has a Runway Design Code (RDC) of D-III while the B757-200 has an RDC of C-IV. To accommodate both the D-III and C-IV aircraft the existing critical aircraft has a combined RDC of D-IV (note: the FAA design standards for C-IV and D-IV are identical).

Table 3-22 provides a summary of the operations by each aircraft for CY2021. The following describes the assumptions related to the forecast for critical aircraft for both passenger and cargo airlines and the recommended future critical aircraft.

Table 3-22 – Historical Critical Aircraft Operations

Aircraft	Aircraft Approach Category (AAC)	Aircraft Design Group (ADG)	Taxiway Design Group (TDG)	2021
737-800	D	III	4	2,376
757-200	C	IV	4	1,737

Source: TFMSC 2021, FAA AC 150/5300-13A

Passenger Airlines: ALB has had daily scheduled service by all four major US airlines (i.e., American, Delta, United, and Southwest) for over 20 years, with no disruptions in service during that time frame. These airlines are responsible for over 90% of the total enplanements and scheduled departures. Low cost' airlines, Jet Blue and Allegiant also serve ALB, with varying service by a few other airlines comprising the remaining airline service.

All of these existing airlines provide service by narrow-body aircraft with over 100 passenger seats, including the Boeing 737 series and Airbus A320 series. These aircraft all have an ARC of C/D-III, and a Taxiway Design Group (TDG) of 3. In 2021, even with reduced activity due to COVID-19, these aircraft types conducted 9,389 annual operations at ALB according to the FAA TFMSC. As such, for the terminal area these narrow-body airliners currently represent the critical aircraft.

In considering the future use of these aircraft types, all of these airlines have business plans that include continued or expanded service using this class of aircraft. Below are the Major Airline's current count and publicly released plans for their B737 and A320 aircraft.

Table 3-23 – Boeing 737 or Airbus A320 Series

Major Airlines Serving ALB	Current	Parked*	On Order
American	793	55	1
Delta	477	50	8
Southwest	732	47	27

*Due to maintenance, COVID-19, or other reasons
Source: www.planespotters.net

Three of the existing airlines, Delta, American, and United, also operated larger widebody aircraft for passenger service. However, there are no plans to introduce these larger aircraft at ALB (i.e., A330, B777, B787, etc.). The Airport is also in discussions with additional airlines, and additional routes by existing airlines; however, any new service is also anticipated to use B737, A320, or regional jets. As such, it is concluded that the existing narrow-body aircraft service ALB will remain the Critical Aircraft for the passenger terminal area throughout the 20-year planning period.

Passenger Aircraft Notes: Airline service and aircraft types at ALB:

- Boeing 757 has not previously or currently provided scheduled airline service. No airlines plan to introduce passenger service with this aircraft.
- Several smaller narrow-body aircraft types have been phased out of service, recently including the Boeing 717, MD-80 series.
- All turbo-prop airline aircraft have been phased-out of service, including use of the ATR-42, Saab 340, DHC Dash-8 and Q400.
- In addition to their mainline carriers, the regional airline affiliates of American, Delta, and United all provide service with smaller regional jets. This service is anticipated to continue in the future using aircraft with 50 to 90 passenger seats.
- This size of the regional jets use at Albany has grown in the past 10 years with the introduction of the EMB-175 and 190 in regular schedule operation, although the smaller 50 passenger CRJ-200 and EMB-145 remain in service at ALB.

Air Cargo Airlines: ALB has daily scheduled air cargo service by FedEx and UPS, and charter service by several other cargo airlines. In 2021, FedEx and UPS conducted 1,737 annual operations at ALB using Boeing 757-200 according to the FAA TFMSC, making it the Critical Aircraft for the Airfield. Past cargo operations included Boeing 727, DC-9 and other aircraft, but those have been retired for several years and replaced with the B757, which is larger and more efficient to operate.

The B757 is currently the smallest aircraft (other than feeder aircraft) in either FedEx's or UPS's fleets. It is also one of the oldest aircraft in either of their fleets, with a combined average age of nearly 30 years. The B757 aircraft are the second most prolific aircraft in FedEx and UPS's fleets, second only to the B767. Even though the B757 is no longer being produced by Boeing, both cargo airlines have indicated that they plan to continue service at ALB with the B757 for the foreseeable future.

However, FedEx has upsized service, with Sunday use of the Airbus A300 starting in March 2022. Monday through Saturday, FedEx will continue to use the B757. The A300 and B757 are both within ARC D-IV, but the A300 is a 'widebody' and 'heavy' (i.e., over 300,000 lbs. MTOW). Both cargo airlines are moving toward larger aircraft to improve operational costs and efficiency, and due to the continued growth in air freight. The A300 is a slightly larger aircraft used by both cargo airlines, and it is currently utilized at similar upstate New York State airports such as BUF, ROC, and SYR. Additional use by the A300 is possible but has not been announced at this time.

The Boeing 767 cargo aircraft is larger than both the B757 and A300, and it is replacing those aircraft even in some smaller markets. The B767 now operates regularly at ROC, SYR, and BUF, and qualified as the Critical Aircraft at BUF and ROC in 2021 with over 500 annual itinerant operations. Both cargo airlines are growing their B767 fleets, with an average aircraft age of 4-years for FedEx, and 16-years for UPS. Cargo aircraft do not have the high number of cycles as passenger aircraft, and the B767 is anticipated to remain in use over the next 20 years or more.

Although neither cargo airline has yet announced a plan to introduce the B767 at ALB, with the exception of occasional holiday period use. Upgrades to the regular use by the A300 is possible in the future, as currently observed and BUF and ROC. As such, ALB should prepare for the A300 to become the Critical Aircraft. Below is a summary of cargo aircraft applicable to ALB.

Cargo Aircraft Notes:

- The B757, A300, and B767 are all Airplane Design Group (ADG) IV. With an ARC of C-IV or D-IV. The B757 and A300 are in use at ALB currently, the B767 is not.
- The B757 has a Taxiway Design Group (TDG) of Group 4, with the A300 and B767 having a larger Taxiway Design Group (TDG) of Group 5.
- At ALB, the existing Taxiways are designed to TDG 5, with a 75' width, and can accommodate TDG 5.

Using the information described above, the recommended future critical aircraft for planning of the airfield and air cargo areas is as follows.

- Current through 2030: Boeing 757
- 2031 through 2042: The Airbus A300 may become the Critical Aircraft (but current documentation does not formally justify this change).
- After 2036: Boeing 767: Occasional use is possible, but the substantially higher cargo capacity of the B767 and the moderate forecast of cargo volume at ALB, would not require regular use by this aircraft.

The B757 and A300 are both aging aircraft and have been out of production for many years. Most aircraft analysts anticipate the Boeing and Airbus will announce a new cargo aircraft derivative that could enter service during the second half of the planning period. Speculation

remains regarding if such an aircraft could be a narrowbody aircraft derivative, or a widebody aircraft based on the Boeing 787 or Airbus A350. It is possible that this new aircraft would ultimately become the Critical Aircraft at ALB; however, such an assumption cannot be used for a critical aircraft determination.

Conclusion: The critical aircraft for planning of terminal facilities is recommended to continue to be the B737-800 (ARC C-III) throughout the planning horizon. For air cargo, and the airfield as a whole, the critical aircraft will remain the Boeing 757 (ARC C/D-IV), but all airfield planning must be able to accommodate the larger Airbus A300 widebody that is in use today at ALB, and its larger TDG of 5.

4 Facility Requirements

In order to ensure that Albany International Airport (ALB) is capable of supporting the forecasted increase in aviation activity, capacity evaluations were conducted to identify recommendation facilities to adequately accommodate anticipated activity levels. The purpose of this chapter is to identify the Airport's facility development needs over the 20-year planning horizon. Using the aviation activity forecast presented in **Chapter 3**, the airport facility needs were determined, which form the basis of the development concepts that will be discussed in **Chapter 5**. In addition to capacity shortfall, this chapter review deficiencies in satisfying FAA design standard for both the airfield and terminal, air cargo, and general aviation areas.

The airport demand, capacity, design standards, and the overall facility requirements at ALB were evaluated using guidance contained in several FAA publications, including:

- Advisory Circular 150/5060-5, *Airport Capacity and Delay*
- AC 150/5300-13B, *Airport Design*
- AC 150/5325-4B*, Runway Length Requirements for Airport Design*
- AC 150/5190-4B, *Airport Land Use Compatibility Planning*
- AC 150/5360-13B, *Airport Terminal Planning*

4.1 Airfield Capacity Requirements

Airfield capacity refers to the maximum numbers of aircraft operations (takeoffs or landings) an airfield can accommodate in a specified amount of time. Assessments of the airfield's current and future capacity were performed using common methods described in FAA AC 150/5060-5, *Airfield Capacity and Delay*, and explains how to compute airfield capacity for the purposes of airport planning and design. This evaluation helped to determine if there is a need for capacity-related improvements or expansions to support future flight activity levels. The estimated capacity of the airfield at ALB was expressed in the following two measurements:

- Hourly Capacity – The maximum number of aircraft operations an airfield can safely accommodate under continuous demand in a one-hour period. This expression accounts for Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) conditions and is used to identify any peak-period constraints on a given day.
- Annual Service Volume (ASV) – The maximum number of aircraft operations an airfield can accommodate in a one-year period at an acceptable level of delay. This calculation is typically used in long-range planning and referenced for capacity-related improvement.

Capacity Calculation Factors

To calculate these two measurements of capacity, several key factors and assumptions specific to ALB were defined. Consistent with the guidance provided in AC 150-5060-5, these included:

- Aircraft Fleet Mix Index – A ratio of the various classes of aircraft serving an airport.
- Runway-Use Configuration – The number and orientation of the active runways.

Aircraft Fleet Mix Index

An airport's fleet mix index is determined by the size of typical aircraft and the frequency of their operations. To identify the aircraft mix index, AC 150-5060-5 has established four categories in classifying an aircraft by its maximum takeoff weight (MTOW), as depicted in Table 4-1.

Table 4-1 – Aircraft Capacity Classifications

Aircraft Class	MTOW (lbs)	Number of Engines	Wake Turbulence
A	<12,500	Single	Small (S)
B		Multi	
C	12,500 – 300,000	Multi	Large (L)
D	>300,000	Multi	Heavy (H)

Source: FAA AC 150/5060-5, CHA, 2021.





The aircraft mix index is calculated using the formula *%(C + 3D)*, the letters corresponding with the aircraft class. This product falls into one of the FAA-established mix index ranges listed below and is used in capacity calculations herein:

• 0 to 20 • 21 to 50 • 51 to 80 • 81 to 120 • 121 to 180

The current facilities at the Airport can accommodate all four aircraft classes. The following operations percentages for aircraft categories were gathered from a review of operations that occurred in 2020:

- Class A & B = 50.0 percent of the Airport's operations
- Class C = 49.9 percent of the Airport's operations
- Class D = 0.1 percent of the Airport's operations

As such, the base year aircraft mix index is **50.2** [49.9 + 3(0.1)]. By the end of the planning horizon, the aircraft mix index may potentially increase to be **56.7** [46.8 + 3(3.3)] if FedEx transitions the

critical aircraft from a Boeing 757 to and Airbus A300 conducting air cargo operations. However, the lower 50.3 Index was used to ensure the airfield capacity is not provide over estimated.

Runway Use Configuration

The principal determinants of an airfield's layout or configuration are the number and orientation of runways. The efficiency and functionality of the runways used in conjunction with the taxiways and aprons during the various levels of aviation activity directly affects an airport's operational capacity.

If an airfield layout consists of more than one runway, those runways can be termed as either "independent" or "dependent" of each other. An independent runway is one that is not operationally affected by the other runways during normal operations (e.g., parallel runways with sufficient separation). A dependent runway is one that is configured in such a way that aircraft must wait for operations to complete on another runway before resuming (e.g., intersecting runways). Due to this wait time, airfields with dependent runway systems are inherently limited compared to independent runways. The intersection runways at ALB are thus dependent.

Runway 1/19 has a north/south orientation and serves as the primary runway for all airport operations. Runway 10-28 has an east/west orientation and serves as the crosswind runway.

4.1.1 Hourly Capacity

As outlined in AC 150/5060-5, hourly capacity estimates were made under the following assumptions:

- Percent Arrivals: Arrival operations equal departure operations.
- Percent Touch-and-Go Operations: Percent of touch-and-go operations is within the ranges shown in AC 150/5060-5, *Table 2-1*. As reported by the Air Traffic Control Tower (ATCT), the percent of touch-and-go operations is just a few percent at ALB. This places the airport in the lowest category of 'between 0 and 20 percent' throughout the planning period.
- Taxiways: Full-length parallel taxiway, ample runway entrance/exit taxiways, and no taxiway crossing problems. These assumptions accurately represent the taxiway layout at ALB.
- Airspace Limitations: There are no airspace limitations which would adversely impact flight operations or otherwise restrict aircraft which could operate at the Airport.
- Runway Instrumentation: The Airport has two runway end equipped with an Instrument Landing System (ILS) and has the necessary Air Traffic Control (ATC) facilities and services to carry out operations in a radar environment.

Based on the runway-way use configuration and aircraft mix index at ALB, and in accordance with FAA AC 150/5060-5, current and future hourly capacity (or operations per hour) through in 2041 under VFR and IFR conditions are approximately 74 and 57 operations, respectively, as shown in **Table 4-2**.

Table 4-2 – Capacity and ASV for Long Range Planning (ALB Hourly Capacity)

Mix Index	Hourly Capacity (Ops/Hr)		Annual Service Volume (Ops/Yr)
% (C+3D)	VFR	IFR	
0 to 20	98	59	230,000
21 to 50	**74**	**57**	**195,000**
51 to 80	63	56	205,000
81 to 120	55	53	210,000
121 to 130	51	50	240,000

Source: FAA AC 150/5060-5 [*Figure 2-1]*.

ALB's peak hourly activity in all weather conditions is forecasted to reach 24 by 2041, which is well within the maximums of both VFR and IFR conditions based on the table above. With 24 peak hour operations and an estimated capacity of 74, hourly airfield capacity would reach approximately 33%, or one-third. As such, improvements in airfield capacity are not necessary from a peak hour perspective.

4.1.2 Annual Service Volume

Annual Service Volume (ASV) is an expression of the total number of aircraft operations that an airfield can support per annum. As outlined in AC 150/5060-5, *Chapter 2: Capacity and Delay Calculations for Long Range Planning,* air service volume estimates were made under the following assumptions:

- VFR weather conditions occur roughly 77 percent of the time.
- Runway-Use Configuration: Roughly 80 percent of the time the airport is operated with the runway-use configuration which produces the greatest capacity (i.e., Runway 1-19).

Based on the runway-use configuration and mix index, the annual air service volume at ALB is estimated at 195,000 during the planning period, as shown in **Table 4-3**. With annual operations for 77,530 by 2041 time, that capacity at ALB is forecast to reach a maximum of approximately 40 percent capacity, improvements in airfield capacity are not necessary from an ASV perspective.

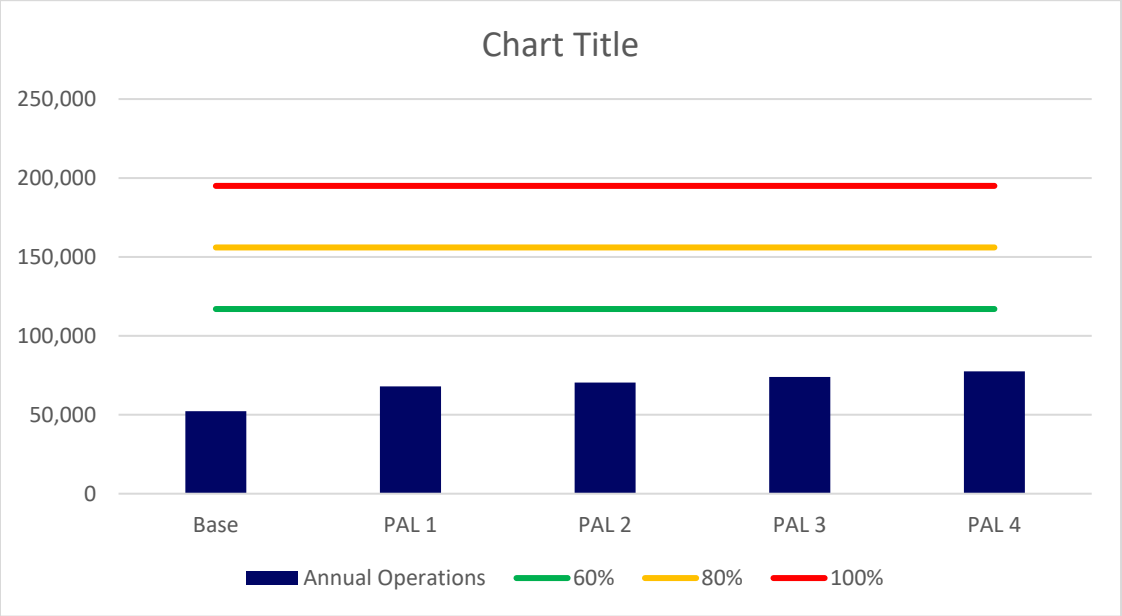
Table 4-3 – Annual Service Volume

Factor	Base	2041
Annual Operations	52,228	77,530
Annual Service Volume	195,000	195,000
Capacity Level	**26.8%**	**39.8%**

Source: FAA AC 150/5060-5 [*Figure 2-1*], CHA

As demand increases, operational efficiency begins to decline exponentially. Delays per aircraft amount to approximately 45 seconds at around 60% capacity, 1.5 minutes at 80%, and 3.5 minutes at 100% capacity. In summary, the current runway capacity is adequate to serve the Airport's activity well beyond the planning horizon. The FAA considers airports that are forecast to remain below 60% of their hourly and annual capacities to not need planning for additional capacity. **Figure 4-1** – Projected Demand illustrates the forecast annual operations at ALB, in comparison to the 60%, 80%, and 100% capacity level. Per this analysis, ALB falls within this category of "below 60%." Therefore, identified airfield improvements focus on FAA Design Standards and safety, rather than capacity. This finding is common for small hub airports, which rarely have airfield capacity shortfalls.

Figure 4-1 – Projected Demand



Source: FAA AC 150/5060-5 [*Figure 2-1], CHA*

4.2 Airfield Facility Requirements

The above section concludes that additional airfield facilities are not needed for capacity purposes alone. This section considers potential needs for safety improvements, including FAA established design standards, which have been revised in the past several years. This review includes the three key components of the ALB airfield: Runways, Taxiways, and Navigational Aids.

Airfield facility requirements are primarily determined by the critical aircraft (aircraft with the longest wingspan, highest tail, and fastest approach speeds) that conduct "regular use" of the airport as a whole, and specific runways and terminal/landside facilities. FAA AC 150/5000-17 defines "regular use" as 500 annual operations, including both itinerant and local operations but excluding touch-and-go operations.

4.2.1 Aircraft & Airport Classification

As introduced in Chapter 2, the FAA has established aircraft classification systems that group aircraft types based on their performance and geometric characteristics. These classification systems are used to determine the appropriate airport design standards for specific runway, taxiway, aprons, and other facilities at ALB. As described in FAA AC 150/5300-13B, *Airport Design,* the standard classifications for the airfield are the Aircraft Approach Category (AAC), the Airplane Design Group (ADG), which combined comprise the Airport Reference Code (ARC). Additionally, the Taxiway Design Group (TDG) affects the requirements for taxiway width and standards. Error! Reference source not found. **Table 4-4** presents the applicability of these classification systems to the FAA airport design standards for individual airport components.

Table 4-4 – Applicability of Aircraft Classifications

Aircraft Classification	Related Design Components
Aircraft Approach Category (AAC)	Runway Safety Area (RSA), Runway Object Free Area (ROFA), Runway Protection Zone (RPZ), runway width, runway-to-taxiway separation, runway-to-fixed object
Airplane Design Group (ADG)	Runway and Taxiway Object Free Areas (OFAs), parking configuration, taxiway-to-taxiway separation, runway-to-taxiway separation
Airport Reference Code (ARC)	The combination of the AAC and ADG.
Taxiway Design Group (TDG)	Taxiway width, radius, fillet design, apron area, parking layout

Source: FAA AC 150/5300-13B, CHA, 2023.

The ARC is used for planning and design only; it does not limit the aircraft that may be able to operate safely on the airport. The specific definitions of these items were provided in Table 2-12.

The "critical aircraft" or "design aircraft family" represents the most demanding aircraft, or grouping of aircraft, with similar characteristics (relative to AAC, ADG, TDG) that are currently using or are anticipated to use the airport on a regular basis (i.e., ≥500 annual operations). The design aircraft family was identified for ALB in **Section 3.5.8**. For facility requirements planning, the critical aircraft are further reviewed and determined for each component of the airport, as discussed below.



Airfield

With existing annual operations of over 1,700, the Boeing 757 is the critical aircraft for the airport as a whole, including Primary Runway 1/19, parallel Taxiway "A", and other connecting taxiways. For Crosswind Runway 10/28, and parallel Taxiway "C", there is use by the Boeing 757, but not necessarily regular use. As such, ALB's airfield Critical Aircraft is listed below.

Table 4-5 – Airfield Critical Aircraft

Facility	Sample Aircraft	ARC	TDG
Current			
Runway 1/19	Boeing 757	D-IV	4
Runway 10/28	Boeing 737	D-III	3
Future			
Runway 1/19*	Airbus A300*	C -IV	5
Runway 10/28	No Change		

Source: FAA TFMSC flight plan database and Airport Forecast

*The potential change in the Critical Aircraft is not yet determined, or FAA approved.

The Airbus A300 is currently used weekly at ALB by FedEx, with approximately 100 annual operations. As FedEx has not determined any additional use of the A300, it is not yet known if it will become the overall critical aircraft at ALB. As such, it is important that the planning activities enable an upgrade to a future larger aircraft model with a TDG of 5 at ALB for all portions of the airfield that will accommodate TDG 5 aircraft. Taxiway widths are further discussed in **Section 4.2.6**.

Terminal / Landside Facilities

In addition to the airfield, the future terminal area facilities must consider the most demanding aircraft anticipated throughout the planning period. Based on a review of industry trends, the activity forecasts, and interviews with existing airport operators, an existing and future critical aircraft was also identified for passenger terminal apron, air cargo apron, as well as the MRO, FBO and general aviation facilities at ALB, as presented below.

Table 4-6 – Terminal/Landside Critical Aircraft

Facility	Sample Aircraft	ARC	TDG
Current			
Passenger Terminal	Boeing 737, Airbus A320	C/D-III	3
Air Cargo Area	Boeing 757	C/D-III	4
MRO Facilities	Embraer E-145	C-II	2B
FBO/Corporate	Gulfstream 550	C/D-III	2B
Light GA/T-Hangars	Cessna 172, Beach Baron	A/B-I	1A
Future			
Passenger Terminal	No Change		
Air Cargo Area*	Airbus A300*	C/D-IV	5
MRO Facilities**	Embraer E-175**	C-III	3
FBO/Corporate/GA	No Change		
Light GA/T-Hangars	No Change		

* The potential change in Critical Aircraft is not yet determined or FAA approved

**Change from E-145 to the E-175 also results in a tail height increase from 22' to 32'

In summary, as activity grows at ALB over time, a majority of the increase in activity is anticipated to consist of additional operations by the same category of aircraft. However, based on this review, there are two circumstances where potential aircraft changes will affect the facility requirements and subsequent development recommendations. These include:

- Airfield Critical Aircraft change from TDG 4 to 5 (e.g., change from B757 to A300 for air cargo). This is a potential change that is not yet confirmed. However, as cargo operators may upgrade to an A300 or other TDG 5 aircraft in the future, the airfield planning must be able to accommodate this change. Additionally, as TDG 5 aircraft conduct weekly operations at ALB currently, taxiways that do not accommodate that size aircraft may prevent or eliminate that existing activity.

- The two MRO Facilities operated by Piedmont and Commute Air both exclusively operate EMB-145 regional jet aircraft in ARC C-II. However, during the planning period, both existing MRO facility operators anticipate aircraft upgrade at ALB to EMB-175 in ARC C-III. Thus, the planning for these facilities must consider the larger wingspan and tail heights that will need to be accommodated. At the airport as a whole, other regional airlines have already converted to larger jets, and the number of EMB-145 operations has declined at ALB.





4.2.2 Runway Requirements

As part of this master plan, FAA runway design and safety standards were evaluated to identify potential deficiencies to be addressed in the study. The FAA standards include dimensions, separation distances, protection zones, etc.

Each runway is assigned a Runway Design Code (RDC), which signifies the design standards specific to the individual runway. As detailed in **Chapter 3, *Forecast***, the overall Airport Reference Code (ARC) is currently D-IV. Runway 1/19 contains Instrument Landing Systems (ILS) with visibility minimums as low as 1,200 feet. The RDC is simply the ARC with the lowest available visibility added. As such, the Runway 1/19 RDC is D-IV-1200. The 4-digit number represents the minimum visibility of any published instrument approach on either end of the runway. With Runway 10/28 used regularly by ARC C-III aircraft and a 1-mile visibility minimum, the Runway 10/28 RDC is listed as C-III-5000. However, existing small hills beyond the east and west ends of the runway prevent lower visibility minimum for C and D aircraft on Runway 10-28 (i.e., existing visibility minimums for C & D aircraft are ≥1-5/8 miles. While reduced visibility would be desirable on Runway 10-28, it does not appear feasible per existing terrain. As such, the future ARC and visibility minimums are not anticipated to change on either runway during the planning period.

The key FAA design and safety standards related to the runways at ALB, as defined in AC 150/5300-13B, *Airport Design*, are described below.

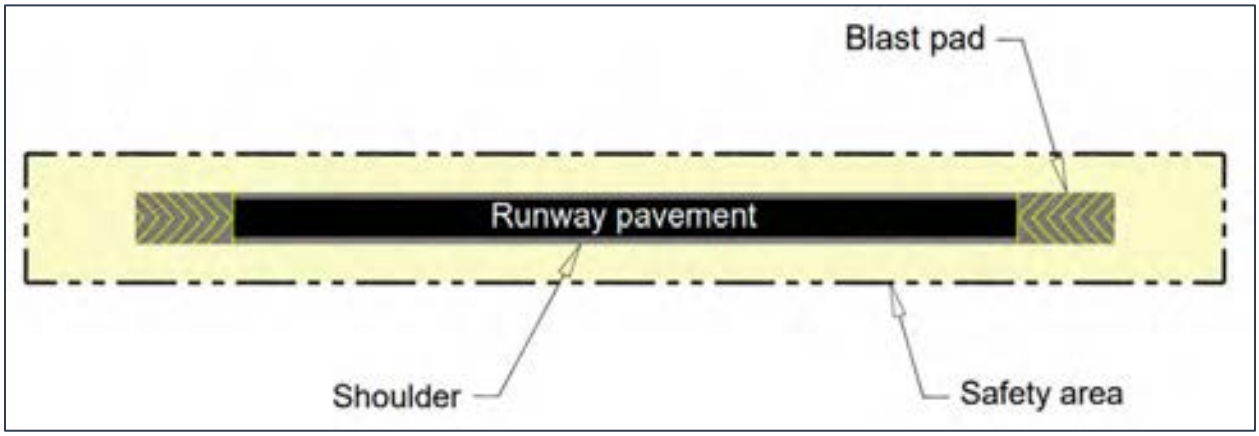
Runway Width – Runway width requirements are based on the critical aircraft associated with each runway. For ARC C-III through D-IV, the required runway width is 150 feet. Currently, both Runways 1/19 and 10/28 are 150 feet wide, thereby meeting this design requirement.

While Runway 10/28 currently accommodates regular use by ARC C-III aircraft, FAA policy defines the circumstances when a crosswind runway is federally eligible. At ALB, 'primary' Runway 1/19 provide >95% wind coverage for C and D aircraft; therefore, in accordance with the FAA Airport Improvement Program (AIP) Handbook, Order 5100.38D, a crosswind runway is not generally eligible for these larger aircraft. Per this policy, the Runway 10/28 width could be limited to only 75 feet, which contrasts with the existing ARC C-III aircraft activity demonstrates on Runway 10-28.

As the Runway 10/28 width has been 150 feet for decades and is often used by C and D aircraft during strong westerly winds (approximately 1,000 annual operations), the FAA has funded multiple rehabilitations of the runway surface at the existing width, including most recently in 2023. The practice is permitted by current AIP policy and retaining the existing infrastructure (i.e., crosswind runway width) is recommended throughout the planning period. However, if runway or taxiway reconstruction became necessary (as compared to a simpler rehabilitation), AIP policy would limit eligibility to providing only ARC B-II standards on Crosswind Runway 10/28 (i.e., 75' runway width, 35' taxiway width) due to the good Runway 1/19 wind coverage.

Runway Safety Area (RSA) – The RSA is a rectangular area bordering a runway that is intended to reduce the risk of damage to aircraft in the event of an undershoot, overrun, or excursion from the runway, as illustrated below. The RSA is required to be cleared and graded such that it is void of potentially hazardous ruts, depressions, or other surface variations. Additionally, the RSA must be drained by grading or storm sewers to prevent water accumulation, be able to support snow removal and firefighting equipment, and be free of objects except those required because of their function.

Figure 4-2 – Runway Safety Area



Source: FAA AC 150/5300-13B

The RSA for a Group IV runway is required to be 500 feet wide and extend 1,000 feet beyond the runway end, with gradients as follows:

- Longitudinal: First 200 feet: 0 percent to -3.0 percent
- Longitudinal: Remaining 800 feet: No more than -5.0 percent
- Transverse grades: -1.5 percent to -3.0 percent

The Runway 1/19 RSA meets the length, width, and general grading requirements of the RSA, with longitudinal grades remaining under 2 percent. However, the general flat terrain surrounding the runway results in a few locations with a transverse grade of less than 1.5 percent. This has resulted in some standing water in the RSA on the south end of the runway. Recently, the airport completed drainage improvements to reduce temporary standing water in the RSA.

The Runway 1 end contains a PAPI power unit within the RSA. However, the current PAPI model (L-880/L-881) was installed in January 1998. The model requires the power unit to be as close to the light housing units as possible. Per the user manual of the L-880/L-881 PAPI model, if the siting location of the light housing units results in the power unit being within the RSA, it must be placed on frangible mounts. As this is the case with the Runway 1 PAPI power unit, no further mitigation action is required.

Runway 10/28 meets the gradient requirements of the RSA and satisfies the dimensional standards through the application of declared distances and a displaced threshold on the east end of the runway as validated by the FAA RSA Determination dated April 2002. The location of public roads east of the runway prevents a full 1,000-foot RSA beyond the runway end, as shown below.

Table 4-7 – Runway 10/28 Declared Distances

TORA	Runway 10	Runway 28
TORA	7,200’	7,200’
TODA	7,200’	7,200’
ASDA	6,780’	7,200’
LDA	6,780’	6,007’

Source: Airport Master Record

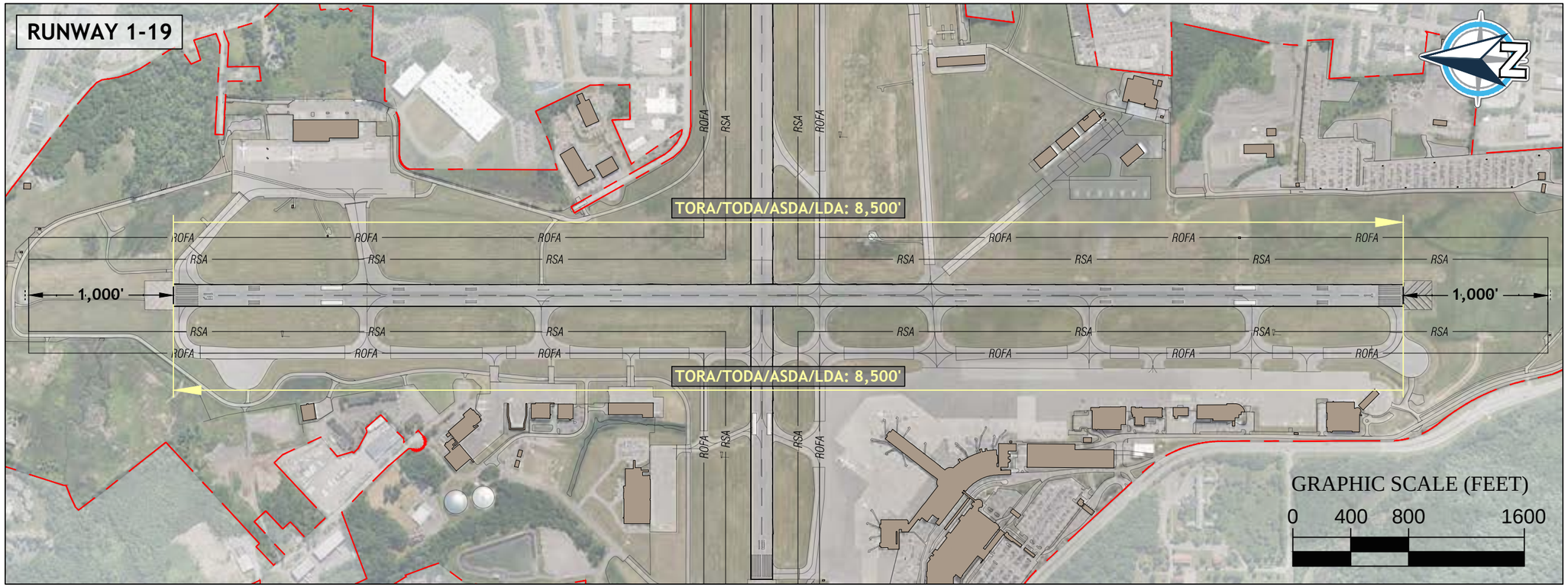
RSA Determination Review – The original FAA RSA determination was approved in early 2002, over 20-years ago, and the approval was based on planned Runway 10-28 improvements that were completed in 2003. As such, the master plan reviewed the current of RSA Determination with respect to current FAA design standards and facility requirements.

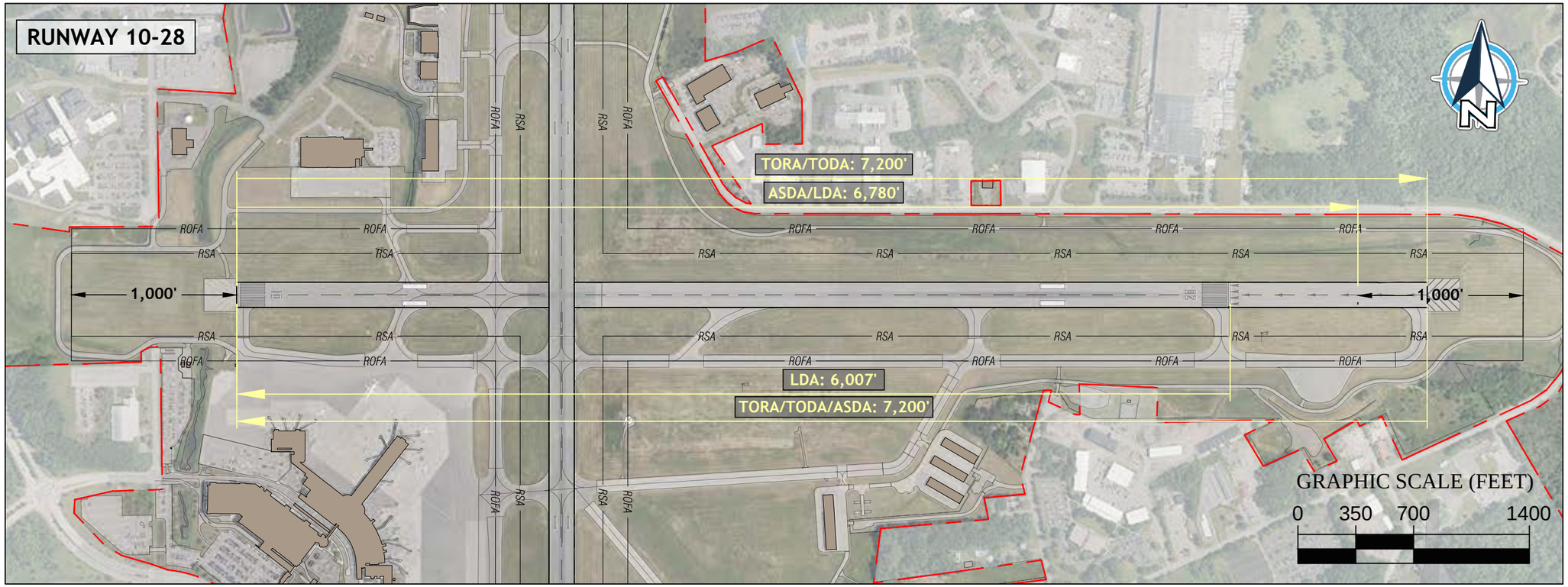
As stated above, Runway 1/19 meets FAA RSA standards and no improvements are necessary. However, Runway 10/28 requires the above declared distances for the RSA determination. The review conducted for this master plan recommends the retention of the existing published distances to satisfy RSA requirements and concludes the project to improve the RSA to standards conditions is not feasible or necessary.

Runway 10 operations require declared distance due to the location of the airport service road, security fence, and public roads on the stop-end of the runway (east end). The Runway 10 ASDA and LDA are reduced by 420’ to 6,780’. In order to provide a full 1,000’ long RSA, relocation of public road onto private property within mapped wetlands would be required. The service road and fence would also need to be relocated. The master plan review has identified that, based on prevailing winds, operations on Runway 10 are very rare and mostly for pilot convenience. Thus, there is little need or benefit to airport users for such improvements, and the associated impacts and costs would be considerable.

Runway 28 operations require the existing 1,200’ displaced threshold, which limits LDA to 6,000’. This condition has not changed as it is due to a small hill locate 0.9 miles east of the threshold. The hill contains homes, utility poles and trees that prevent removal or reduction of the displaced threshold. In 2022, off-airport selective tree removal was completed to maintain the existing

approach and minimums. In 2023, the Airport completed a Runway 28 PAPI replacement which included an obstruction review. The new PAPI provides for a 3.2-degree approach angle to the existing displaced threshold. This review concludes that additional improvements to that approach are not practical based on the terrain, property ownership, and costs. Fortunately, as Runway 28 is the crosswind runway, used during strong westerly winds, the LDA of 6,000' is general adequate for airport users. **Figure 4-3** depicts the published Declared Distances for both runways.





ALBANY
INTERNATIONAL AIRPORT

Figure 4-3
Declared Distances

Runway Object Free Area (ROFA) – The ROFA is a rectangular area bordering a runway intended to provide enhanced safety for aircraft operations. The ROFA is an area clear of parked aircraft or other equipment not required to support air navigation or ground maneuvering of aircraft. The ROFA design standard for Group III and IV runways is 800 feet wide, centered about the runway, and extends 1,000 feet beyond each runway end. Both ALB runways generally adhere to the prescribed ROFA geometry.

However, the supplemental windsocks serving each runway end are within the limits of the ROFA. As there is limited amount of available space on the airfield that is both outside the limits of safety areas and within the sightlines of pilots conducting landing operations, the supplemental windsocks are to remain at their current locations.

Additionally, the airport service road is within the limits of the ROFA in a few locations, including beyond the north end of Runway 19 and west end of Runway 10 (see **Figure 4-4A**). In these locations, the service road was located closer to the runway to avoid filling of regulated wetlands. The nonstandard ROFA conditions illustrated in Figure 4-4 were issued an FAA Modification to Design Standards in 2002. To protect the wetlands, it is recommended that the Modification should be recertified for the service road.

However, in addition to the service road, a small portion of the employee parking lot, Hockey Lane (a County road), and the airport security fence are located within the ROFA. The master plan recommendations therefore include relocation of these items from the ROFA, likely as part of the next rehabilitation of those overall facilities. As an alternative, Declared Distances could be considered to retain those facilities in the current location; however, due to the impacts to the available runway lengths, that would not be practical. As shown is **Figure 4-4B**, to retain the parking lot and other facilities, the ROFA must be shifted 700 to the east. To provide the standard 600' ROFA prior to landing, the Runway 10 threshold would be displaced by 300'. More critically, to provide for a 1,000' ROFA on the 'stop end' of Runway 28, 700' of runway would be declared unavailable for Runway 28 LDA and ASDA. The reduced runway distances would include the following:

- Runway 10 LDA would be reduced from 6,780' to 6,480'
- Runway 28 LDA would be reduced from 6,007' to 5,307'
- Runway 28 ASDA would be reduced from 7,200' to 6,500'

These reduced declared runway lengths would substantially restrict the existing commercial jet activity on Runway 28. This option was rejected from further consideration.

Runway Object Free Zone (ROFZ) – The ROFZ is a volume of airspace centered above the runway that is required to be clear of all objects, except for frangible navigational aids that need to be in the ROFZ because of their function. The ROFZ provides clearance protection for aircraft landing or taking off from the runway. The ROFZ is the airspace above a surface whose elevation at any point is the same as the elevation of the nearest point on the runway centerline. The ROFZ extends 200 feet beyond each end of the runway, and its width is based on visibility minimums

and aircraft size. The ROFZ width for Runways 1/19 and 10/28 is 400 feet and satisfies FAA standards.

Figure 4-4 – Runway 10 RSA and ROFA

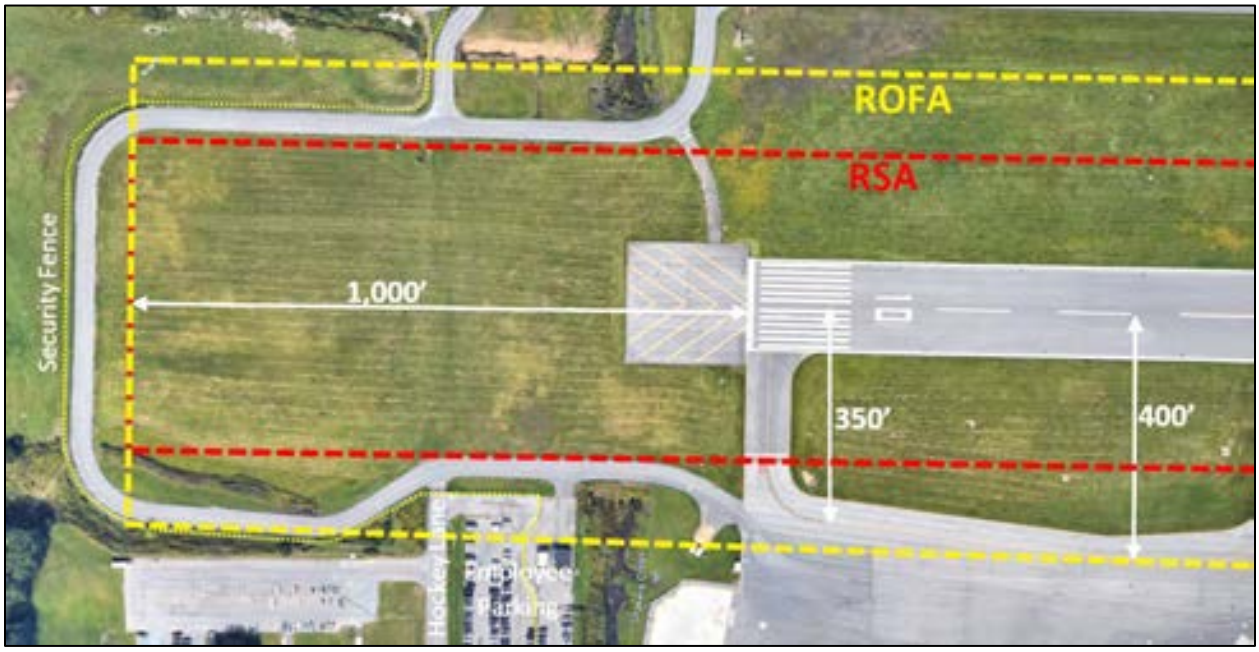
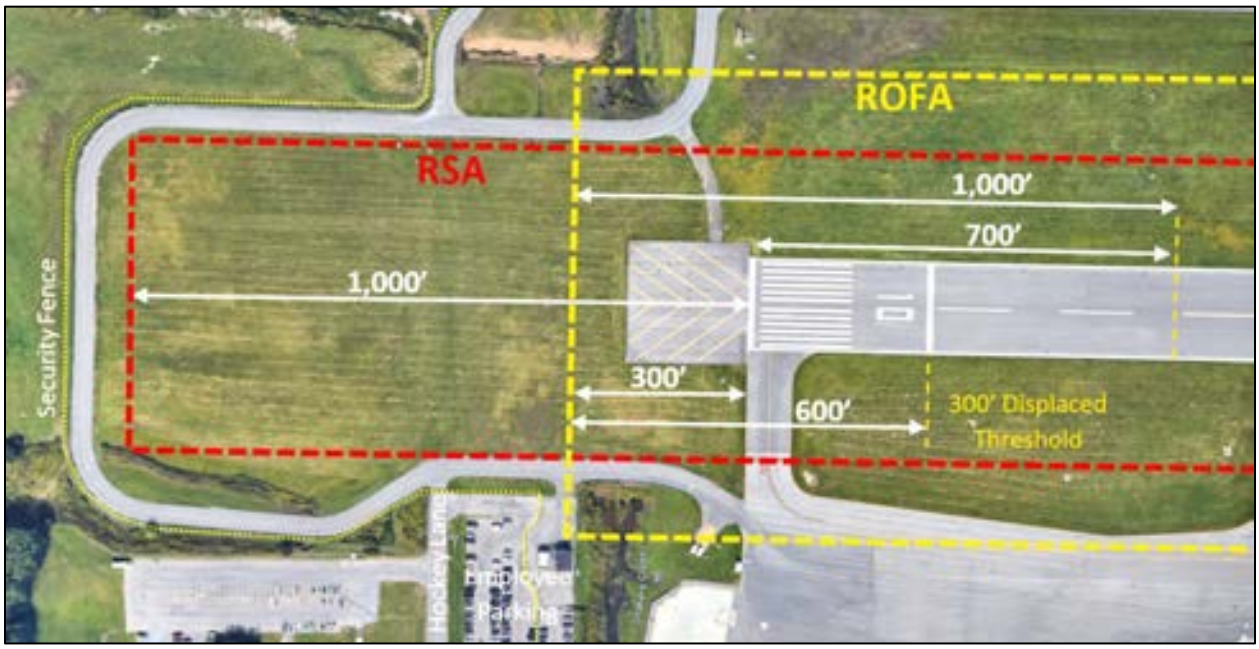


Figure 4-5 – Runway 10 RSA and ROFA (Declared Distances)



Runway Protection Zone (RPZ) – The RPZ is a trapezoidal area located 200 feet beyond the runway ends and centered on the extended runway centerline. The RPZ is primarily a land use control area that is intended to enhance the protection of people and property on the ground through airport control. Such control includes clearing of RPZ areas of incompatible objects and activities. Currently, the RPZs at ALB are primarily owned by the airport, or controlled by easements. However, as common to many airports, public roads transverse each of the RPZs at ALB.

Figure 4-6 – Runway 10 Departure RPZ



Where feasible, it is recommended that the Airport continue to acquire private land located within the RPZ's. The area beyond the east end of the runway contains several acres of private property that should be considered for acquisition and will be identified in the Development Alternatives chapter. As this runway end includes a displaced threshold and declared distances, both an Approach and Departure RPZ are depicted.

Runway Separation – Adequate runway separation is critical to the safety of aircraft operations and is a measurement of distance from the runway centerline to adjacent airfield facilities (i.e., taxiways and aircraft parking aprons). The key separation standards for ARC D-III and D-IV Include:

- Runway Centerline to Parallel Taxiway Centerline: 400 feet
- Runway Centerline to Aircraft Parking Areas: 500 feet

One location at ALB that does not satisfy these separation requirements is Runway 10 and Taxiway 'C', where the separation narrows from the standard 400 feet to approximately 350 feet toward the east end of the runway (see **Figure 4-6**). In this location, the proximity of the adjacent terminal apron prevents a standard separation between Parallel Taxiway 'C' and the apron. Therefore, this area of the taxiway is a non-movement area not under the control of the ATCT. Alternatives to increase the Runway Centerline to Parallel Taxiway Centerline separation should also evaluate and address the lack of separation to the apron.

4.2.3 Crosswind Runway Requirements

As discussed above, Runway 10/28 serves as the crosswind runway for ALB. It is oriented 90 degrees relative to primary Runway 1/19, thus providing ideal wind coverage for the overall airport. As a result, the combined wind coverage at ALB from both runways is over 95 percent for all weather conditions and aircraft types.

Wind conditions affect all airplanes in varying degrees, with smaller airplane operations generally being more affected by crosswinds. A detail crosswind evaluation was conducted and provided in Section 2.3.3, and is used here to identify the need for crosswind Runway 10/28 per FAA standards. Crosswind runways are justified (and eligible for federal funding) when the wind coverage on the primary runway is less than 95 percent. Table 4-7 identifies the all-weather wind coverage on primary Runway 1/19.

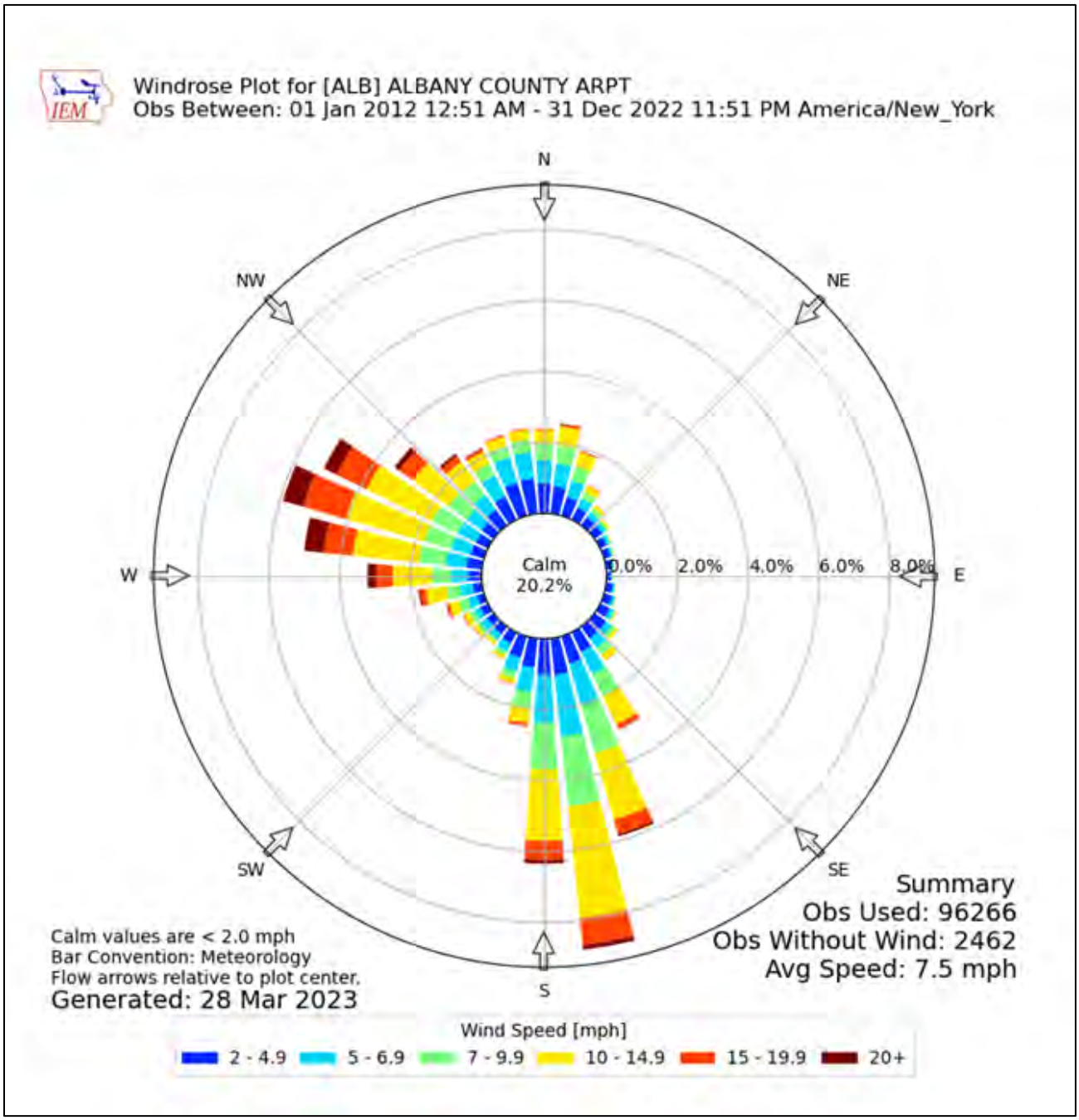
Table 4-8 – Primary Runway 1/19 Wind Coverage

Aircraft Type	ACR	Crosswind Component	Wind Coverage
Light aircraft	Up to B-I	10.5 knots	90%
Turboprops & Light Jets	A-II & B-II	13 knots	94%
Corporate & Regional Jets	C/D-II, C/D-III	16 knots	98%
Commercial Jets	ADG IV & Up	20 knots	100%

Source: NOAA, ALB ASOS 2010-2019.

Based on local winds, a crosswind runway at ALB is needed and eligible for general aviation aircraft including light jets up to ARC B-II. Runway improvements to crosswind Runway 10/28 would not typically be needed for larger aircraft as wind coverage on Runway 1-19 is adequate; however, the current Runway 10/28 size should be maintained as large jets use the runway 5-10% of the time due to strong westerly winds as illustrated in **Figure 4-7**. It would not be FAA eligible to expand/improvement Runway 10-28; however, maintaining and rehabilitating the existing pavement surface has continued with FAA funds in order to preserved existing runway infrastructure. As discussed above, rehabilitation projects allow for existing facilities to be rehabilitated to current widths with AIP funding, even if they exceed standards. If full reconstruction was required, the facilities could be narrowed or the Airport could choose to fund the additional width that is above standards.

Figure 4-7 – ALB All-Weather Wind Graph



Source: Iowa Environmental Mesonet (IEM), Iowa State University, 2023

Interviews with ALB operations personnel raised questions regarding the above finding, noting that strong westerly winds, particularly in winter months result in significant use and need for Runway 10/28, including for jet aircraft. As such, an additional wind analysis was conducted using the same ALB data set, but with restricting the observations to the colder six months of the year (October through March), and to the hours of the day containing scheduled commercial operations (5 AM to Midnight). This alternative wind analysis demonstrated a lower wind coverage on Runway 1/19 and the need for crosswind Runway 10/28 for all passenger airline activity with wind coverage under 95%.



Table 4-9 – Modified Primary Runway Wind Coverage

Aircraft Type	ACR	Crosswind Component	Wind Coverage
Light aircraft	Up to B-I	10.5 knots	86%
Turboprops & Light Jets	A-II & B-II	13 knots	90%
Corporate & Regional Jets	C/D-II, C/D-III	16 knots	94%
Commercial Jets	ADG IV & Up	20 knots	98%

Source: NOAA, ALB ASOS 2010-2019, limited to October – March and 5 AM to Midnight.

Based on these findings, it is recommended that the airport maintain crosswind Runway 10/28 in its current configuration throughout the planning period, to enable regular use by airline jets.

4.2.4 Runway Length Requirements

To ensure that ALB can support existing and anticipated aircraft and airline operational demands, a limited runway length analysis was performed based on specific aircraft performance characteristics as documented in the manufacturer's Aircraft Planning Manuals (APMs). Inadequate runway length can limit the operational capability of an airport, including the aircraft types that can operate and the destinations (i.e., stage lengths) that the airport serves. Runway lengths can place restrictions on the allowable takeoff weight of the aircraft, which reduces the amount of fuel, passengers, or cargo that can be carried. Per the guidance provided in AC 150/5325-4B, *Runway Length Requirements for Airport Design*, the following factors were used in the runway length calculation for ALB:

Aircraft Specifics

- Model and Engine Type – the aircraft version and engine type. The most common and demanding aircraft specific to ALB were used.

- Estimated Takeoff Weight – the estimated weight at takeoff, which includes the payload (i.e., passengers and baggage) and the fuel required to reach the intended destination (with reserve fuel).
- Estimated Landing Weight – the estimated weight at landing. For this analysis, maximum landing weight (MLW) was used to determine runway landing requirements.
- Landing Wing Flap Setting – the change in the wing angle to allow for lower airspeed operations. For this analysis, Flaps 15 was used as a worst case scenario. It is important to note that standard landing operations typically utilize a higher setting (between Flaps 25 and Flaps 40) which results in shorter runway length requirements.

Airport Specifics

- Temperature – the atmospheric temperature at the airport. Warmer air requires longer runway lengths because the air is less dense, thus generating less lift on the aircraft. The "Standard Day (59°F) + 25°F" (i.e., hot temperature of 84°F) methodology listed in each aircraft manufacturer's specific APMs was used. The FAA uses the parameter of 25°F above standard for planning purposes.
- Elevation – the elevation above sea level at the airport. As elevation increases, air density decreases, making takeoffs longer and landings faster. ALB is located 285 feet above mean sea level (MSL). Sea level elevation was used for calculation due to manufacturer APMs using 1,000-foot increments.
- Stage Length (flight distance) – the length in nautical miles (nm) to the intended destination. The stage length determines the amount of fuel an aircraft will require on takeoff to complete its flight, thus impacting aircraft weight and runway length requirements.

Existing Aircraft and Destinations

Two representative aircraft were used for this evaluation: the Boeing 737 Max 8 for commercial passenger service, and the Boeing 757-200 for air cargo operations. The 757 is the Critical Aircraft as the largest and heaviest regular user at ALB. The 737 Max 8 is the most demand aircraft, from runway length standpoint, in regular use at ALB. The assumptions for each aircraft are outlined below.

Boeing 737 Max 8 – For the runway takeoff length analysis, a stage length of 2,500 nautical miles (nm) was used as a most-demanding scenario with 90 percent maximum payload capacity. This stage length would allow for nonstop service to any airport within the contiguous United States. For the runway landing length analysis, the Maximum Landing Weight (MLW) was used.

Boeing 757-200 – For the runway takeoff length analysis, a stage length of 1,000 nm was used with 90 percent maximum payload capacity. This stage length encompasses operations to and from both hubs of UPS in Louisville, KY and FedEx in Memphis, TN. For the runway landing length analysis, the Maximum Landing Weight (MLW) was used.

Runway Length Requirement

Based on the parameters discussed above the runway length calculations and requirements for ALB are shown below.

Table 4-10 – Takeoff and Landing Weights

Aircraft	Takeoff Weight (90% Max Payload) (Pounds)	Landing Weight (Max Landing Weight) (Pounds)
Boeing 737 Max 8 (LEAP 1B Series Engines) – ALB-LAX	175,000	152,800
Boeing 757-200PF (PW2037/2040 Engines) – ALB-MEM	218,000	210,000

Source: Aircraft Performance Manuals (B737 MAX, B757), CHA, 2023.

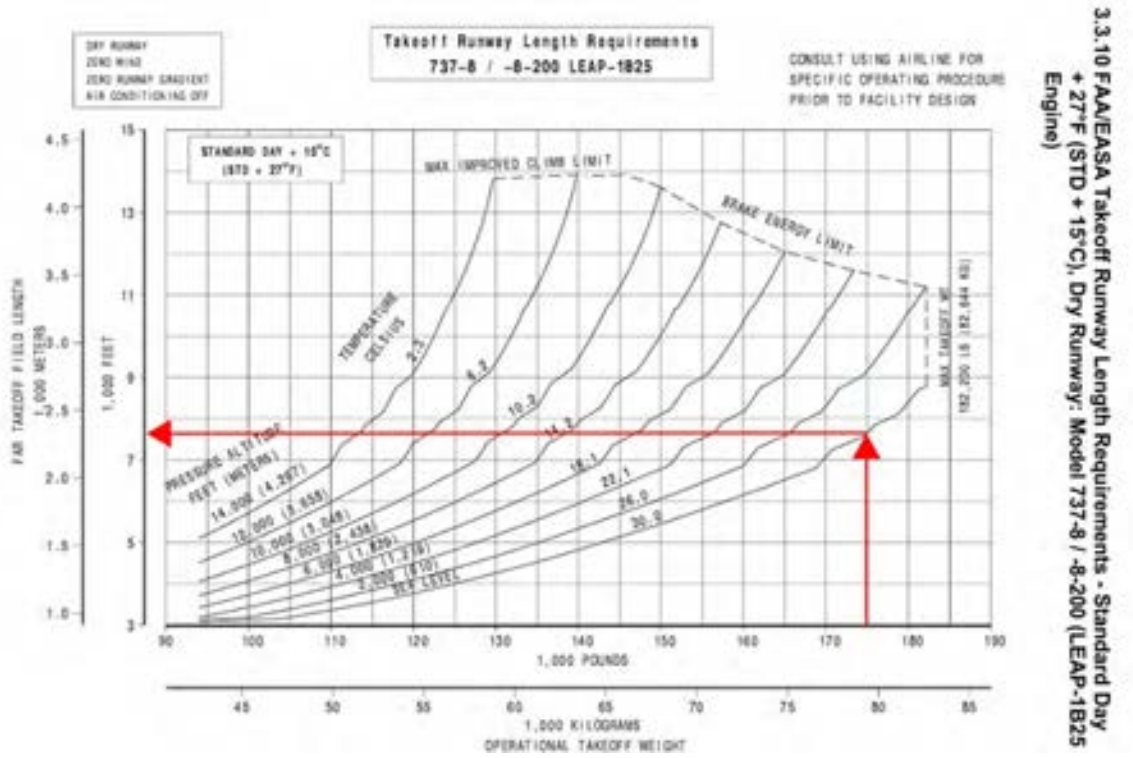
Table 4-11 – Runway Length Requirements

Aircraft	Takeoff Length Requirement (Feet)	Landing Length Requirement (Feet)
Boeing 737 Max 8 (LEAP 1B Series Engines) – ALB-LAX	7,700	5,900
Boeing 757-200PF (PW2037/2040 Engines) – ALB-MEM	5,800	5,100

Source: Aircraft Performance Manuals (B737 MAX, B757), CHA, 2023.

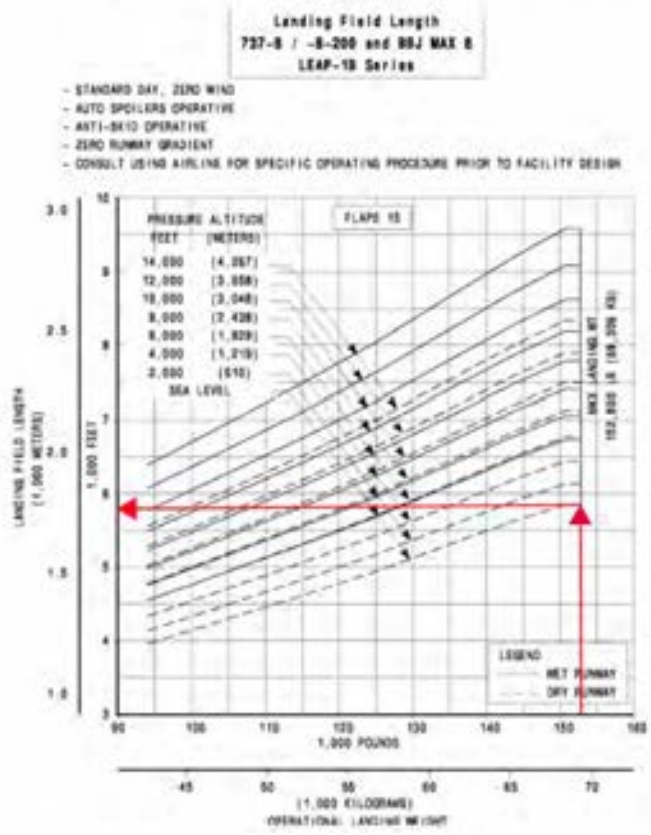
It is pertinent that these calculations represent a worst-case scenario. Currently, the farthest nonstop service from ALB is to Denver International Airport, a distance of 1,400 nm. The pre-COVID non-stop destination of Las Vegas was the longest regular flight at ALB with a distance of approximately 2,000 nm. As such, a future potential stage length of 2,500 was used as a worst case (e.g., distance to Los Angeles, Seattle), along with the 90% payload and high temperatures. **Figure 4-8** illustrates these calculations for the Critical Aircraft (i.e., Boeing 737-Max 8), confirming that runway lengths are adequate.

Figure 4-8 – Boeing 737 Max 8 Takeoff and Landing Length Requirements



3.3.10 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 27°F (STD + 15°C), Dry Runway: Model 737-8 / -8-200 (LEAP-1B25 Engine)

3.4.4 FAA/EASA Landing Runway Length Requirements - Flaps 15: Model 737-8 / -8-200 / BBJ MAX 8



Conclusion

Based on the calculations from the aircraft manufacturer's APMs, the primary runway length should be a minimum of 7,700 feet. As 8,500 feet is available, this provides a buffer for departures with over a 90% payload and/or temperatures above 84°F. The crosswind runway would also ideally provide 7,700 feet of runway available for takeoff. However, as Runway 10/28 is typically only used during westerly winds (a headwind that reduces runway length requirements), the existing 7,200-foot length is considered adequate. Landings generally require less runway length than takeoff, as was determined in this evaluation for ALB.

Therefore, it is concluded that the current runway lengths at the airport are adequate to serve existing activity, forecast growth, and future non-stop destinations that may occur during the planning period.

NYS Runway Length Comparison

New York State contains six small-hub commercial service airports, including ALB, as defined by the passenger activity levels. These airports serve a few international destinations, in Canada, Mexico, and the Caribbean; however, the longest non-stop destination from these six airports is the U.S. West Coast, including Las Vegas, Phoenix, and Los Angeles. These destinations require the longest takeoff runway length due to the required fuel load. In general, to serve these destinations, a runway length of 8,000 feet is usually adequate for the modern Boeing 737 and Airbus 320 series aircraft that can fly these stage lengths.

With an existing Primary runway length of 8,500 feet, ALB's runway length is considered adequate to service additional destinations, with longer stage lengths, which may occur during the planning period. Below is a comparison of the longest available runway lengths at the six small-hub airports in the State.

- Westchester County Airport (HPN): 6,500 Feet
- Long Island MacArthur (ISP): 7,000 Feet
- Greater Rochester International (ROC): 8,000 Feet
- **Albany International (ALB): 8,500 Feet**
- Buffalo-Niagara International (BUF): 8,800 Feet
- Syracuse-Hancock International (SYR): 9,000 Feet*

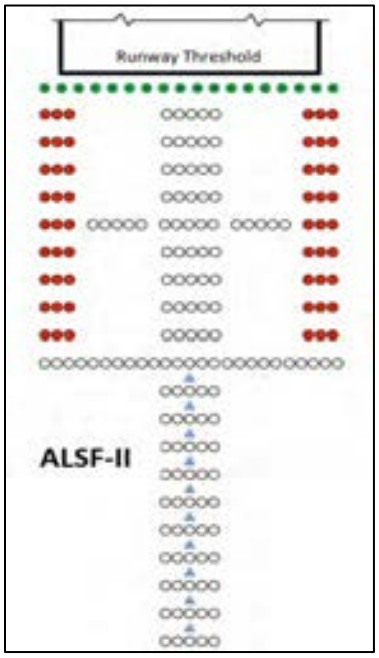
*Served F-16 fighter jets and other military aircraft.

4.2.5 Navigational, Landing, and Lighting requirements

Pilots utilize a variety of navigational aids (NAVAIDs), visual aids (VISAIDS) and instrument approach procedures to safely operate at commercial airports. These include Instrument Landing Systems (ILS), Area Navigation (RNAV) GPS, and Very High Frequency (VHF) Omni Direction Range (VORs), as well as runway and approach lighting systems (ALS). By providing navigation and

position data, these systems assist pilots to locate airports, approach and land aircraft, taxi, and depart safely and efficiently during nearly all meteorological conditions.

The VOR at ALB is old, with a poor signal that is susceptible to interference. The VOR is still used by the Military for training but is becoming obsolete. Discussion with FAA have included the potential to deactivate and demolish the VOR at some point after 2026, with or without replacement. Airport management supports this plan, as the vast majority of navigation has transitioned to GPS-based systems. A summary of the facilities currently provided and future requirements is provided below.



Instrument Landing Systems (ILS) – At ALB, both ends of Runway 1/19 are equipped with an ILS providing standard minimums, with a decision height of 200 feet, and visibility minimum of ½ mile. The ILS is a precision instrument procedure providing both horizontal and vertical guidance to the runway end. At ALB they include the following set of equipment:

- Localizer (LOC), for electronic lateral guidance
- Glide Slope (GS), for electronic vertical guidance
- Medium Intensity Approach Lighting Systems with Runway Alignment Indicator Lights (MALSR), for visual reference to the runway end. The existing Runway 1 MALSR at ALB is in very poor condition as determined in the 2022 *ALB Runway 1 MALSR Condition Assessment Report*
- Inner marker beacon, for audio reference
- Runway Visual Range (RVR), providing runway visibility at both the touchdown and rollout positions
- High Intensity Runway Lights (HIRL)

Additionally, Runway 1 provides ILS Category (CAT) II capability, adding Touchdown Zone Lights and Runway Centerline Lights, which reduces the decision height to 100 feet, with a visibility minimum of only ¼ mile or 1,200 feet.

Requirement: The standard approach light system for ILS Category II requires a more substantial system called an Approach Lighting System with Flashing Lights for Category II (ALSF-II). This lighting system contains three rows of light bars and closer spacing than a MALSR and provides substantially enhance visual reference at night and in poor visibility. Ideally, an ALSF-II would be provided on Runway 1 to replace the existing MALSR system that is in poor condition. ALSF-II systems are currently in place at similar airports, including: SYR, ROC, and BUF.

However, the existing ILS approach to Runway 1 has a Special Authorization (SA) CAT II approach that enables CAT II minimums with only a MALSR system. With the SA, a MALSR is considered an

adequate and lower cost alternative to adding a full ALSF-II system. Therefore, it is recommended that the existing Runway 1 MALSR system be fully replaced in kind, as long as the existing minimums (i.e. 100 feet decision height and 1,200 feet visibility) are maintained throughout the planning period.

Non-precision Instrument Approaches (NPI) – All four runway ends at ALB include a published RNAV GPS procedure. The RNAV approaches procedures are based on satellite radio signals, and do not require ground base navigational equipment. The RNAV procedures for Runway 1, 19, and 28 each include vertical guidance with an LPV approach. Runway 10/28 also provide HIRL and Centerline Lights. A VOR based procedure is also available to Runway 28 using the ALB VORTAC.

These NPI procedures provide sufficient backup and an alternative to the ILS procedures. No additional systems or procedures are recommended at ALB.

Visual Aids – The airport is also equipped with several additional systems, these include:

- Precision Approach Path Indicators (PAPI) are provided on Runways 1, 19, and 28 and provide a visual reference to the standard approach slope to the runway end. PAPI systems ensure clearance over any obstacles in the final approach path using a set of lights that identify if the aircraft it above, on, or below the designated glide path.
- Runway End Identification Lights (REIL) are a set of strobe lights positioned at the runway ends to better identify the location of runway threshold during reduced visibility conditions. REIL are available on Runways 10 and 28, where full approach lighting systems are not available.
- Airport Rotating Beacon is required at all airports with runway lighting. The beacon can be seen from up to 20-miles from the airport and is used at night to provide an early visual identification of the airport's location.

Airfield Signage & Marking – FAA guidance includes detailed Advisory Circulars on airport signage and marking. As required by the FAR Part 139 Certificate, ALB maintains a detailed plan for signage and marking, and satisfies the associated facility requirements.

Recommendation: An ALSF-II approach lighting system or replacement MALSR is recommended for Runway 1 (if minimums can be maintained). No other navigational or lighting deficiencies were identified.

4.2.6 Taxiway Requirements

Taxiway Design Standards

Similar to runways, taxiways include FAA design requirements such as dimensions, separation distances, and safety standards. The FAA standards for taxiways are also defined in AC 150/5300-13B, Airport Design, and are described below.

Taxiway Width – Taxiway width and standards are based on an airport's Taxiway Design Group (TDG), which is currently a TDG 4 for the ALB airfield as a whole. The FAA standard taxiway width is 50 feet for TDG 4. Presently, all taxiways at ALB meet or exceed this required width, as most of the taxiways at ALB are currently 75 feet in width.

As discussed above, the Airbus A300 is a weekly user of the airport in TDG 5, but is not the designated critical aircraft. The A300 requires the 75-foot wide taxiways, creating a situation where the facility requirement per FAA standards is not adequate for a current airport user. Therefore, and as the existing taxiways are 75' wide, the facility recommendation is to retain these taxiways at 75' wide, although this is above the standard for TDG 4. Reducing existing taxiway widths could be a safety concern for TDG 5 aircraft, and could potentially prevent use of the A300 aircraft at ALB. Additionally, proposed taxiway alternatives servicing the Cargo Apron would require planning for TDG 5 taxiways at 75' widths as discussed below.

Parallel Taxiways – Full parallel taxiways are considered a standard safety facility, providing access to and from runways, and preventing the need to 'back-taxi' on the runway for takeoffs or landings. Both runways at ALB are equipped with a full parallel taxiway.

As Runway 1/19 has aircraft facilities positioned on both sides of the runway, a full parallel taxiway is recommended for the east side of the runway. Currently, the air cargo, general aviation, and Army National Guard facilities are located on the east side of the runway. In order to access parallel Taxiway 'A', these users must taxi across the primary runway for most takeoffs and landings, which can be eliminated with the second parallel taxiway. FAA Advisory Circular 150/5300-13B (Paragraph 4.8.1) recommends minimizing the number of runway crossings for greater efficiency and to reduce the potential conflict points. Runways with instrument approaches and low visibility minimums further benefit from eliminating crossings.

It is anticipated that the majority of new development on the airport property will be located on the east side of Runway 1/19. While facilities improvements are anticipated in all locations throughout the planning period, new or expanded corporate, general aviation, air cargo, and support facilities will be focused on the east side of the airport as the only sizable undeveloped area of the Airport. Thus, the safety benefit of the second parallel taxiway will increase as new facilities are added at ALB.

The critical aircraft at ALB requires a minimum taxiway width of 50'. However, for long-term planning purposes, it is recommended that a potential width of 75' remain as a possibility in the future. In 2022, FedEx initiated weekly flights using Airbus A300 widebody aircraft with TDG 5. This aircraft requires 75' wide taxiways; FedEx will not operate that aircraft on a 50' wide taxiway per policy. It is not known if A300 service will eventually become regular use at ALB, but the taxiway layout should accommodate this potential future need.

Taxiway Safety Area (TSA) and Taxiway Object Free Area (TOFA) – Similar to the RSA and ROFA, taxiways also have designated standards to improve safety during an excursion from the taxiway and to provide adequate wingtip clearance from other aircraft and fixed or movable objects. The

TSA and TOFA are based on the prescribed ADG of IV at ALB. Presently, all taxiways at the Airport contain the required TSA and TOFA dimensions without impacts in most areas of the airport. As the ADG is expected to remain Group IV throughout the planning horizon, no additional requirements are necessary to meet future standards.

Taxiway Fillets – For taxiway turns onto runways, aprons, or other taxiways, there are FAA design standards for the geometry of the fillets, based on the angle of the turn. Currently, the taxiways at ALB do not meet the fillet dimensions as they were constructed prior to the current standards. It is recommended that the fillet changes are considered at each intersection when the pavement is in need of rehabilitation or reconstruction, in consultation with the FAA. For new taxiways, all current design standards would be applicable.

Taxiway Lights – All taxiways at ALB are equipped with Medium Intensity Taxiway Lights. Taxiways that cross runways are also equipped with Runway Guard Lights. These systems are adequate throughout the planning period.

Taxiway Designations – The FAA provides guidance for the naming (i.e. designations) of taxiways with the intent of improved pilot and controller awareness and spatial orientation. The existing taxiway designations were reviewed, and improvements have been identified. Specifically, the FAA prefers that the exit taxiways (i.e., stub taxiways) along a runway follow an alphanumeric naming pattern associated with the parallel taxiway. For example, at ALB there are seven exit taxiways between Runway 1/19 and parallel Taxiway 'A'. These exits are currently designated as 'M', 'B', 'D', etc. Per FAA, these exits should be designated as 'A1', 'A2', 'A3', etc. Updated taxiway designation recommendations are provided in the Alternatives evaluation.

Taxiway Recommendations:

- Retain the existing 75' taxiway width for all parallel and exit taxiways, through periodic rehabilitation. Connector Taxiways 'D', 'G', 'P', etc. should follow the standard needed for the specific aircraft users utilizing these airfield areas.
- Provide a full parallel taxiway on east side of Runway 1/19
- Upgrade the taxiway intersection fillets if and when taxiways required reconstruction
- Update the Airport's taxiway designation to adhere to FAA guidelines

4.2.7 Airfield Geometry

Taxiway Intersections –FAA standards recommends taxiway intersections be at a 90 degree angle, as acute angle taxiway crossings can create blind spots while holding short. Currently, Taxiways 'G', 'J', 'K', 'M' (northwest quadrant only), and 'Q' do not meet this geometry standard. It is recommended that the non-standard geometry be considered for improvements when pavement rehabilitation for the aforementioned taxiways is required. Cost and environmental impacts would be considered for each location.

Figure 4-9 – Non-Standard Intersections



As a result of the 90-degree intersection angle, the FAA recommends intersection points to have no more than three nodes (i.e., an aircraft taxiing can continue straight, turn 90 degrees left, or turn 90 degrees right). More than three turn options can lead to spatial disorientation. There is currently one location at ALB that exceeds the 3-node intersection geometry consisting of Runway 1-19, Taxiway D, and Taxiway G. This results in a 4-node intersection and acute angles. It is recommended that this area be realigned to meet the FAA standard.

Direct Apron-to-Runway Access – Direct apron-to-runway access refers to a nonstandard airfield geometry allowing an aircraft to taxi from a point on an apron, directly onto the runway, without making any turns. Such a layout can cause unsafe operating scenarios in which a pilot mistakes the runway for a taxiway. Presently, the taxiway connections from the terminal apron each provide a nonstandard direct apron-to-runway access. Additionally, the air cargo, FBO, and other aprons also have this nonstandard layout. It is recommended that these nonstandard geometries be mitigated with the use of painted green islands or configuration changes.

Figure 4-10 – Direct Apron-to-Runway Access



Limit Runway Crossings – Minimize runway crossings to the extent possible and reduce crossings within the center third of the runway (i.e., the high-energy area). At ALB, there are three taxiway crossings in the middle third of the runways and others in proximity (<1,000 feet) of the next crossing. During the Development Alternatives, potential taxiways that could be modified or ultimately eliminated will be identified for consideration. A few examples of this condition include:

- Taxiway 'G' - which connects to Runway 1/19 in the center third of the runway

- Taxiway 'K' - is located in proximity (<1,000 feet) to adjacent taxiways to the east and west (Taxiway 'K' also provides direct apron-to-runway access, and is at a 70 degree angle).

Separate Parallel Taxiways from Non-Movement Areas – The west end of Taxiway C is co-located with the Terminal Apron, where aircraft are pushed-back from the gates. As such, this location of Taxiway 'C' is a Non-Movement area, not under the positive control of the Air Traffic Control Tower (ATCT). This is the only location at ALB with this condition. If feasible, a separation between Taxiway 'C' and the apron would mitigate this condition and gain positive ATCT control of this area.

Exit Taxiway Locations – In order to enable aircraft to exit the runway quickly and efficiently upon landing, exit taxiway should be appropriately located to capture the highest percentage of users during both wet and dry conditions. This can be difficult at airports like ALB that accommodate a wide variety of commercial and general aviation aircraft types with different landing performance and rollout distances. However, as ALB current provides numerous exit taxiway locations on both runways (approximately every 1,000') there are currently abundant exit options under all conditions. No additional exit or connector taxiways are needed.

Airfield Hot Spots – A Hot Spot is a location within the airfield with a history or potential risk of collision or runway incursion due to factors such as airport layout, traffic flow, airport marking, signage and lighting, which reduce situational awareness. They typically center around runway/taxiway or taxiway/taxiway intersections. Hot Spots are depicted on Airport Diagrams and designated as "HS 1", "HS 2", etc., along with textual descriptions outlining the reason for the Hot Spot. ALB currently does not have any Hot Spots.

Figure 4-11 – Non-Standard Runway to Taxiway Separation



4.2.9 Airfield Facility Requirement Summary

Overall, the existing airfield satisfies most of the identified requirements throughout the planning period. Furthermore, it is noted that the identified airfield shortcomings are not directly related to activity levels or forecast growth. Rather they are mainly related to changes in FAA runway and taxiway design standards that have occurred in the last 10-years. The airfield facility requirements are summarized below:

- The ROFA contains portions of the airport service road. If feasible, the service road should be relocated in these locations.
- Small portions of the RPZs are not owned by the Airport. Acquisition or easements should be considered for these locations that remain in private ownership to provide airport control over future development.
- A portion of Taxiway 'C' has less than the minimum 400' runway-taxiway offset. This location is also in a Non-Movement Area of the taxiway.
- Crosswind Runway 10/28 provides additional airport wind coverage needed to support all aircraft types and users. It should be maintained as ARC D-III to support airline jets due to strong westerly winds.
- The Runway 1 MALSR system should be replaced-in-kind, as it is capable of support Category II minimums.
- The Critical Aircraft is forecasted to remain ARC D-IV; however, if regular air cargo operations change from a Boeing 757 to an Airbus A300, the TDG would increase from 4 to 5, which increase the minimum taxiway width to 75 feet for appropriate taxiways.
- Add a full parallel taxiway to the east side of Runway 1/19 to avoid runway crossings, improve safety, and promote better land use utilization on the Airport, as development is pursued on that side of the airport
- Recent FAA taxiway geometry changes has impacts on the following existing conditions at ALB:
    - Taxiway Fillets: Upgrade to the new FAA standard geometry during runway rehabilitation projects.
    - Modify taxiway intersections to 90 degrees, where practical.
    - Eliminate 4-node intersection of Runway 1/19, at Taxiways 'D' and 'G'.
    - Reduce or eliminate direct apron-to-runway access, which currently exist at most exit taxiways.
    - Consider reducing the number of available runway crossings, particularly in the middle third of the runways.

4.3 Terminal Facility Requirements

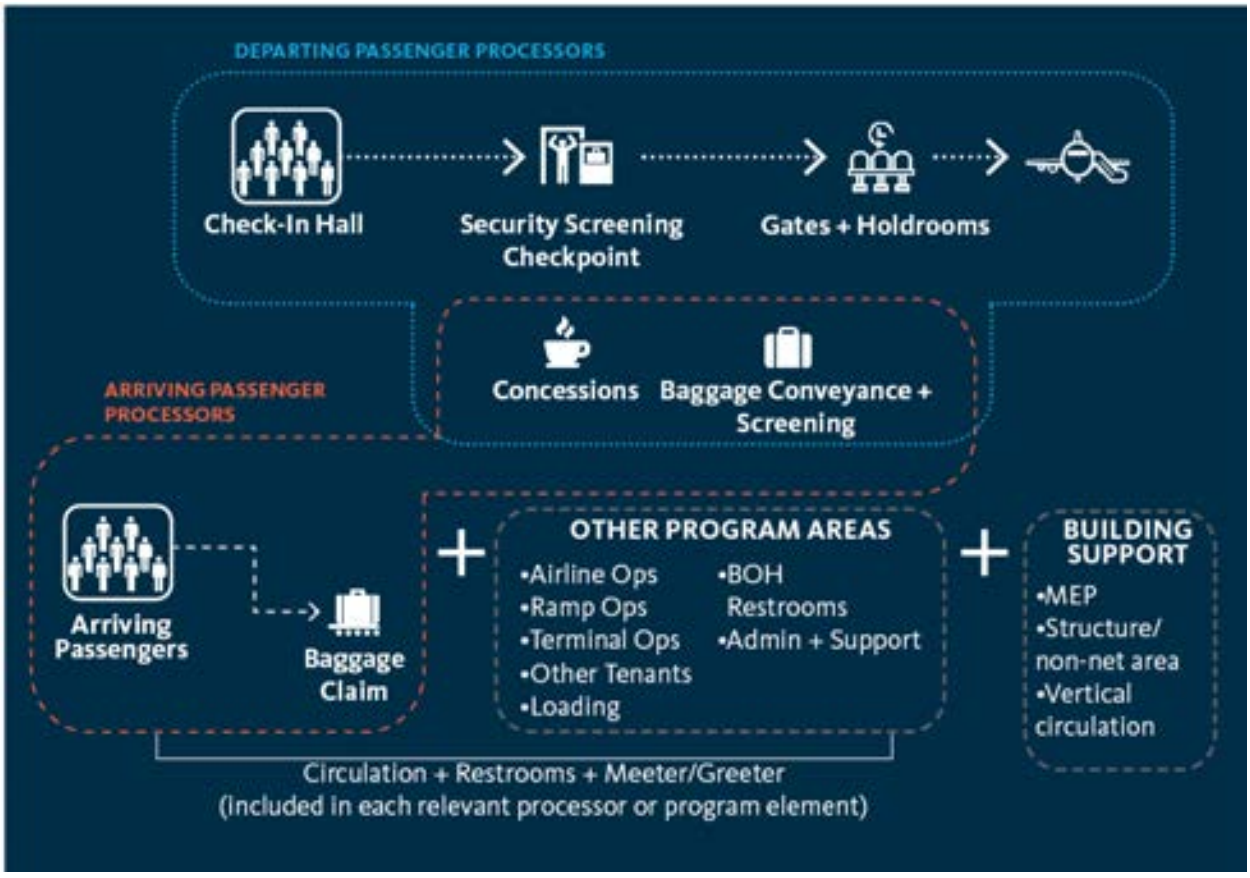
4.3.1 Terminal Programming

The approach to terminal programming uses a combination of Annual Volume, Peak Hour Passenger numbers and number of Gates to provide an estimate of required terminal program areas.

For the terminal program, space needs have been separated for analysis by processor and function:

- Departing Passenger Processors
  - Check-In Hall
  - Security Screening Checkpoint
  - Gates and Holdrooms
- Arriving Passenger Processors
  - Baggage Claim
- Shared Processors
  - Concessions
  - Baggage Conveyance + Screening
- Other Program Areas
  - Airline Ops
  - Ramp Ops
  - Terminal Ops
  - Other Tenants
  - Loading
  - BOH Restrooms
  - Administration and Support Spaces
- Building Support Spaces
  - Mechanical/Electrical/Plumbing Areas
  - Structure/Non-Net Areas
  - Vertical Circulation

This approach is graphically shown in the following illustration:



Summary sections have been provided for each process and function type. These outline Key Planning Assumptions used (for instance, processing speeds and preferences) and quantities and summaries by space type.

Overall circulation spaces (for example, Concourse circulation) have been assigned to each processor. This allows for an easier translation of program areas to physical planning by space and provides an opportunity to optimize circulation space as appropriate by zone.

Programming has been completed for each of the processors individually using the reference data as a base. However, understanding that any future modifications to this facility will require renovation and potentially expansion, the program areas should not be evaluated as absolute and are subject to consideration in context with existing conditions. A summary chart at the end of the document lists the aggregated space programming recommendations for the terminal compared against the current inventory of terminal areas.

4.3.2 Planning Assumptions

For physical planning purposes, two planning horizons, or Planning Activity Levels (PALs) have been assessed at this time for terminal space programming. The PALS generally refer to a future activity level, based on a forecast year (i.e. PAL 1 = 2026; PAL 2 = 2031; PAL 3 = 2036; PAL 4 = 2041). However, the term is intended to acknowledge that facility requirements are based on a

future activity level, which may occur before or after the forecast year. For the terminal requirements, the evaluation references PAL 2 and PAL 4, or the mid and long-term planning horizons. For reference, the program also includes an "Existing" category indicating current program areas augmented due to the known upcoming expansion planned as part of the Pre-TSA Expansion Improvement project.

The Projected Activity Level assumptions used as the basis of the terminal facilities program are outlined in **Table 4-12** – Projected Activity Levels. These include Baseline activity (which utilizes 2019 data, representative of pre-Pandemic levels of activity), PAL 2, and PAL 4 information. Annual Volume and Peak Hour Passenger (PHP) information have been referenced as the primary drivers of terminal program.

It is assumed that all passenger traffic will be for domestic operations throughout the planning period.

Table 4-12 – Projected Activity Levels

		Baseline (2019)	PAL 2	PAL 4
ANNUAL VOLUME	Domestic Passengers (Enplaned)	1,492,305	1,841,000	2,107,000
	International Passengers (Enplaned)	0	0	0
	Connections / In-Transit Passengers	0	0	0
	TOTAL (Enplaned + Connections)	1,492,305	1,841,000	2,107,000
PASSENGER PROFILES	Domestic Passengers	100%	100%	100%
	International Passengers	0	0	0
PEAK HOUR PASSENGERS	Departing Passengers	905	1,130	1,300
	Arriving Passengers	737	925	1,057
GROWTH	Departing Passengers	-	24.86% increase over baseline	43.65% increase over baseline

Source: Gensler, 2023

The existing terminal provides 14 concourse level gates with passenger boarding bridges, plus several ground/apron level gates that previously served turboprop aircraft. The future required number of Aircraft Gates were provided as a Planning Assumption based on future flight schedules and forecasts generated for PAL 2 and PAL 4 in **Section 3.5.2**. This review indicated that future passenger growth can be accommodated through optimization of the existing 14 gate layout on the concourse level, paired with the ongoing 2-gate improvement project that will replace two existing ground-level gates in Concourse A with two Group III gates with passenger boarding bridges directly from the Concourse level. With improved utilization of the existing

gates and the ongoing project, the total of 16 concourse level gates is anticipated to satisfy requirements through PAL 4.

Table 4-13 – Aircraft Gates

			Baseline (2019)	PAL 2	PAL 4
GATES	Domestic Gates	Group III (or smaller)	**14**	**16**	**16**
	TOTAL		**14**	**16**	**16**
	Hardstand Positions		**0**	**0**	**0**

Source: Gensler, 2023

In discussions with the Airport, physical planning should identify potential locations for four additional aircraft positions, or 20 total Gates, if airline requirements or passenger demands result in a higher than forecasted need. For the purposes of this program, additional resultant areas have not been included in overall program totals.

Throughout the document, where Level of Service is referenced, the target has been set at the International Air Transportation Association's (IATA) midpoint Optimum Level of Service (LOS), IATA, 10th Ed, and where peak 30-minute loading is used, and a 60% peaking factor has been assumed.

Assumptions about Common Use, Preferential Use, and/or Proprietary Use models have been specifically included where applicable; these assumptions vary by processor. In certain key areas, benchmarking against current facility program has been provided.

4.3.3 Check-In Hall

The analysis for the Check-In processors assumes a mix of Full-Service agent positions (where passengers complete their entire transaction with an agent), Bag Drops (where passengers drop bags after checking-in on-line or at a kiosk), Self Service Kiosks, and an estimate for the number of passengers who complete check-in remote (i.e. at curb, home, via mobile device, etc.).

Full-Service positions are computed in accordance with IATA Airport Development Reference Manual (ADRM) equations, utilizing an assumed Peak 30-Minute factor of 60%.

Bag Drop positions are assumed to be spatially comparable to the Full-Service counters. Future deployment of self-drop induction points may result in space savings. However, equivalent dimensions between Full-Service and Bag Drops were maintained throughout the planning period in order to protect short term flexibility without compromising future reconfiguration potential.

Bag Drop Kiosk demand is determined by assuming all passengers utilizing Bag Drops are using Kiosks in a two-step transaction (where passengers check-in and print bag tags at the kiosk before moving to the actual induction point).

Self Service Kiosks are provided for those passengers requiring e-ticket services but who are not checking bags. Key assumptions for percentage of passenger split and processing times are listed below.

The Departures Public Concourse is located between the terminal entries and the start of the ticketing queues, the size of this area is determined by taking the linear frontage of the terminal processor and multiplying it by a nominal 35-foot depth of circulation.

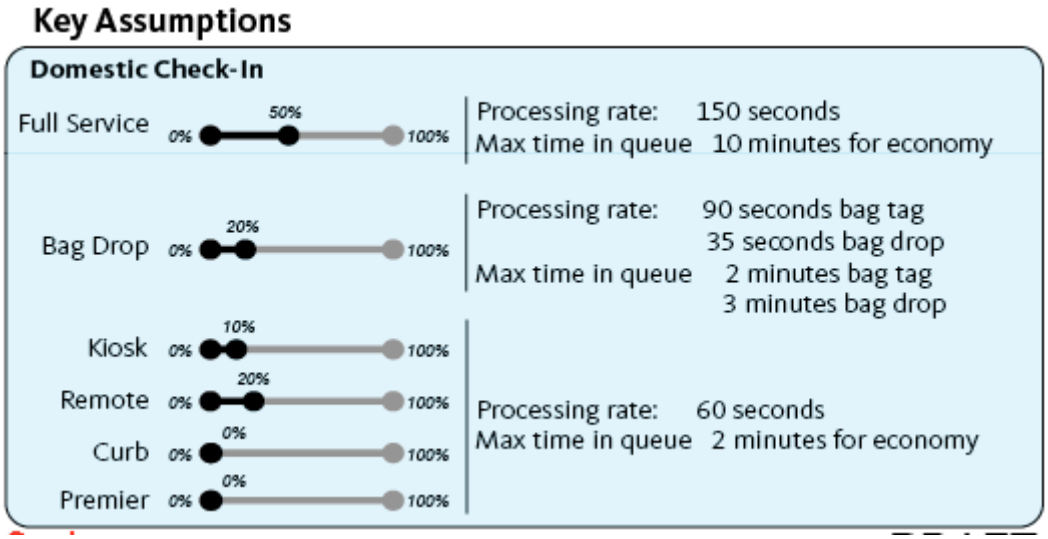
The Departures Meeter/Greeter Area is calculated by assessing occupancy, assuming that every tenth passenger will have one Meeter/Greeter, spending 20 minutes within the terminal. The peak hour occupancy is multiplied by 23 SF per IATA LOS standards.

The Airline Ticket Support Offices (ATO) area assumes that these offices run continuously behind the row of Full-Service Counters and Bag Drop positions, at a 30ft depth.

Check-In Hall Customer Service area uses an industry standard square foot per passenger ratio of 1 SF per 10 peak hour departing passengers.

Operations and Support spaces adjacent to the Departures Hall use a planning guideline of 2.5% of overall terminal operations space.

Key processing assumptions for the Common Use positions are shown below. In the future, it is anticipated that adoption of mobile and semi-independent ticketing modes (such as Bag Drop, Kiosk, and Remote Check-In) will increase. However, to allow flexibility for infrequent travellers, Common Use assumptions retain a higher portion of Full-Service Counter positions as a baseline.



Two analyses for Ticket Counter positions have been conducted. The first analysis (see **Table 4-14**) indicates the number of counters that would be required if all positions are programmed as Common Use.

The second analysis (see **Table 4-15** and **Table 4-16**) indicates what would be required with a combination of leased and Common Use Ticket Counters. Currently, the Airport has a

combination of leased ticketing counters and unbranded/Common Use positions. Future analysis assumes that the four long-term tenant airlines with the highest activity levels at ALB (American Airlines, Delta Air Lines, United Airlines and Southwest Airlines) will retain leased positions and that the number of their positions will grow at pace with overall departing passenger growth. Common Use positions will comprise the remaining Ticket Counters. Future forecasts indicate that 100% of the peak hour passenger activity will be represented by the four aforementioned carriers, but that overall, these carriers will represent 92% of overall daily departing passenger traffic. Therefore, additional Common Use counter requirements have been calculated to capture 8% of the overall daily departing passenger traffic. For the purposes of the overall area summary in **Table 4-14**, the second analysis has been used.

Table 4-14 – Check-In Requirements – All Common Use

		Existing		PAL 2		PAL 4	
		Count	Area (sf)	Count	Area (sf)	Count	Area (sf)
Check-in Positions, Circulation, and Queuing Areas	Full-Service Counters (One counter = 2 positions | One scale provided per counter)	30	6,010	25	8,200	28	9,184
	Bag Drop Induct	-		4	1,312	5	1,640
	Bag Tag Kiosks	-		8	513	10	590
	Self Service Kiosks	-		4	268	4	291
Airline Ticketing Offices	ATO (Assumes 30lf depth behind Full-Service and induct positions)	-	10,849		6,960		7,920
Departures Restrooms	Restroom Module	-	897	1	1,631	1	1,631
Circulation	Public Concourse (Assumes 30lf depth in front of Check-In and Security)	-	11,907		10,290		11,805
Meeter/Greeter		-	-	-	879		1,018
Customer Service		-	-	-	200		200
Operations and Support		-	-	-	600		600
TOTAL		29,663		31,483		34,879	

Source: Gensler, 2023

Table 4-15 – Ticket Counter Requirements – Combination of Leased and Common Use

Airline / Service Provider	Existing In-Line Positions / Equivalent Standard Counter Count	PAL 2 Equivalent Standard Counter Count	PAL 4 Equivalent Standard Counter Count
American	10 / 5.5	8	8
Delta	6 / 3	4	6
United	6 / 3	4	6
Southwest	7 / 6	8	10
JetBlue	6/3	14	15
Allegiant	6/3		
Frontier	6/3		
Unbranded	6/3		
TOTAL	**53/29.5**	**38**	**45**

Source: Gensler, 2023

Notes:

- Future Ticket Counter positions for the four airlines indicated in orange rows have been extrapolated using increases in peak hour passenger data for those activity periods. Existing in-line counts are based on actual positions, which may use different dimensions than a standard paired counter dimension. For planning purposes, equivalent standard counter count numbers have also been included. For future planning purposes, the equivalent standard counter count number has been increased and rounded up to the nearest full even number. This is an estimate only and will be subject to actual space programming requirements from the airlines.
- Other positions have been aggregated into a Common Use model, assuming 8% of overall daily passenger volume will use these positions at non-peak times.
- Current Equivalent Standard Counter Count has been shown as 29.5 because current American Airlines ticketing counter positions utilize half an equivalent counter, while there is space for 30 full counters.

Table 4-16 – Check-In Requirements– Combination of Leased and Common Use

		EXISTING		PAL 2		PAL 4	
		Count	Area (sf)	Count	Area (sf)	Count	Area (sf)
Check-in Positions, Circulation, and Queuing Areas	Full Service Counters (One counter = 2 positions | One scale provided per counter)	**30**	**6,010**	38	12,464	45	14,760
	Bag Drop Induct	-		INC ABOVE		INC ABOVE	
	Bag Tag Kiosks	-		8	513	10	590
	Self Service Kiosks	-		4	268	4	291
Airline Ticketing Offices	ATO (Assumes 30lf depth behind Full Service and induct positions)	-	**10,849**	-	9,120	-	10,800
Departures Restrooms	Restroom Module	-	**897**	1	1,631	1	1,631
Circulation	Public Concourse (Assumes 30lf depth in front of Check-In and Security)	-	**11,907**	-	13,410	-	14,130
Meeter/Greeter		-	-	-	879	-	1,018
Customer Service		-	-	-	200	-	200
Operations and Support		-	-	-	600	-	600
TOTAL		**29,663**		**39,085**		**44,020**	

Source: Gensler, 2023

Note: The split Leased/Common Use counter position analysis applies to inline positions only. Projected bag tag Kiosks and Self Service Kiosks (which are frequently located in the queue areas, or elsewhere in the ticketing hall) have used the Common Use analysis calculations.

4.3.4 Security Screening Checkpoint

Security screening requirements use IATA ADRM equations for developing passenger demand and TSA Automated Screening Lanes (ASL) estimates for spatial requirements. As ASL lanes typically require more area than traditional lanes, their incorporation in the program will safeguard for their future adoption. The number of screening lanes are established by taking the Peak 30-Minute throughput (assumed to be 60% of peak hour demand) created by the Full-Service Check-In counters, Bag Drops, Self Service Kiosks, and passengers bypassing Check-In altogether and proceeding directly to the checkpoint.

Standard Lanes and PreCheck Lanes and their respective queues are computed separately using their individually assumed processing rates and queuing times.

Key assumptions for processing speeds and Standard Lane/PreCheck adoption split are outlined in the Key Assumptions below. If these processing speeds remain unchanged for the entire duration of planning, applying to both PAL 2 and PAL 4 programs, an additional security lane would be needed (i.e., seven total). However, it is anticipated that changes in processes and efficiencies in processing will occur over the next 20 years, and thus likely retaining the PAL 2 demand for six security lanes.

Key Assumptions

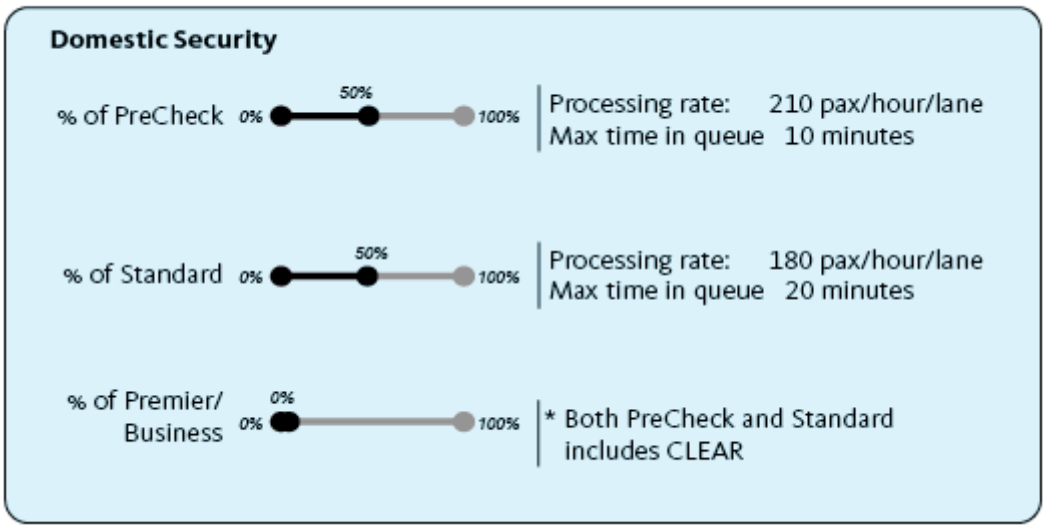


Table 4-17 – Security Screening Checkpoint Requirements

		EXISTING		PAL 2		PAL 4	
		Count	Area (sf)	Count	Area (sf)	Count	Area (sf)
Security Lanes	PreCheck Lanes	3	4,103	3	10,323	4	12,044
	Standard Lanes	3		3		3	
	Total	6		6		7	
Circulation	Boarding Pass Check	-	1,331	4	1,279	5	1,510
	Security Checkpoint Queue	-		-	3,330	-	3,885
	Recompose (Assumes 20lf recompose zone)	-	Inc. Above	-	2,220	-	2,590
Security Operations and Support	Includes KCM, TSA Checkpoint space, PSRs, etc	-	6,891	-	1,795	-	1,795
Remote Security Agency Support		-	-	-	315	-	368
TOTAL	**12,546**			**19,262**		**22,192**	

Source: Gensler, 2023

Notes:

- Dedicated employee screening lane has not been included in calculations at this time.
- It is assumed that increased processing speed and efficiency could potentially reduce the number of Security Lanes in future horizons.

4.3.5 Gates and Holdrooms

As outlined in Section 4.4.2, the number of Gates have been determined by future flight schedules. For this analysis, it is assumed that each gate will have one corresponding Holdroom.

The amount of Holdroom area required is determined by the seats per aircraft to be accommodated, applying a load factor (i.e. what percentage of the aircraft will be occupied) and then evaluating how many passengers would be in the Holdroom prior to the flight. Of the passengers in the Holdroom, a breakdown of seated versus standing passenger is completed to determine area per passenger. Specific assumptions are shown in the Key Assumption chart, below. In addition, an allowance is made at each gate for Operations Spaces (e.g. podium area for agents, enplaning corridor dimension, area for wheelchair staging), located at the Gate.

If provided in the future, Airline Lounge occupancy is assumed to be 3% of peak hour departures. The occupancy load is then multiplied by an estimated standard area per passenger to calculate the total lounge needs.

Concourse Customer Service uses an industry standard SF per passenger ratio of 1 SF per four peak hour departing passengers.

Departures Concourse Operations and Support areas along the Departures Concourse are determined by using a benchmark metric of 3%.

Concourse Circulation is determined by first establishing a typical linear footage for each contact gate position, which is calculated by adding the wingspan to a standard clearance dimension and multiplying it by the total number of aircraft. This overall linear dimension is then multiplied by a Concourse width of 40'. The program assumes that 65% of the flightline is double loaded (i.e., holdrooms and gates on both side of the Concourse).

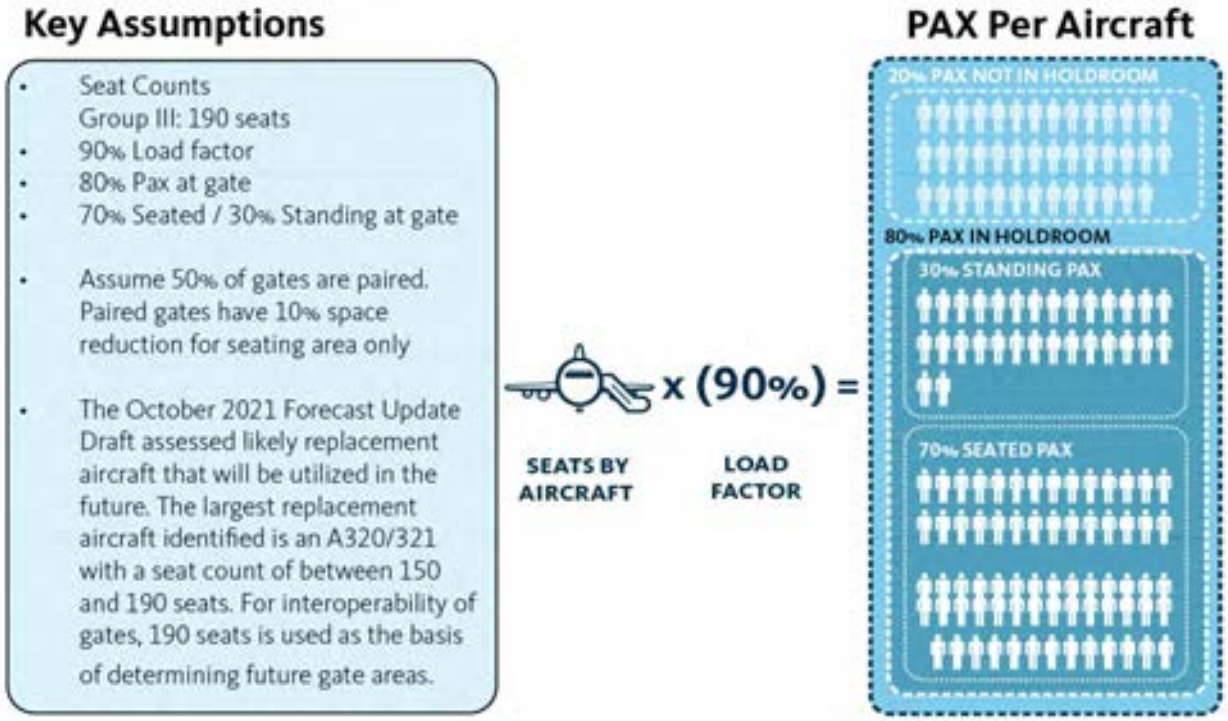


Table 4-18 – Gate and Holdroom Requirements

	EXISTING		PAL 2		PAL 4	
	Count	Total (sf)	Count	Total (sf)	Count	Total (sf)
Holdrooms Group III Domestic	14	40,376	16	41,970	16	41,970
Circulation	-	49,041	-	68,160	-	68,160
Airline Lounges	-	0	-	1,696	-	1,950
Concourse Customer Service	-	0	-	300	-	400
Departures Level Ops + Support	-	-	-	700	-	800
Restrooms	-	6,868	-	4,015	-	4,958
TOTAL	96,285		116,841		118,238	

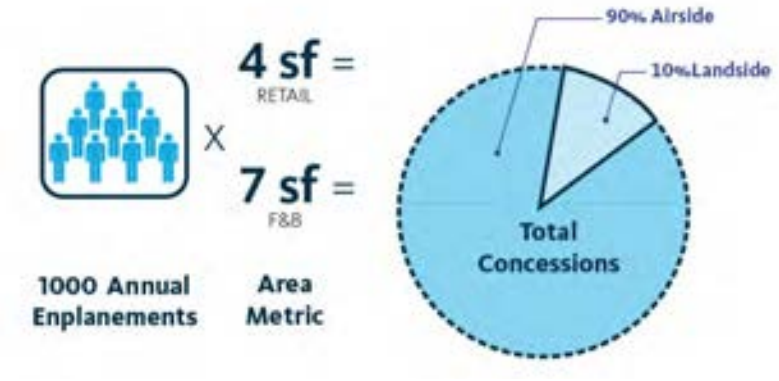
Source: Gensler, 2023

4.3.6 Concessions Requirements

Concessions space allocation is determined as a function of Annual Enplanement numbers. Overall area is divided between airside and landside. The Retail and Food & Beverage numbers indicate net concessions unit areas. Support space is also shown (for remote storage) and a service circulation factor is also shown (for back-of-house servicing and circulation).

Key Assumptions

- For retail rentable: approximately 4 sf/1000 annual domestic enplanements
- For food and beverage (F&B) rentable: approximately 7 sf/1000 annual domestic enplanements
- Concessions support is 30% of rentable area
- Service circulation factor of 30% of rentable area



Based on these Key Assumptions, concessions requirements are as follows:

Table 4-19 – Concessions Requirements

		EXISTING		PAL 2		PAL 4	
		Count	Area (sf)	Count	Area (sf)	Count	Area (sf)
Landside Concessions	Retail	-	2,464	-	737	-	843
	F&B	-		-	1,289	-	1,475
	Support	-		-	608	-	696
	Service Circulation	-		-	608	-	696
Airside Concessions	Retail	-	23,435	-	6,628	-	7,586
	F&B	-		-	11,599	-	13,275
	Support	-		-	5,470	-	6,259
	Service Circulation	-		-	5,469	-	6,259
TOTAL		25,899		32,408		37,089	

Source: Gensler, 2023

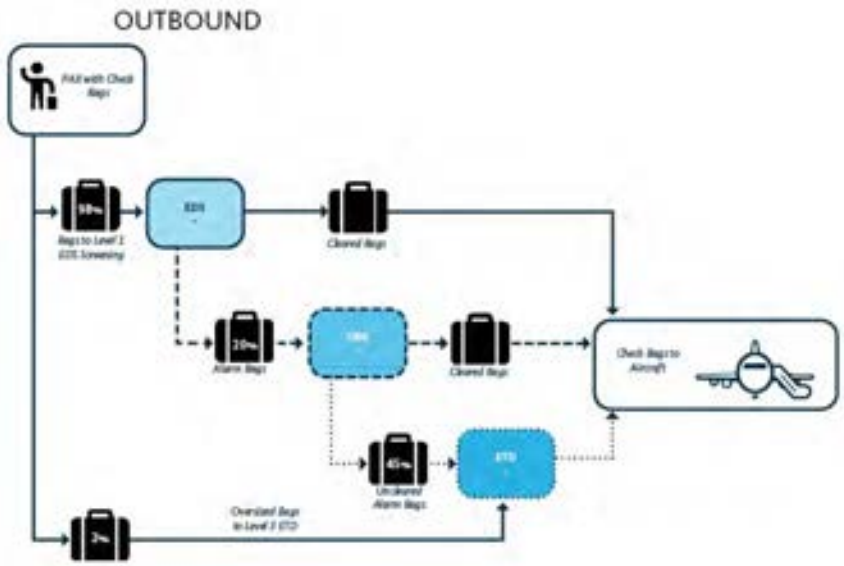
4.3.7 Baggage Conveyance + Screening

The baggage system is made up of the following constituent elements: outbound screening, baggage makeup, and inbound baggage. The system demand and individual areas are programmed using standard processing rates and benchmarked areas.

Baggage Screening – The number of Peak Hour bags (reduced by the oversize ratio) is divided by an Explosive Detection System (EDS) processing rate to determine the number of devices required for Level 1 screening. The bags for Level 2 and 3 screening are divided by their respective screening rates to establish the number of units required. Assumptions about screening rates are shown in the Key Assumptions chart.

Baggage Make-Up – Baggage Make-Up assumes that each device will service three gates, with an allowance for tug circulation space adjacent to each Make-Up unit.

Inbound Baggage – Inbound Baggage is based upon the estimated number of claim devices. This analysis has been completed assuming future continued utilization of a flat plate, through-wall baggage system.



Key Assumptions

OUTBOUND

- Domestic Bag Ratio .75 bags / pax
- International Bag Ratio 2 bags / pax
- 2% oversized bags
- 20% of bags send to Level 2 OSR
- 45% OSR sent to Level 3
- 100% of International transferring bags screened

INBOUND

- 1 Inbound Belt per Narrowbody Claim Device

Table 4-20 – Baggage Conveyance + Screening Requirements

		EXISTING				PAL 2				PAL 4			
		Count (units)	Unit Area (sf/ units)	Extended Area	Total (sf)	Count (units)	Unit Area (sf/ units)	Extended Area	Total (sf)	Count (units)	Unit Area (sf/ units)	Extended Area	Total (sf)
OUTBOUND	Level 1 EDS	-	-	-	23,435	3	1,000	3,000	46,077	4	1,000	4,000	48,677
	Level 2 OSR	-	-	-		2	50	100		3	50	150	
	Level 3 ETD	-	-	-		1	125	125		3	125	375	
	Conveyors and Sorting Matrices	-	-	-		-	-	3,225		-	-	4,525	
	Early Bag Storage	-	-	-		0	0	0		0	0	0	
	Makeup Devices	-	-	-		6	-	11,250		6	-	11,250	
	Outbound Tug Circulation + Operations	-	-	-		-	-	28,377		-	-	28,377	
SHARED	Restrooms + Support	-	-	-	-	-	-	-	1,430	-	-	-	1,430
INBOUND	Stripping Belts	-	-	-	7,051	3	-	585	7,272	4	-	780	9,696
	Outbound Tug Circulation + Operations	-	-	-		-	-	6,687		-	-	8,916	
TOTAL		22,383				54,779				59,803			

Notes:

- Inbound and outbound device identification shown is estimated for the purposes of overall preliminary programming and should be validated by a dynamic analysis.
- Areas shown do not include additional storage or maintenance needed for Mobile Inspection Tables (MITs) if selected for use at this facility.
- This analysis represents a shared approach to Makeup Devices and Stripping Belts, not dedicated use.
- Inbound and outbound oversized lines will also be required/provided, in addition to elevator for non-conveyables. These have not been included in this analysis.
- As of November 2023, improvements to the Baggage Makeup and Screening System are being advanced, with construction activities planned for as early as 2024. The improvements will include an in-line baggage system. The system layout and requirements are being refined and incorporated into the design process.

4.3.8 Baggage Claim

Domestic claim devices are sized by first determining the claim length required to accommodate the expected occupancy of the claim hall. The Peak Hour Domestic Arriving Passenger count is adjusted by the percentage of passengers claiming bags and how many of them are at claim at one time. This number is multiplied by the assumed frontage per passenger with the final length considering passengers will form one and a half rows around the device (each four linear feet of claim will serve three passengers). This length required is divided by the minimum presentation length to determine the number of devices. Positive claim assumes 15 feet of queue around the device and area for passenger circulation.

Baggage Hall Customer Service uses an industry standard SF per passenger ratio of 1 SF per 10 peak hour arriving passengers.

Baggage Services Offices are assumed to be sized at approximately 10% of the total Bag Claim Hall.

Baggage Claim Hall Operations and Support spaces adjacent to the Bag Claim Hall are typically 2.5% of overall terminal operations space.

The Arrivals Concourse size (located between the terminal exits and the bag claim devices) is determined by taking the linear footage of the bag claim hall (devices assumed to be perpendicular to the terminal face) and multiplying it by a nominal 35-foot depth of circulation.

The Arrivals Meeter/Greeter Area is calculated by first determining its occupancy. It is assumed that every tenth passenger will have one Meeter/Greeter, spending 20 minutes within the terminal. This occupancy is then multiplied by IATA LOS standards to determine overall area.

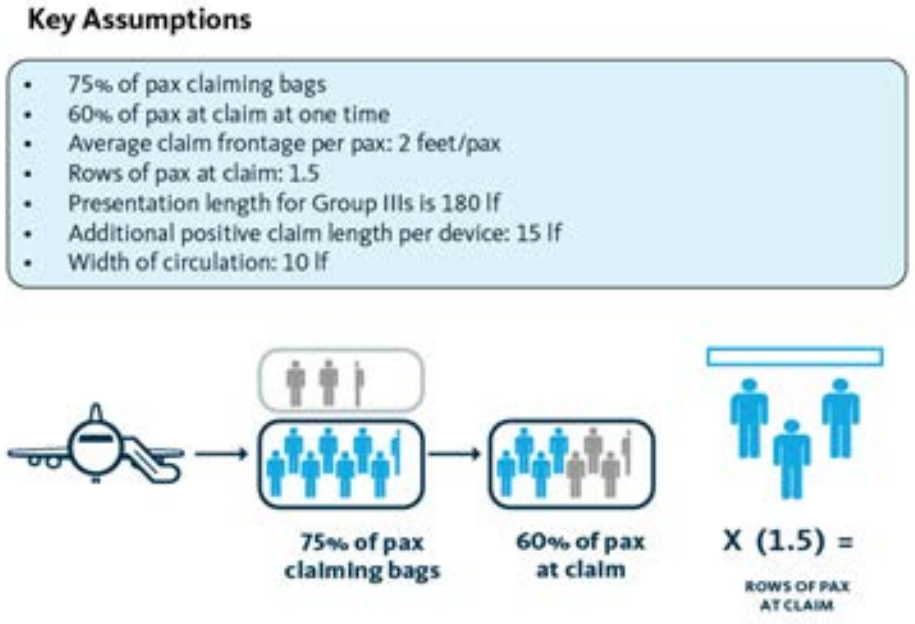


Table 4-21 – Baggage Claim Requirements

		EXISTING			PAL 2			PAL 4		
		Count (units)	Extended Area (sf)	Total (sf)	Count (units)	Extended Area (sf)	Total (sf)	Count (units)	Extended Area (sf)	Total (sf)
DOMESTIC CLAIM DEVICES	Claim Device	**3**	-	**10,597**	**3**	**4,200**	**17,700**	**4**	**5,600**	**23,600**
	Positive Claim Area	-	-		-	**13,500**		-	**18,000**	
DOMESTIC CLAIM HALL SUPPORT	Customer Service	-	-	**1,093**	-	**100**	**100**	-	**200**	**200**
	Baggage Services Offices	-	-		-	**4,750**	**4,750**	-	**4,750**	**4,750**
	Restrooms	-	-		-	**1,631**	**1,631**	-	**1,631**	**1,631**
	Baggage Claim Hall Ops + Support	-	-		-	**600**	**600**	-	**600**	**600**
CIRCULATION	Arrivals Concourse	-	-	**8,644**	-	**5,400**	**5,400**	-	**7,200**	**7,200**
	Meeter + Greeter	-	-		-	**1,088**	**1,088**	-	**1,250**	**1,250**
TOTAL		**17,700**			**31,269**			**39,321**		

Source: Gensler, 2023

4.3.9 Other Program Areas

Based upon benchmarks and typical planning standards, the following assumptions have been used to identify required operations and support areas. These areas are included in the total net building area calculations.

- Operations and Support: 1,000 SF per 100 peak hour passengers
- Back of House Operations and Support:
  - 92% of Total Operations (remainder allocated in public spaces itemized above) allocated as follows:
  - Airlines: 35%
  - Ramp: 20%
  - Terminal: 22%
  - Storage: 10%
  - Tenants/Business Partners: 5%
- Loading Dock: 2 docks for first six Gates with an additional dock for every six additional Gates (rounded up)

Table 4-22 – Other Program Requirements

		EXISTING		PAL 2		PAL 4	
		Count	Area (sf)	Count	Area (sf)	Count	Area (sf)
TERMINAL OPERATIONS	Airline Operations	-	**8,393**	-	**7,200**	-	**8,300**
	Ramp Operations	-	**7,559**	-	**4,200**	-	**4,800**
	Terminal Operations	-	**29,530**	-	**4,600**	-	**5,200**
	Terminal Storage	-	**Inc. Above**	-	**2,100**	-	**2,400**
	Other Tenants/ Business Partners	-	**2,463**	-	**1,100**	-	**1,200**
	Loading Docks	-	**Inc. Above**	**3**	**2,160**	**3**	**2,160**
BACK OF HOUSE RESTROOMS		-	**Inc. Above**	-	**1,016**	-	**1,016**
TOTAL		**47,945**		**22,376**		**25,076**	

Source: Gensler, 2023

In addition, the following areas have been included to account for building operational spaces and envelope. These areas are calculated as a percentage of the total net building areas and have been included in the overall Program Area Summary **Table 4-23**.

- Mechanical, Electrical, Plumbing & IT Systems: 12% of total net terminal area
- Structure: 2% of total net terminal area
- Vertical Circulation: 8% of total net terminal area

An allowance for design variations has not been included in this program at this time. However, it is recommended that an allowance for design variation be included to capture irregular building geometry and inherent inefficiencies when expanding or modifying existing structures.

Regarding the existing terminal apron, a review was conducted of the existing fourteen (14) at-gate aircraft parking positions, and four non-gate Remain Overnight (RON) parking positions. Each position was review for spacing of lead-in lines and wingtip clearances for ADG III. The review identified that separation and the minimum 20’ wingtip clearance is adequate for the ADG III design aircraft. However, certain gate locations with converging lead-in lines must be operated dependently. Thus, aircraft parking (i.e., power-in and push-back) are controlled by the individual airlines. The Airport has a planned apron pavement rehabilitation project commencing in 2025. It is recommended that this project review existing aircraft parking position markings to optimize flexibility and safety.

4.3.10 Programmatic Summary

A summary chart has been generated to capture program information for each of the individual processors and building support areas.

Table 4-23 – Program Area Summary

		Existing Inventory	PAL 2	PAL 4	Recommendations
		Area (sf)	Area (sf)	Area (sf)	
TOTAL PROGRAM	Departures Check-In Hall	**29,663**	**39,085**	**44,020**	There will be a likely need to expand the current ticketing hall to accommodate additional positions.
	Departures Passenger Processing	**12,546**	**19,262**	**22,192**	See note below regarding additional area to be added to the Existing Inventory as part of the ongoing Pre-TSA Expansion project.
	Departures Concourse	**96,285**	**116,842**	**118,238**	Modifications to the existing Gates and Concourse area should be considered to address perceptions of current gate crowding and anticipate future larger design aircraft at each gate.
	Baggage Processing	**22,383**	**54,779**	**59,803**	Areas shown in the PAL 2 and PAL 4 program are indicative of an inline outbound baggage system. PAL 4 numbers also reflect inbound operations to support an additional claim device.
	Arrivals Baggage Claim Hall	**20,334**	**31,269**	**39,231**	Existing Inventory areas at the baggage claim hall areas do not include circulation space between the devices and the rental cars, while the PAL 2 and PAL 4 numbers do. PAL 4 numbers also include addition of one claim device.
	Other Program Areas	**47,945**	**22,376**	**25,076**	Other program areas in the Existing Inventory include Airline Ops, Airport Ops and Other Ops. Future study should evaluate if these will remain in place. If so, those requirements will supersede the standard planning assumptions used to generate PAL 2 and PAL 4 numbers.
SUBTOTAL		**229,156**	**283,613**	**308,560**	
CONCESSIONS		**25,899**	**32,408**	**37,089**	This indicates opportunities for additional airside concessions.
TOTAL NET PROGRAM AREA		**255,055**	**316,021**	**345,649**	
Mechanical, Electrical, Plumbing + IT Systems		25,654	37,923	41,478	-
Structure/ Non-Net Area		N/A	6,321	6,913	-
Vertical Circulation		11,694	25,282	27,652	-
TOTAL		**292,403**	**385,547**	**421,692**	
TOTAL (after Pre-TSA Expansion project)		**315,903**			

Note: Existing inventory areas have been excerpted from Draft Working Paper #1, Table 2-6 Terminal Program Areas and do not reflect ongoing improvements, including the Pre-TSA Expansion project. As of April 2023, the current Pre-TSA Expansion areas include approximately 23,500 sf of new construction and 53,800 sf of renovated area. New construction area consists of Circulation, Concessions and Security Queuing Space. The last row of this chart indicates approximate anticipated overall facility area after completion of the current program.

4.4 Airport Parking and Terminal Curbside

This section summarizes requirements for airport parking facilities and terminal curbside, addressing needs for public parking, employee parking, roadway and curbside, and rental car facilities. Approved enplanement forecasts beginning in 2022 are used to calculate future landside facility requirements. **Table 4-24** shows the approved forecast enplanements year-over-year percentage increase.

Table 4-24 – Approved Enplanements Forecast Percentages

Year	%	Year	%	Year	%	Year	%
2022	34.8	2027	1.6	2032	1.5	2037	1.4
2023	1.7	2028	1.6	2033	1.4	2038	1.3
2024	1.7	2029	1.6	2034	1.4	2039	1.3
2025	1.7	2030	1.5	2035	1.4	2040	1.3
2026	1.7	2031	1.5	2036	1.4	2041	1.2

Source: Master Plan Forecast (2022)

4.4.1 Public Parking Requirements

There are four types of parking products offered to the public at ALB: Short Term (surface), Garage, Long Term (surface), and Economy (surface). Amongst these products, the following facilities provide capacity:

- Short Term Parking Lot – 94 spaces (plus an additional 90 spaces in the North Garage)
- Long Term Parking Lots –1,262 spaces
- North Garage – 1,912 spaces (which includes 90 spaces designated for Short Term)
- South Garage – 1,000 spaces
- Economy Lot – 2,763 spaces
- **Total All Public Parking – 7,031 spaces**

Parking data for Calendar Year 2022 was obtained from the Airport. This data included all vehicle entries and exits using cash, credit, and EZPass payment methods for the previously listed parking products, as well as temporary lots that ceased operation by the end of May 2022. In addition, the Airport allows a 30-min grace period for free parking in all lots, known as Zero Dollar transactions. These transactions only include an exit time and thus an entry time assumption was made that each vehicle was in the lot for 20 minutes. The data was analyzed to determine peak-hour parking activity for each product, as well as an aggregate of the entire system. **Table 4-25** shows the current capacity, as well as peaking information for each parking product in 2022.

Table 4-25 – Public Parking Capacity and Peaking

Parking Product	Current Capacity	Peak Utilization	Peak Time
Short Term	184	235 (128%)	4/20 12:00 PM
Long Term	1,262	1,298 (103%)	4/21 10:20 AM
North Garage	1,822	1,803 (99%)	2/24 5:40 PM
South Garage	1,000	1,116 (112%)	4/9 3:20 PM
Economy Lot	2,763	1,292 (47%)	11/24 2:40 PM
Aggregate System	**7,031**	**5,633 (80%)**	**4/21 11:20 AM**

Source: Jacobsen|Daniels (2023)

It is important to note that the Short Term, Long Term, and South Garage products are all showing over capacity. This is due to the fact that the Zero Dollar transactions do not have entry times and it is unknown the actual timeframe these vehicles remained in the parking areas. It was further determined to use the overall Aggregate System as the baseline peaking date for further analysis. April 21, 2022 was then examined for each of the parking products to determine the peak. **Table 4-26** shows the current capacity, as well as peaking information for each parking product on April 21, 2022.

Table 4-26 – Aggregate Peak Day Peaking

Parking Product	Current Capacity	Peak Utilization
Short Term	184	211 (115%)
Long Term	1,262	1,298 (103%)
North Garage	1,822	1,765 (97%)
South Garage	1,000	1,077 (108%)
Economy Lot	2,763	1,131 (41%)
Aggregate System	**7,031**	**5,633 (80%)**

Source: Jacobsen|Daniels (2023)

As shown in the previous table, Short Term, Long Term, and the South Garage are still reporting over 100% capacity. In these cases, it is assumed that the peak utilization for those products is at 100% and equals the current capacity. For the other parking products, the actual peak utilization numbers are used for the baseline utilization.

Approved forecasts for passenger enplanements were then used to forecast future facility requirements based on the existing baseline utilization numbers and the passenger growth percentages. **Table 4-27** shows the public parking facility requirements for all parking products at the Airport throughout the planning period.

Table 4-27 – Public Parking Facility Requirements

Parking Facility	Existing Capacity (spaces)	Forecasted Capacity (spaces)				
		2022	PAL 1 2026	PAL 2 2031	PAL 3 2036	PAL 4 2041
Short Term	184	184	261	282	302	323
Long Term	1,262	1,262	1,789	1,933	2,074	2,212
North Garage	1,822	1,765	2,502	2,703	2,900	3,094
South Garage	1,000	1,000	1,418	1,532	1,643	1,753
Economy	2,763	1,131	1,603	1,732	1,858	1,983
Aggregate System	**7,031**	**5,633**	**7,986**	**8,628**	**9,256**	**9,874**

Source: Jacobsen|Daniels (2023)

As shown, the forecasted growth for all parking products exceeds the existing capacity beginning in 2026. An additional 2,843 spaces in the aggregate system are needed to meet the demand of the 20-year planning period. Discussions with the Airport indicate that parking currently and regularly hits maximum capacity in several of the parking facilities. Thus, there is an immediate need for additional parking and space should be preserved for future parking facilities at the Airport. Future facilities will be further analyzed in the Development Alternatives section of this report.

4.4.2 Employee Parking Requirements

Employee parking is currently provided at a lot to the west of the terminal apron, at the intersections of the access road and Hockey Lane, which provides 257 spaces. Actual usage data (i.e., entry and exit counts) are not available, therefore an estimate of the existing lot's ability to meet baseline employee demand was based on input from Airport staff. This input has indicated that the existing lot is at 85% capacity at the peak times in the baseline year 2022. Based on the 85% current capacity assumption, the baseline usage for employee parking is 218 vehicles. Using passenger enplanements forecast growth percentages, **Table 4-28** shows the future facility requirements for employee parking.

Table 4-28 – Employee Parking Facility Requirements

Facility	Existing Capacity (spaces)	Forecasted Capacity (spaces)				
		2022	PAL 1 2026	PAL 2 2031	PAL 3 2036	PAL 4 2041
Employee Parking Lot	257	218	309	335	359	384

Source: Jacobsen|Daniels (2023)

Based on the forecasted growth, future demand will exceed existing capacity of the employee parking lot beginning in 2026. An additional 127 spaces are required over the 20-year growth period. Space for additional employee parking should be preserved to meet future demand.

4.4.3 Roadway and Terminal Curbside Requirements

Access to ALB is from and to the south, east, and north via a newly constructed interchange with Interstate 87, the Northway. The interchange (i.e., Exit 3) opened in November 2019 and provides direct access to Albany-Shaker Road which has access to the Airport's entrance and exit roadways. Albany-Shaker Road can also be accessed from the west via New York State Route 7. Field observations and discussions with Airport staff indicated that these roads are adequate for accommodating the future needs of the airport and thus there are no future improvement needs required.

The curbside portion of terminal roadways is where the primary pickup and drop-off functions are accommodated at the Airport. There are two curbside roadways at ALB: an inner road/curb and outer road/curb. The four-lane inner roadway has a southern section intended for passenger drop-off activities and a northern section intended for passenger pickup activities. Commercial vehicles utilize the two-lane outer roadway, accessing it through revenue control access gates. Current estimated curbside areas from Google Earth and airport documentation are as follows:

- Public Lane – 675ft
- Commercial Lane – 670ft
  - Limos and Hotel Shuttles – 170ft (25% of total)
  - Taxis – 200ft (30% of total)
  - Uber and Lyft – 135ft (20% of total)
  - Park N Fly – 165ft (25% of total)

Discussions with the Airport indicated that existing curbside is at 85% capacity at the peak times in the baseline year 2022. Using passenger enplanements forecast growth, **Table 4-29** shows the future facility requirements for terminal curbside requirements. The current percentage split amongst users of the commercial lane is carried forward in forecast years so that the same split remains.

Table 4-29 – Terminal Curbside Facility Requirements

Curbside Designation	Existing Capacity (ft)	Forecasted Capacity (ft)				
		2022	PAL 1 2026	PAL 2 2031	PAL 3 2036	PAL 4 2041
Public Lane	675	573	813	879	945	1,009
Commercial Lane	670	570	809	875	940	1,004
Limos & Hotel Shuttles	*170*	*143*	*202*	*219*	*235*	*251*
Taxis	*200*	*171*	*243*	*262*	*282*	*301*
Uber & Lyft	*135*	*114*	*162*	*175*	*188*	*201*
Park N Fly	*165*	*143*	*202*	*219*	*235*	*251*
Total	**2,015**	**1,714**	**2,431**	**2,629**	**2,825**	**3,017**

Source: Jacobsen|Daniels (2023)

Based on the forecasted capacity, future demand will exceed the existing capacity of the curbside. An additional 334 feet is required for both the public lane and the commercial lane over the 20-year growth period. It should also be noted that these areas are currently in review due to the upcoming terminal checkpoint development.

4.4.4 Rental Car Facility Requirements

Rental car operators have counters located in the passenger terminal building, as well as kiosks in the ready return area of the North Garage. Rental cars are picked up and returned on the ground level of the North Garage, and vehicles are serviced on sites located to the north of Runway 10 along Old Albany-Shaker Road. Service sites encompass 9 acres of land surrounding the Airport. Rental car (ready/return) spaces in the garage are as follows:

- Avis and Budget – 95 spaces (31% of total)
- EHI – 126 spaces (41% of total)
- Hertz – 86 spaces (28% of total)
- **Total Ready/Return – 307 spaces**

For purposes of estimating future facility requirements, ready/return spaces, customer-facing counters, and service sites are considered. Actual usage data (i.e., transactions) were not available, therefore an estimate of the existing facility's ability to meet baseline demand was based on input from Airport staff. This input resulted in the following assumptions:

Service Sites – Assumed to be adequate for future demand. No new Airport owned land would be identified for expansion of rental car services sites.

Customer-Facing Counters/Kiosks – Rental car counters within the terminal will be renovated and adjusted per the on-going terminal design and are assumed to be adequate for existing and future operations. Additional or expanded counters/kiosks within the garage will be defined with expanded ready/return lots.

Ready/Return Spaces – Assumed that existing ready/return spaces are at 85% capacity at peak times in baseline year 2022. With the expansion of Electric Vehicle (EV) infrastructure requirements, as well as typical growth operations, forecasted operations will be in line with enplanements forecasts to ensure that rental car parking areas are expanded in parallel with that demand.

Based on the 85% current capacity assumption, the baseline usage for rental car parking is 261 spaces. The current percentage split amongst rental car companies is carried forward in forecast years so that the same split remains. Using passenger enplanements forecast growth, **Table 4-30** shows the future facility requirements for curbside requirements.

Table 4-30 – Rental Car Facility Requirements

Facility	Existing Capacity (spaces)	Forecasted Capacity (spaces)				
		2022	PAL 1 2026	PAL 2 2031	PAL 3 2036	PAL 4 2041
Rental Car Total	307	261	370	401	430	460
Avis/Budget	*95*	*81*	*115*	*124*	*133*	*143*
EHI	*126*	*107*	*152*	*164*	*176*	*189*
Hertz	*86*	*73*	*104*	*112*	*121*	*129*

Source: Jacobsen|Daniels (2023)

Based on the forecasted capacity, future demand will exceed existing capacity of the rental car ready/return parking lot. An additional 153 total spaces are required over the 20-year growth period. Space for additional rental car parking should be preserved to meet future demand. Expanded capacity will be analyzed within the Development Alternatives section of this report.

4.5 Air Cargo Requirements

Air cargo facilities at ALB are located in the northeast quadrant of the airport property near the Runway 19 approach end. The facility includes a 70,000 SF building and associated approximately 370,000 SF apron area. Current cargo carriers operating out of the facility are UPS, FedEx, and Mobil Air Transport.

The current cargo building and apron are not at maximum capacity. The currently underutilized space will be expanded into by the current cargo operators. Similarly, the apron has space for additional aircraft parking without any pavement expansion.

Overall, the approved forecasts show modest growth for cargo tonnage. The Airport indicated a desire for future cargo expansion for both the building and parking apron. Major growth factors include new cargo operators, such as DHL or Amazon, locating operations at ALB. In terms of landside, the Airport also indicated a need for additional trucking and loading space, as well as employee parking.

For purposes of estimating future facility needs, it is assumed that the current capacities of the existing cargo building and ramp are at 75% and 60%, respectively. Cargo tonnage forecasts (2% per year) and cargo operations forecasts (0.8% per year) were used to estimate the future facility and apron, respectively. **Table 4-31** shows the future facility requirements for cargo facilities.

Table 4-31 – Cargo Facility Requirements

Facility	Existing Capacity (SF)	Forecasted Capacity (SF)				
		2022	PAL 1 2026	PAL 2 2031	PAL 3 2036	PAL 4 2041
Cargo Building	70,000	52,500	56,828	62,742	69,273	76,483
Cargo Apron	370,000	222,000	229,190	238,505	248,199	258,287

Source: Jacobsen|Daniels (2023)

Based on the forecasted capacity, future demand will exceed existing capacity of the cargo building requiring an additional 6,483 SF of space over the 20-year growth period. The cargo apron is within capacity with over 100,000 SF remaining in the 20-year timeframe.

Based on discussions with the Airport and Hub Point, who are the cargo strategic advisors, there is a desire for building expansion, beyond the 6,483 SF, for existing operations and the potential for a new entrant cargo operator. Specific needs are unknown at this time, however the area surrounding the current cargo facilities should be preserved for future development of additional cargo facilities if expanded demand is realized.

4.6 General Aviation Requirements

General Aviation (GA) requirements are developed to accommodate the Fixed Base Operator (FBO) at ALB as they continue to experience growth. In addition to the FBO, the Airport also has airport-owned private hangar facilities and T-hangars, as well as Maintenance, Repair, and Overhaul (MRO) facilities.

4.6.1 Based Aircraft Storage

The approved forecasts indicate 97 current based aircraft: 60 single-engine, 7 multi-engine, 19 jets, and 11 helicopters. Based on discussions with the Airport and the FBO, the based aircraft are stored in the locations shown in **Table 4-32.**

Table 4-32 –Based Aircraft Storage

Facility	Single-Engine	Multi-Engine	Jet	Helicopter
T-hangars	37 (61%)	4 (57%)	0	0
FBO	15 (25%)	0	19 (100%)	0
Private hangars	4 (7%)	1 (14%)	0	0
T-hangar tiedowns	4 (7%)	0	0	0
NYSP/ANG	0	2 (28%)	0	11 (100%)
TOTAL	**60**	**7**	**19**	**11**

Source: ALB and Million Air (2023)

4.6.2 Fixed Base Operator (FBO)

ALB has one FBO, Million Air, located in the southwest quadrant of airport property. The FBO currently operates two hangars with a combined storage space of 43,000 SF, as well as the adjacent apron (approximately 550,000 SF total). The FBO also leases one bay in the Bluebird hangar (approximately 5,000 SF) in the northwest quadrant of airport property.

The Airport is interested in expansion as both of the hangars are currently at capacity. Several of the current based aircraft customers are anticipating to upgrading their aircraft, and the new aircraft will not be able to fit in the current storage facilities. The newest large corporate jets (e.g., Gulfstream 650, Global Express 750) now have lengths and wingspans of over 100 feet and cannot fit within any existing hangars at the Airport. Currently, the FBO cannot house any new customers due to the lack of hangar space available for their aircraft. In addition, an existing initiative to establish a flight school at the Airport would require expanded hangar and apron parking capacity.

The approved forecasts indicate that based jets will grow from 19 in 2022 to 34 in 2041, as shown in **Table 4-33**.

Table 4-33 –Forecasted Based Jet Aircraft

Based Aircraft	2022	2026	2031	2036	2041
Jets	19	22	24	27	34
Net Increase	-	3	5	8	15

Source: Master Plan Forecast (2022)

This unconstrained forecast results in 15 additional jet aircraft at ALB during the planning period. As corporate jets vary widely in size, the specific hangar area needed to accommodate these future aircraft is unknown. Therefore, a planning estimate of 4,000 SF per jet was used for a mid-sized jet, and results in an estimated need for 60,000 SF of additional hangar space by 2041.

However, based on regular inquiries received by Million Air, there already appears to be a latent demand for corporate jet aircraft storage at ALB by companies in Albany, the Hudson Valley, and south to the NYC Metro Area. The FBO estimates a current need for expanded hangar capacity of approximately 50,000 SF to accommodate both existing and future demand. Therefore, the master plan recommends corporate hangar expansion in the short-term of up to 50,000 SF, with appropriate locations reserved for a total of 100,000 SF of new hangar space during the planning period.

While the overall apron adjacent to the FBO is approximately 550,000 SF, only approximately 185,000 SF is available for aircraft parking on the south side of the ramp. This apron space is used solely for transient aircraft, there are no based aircraft parked on the apron. The apron area directly in front of the FBO's north hangar is used for hangar and aircraft staging, not for parking transient aircraft.

Figure 4-12 – FBO Apron



Source: Google Earth and Million Air (2023)

Discussions with the FBO indicate that transient aircraft parking regularly reaches capacity during peak times so there is a desire for more apron space. In order to project the itinerant apron space needed during the planning period, the following parameters were considered:

- The existing itinerant apron is approximately 185,000 SF, which includes taxilanes that cannot be used for aircraft parking.
- The apron is roughly at 50% capacity during non-peak periods.
- During the average day of the peak month (typically August), the apron is at 100% capacity.
- During the peak days of the peak month, the apron can additionally be at 120% capacity.

Using the approved forecast growth, the percentage increase in forecasted GA itinerant operations is shown in **Table 4-34.**

Table 4-34 –Forecasted GA Itinerant Operations

	Existing Capacity (ops)	Forecasted Capacity (ops)				
		2022	PAL 1 2026	PAL 2 2031	PAL 3 2036	PAL 4 2041
GA Itinerant Operations	14,534	15,000	15,900	17,200	17,900	18,700
Percentage Increase		3.2%	6.0%	8.2%	4.1%	4.5%

Source: Master Plan Forecast (2022)

The percentage increase in GA itinerant operations is then applied to the existing capacity of 185,000 SF to determine itinerant apron facility requirements shown in **Table 4-35.** The future itinerant apron demand for 2041 shows the need for approximately 53,000 SF in additional apron.

Table 4-35 –Forecasted GA Itinerant Operations

	Existing Capacity (SF)	Forecasted Capacity (SF)				
		2022	PAL 1 2026	PAL 2 2031	PAL 3 2036	PAL 4 2041
Itinerant Apron	185,000	190,920	202,375	218,970	227,948	238,205

Source: Jacobsen|Daniels (2023)

4.6.3 Private Hangars and T-Hangars

The Airport owns and leases several private hangars in the northwest quadrant of airport property. There are currently two hangars (18,000 SF total) and one additional private hangar, known as Bluebird (20,000 SF). The Bluebird hangar has four bays: one is leased to the FBO, one is leased to a private individual, and the other two are leased to Cape Air for maintenance. ALB currently has three 10-bay nested T-hangars and one 11-bay nested T-hangar totaling 41 units of aircraft storage for general aviation aircraft.

The approved based aircraft fleet mix breakdown is 60 single-engine (SE) and 7 multi-engine (ME) aircraft at ALB. There are four based SE and one based ME located in the private hangars. There are 11 based helicopters and two ME aircraft operated by and located at the New York State Police (NYSP) and Air National Guard (ANG) facilities. These are not included in aircraft storage facility requirements and those facilities are assumed to be adequate for the future needs of the

NYSP and ANG. Using the based aircraft splits and if both the private hangars and T-hangar tiedown parking remains constant, the need for space for SE and ME aircraft is shown in **Table 4-36.**

Table 4-36 –SE and ME Aircraft Facility Requirements

Facility	Existing Capacity (aircraft)	Forecasted Capacity (aircraft)				
		2022	PAL 1 2026	PAL 2 2031	PAL 3 2036	PAL 4 2041
T-hangars	41	41	39	37	36	32
Private Hangars	5	5	5	5	5	5
T-hangar Tiedowns	4	4	4	4	4	4
TOTAL	**50**	**50**	**48**	**46**	**45**	**41**

Source: Jacobsen|Daniels (2023)

As indicated in the approved forecasts, there is an overall decrease in SE and ME aircraft based on national trends. However, discussions with the Airport and FBO indicate that due to ALB's geographic location, they expect the desire for T-hangars to remain constant. While there is no official waiting list, the FBO indicated that they receive regular inquiries regarding hangar space at the Airport. There is space for additional T-hangars in the current T-hangar area in the southeast quadrant; that area should be retained for potential additional T-hangar construction. Additional options will be explored in the development alternatives of the master plan.

4.6.4 Maintenance, Repair, and Overhaul (MRO) Facilities

ALB has two MRO facilities at the Airport: CommuteAir (subsidiary of United Airlines) and Piedmont (subsidiary of American Airlines).

CommuteAir

CommuteAir occupies two hangars and office space in the northwest quadrant of the airport property (31,000 SF total). CommuteAir is currently servicing Embraer 145 aircraft and is expecting to upgrade to Embraer 175 aircraft in the second half of the 20-year planning period. The size, space, and layout of their facilities are adequate for current E145 operations. However, the hangar door heights are approximately 30 feet tall and cannot fit the Embraer 175 which has a tail height of 32 feet. If CommuteAir were to relocate from these hangars, they could be repurposed for use by any corporate jets, including the new larger sizes.

The employee parking lots are sufficient, although outside entities sometimes park at the lot adjacent to their office space. There is a desire to relocate the fencing that runs along the adjacent cul-de-sac and the Airport is considering this in the future. Regarding the layout of the two hangars being perpendicular to each other, this does not cause an issue and there is no desire to redesign hangars to a linear layout.

Piedmont

Piedmont is located in a hangar in the southwest quadrant off the GA apron, near the Runway 1 approach end (30,000 SF). Piedmont does not occupy the entire building; occupied areas include the main hangar space on the north side while the south office space remains vacant (previously occupied by CommuteAir). There is a desire to rent the additional office space so that offices located inside the hangar may be relocated to give space for shop and maintenance areas.

Piedmont currently services Embraer 145 aircraft but expects to upgrade to Embraer 175 aircraft within the planning period. The Embraer 175 aircraft will not fit in the current hangar as the tail height is too high, so when these upgrades occur, there will be a need for larger hangar space. The current hangar door is approximately 23 feet tall. If Piedmont were to relocate from this hangar, it could not be repurposed for large corporate jets and would only be sufficient for small and mid-size jets.

Regarding Piedmont's operations, the company is currently growing and expects to double the total aircraft fleet from approximately 50 to 100 in the future. Piedmont is unsure of size requirements for future facilities, as it would depend on what aircraft are being serviced, but would need at least three overnight spaces within a future hangar. ALB's geographical location is essential to the existing Piedmont operation, due to the close proximity to the primary northeastern hubs.

During discussions with Piedmont, they did note several issues with the current facilities. Aircraft at Million Air complete run-ups just north of the Piedmont parking lot. There is a desire for a jet blast wall or other similar installations to mitigate the overall jet blast from the run-up operations. Inside the hangar, there is a desire for an upgraded break room as well as servicing for heat and air conditioning. The power supply is inadequate for the needed electronics including space heaters for temperature affected materials. The employee parking lot on the north side is frequently almost at or at full capacity, especially during overnight shifts. Options will be analyzed to alleviate existing capacity constraints within the existing facility location.

Future MRO Facilities

The existing demand is four Embraer 145s for CommuteAir and three Embraer 145s for Piedmont. Both companies indicated a future upgrade to Embraer 175s, which are approximately 30% larger than the 145s. The future demand is based on airline operational needs and business strategies, and the current aircraft demand will remain consistent. Both facilities will need to be replaced as neither has the height to accommodate the E175s. For planning purposes, two facilities of 40,000 SF each with appropriate apron/taxilane access should be accommodated.

4.7 Support Facilities

Requirements for support facilities were developed to include airport maintenance facilities, Air Traffic Control (ATC), Aircraft Rescue and Firefighting (ARFF) facilities, and aircraft fueling facilities.

4.7.1 Airfield Maintenance Facilities

The Airport has a dedicated Airport Maintenance and Snow Removal Equipment (SRE) facility area located in the northeast quadrant of the airport, adjacent to the control tower. **Figure 4-12** depicts that layout of the existing 4-acre complex, containing approximately 38,000 square feet of storage space. In addition, vehicle and sand storage facilities are located in the southwest and northwest quadrants, respectively.

Figure 4-13 – SRE & Maintenance Buildings



The Airport has determined the equipment and storage buildings are needed to maintain the Priority One clearing areas of the airfield satisfy FAR Part 139 requirements. As such, the vehicles and SRE buildings should be maintained throughout the planning period. The airport houses and maintains additional vehicles for maintenance and support beyond those required for the Priority One clearing. The existing airport maintenance complex includes room for expansion, and Airport Operations has indicated a goal of constructing additional unheated storage space for these vehicles and equipment. The location for the additional maintenance facilities is reviewed in the Development Alternatives section of this report. It is acknowledged that this potential expansion may not be eligible for FAA funding as it is beyond the requirement of the Airport's Part 139 operating certificate. Nevertheless, the master plan will ensure that such facilities are planned and located in an appropriate layout for the long-term planning period.

4.7.2 Air Traffic Control

The Air Traffic Control Tower (ATCT) is located in the northeast quadrant of airport property. The current location is sufficient, and the Airport is in the process of completing repairs and upgrades to the current facility. ATC personnel indicated that the FAA is purchasing electric vehicles and there will be a need for charging stations onsite. The height of the ATCT requires the removal and maintenance of trees within the northeast quadrant of the airport to maintain the line-of-sight

to the runway approaches and taxiways. All other areas of the airfield have a clear line-of-sight to the ATCT.

4.7.3 Aircraft Rescue and Firefighting (ARFF)

The Airport's Aircraft Rescue and Firefighting (ARFF) services are accommodated in an approximately 18,000 square foot facility located in the southwest quadrant of the Airport, within the GA/FBO apron and facilities. The 25-year-old station includes six vehicle bays, and 8,000 square feet of supporting space. Based on the current and forecast passenger airline service, with a Boeing 737 critical aircraft (i.e., ADG III), the current ARFF Index C is not forecast to change during the planning period. The existing station and equipment meet the federal requirements and will be maintained throughout the planning period.

Although the facility satisfies FAR Part 139 requirements, the station is undersized for its current and future staff, equipment, and services provided to the Airport as a whole, including the support provided to the terminal complex. The facility and staff would benefit from additional vehicle bays, as well as living quarters, office space, etc. **Table 4-37** through **Table 4-39** show the needs based on existing operations and local practices (i.e., which are above the minimum federal mandates per Part 139).

Additionally, the existing location of the ARFF building is constrained due to public roads, adjacent buildings/hangars and the FBO/general aviation apron. There is no space to improve the facility in its current location. Similarly, the station prevents the needed expansion of adjacent general aviation facilities. The apron in front of the Station is marked 'NO PARKING FIRE LANE', but as a non-movement area, aircraft and service vehicles may pass through the station's airside ramp without the control of the ATCT. During summer peak GA activity and winter deicing operations, aircraft must be prevented from encroaching into this area to maintain safety and response requirements. On the non-secure side, vehicle parking for the FBO, US Customs, and the Aeronautical Technology Institute (ATI) school overflow to the ARFF station's parking lot at times. The proximity of these other airport activities prevents effective segregation from the ARFF station.

Therefore, the long-term relocation of the ARFF Station is recommended to a location that permits for the provision of all facilities for existing and future needs, without the potential for impacts to other Airport services. Options for relocation of the ARFF facility are analyzed as part of the development alternatives of this master plan, following the site selection guidance of FAA AC 150/5210-15.

Figure 4-14 – Existing ARFF Station



Per FAA policy, relocation and other improvements should be considered as the facility reaches 40-years in age during the latter half of the planning period. This master plan provides the initial review and reservation of appropriate locations for a new station. It is acknowledged that the tables below list facilities that exceed those needed for Part 139, and thus may not be fully eligible for AIP funding.

Table 4-37 – ARFF Business Area Office Requirements

Office	Current	Future Need	Deficit
Office – Chief	1	1	0
Office – Deputy Chief	0	1	1
Office – Training Chief	0	1	1
Office – Training Assistant	0	1	1
Office – Captain	1	2	1
Office – Lieutenant	0	2	2
Office – Codes Plans Review	0	1	1
Training Room	1 (24 people)	1 (40 people)	
Training Storage	140 SF		
Radio Room/Dispatch	1	1	0
Decon Room/Laundry	1	1	0
Gear Room	0		
Secured Document Storage	140 SF		
First Aid Room	56 SF	Double	
EMS Storage – Secured	55 SF	Double	
EMS Storage – Unsecured	108 SF	Double	
Hazmat Storage	80 SF	double	
SCBA Filling Room/Workshop	100 SF	Double	
Extinguisher Storage Room	95 SF	Double	
Custodial Storage	145 SF	Double	
Equipment Storage Room	160 SF	Double	
Foam/F3 Storage	Racks for 7 265 Totes	Racks for 10 Totes	
Dry Storage	Racks for 10 Pallets	Racks for 20 Pallets	

Source: ALB ARFF management (2023)

Table 4-38 – ARFF Living Area Requirements

Living Area	Current Room (Capacity)	Future Need (Capacity)	Deficit
Kitchen	1 (6)	1 (8)	
Firefighter Bunkrooms	4 (8)	6 (12)	
Captain Bunkrooms	2 (4)	2 (4)	2
Radio Room Bunk	1	1	0
LT Bunkrooms	1	1	0

Source: ALB ARFF Staff (2023)

Table 4-39 – ARFF Apparatus and Equipment Requirements

Equipment	Current	Future Need	Deficit
Extra Large Vehicles	3	3	0
Large Vehicles	1	1	0
MCI Trailer	1	1	0
Hazmat Trailer	1	1	0
UTV/Parking Garage High Pressure Unit	1	1	0
Pickup Truck	1	1	0
Chief Truck	1	1	0
DC Truck	0	1	1
Stair Truck	0	1	1
Foam Truck	0	1	1

Source: ALB ARFF Staff (2023)

4.7.4 Aircraft Fueling Facilities

Aircraft fueling facilities are located at a single fuel farm located in the northwest quadrant of airport property which is operated by Million Air. The fuel farm consists of nine tanks with a total capacity of approximately 400,000 gallons. In addition, there is a glycol mixing station. While the Airport indicates that the tank sizes are currently adequate, there is space for an additional large tank in the northeast quadrant of the fuel farm. In addition, the fuel farm layout is not optimal and causes some constraints due to tank location and truck flow. There is a desire for an additional pad with a canopy on the south side of the farm so that trucks can access the glycol mixing station; currently, the trucks are accessing it through the Avgas rack which can cause delays while the glycol trucks are filling and Avgas trucks are needing to be filled.

Future facility requirements for fuel tank capacity were analyzed using approved forecast growth for total operations. **Table 4-40** shows the future facility requirements for fueling operations.

Table 4-40 – Fuel Facility Requirements

Facility	Existing Capacity (gallons)	Forecasted Capacity (gallons)			
		2026	2031	2036	2041
Fuel	400,000	495,152	512,900	538,654	564,381

Source: Jacobsen|Daniels (2023)

In addition to the fuel farm, there was previously a self-serve Avgas facility located at the T-hangars. This tank was removed in 2022 due to its deterioration and the inability to be refurbished. Since the removal of the tank, aircraft located at the T-hangars must taxi over to the FBO ramp to get fuel. There is a need to have another self-serve Avgas facility at the T-hangars in the future, for convenience and safety (eliminate unnecessary runway crossings). The decommissioned fueling area should be retained for that purpose.

5 Development Alternatives

To satisfy the facility requirements identified in **Chapter 4**, numerous concepts, site configurations, and development options were created and reviewed for the various components of the Airport. In many circumstances, multiple alternatives were identified, but eliminated early in the planning process from further consideration. The concepts deemed most reasonable to support the long-term operational sustainability of the Airport were identified and carried forward in the evaluation.

5.1 Introduction

This chapter includes separate concepts and configurations for the airfield, passenger terminal facilities, air cargo, general aviation, and support facilities. The number of potential recommendations is substantial; however, it is emphasized that although projects may be desired, they may not necessarily be financially or environmentally feasible. As such, recommendations presented within this chapter do not ensure that they will be implemented and will require further feasibility assessments and environmental reviews should they be advanced. Chapter 6 of this Master Plan provides an environmental overview of the Airport as a whole and identifies existing environmental conditions. The alternatives and concepts discussed in this chapter consider the findings presented in Chapter 6.

The overall effort refined the final strategy into actionable recommended projects for implementation in phases. The philosophy of the Albany County Airport Authority (ACAA) and this Master Plan is to develop a comprehensive and integrated plan for all foreseeable needs over the 20-year planning period, but only construct new facilities as actual needs are confirmed.

Regardless of timeframe or activity level, the overarching principles guiding facility recommendations are to provide an elevated level of customer (i.e., passenger) service and promote regional economic wellbeing while accommodating the evolving business model of the airlines and airport tenants. For some functional areas, such as the airfield, the logical recommendations were distinctly apparent as they are driven largely by Federal Aviation Administration (FAA) design standards as well as by existing infrastructure and available property. In contrast, improvements related to the passenger terminal buildings and vehicle parking have greater variability in their configuration. This is due to potential financial feasibility and implementation challenges and their influence on surrounding Airport facilities.

During the identification of facility requirements, it became evident that the Master Plan would not consist of all-encompassing or competing alternatives for development of the Airport. Rather, the concepts and alternatives presented consist of a series of separate improvements that are assembled into the overall strategy. As such, individual components were reviewed and recommended separately to develop the preferred overall improvements program.

5.2 Airfield Development Concepts

This section identifies and evaluates potential airfield improvements that will enhance the overall safety, efficiency, reliability, and capacity of the airfield at ALB. Aircraft flows between the runway system and various functional areas (e.g., terminal area, air cargo, and general aviation) have been considered. The concepts were developed through qualitative review of the following considerations:

- FAA airfield design standards
- Construction and operating costs
- Operational changes and considerations
- Construction impacts, including ease of phasing and construction
- Safety and reliability considerations
- Airspace considerations
- Environmental considerations
- Community acceptance

As discussed within previous sections of the Master Plan, the goal is to plan for a safe and operationally efficient airfield. This can be accomplished by meeting the following objectives:

- Adhere to FAA design standards, reducing/eliminating Modifications of Standards
- Accommodate all existing and projected users as practical
- Reduce runway crossings (particularly in the middle third of runway) to improve safety
- Reduce risk of pilot confusion
    - Reducing the number of taxiways intersecting at a single location
    - Eliminating acute angle intersections
    - Increasing the pilot's situational awareness (proper signage and marking)
    - Avoiding wide expanses of pavement
    - Increasing visibility to other aircraft
- Determine the ultimate Airport Layout

The Facility Requirement chapter concluded that additional airfield facilities are not needed for capacity purposes. This section considers potential needs for safety improvements, including FAA established design standards, which have been revised and expanded in the past several years. Additionally, alternatives seek to improved airfield accessibility to locations on the airport that could be developed for aeronautical use. This review includes the three key components of the ALB airfield: Runways, Navigational Aids, and Taxiways.

Airfield facility requirements are primarily determined by the critical aircraft (aircraft with the longest wingspan, highest tail, and fastest approach speeds) that conducts "regular use" of the

airport as a whole, and also to specific runways and terminal/landside facilities. FAA AC 150/5000-17 defines "regular use" as 500 annual operations, including both itinerant and local operations but excluding touch-and-go operations, as presented in Chapter 4.

5.2.1 Runway and Navigational Aids (NAVAIDs)

The facility requirement evaluation identified the need for both runways in their current configuration, length and width, as well as with the existing equipped NAVAIDs. The evaluation acknowledged that crosswind coverage provided by the primary Runway 1/19 justifies crosswind Runway 10/28 for smaller aircraft per FAA policy. However, based on regular current use by larger commercial aircraft and frequent westerly winds, Runway 10/28 must be retained and maintained for Airplane Design Group (ADG) III aircraft throughout the planning period. As discussed in Chapter 4, Section 4.2.3, the crosswind coverage is not adequate for a majority of the C-III commercial aircraft during the operational hours of the winter months.

No additional NAVAIDs are needed at ALB. However, the current Instrument Landing System (ILS) for Runway 1 is supported by a MALSR lighting system with Special Authorization (SA) for Category II procedures. It is important the MALSR approach light system be maintained with the SA capability. As discussed in Section 4.2.5, the MALSR is currently in very poor condition and in need of immediate replacement. As an alternative, the FAA could upgrade the approach lighting to a higher capability ALSF-II system; however, the Airport's needs include the Category II capability which are met through the SA Category II approach capability with a MALSR system. The MALSR system is adequate as long as it can continue to support this capability. Pursuing an upgrade to the ALSF-II system is not a priority, as long as the SA CAT II approach can be maintained via the current MALSR system, due to the high cost of installation, maintenance, and the downtime in which a full ILS approach would not be available to pilots. Lastly, it is noted that the system is owned by the FAA's Airport Technical Operations (ATO) Division and requires coordination for the system's replacement to ensure the resiliency and safety of ALB's primary approach.

5.2.2 Taxiway Alternatives

Aircraft ground movement at ALB is supported by a system of taxiways providing access to all portions of the airfield. However, the system is set up to serve the western quadrants of the airfield where the majority of aircraft activity is located (e.g., passenger terminal, FBO, and MROs). Additionally, portions of the existing taxiway system are considered non-standard with regard to current FAA design standards or are such that an improved configuration could reduce the risk of pilot confusion and thus a runway incursion. The following taxiway alternatives were developed with the aforementioned considerations and adherence to FAA design standards, and depicted in **Figure 5-1**.

ALBANY
INTERNATIONAL AIRPORT

GRAPHIC SCALE (FEET)

0 400 800 1600

530'

LEGEND

- Proposed Airfield Pavement
- Proposed Airfield Pavement Removal
- Airport Property Line

Figure 5-1
Airfield Alternatives

Full Parallel Taxiway Alternative

A majority of the future landside development will be located on the eastern side of the airfield (as will be discussed later in this chapter). As such, a full parallel taxiway located east and serving the primary Runway 1-19 would prevent unnecessary runway crossings by aircraft and provide access to portions of the airfield that can be developed for aeronautical use.

The proposed parallel taxiway is depicted at 75 feet wide, following ADG IV and Taxiway Design Group (TDG) 5 standards, allowing for use by Airbus A300 widebody aircraft utilized by the cargo operators discussed in Chapters 3 and 4. The taxiway would require an offset of 530 feet from the Runway 1-19 centerline (greater than the FAA minimum of 400 feet) due to the existing ILS glideslope facilities located east of both ends of the runway. Additionally, the Very High Frequency Omni-directional Range (VOR) facility would need to be relocated or removed to construct the taxiway.

The Full Parallel Taxiway Alternative includes the following improvement:

- Addition of crossing Taxiways 'B' and Taxiway 'E', as these location provide nearly ideal exit locations for landings on Runway 1/19.
- Removal of portions of Taxiways 'D' and 'G' as having more than 3-nodes at their intersection
- Modification of Taxiways 'M' and 'Q' to mitigate the nonstandard direct apron-to-runway access.
- Removal of Taxiway 'J' due to non-standard intersection angles. The function of Taxiway 'J' will be replaced when the east side parallel taxiway is constructed.
- Update existing taxiway connector fillets to current FAA standards.

The parallel taxiway will require relocation of a portion of the existing vehicle service road, as well as a small amount of property acquisition from the Town of Colonie (approximately 0.3 acres) due to the safety areas in the northeast quadrant of the airfield.

Table 5-1 – Full Parallel Taxiway Summary

General Layout	
Provides a new parallel taxiway to the main runway that will prevent the need for runway crossing and provide access to developable areas of the airfield. Runway offset is planned for 530 feet and width of 75'.	
Opportunities	**Constraints**
✈ Provides more efficient aircraft movement for developments proposed in the Northeast and Southeast Quadrants ✈ Provides access to airfield areas with aeronautical development potential ✈ Brings current taxiway connectors to FAA design standards ✈ Improved safety and efficiency	✈ Requires relocation/removal of VOR ✈ Requires realignment of service road in Northeast Quadrant ✈ Requires property acquisition in Northeast Quadrant ✈ Presence of wetlands in Southeast Quadrant ✈ High cost of over $50 million

Taxiway 'C' Realignment

Taxiway 'C' is the parallel taxiway serving the south side of Runway 10/28. The portion of the taxiway located in the Southwest Quadrant is currently co-located with the Terminal Apron where aircraft are pushed-back from the gates. As such, this portion of Taxiway 'C' is a Non-Movement area not under the control of Air Traffic Control (ATC). Additionally, minimum standard runway to taxiway separation is not maintained (i.e., runway-taxiway separation tapers to as low as 350 feet starting from the last 600 feet towards the Runway 10 end connector).

This alternative depicts realigning Taxiway 'C' to meet the standard 400-foot runway to taxiway separation, and adding a separate terminal apron taxilane. This configuration would properly delineate aircraft movement within the terminal apron give back control of the full length of Taxiway 'C' to ATC. However, additional modifications to the terminal footprint layout of Concourse A will be required as aircraft pushing back from the gates would result in encroaching on the realigned Taxiway 'C' TOFA and TSA. As part of this project, the geometry of Taxiway 'K' on the south side of the runway should be updated to a standard 90 degree angle.

Table 5-2 – Taxiway 'C' Realignment Summary

General Layout	
Realign Taxiway C to a standard 400 foot offset, providing a clear delineation between the terminal non-movement area and the ATC-controlled Taxiway 'C'	
Opportunities	**Constraints**
✈ Improve Taxiway 'C' to standard offset distance to Runway 10-28 ✈ Can enable Taxiway 'C' under ATC control, with Concourse B modification ✈ Provides separation from taxiway to terminal apron	✈ Reduces terminal apron space ✈ High costs, without increasing capacity

Taxiway 'P' Extension

Currently, the end of Runway 10 end is serviced by only one taxiway exit, which connects to Taxiway 'C'. As such, during conditions in which Runway 28 is active, landings where aircraft conduct a full rollout are required to taxi into the non-movement area on the commercial terminal apron with the existing Taxiway 'C' configuration. Aircraft landings where the destination is anywhere north of Runway 10/28 should have the ability to exit to the north and therefore avoid crossing the active runway.

This alternative depicts an extension of Taxiway 'P' connecting to the Runway 10 end. This would allow for any aircraft landings to circumvent the commercial terminal apron, especially for aircraft destined for the Northwest and Northeast quadrants. The taxiway width is shown as 50 feet for the current critical aircraft. At the time of the project, consideration should be given to a larger 75 foot width for use by Airbus A300 aircraft if justified by regular use. As part of this

project, the geometry of Taxiway 'K' on the north side of the runway should be updated to a standard 90-degree angle.

Table 5-3 – Taxiway 'P' Extension Summary

General Layout	
Taxiway 'P' Extension to the west end of Runway 10 to improved safety and efficiency.	
Opportunities	**Constraints**
✈ Provides more efficient aircraft movement ✈ Improved safety by reducing runway crossings ✈ Satisfy FAA design standards ✈ Improved geometry of Taxiway K	✈ Additional facility to maintain

Direct Apron-to-Runway Access

Section 4.2.7 identified the existing non-standard conditions where runway access is provided from an airport apron, without the need for a turn. This is now a non-standard taxiway configuration as this geometry may increase the potential for pilots to enter the runway inadvertently. Advisory Circular 150/5300-13B recommends eliminating these configurations when the taxiway is reconstructed. Each of these configurations at ALB is recommended to be addressed during the planning period. The main terminal apron includes four of these non-standard layouts, but reconstruction in not needed in the next 10 years. As such, the upcoming terminal apron rehabilitation project (design 2025) will use that opportunity to evaluate the feasibility of addressing this runway access as part of the apron design. ALB will work with FAA to determine if the apron rehabilitation can incorporate the taxiway improvements in each of the four locations.

5.3 Passenger Terminal Building

While the FAA, pilots, and controllers see the airport as a system of runways, taxiways, and airspace, with various support facilities, passengers see the terminal building as the face and front door of the Airport. The terminal building is often referred to as the gateway to the community. The airline passenger is often unaware or indifferent to the remainder of the airport beyond the terminal complex. For this reason, the passenger terminal convenience, amenities, and operation are of critical importance to the Albany County Airport Authority (ACAA).

Prior to COVID-19, the Airport had reached 1.5 million annual enplanements, with the master plan forecast exceeding 2 million in 20-years. As existing terminal complex deficits have already been identified, potential future passenger growth will result in further inconvenience and impacts to passengers. To address these, this section identifies potential improvements and concepts for the ALB passenger terminal. The Master Plan's terminal development evaluation was approached in the following three stages:

- ✈ Overall Location and Terminal Improvement Models
- ✈ Short-term Concepts and Ongoing Projects
- ✈ Long-Term Development Concepts

5.3.1 Overall Location and Terminal Improvement Models

The initial step in the terminal planning included addressing two broad questions:

1. Should ALB improve/expand the passenger terminal in the current or an alternate location?
2. What terminal building configuration would work best in the long-term?

The first question is fairly rhetorical in that all previous infrastructure (buildings, parking, curbside, etc.) is provided in the existing Southwest Quadrant of the airfield, including substantial investment in improved facilities over the past 20 years. However, the current location has no remaining undeveloped area for expansion. Therefore, additional requirements can only be accommodated by rebuilding or expanding existing facilities, or replacing support buildings with those directly serving passengers. As an example, to address the identified passenger parking deficit, additional parking capacity can only be provided remotely, or via additional structured parking garages.

If the Airport was to legitimately consider relocating the terminal complex, a larger available location would be needed. As discussed throughout the master plan, the airport is 'land poor', with few undeveloped areas and none with the size necessary to be considered for a new terminal facility. **Figure 5-2** below identifies property in the Southeast Quadrant available for aeronautical developed with proximity to Interstate 87; however, it can be seen that this site is smaller than the space available in the current terminal area. Therefore, no further evaluation for relocating passenger facilities was considered in this study.

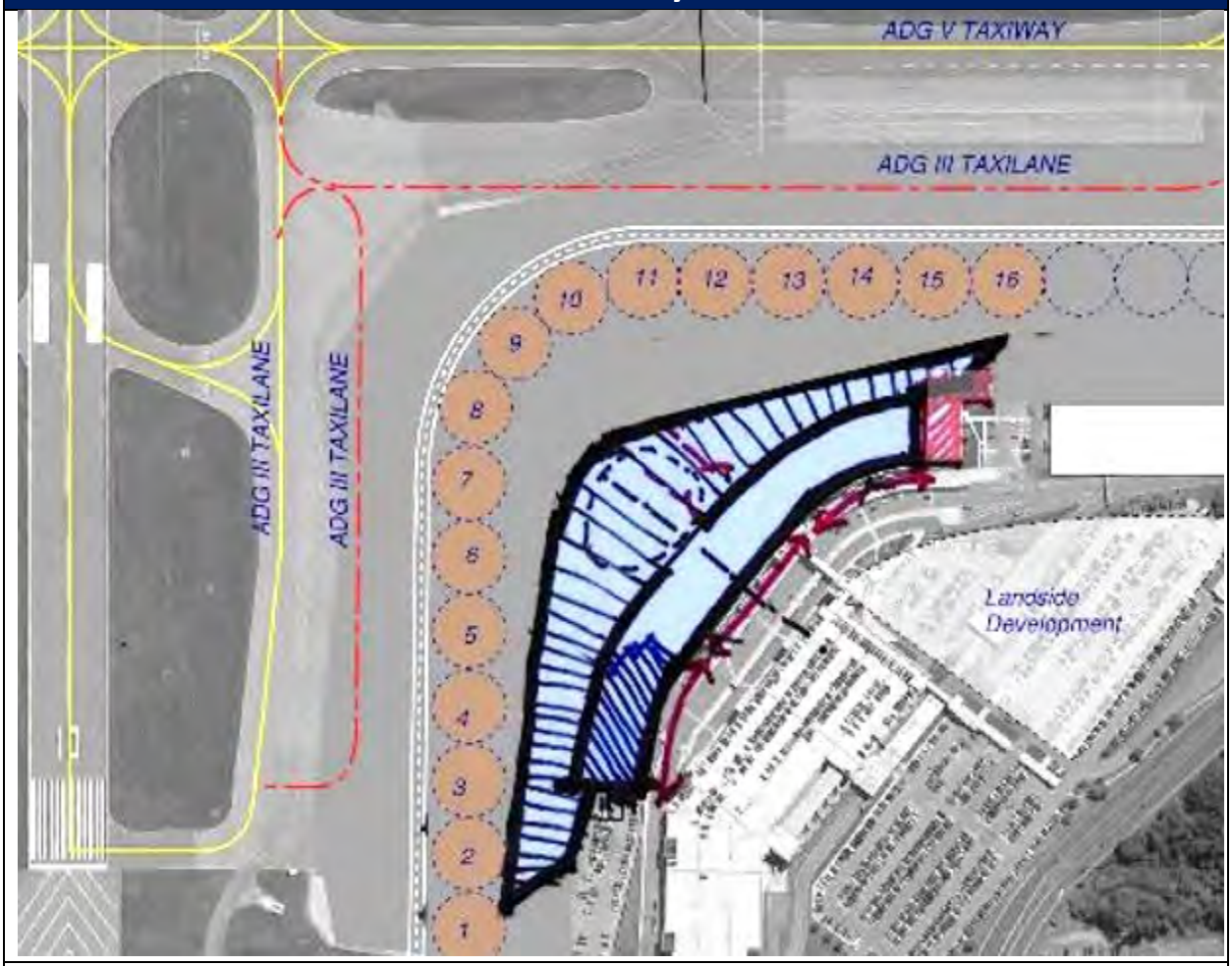
Figure 5-2 – Potential Terminal Complex Locations



The second question regarding the terminal building configuration was evaluated early in the terminal planning effort. The specific question involves how the Airport can best expand the terminal (i.e., security checkpoint, departure holdrooms, concessions, etc.) as activity grows within the space available. For this effort, several models or schematic concepts were identified early in the planning effort. This initial 'brainstorming' activity provides a very high-level review that provide a foundation for the ultimate recommendation based on overall practicality and feasibility . Three of these early concepts are described below in **Tables 5-4, 5-5**, and **5-6**.

Table 5-4 – Integrated Terminal and Concourses

General Layout



The current terminal model consists of a traditional terminal headhouse, with corridors that connect to the concourses and gates. This concept changes that arrangement by integrating the headhouse with the holdrooms/gates.

Advantages:	Disadvantages:
✈ Potential for larger total building area ✈ Retains existing curbside/parking ✈ Improved integration of concession and other services	✈ Complete replacement of the existing concourses ✈ Difficult construction phasing ✈ High construction costs

Source: Gensler

Table 5-5 – Expanded Terminal to Southwest

General Layout



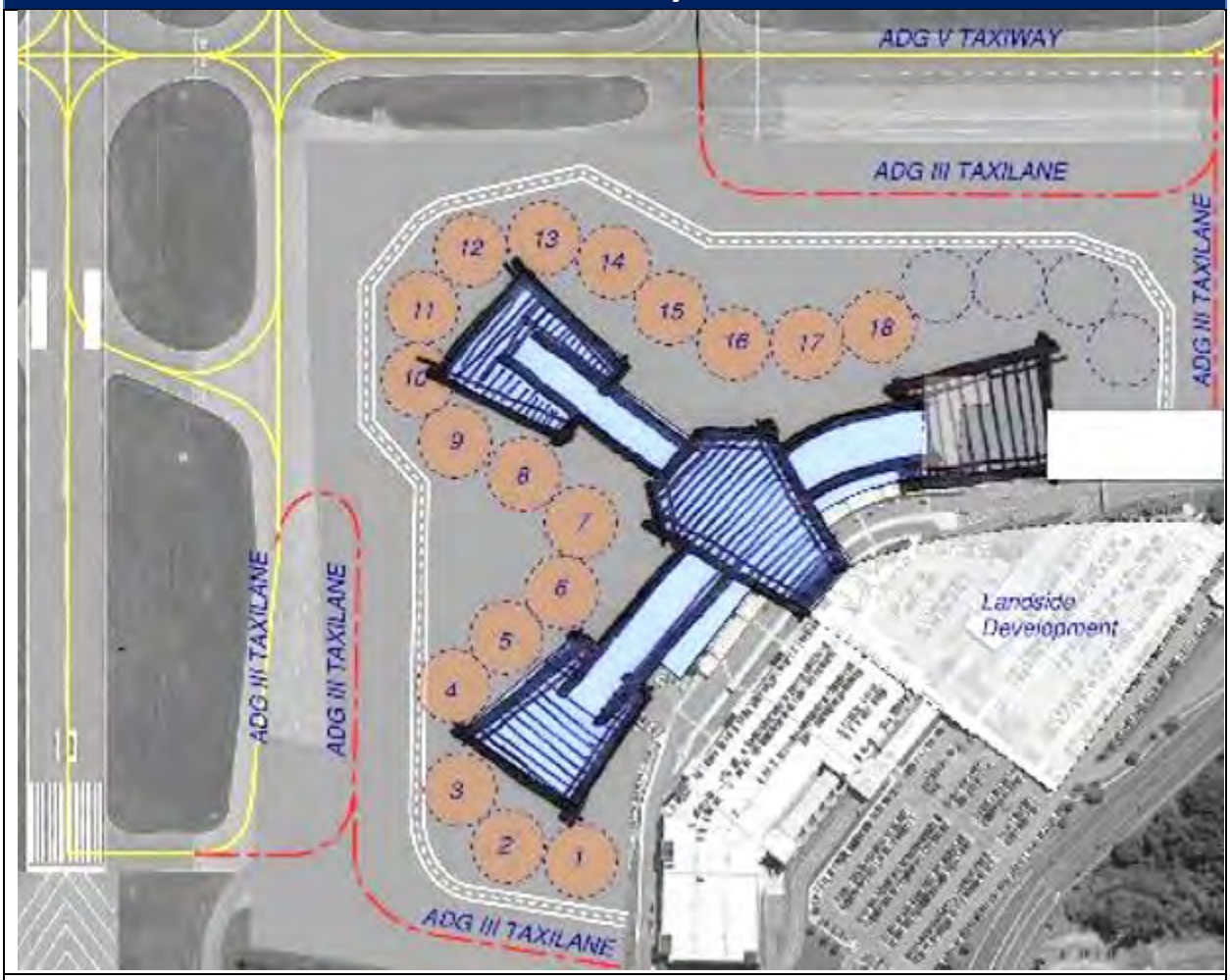
During the initial terminal planning, the most critical facility shortfall identified was the TSA passenger security checkpoint processor. The location of the terminal curb hinders expansion. This model consists of moving the security checkpoint and passenger ticketing/check-in hall to the southwest side of the curbside. Thus, locations used for parking would be repurposed to enable expanded processing facilities.

Advantages:	Disadvantages:
✈ Potential for larger total building area ✈ Retains existing curbside and access ✈ Retains the general location of concourse and gates	✈ Increases the distances (walk time) from ticketing to departure halls and gates ✈ Requires redevelopment of existing parking facilities ✈ Requires replacement of existing parking, adding to the current deficit

Source: Gensler

Table 5-6 – Expansion of Existing Facilities (Headhouse and Concourses)

General Layout



This schematic layout addresses the disadvantages above, with a more traditional and incremental approach to providing additional facilities. The concept would first expand the headhouse, both landside and airside, to provide additional space for security screening, including expansion over the curbside. The existing concourses would also be expanded over time as needed.

Advantages:	Disadvantages:
✈ Phased approach with expansion as needed through the planning period ✈ Retains the general location of all existing facilities ✈ Cost effective development approach	✈ Layout may be limiting if growth exceeds expectations ✈ Retains separation of existing gate areas

Source: Gensler

Each of these concepts build upon the existing roadway and curbside layout. Other schematic layouts were also developed, including variations on the above three. Others included a new terminal building within the existing site, but were considered impractical, unnecessary, and too costly. Per the above schematic layouts, the traditional **Expansion of Existing Facilities** was selected as the most practical approach to satisfy passenger requirements at ALB. This approach is integrated into the remaining terminal planning efforts.

5.3.2 Passenger Terminal Requirement Summary

The Airport's approach to terminal development planning includes identifying expansion development alternatives that can accommodate all potential needs during the 20-year planning period (and beyond), but only constructing facilities as actual demand develops. For the terminal program, space needs were separated for analysis by processor and function as detailed in Section 4.3. A summary of these passenger terminal needs is listed below:

- Check-In Hall (departing passengers) – Some congestion during peak periods. Expansion need is anticipated in the long-term.
- TSA Security Checkpoint (departing passenger processing) – Strong need for current expansion for security queuing, circulation, and processing. Based on early identification of this need, improvements were commenced by ACAA in 2023, as described below.
- Departure Concourses – Overall size is currently adequate, but configuration leads to congestions in portions of the concourses. The existing configuration could be modified to reduce gate crowding. Passenger growth will require hold room expansion in the long term. The lower-level gates on Concourse A should be relocated to the concourse level.
- Aircraft Gates – As airlines continue to replace small regional jets with larger ones and 'full-size' narrowbody commercial aircraft, the need for additional gates is limited. As larger aircraft accommodate more enplanements with the same number of gates, gates positions and holdroom size needs to increase, but the number of gates may not. The master plan identified the need to retain 16 existing gates. However, all gates should be equipped with passenger boarding bridges (PBB) and the ability to accommodate the critical 'passenger' aircraft (i.e., Boeing 737 or Airbus A320 series).
- Outbound Baggage Processing – The existing systems require upgrading to an inline outbound baggage screening system; the current system utilizes separate screening devices for different airlines. Some expansion is needed to improve the layout and function.
- Arrivals Baggage Claim Hall – Additional separation and circulation space is desirable between the claim devices and the rental car counters.
- Baggage Claim Devises - Forecasted passenger growth recommends that a fourth claim device is needed in the long-term period.
- Concessions – Program requirements identified additional need for airside concession as passenger activity grows. Currently, redistribution of food services from the headhouse to the concourses is also recommended.

5.3.3 Short-Term Concepts and Ongoing Projects

The ALB master plan activities include all traditional and required tasks, however, two outside factors changed the sequence of the tasks. First, as the study commenced during the COVID-19 pandemic, and passenger activity initially dropped to near zero, the activity forecasting required a longer duration to complete than anticipated. In 2020, industry expectations for the length of the COVID impact to passenger travel ranged from six months to six years. This delayed the development of the forecasts while the worst of the crisis evolved and potential for a vaccine became more salient. Second, expanded funding from New York State and the FAA became available, and the ACAA focused on competing for new funding opportunities to advance critical development projects

At this time the sequence of the master planning efforts was re-ordered to prioritize identification and development of alternatives to address existing shortfalls of the terminal building. These short-term needs were vetted and advanced into alternatives and recommendations per both current and projected activity levels. In 2023, three facility improvements listed below are each proceeding to project development, all during the course of the master plan study.

- TSA Security Checkpoint (departing passenger processing)
- Concourses A Gates and Departure Lounge
- Outbound Baggage processing (In-Line Baggage System)

TSA Security Checkpoint: Early in the master planning effort (2021) the need to improve and expand the passenger security checkpoint was identified based on existing enplanements levels. Some expansion to the queuing maze space was completed in the past 10 years; however, the overall existing checkpoint configuration was designed and completed in 1997, five years before 9-11 and the subsequent new TSA requirements. Currently, peak passenger queues at the checkpoint back up beyond the queueing maze and down the passenger bridge to the parking garage as depicted in **Figure 5-3**. During holiday periods, passengers are sometimes held on the lower level in the ticketing hall when the concourse level cannot accommodate any additional people.

The checkpoint area needs to accommodate additional security clearance options (i.e., pre-check, and potential others, including Global Entry, NEXUS and CLEAR), meeters and greeters, concessions, while maintaining access to the 3rd floor observation gallery. As such, development concepts to expand the security checkpoint were prepared, with the focus on expanding the area over the terminal curb. The layout must enable the TSA checkpoint to remain in the existing centralized location, with expanded area both pre- and post-security.

Figure 5-3 – Security Checkpoint Queue



Photo Source: CHA, July 2021

The expansion concepts focused on removing the narrow connector from the terminal to the north parking garage and replace it with a larger functional area that goes well beyond a simple connector. The goal was to expand the area both pre- and post-security with additional space for:

- Passenger queuing maze (pre-security)
- Passenger reconstitution (post-security)
- Screening lanes and equipment
- TSA staffing facilities
- Concessions
- Meeters and greeters
- General circulation

The initial concept included building expansion on both sides of the checkpoint as illustrated in **Figure 5-4**. This concept provides a large area pre-security and retained the checkpoint lanes in their existing location. During the design effort, the plan was refined to move the screening lanes forward (i.e., towards the curbside) to balance the additional space both before and after screening, providing more space for reconstitution, as illustrated in **Figure 5-5**. The refinement also consolidates the building expansion to the area over the curbside resulting in less disruption during construction. Implementation of this project has commenced as of Summer 2023. Renderings of the final plan are depicted in **Figures 5-6** and **5-7**.

Figure 5-4 – Initial Security Checkpoint Concept

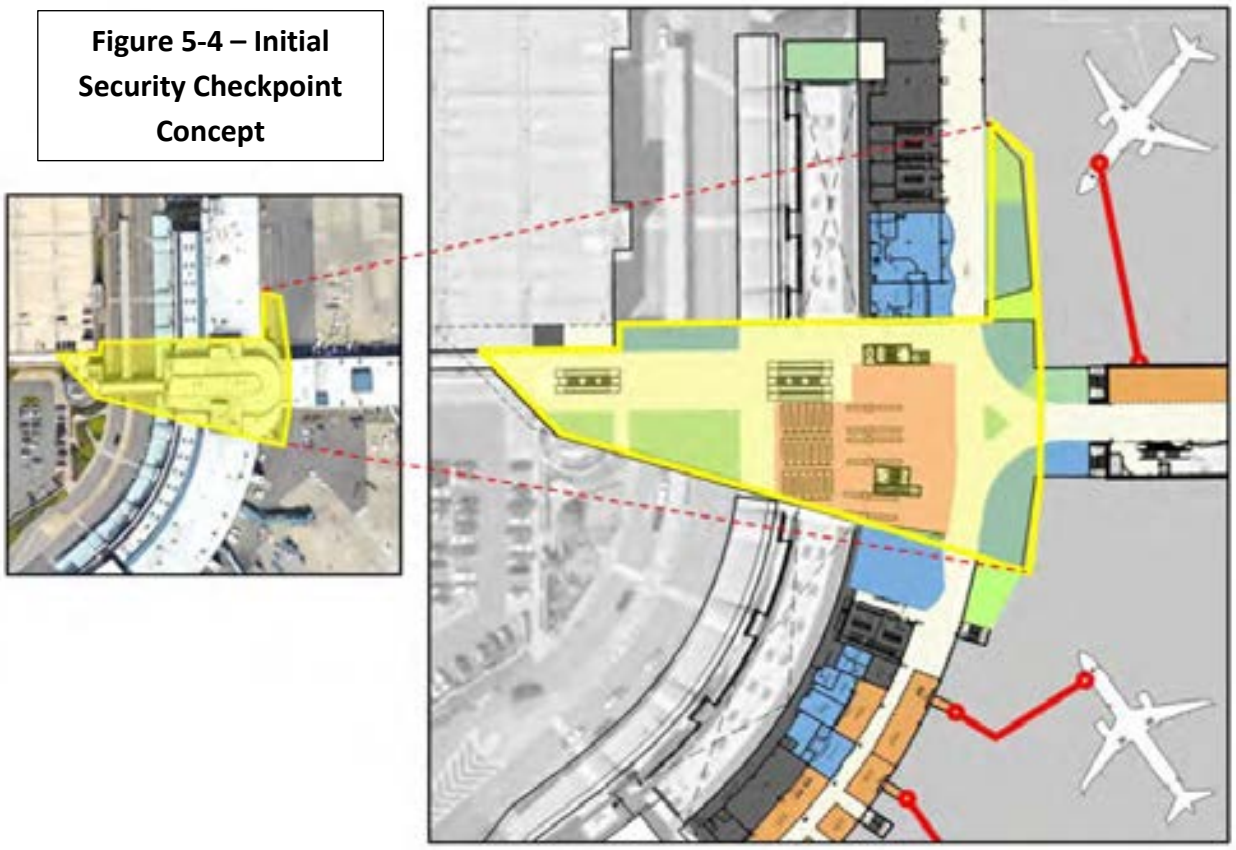


Figure 5-5 – Final Security Checkpoint Concept

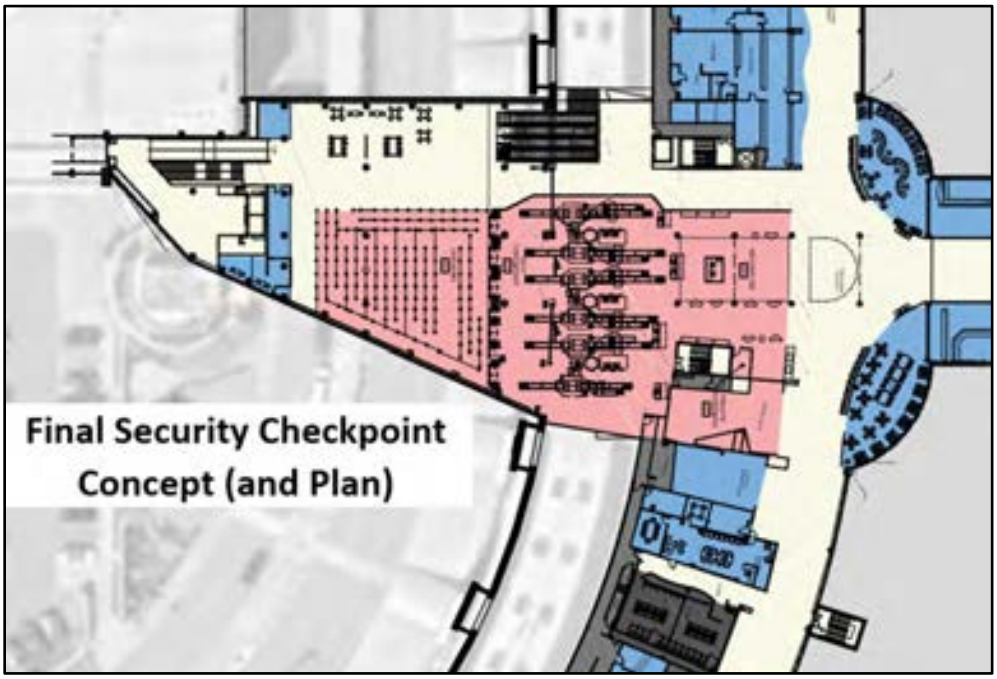


Figure 5-6 – Curbside/Ground-Level Rendering



Figure 5-7 – Security Checkpoint – Internal Rendering



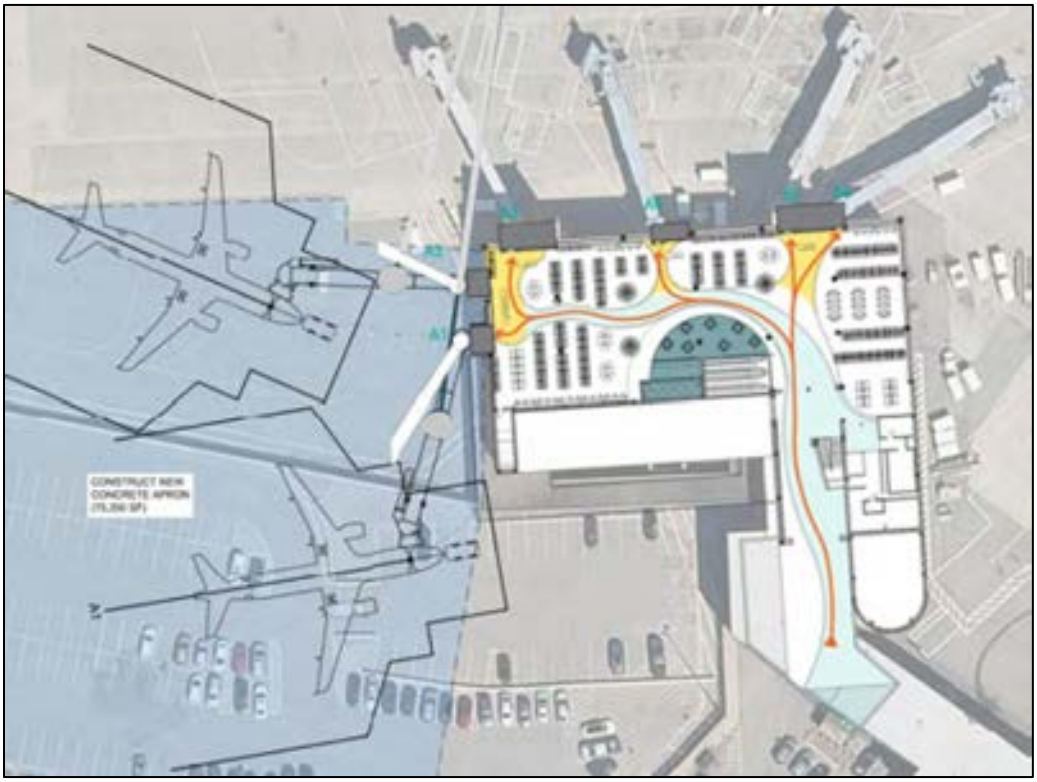
Concourse A Improvements (Gates & Departure Lounge): Concourse A is equipped with six gates, including four on the upper concourse level which are equipped with Passenger Boarding Bridges (PBBs), and two gates on the lower (i.e., ground) or apron level. The lower-level gates were used extensively in the past for turboprop aircraft such as the DHC Dash-8 and other propeller-driven aircraft as depicted in **Figure 5-8**. Although the lower-level gates are listed as Gates A1 and A2, they served 10 separate aircraft parking positions, and loaded passengers with movable 'air stairs.'

Figure 5-8 – Concourse A (2003)



Since the airlines have replaced these aircraft with regional jets loaded by PBBs, the lower-level gates are no longer in use. As such, an early Master Plan recommendation included relocating Gates A1 and A2 to the concourse level and adding PBBs to serve narrowbody aircraft as depicted in **Figure 5-9**. Similar to the Security Checkpoint project, this recommendation was advanced during the planning process and will include internal renovations to modernize the Concourse A departure lounge. A key benefit of the project is that it provides two additional functioning gates with PBBs, without expanding the over building size. Additional passenger departure lounge area is increased by approximately 2,000 square feet by adding floor area in the location that is currently open to the lower level. The relocated gates will be sized for up to ADG III aircraft (e.g., Boeing 737) so that they can accommodate all commercial aircraft anticipated to use ALB throughout the planning period. The existing lower-level passenger lounge could be utilized for aircraft diversions, including international diversions as passengers can be segregated in the lower-level for customs clearance when necessary. The two relocated gates will accommodate forecast demand for a total of 16 contact gates throughout the planning period.

Figure 5-9 – Concourse A Improvements



Outbound Baggage System Improvement: A final short-term recommendation that has advanced to the design process is the outbound baggage system. In the years following 9-11, the FAA phased in a requirement to screen checked baggage. This additional security requirement required similar type screening that has been required for carry-on bags for over 50 years. At ALB, the airlines have separately handled check bags, and outbound bags were loaded onto carts in parallel by individual airlines. As the screening requirement came into effect, separate screening devices designated for each airline became an inefficient system.

This project will reconfigure the outbound baggage processor to what is termed as an 'inline' baggage system, where all airlines will use the same baggage conveyor belts and the most current screening systems. This improvement will enhance efficiency and security for the benefit of passengers, airlines and the TSA. The improved system will remain located behind the ticket counters on the ground level of the terminal and is unseen by airline passengers.

5.3.4 Long-Term Development Concepts

Since the previous major redevelopment of the passenger terminal building in the late 1990's, the ACAA has continuously maintained and renovated the building to satisfy passenger and airline needs. As such, the forecasted growth over the next 20-years will only require incremental improvements and modest expansion of the terminal components and processors. Therefore,

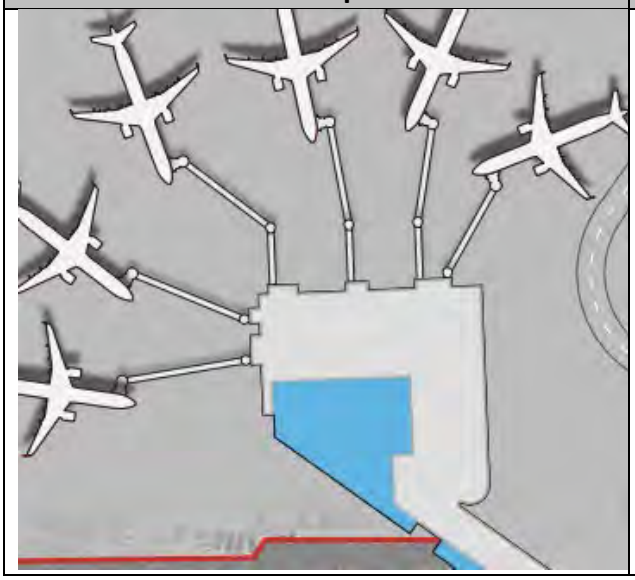
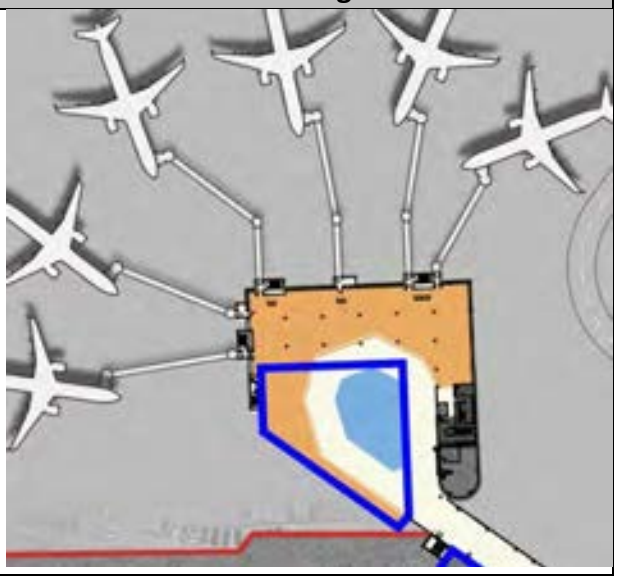
the Master Plan's long-term concepts would be implemented if and when demand dictates. Based on the forecasts, additional expansion of the Concourse is not anticipated until after the planning period (+20 years). However, such expansion is evaluated in the Master Plan to ensure that the Airport can accommodate any reasonable growth, demand, and additional airline tenants. Concepts that are identified for beyond the planning period are identified in the discussion below.

Long-term concepts were prepared for the:

- Concourse A, B, and C Improvements: Gates, Holdrooms, and Concessions
- Inbound Baggage Hall and Claim Devices
- Ticketing Hall

Long-Term Concourse A Concepts: The current improvement project that relocates two gates from the ground level to the concourse level includes a small additional area for passenger seating within the existing building footprint. However, if the number of flights using these gates and the size of aircraft increases over time to all narrowbody aircraft (+100 passenger seats), it is anticipated that the overall holdroom area could become congested. To address the potential congestion an expansion of the building could provide an 60% increase in the area available for passenger seating and concessions, from roughly 10,000 to 16,000 square feet.

Table 5-7 –Long-Term Concourse A Holdroom Expansion

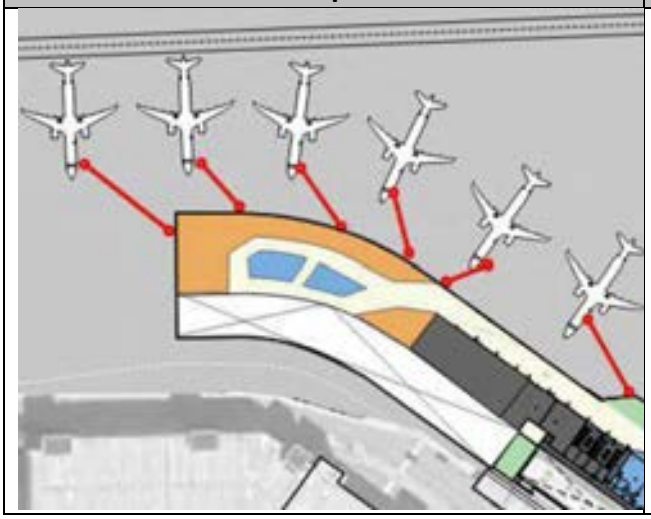
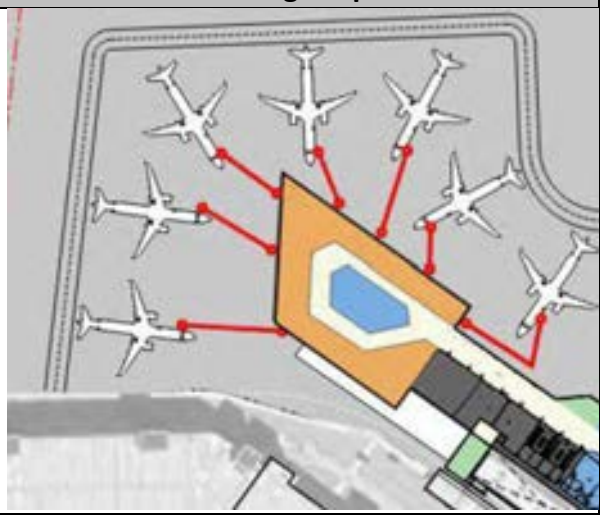
General Layouts	
Potential Expansion	**Internal Configuration**
	

Two additional concepts for Concourse A were prepared due to the overall age of the building. Although the structure has been well maintained and is in good condition, it is the oldest portion of the terminal building complex and was built 45-years ago. Therefore, it is reasonable to consider the option to replace the building at some point in the future, which could be

implemented at some point after the planning period. As such, these concepts are not necessary to accommodate forecast demand. The two additional concepts are described below:

A **Linear Expansion,** where the concourse extends along the existing corridor to the west, with a single-loaded layout stretching towards the end of the existing apron. The overall size of the building would be similar to the simple expansion above, and also provides for six gates (ADG Group III). One advantage over the existing layout is the additional distance from parallel Taxiway C. As previously discussed in the airfield section, this additional distance would enable aircraft pushed-back from the gates to remain clear of Taxiway C Object Free Area (TOFA) and separates apron activity from the movement area of Taxiway C.

Table 5-8 –Long-Term Concourse A Redevelopment Concepts

General Layout	
Linear Expansion	**Dwell Lounge Expansion**
	

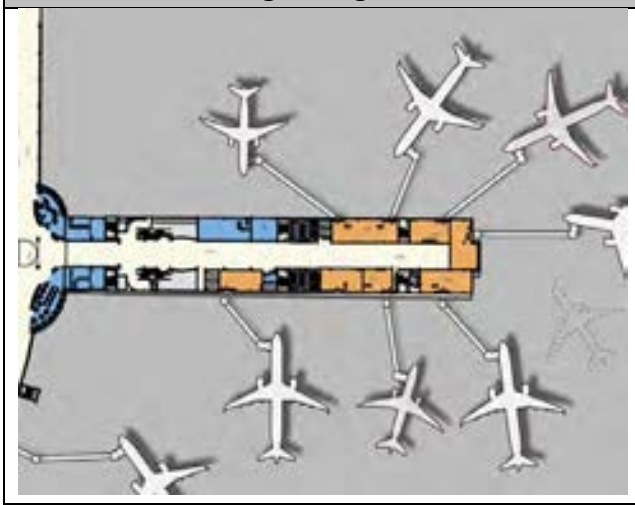
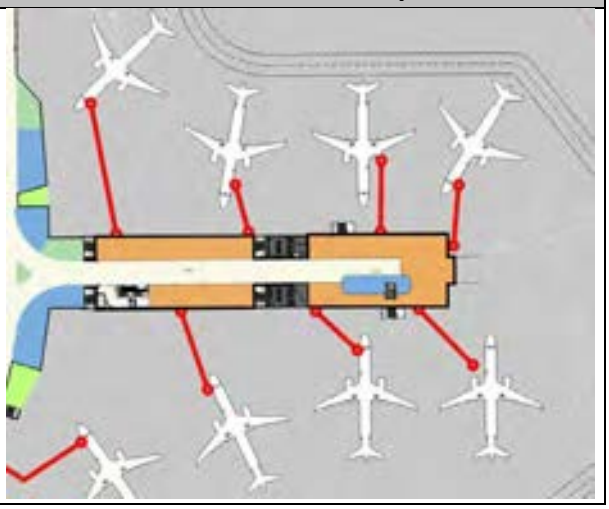
A **Dwell Lounge Expansion** configuration could also be considered with the same benefits as the Linear Expansion. The dwell lounge concept uses a double-loaded layout (i.e., gates on two sides of the building) and a centered concession area. Dwell lounges have become more popular in recent years in concourse design as they tend to provide better visibility to each of the gates. Therefore, passengers may feel more comfortable dwelling in a central concessions area as they wait for their flight to board.

From a cost standpoint, the Linear or Dwell Lounge Expansion concepts would likely require four times the investment as the simple Holdroom Expansion concept for the same number of gates and similar interior space. Therefore, the Holdroom expansion, if necessary, is recommended in the long-term. If a building system evaluation determines that the building structure needs replacement, the Dwell Lounge Expansion should be considered as an alternative plan. It is emphasized again that per the activity forecasts, these long-term concepts are not needed for capacity, and were prepared for planning purposes

Long-Term Concourse B Concepts: The existing concourse provides seven gates, one Remain Overnight (RON) aircraft parking position, and associated holdroom and concession areas. Per the facility requirement evaluation, this is adequate throughout the planning period from a capacity standpoint. However, the evaluation identified a shortcoming in that the inner portion of the concourse is underutilized, and the outer gates experience holdroom congestion and seating shortfalls during peak periods. Concessions are available with the first half of the concourse, but no concessions are provided in the busier outer locations.

To address this limitation a long-term concept was prepared to 'Rebalance' the concourse without any significant expansion. As shown, the concept retains the seven gates, but distributes their location more evenly throughout the concourse. This enables a second RON position (or an additional gate), additional seating capacity, and relocates the concessions to the outer portion of the concourse. A small amount of additional floor area is obtained by moving two internal staircases to an external location, and by eliminating open floor area to the lower level.

Table 5-9 –Long-Term Concourse B Rebalance Concept

Long-Term Concourse B – Rebalance Concept	
Existing Configuration	**Rebalance Concept**
	

Per the activity forecasts, further expansion beyond the Rebalance Concept is not anticipated; however, an expansion concept was prepared for planning purposes. If activity growth exceeds expectations, this concept could be considered. The Expansion concept includes widening and extending the concourse and providing a dwell lounge with added concessions. The total floor area increase is approximately 25% over current conditions, with provisions for eight or nine gates.

Overall, the Rebalance concept is recommended in the long-term. As it is not based on capacity needs, the timing could be associated with the next renovation or refurbishment of Concourse B. The expansion concept should be reserved in the event passenger growth exceed expectations.

This expansion concept would demolish approximately 10,000 square feet of the concourse and replace it with a new 20,000 square foot holding room with concessions.

Lastly, renumbering the B gates should be considered in the near future. In the 1990's, Concourse B also used a set of ground level gates without PBB's for turboprop aircraft. These gates are numbered Gates B1-B4. As the active gates are now Gates B5 through B11 they could be renumbered Gates B1 through B7.

Table 5-10 –Long-Term Concourse B Expansion Concept

Long-Term Concourse B – Expansion Concept	
Potential Expansion	**Internal Configuration**
	

Long-Term Concourse C Concepts: The existing concourse provides three gates with PBBs, holdrooms, and concessions, as well as three RON aircraft parking position situated to the south. On the lower-level is the ticketing hall, adjacent to the curbside passenger drop-off area, and the outbound baggage system.



The concourse is bordered by an older office building immediately adjacent to the southern wall, and is currently leased by CommuteAir and other service providers.

Similar to the other concourses, expansion is not forecasted to be required within the planning period, but options for improvement

and extension were considered for long-term planning purposes. The Expansion Concept for Concourse C requires the demolition of the existing office building to enable a linear extension. Concourse expansion to the east has limited potential due to the proximity of parallel Taxiway A and the airspace surfaces of Runway 1/19.

As shown, a small expansion of approximately 180 feet would provide area for an additional contact gate in the location of the first RON position. Thus, aircraft parking capacity is not increased, but additional holdroom area, gates, and concessions would be provided.

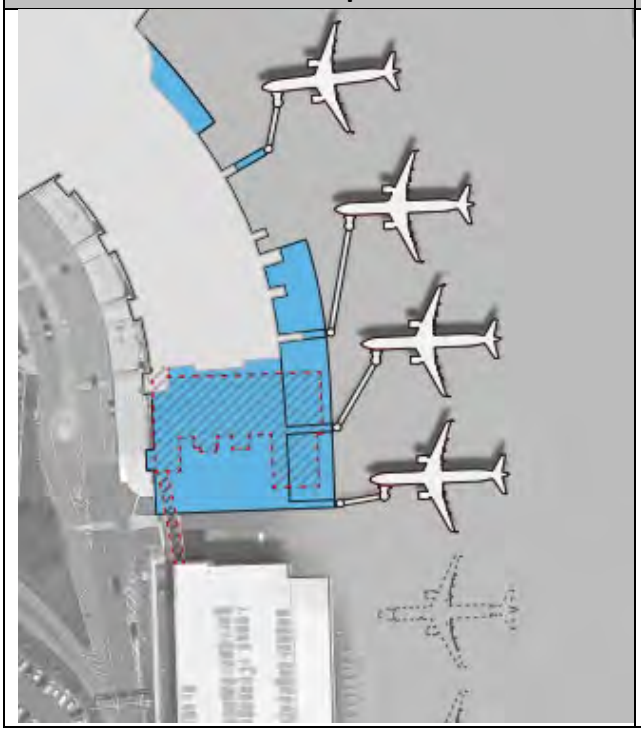
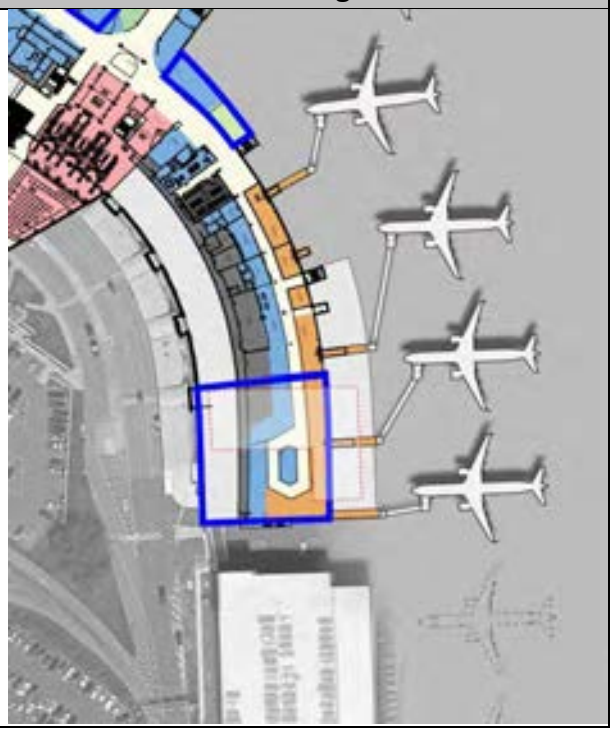
As Concourse C accommodates the existing ticketing hall and outbound baggage, this concept correspondingly provides the potential for expansion for these other processors. As illustrated, expansion for the lower (ground) level outbound baggage may be included towards the south and/or east towards the apron, which can remain flexible based on future requirements. The outbound baggage expansion may include building area may be limited to canopy for weather protection.

This concept enables the following three long-term scenarios:

1. Concourse expansion only: extend the concourse level to the south providing an additional gate and holdroom. The lower-level can remain as a building shell (for miscellaneous storage or other non-public airport use).
2. Ticketing hall and baggage system expansion only: extend the lower-level only. The structure's designed could accommodate the upper concourse level if and when needed. Per the activity forecasts, this scenario is anticipated. The current outbound baggage project includes a small expansion of the lower-level of the building. The area shown below is larger than anticipated and illustrate the maximum potential beyond the planning period.
3. Buildout of both the lower-level and concourse.

All three scenarios require the demolition of the adjacent office building. It is recommended that the long-term plan incorporate Scenario 3.

Table 5-11 –Long-Term Concourse C Expansion Concept

Long-Term Concourse C – Expansion Concept	
Potential Expansion	**Internal Configuration**
	

Ticketing Hall and Outbound Baggage: The description above for Concourse C expansion includes the potential future requirements for these other processors. Beyond the planning period, space is shown for expansion of both ticketing and outbound baggage. Changes in processing methods could alter the anticipated requirements, which should be periodically reviewed.

Inbound Baggage Hall and Claim Devices: The last major passenger processors include the inbound baggage systems and supporting facilities. These items include the baggage claim devices, airline baggage offices, rental car counters, and circulation space. Similar to ticketing and outbound functions, the facility analysis anticipates long-term short falls in these functions towards the end of the planning period.

If necessary, the additional capacity can be accommodated by a simple expansion of the existing building below the elevated connector to Concourse A. As shown, one additional baggage claim device and rental car counter may be provided adjacent to the existing curbside passenger pick-up area. A small outdoor garden would need to be removed or relocated to accommodate this improvement. This is also the location of the terminal building's loading dock, which may need to be modified as part of this effort.

Table 5-12 –Long-Term Inbound Baggage Concept

Long-Term Inbound Baggage Concept	
Potential Expansion	**Internal Configuration**
	

Overall Terminal Plan: the combined draft recommended plan for the terminal complex includes the following facilities.

Short-term:

- TSA Security Checkpoint (departing passenger processing)
- Concourses A Gates and Departure Lounge
- Outbound Baggage Processing

Long-term:

- Concourse A – Simple Expansion of holdroom area
- Concourse B – Rebalancing
- Concourse C – Expansion (if needed)
- Ticketing Hall Expansion (if needed)
- Inbound Baggage Hall Expansion (if needed)

As with all long-term facility planning, the Master Plan accommodates all foreseeable needs over the 20-year planning period, but only constructs new facilities as needs are confirmed.

Figure 5-10 – Overall Terminal Plan



5.4 Parking and Roadway Access

Based on the Facility Requirements presented in Chapter 4, both parking and curbside facilities are deficient at ALB. As such, planning alternatives were identified to address each deficiency, including short and long-term passenger vehicle parking, employee parking and rental cars, and terminal curbside limitations. Similar to other components of the Airport, there is limited undeveloped Airport property for expansion of existing facilities, thus the alternatives focus on improved use of current property and redevelopment. The parking and access concepts take a phased approach to address the immediate and future needs of the Airport.

Alternatives and recommendations were identified to address the following existing conditions:

- Passenger parking currently reaches capacity during peak periods.
- Activity growth could result in the need for overflow passenger parking off-airport, if capacity is not increased.

- Rental cars and short-term passenger parking both utilize the first level of the North Garage and have generally reached capacity.
- The employee parking lot is reaching capacity
- Existing surface lots are difficult to expand due to do limited property, as well as environmental constraints (i.e., existing wetlands, streams, and floodplains).
- The terminal curbside experiences congestion during peak periods and has limited ability to expand outward, as well as limited ability to extend linearly
- The main intersection to the passenger terminal includes entering and exiting traffic in a complex layout.

Passenger Terminal Parking Alternatives

Of immediate concern is the need for additional passenger parking to accommodate existing peak periods, with further shortfalls anticipated by the end of PAL 1 (2026). Even with the additional spaces provide by the new South Garage, shortfalls are anticipated. As the terminal area lacks undeveloped space for additional surface lot expansion, the short-term focus is expansion of the Economy Lot. This is not the preferred parking location for passengers due to the required shuttle service and associated additional time required but it is considered the only feasible approach in a critical timeframe.

Short-term expansion of Lot E can provide the additional parking needed to address this issue. Two locations of existing airport property could be considered and can provide up to 1,000 additional parking spaces, as shown in **Figure 5-11** below. Due to locations of wetlands and drainage channels throughout this area, the parking configuration is currently disjointed, and would remain so in the near term. In the long-term, the airport could consider adding closed drainage systems and filling wetland (with appropriate permits and mitigation) to provide an improved parking layout.

Figure 5-11 – Potential Economy Lot E Expansion



However, it is noted that the parking expansion of the Economy Lot would prevent the use of this area for other potential aeronautical developments. As such, the net gain of 1,000 spaces could be significantly reduced if portions of this area are needed for competing aeronautical development.

As the Facility Requirement evaluation, **Section 4.1.1**, identified the need for up to 3,000 additional parking spaces over the planning period, a long-term solution to address parking requirements is needed and may include the addition of a new parking garage. With limited available space, this concept would include converting the long-term surface parking lot adjacent to the North Garage into a new garage (Garage 3), see **Figure 5-12**. This garage would be a new structure but would be connected and integrated to function as an expansion of the North Garage. It is recommended that airport rental cars and QTA facilities be relocated to the first level of the new garage in order to free up parking space for short-term passenger parking in the existing North Garage.

The single-floor square footage of Garage 3 would be approximately 112,000 SF. Assuming 350 SF per car, this garage can accommodate approximately 1,600 parking spaces on five levels or 1,920 parking spaces on six levels. The current long-term lot on this site has 431 parking spaces, therefore the garage would provide a net gain of 1,169 to 1,489 spaces, depending on the number of levels. Adding the expansion of the Economy Lot, the total net gain would be approximately 2,500 additional spaces.

With the relocation of rental cars to Garage 3, a new access route for rental car return would be needed to bring rental cars from the south via Albany Shaker Road. Exits from the parking system could be directed to the north through the existing exit areas adjacent to the North Garage (Exit Plaza North Garage) or to the north through a new traffic flow layout and the addition of a new exit plaza.

Beyond the planning period, the ultimate development of the landside facilities allows for a fourth garage to be built on an existing long-term surface lot to the south (Garage 4). The single-floor square footage of this garage is approximately 118,000 SF, accommodating 1,685 parking spaces on five levels or 2,022 parking spaces on six levels. The current long-term lot on this site has 441 parking spaces, so the garage would provide a net gain of 1,244 to 1,581 spaces. Additional connectors between Garage 3 and/or the South Garage could be considered with this phase.

Although a fourth garage is not anticipated during the planning period, it may also be considered as an alternative if demand arises for alternative aeronautical uses of the Economy Lot. Such a scenario is not anticipated but is presented as a contingence.

It should be noted that further cost-benefit analyses and in-depth parking demand studies would be required in order to move forward with the any large-scale parking garage project. Such a study would consider the potential for the use of Transportation Network Companies (TNC) (i.e. ridesharing services, such as Uber and Lift) if usage were to increase significantly, or if self-driving

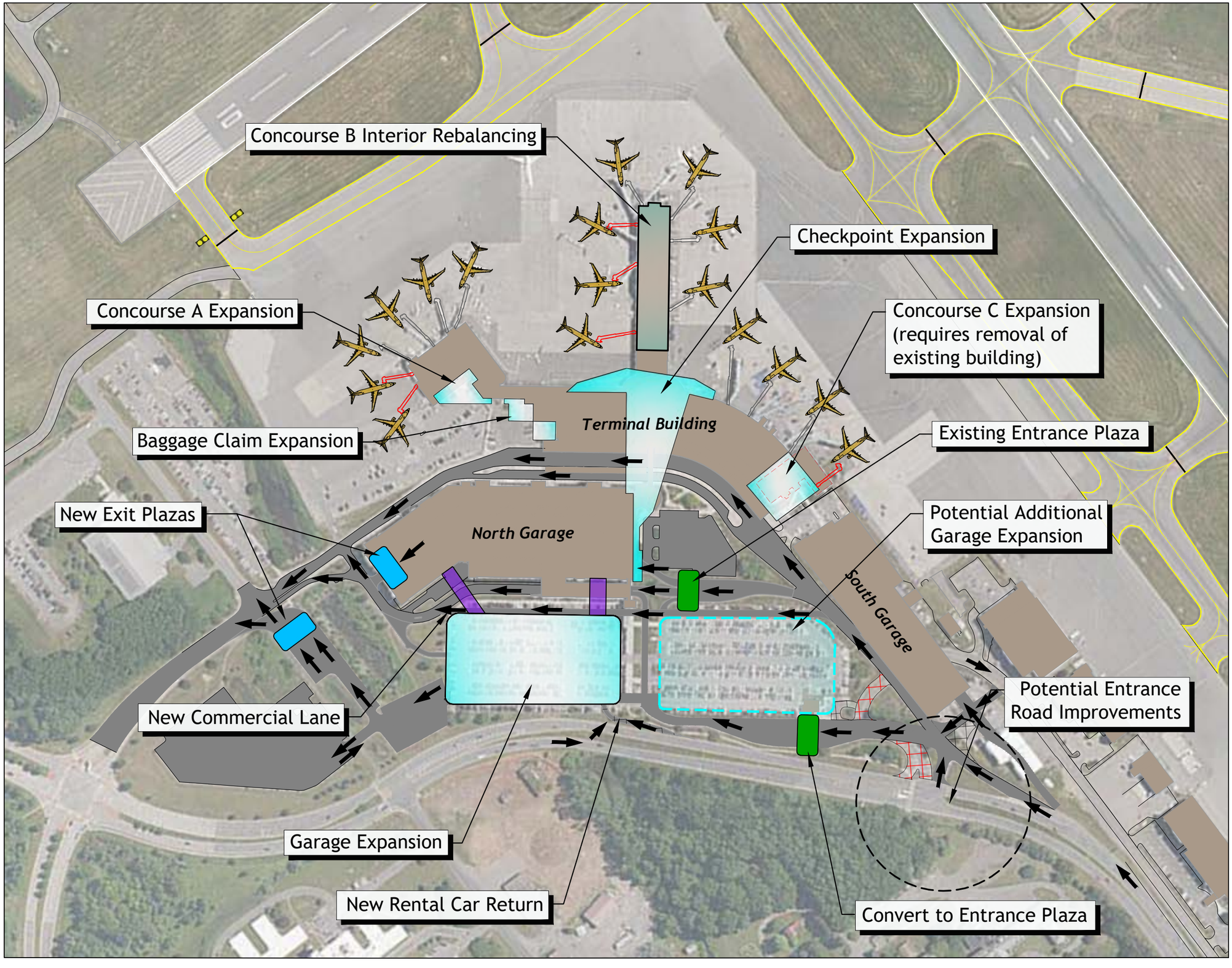
cars become commonplace in the future. These scenarios would reduce the demand for future parking at ALB.

Terminal Curbside Alternative

The Facility Requirement analysis also determined that the terminal curb experiences congestion during existing peak periods and is forecasted to worsen over time. **Section 4.4.3** describes the existing curb length at approximately 670 linear feet (both public and commercial lanes), with an ultimate need for a length of 1,000 linear feet. With an inability to meaningfully extend the curbside, a potential revised traffic flow was identified that includes creating a new commercial curbside running through the center of the parking area. This addition would serve parking and hotel shuttles, taxis/limos, and TNCs, see **Figure 5-12**. This development could provide a formal Ground Transportation Center (GTC) that would also include mass transit (i.e., buses). The existing commercial lanes at the terminal frontage would then be repurposed for private vehicle use. The additional capacity provide by the new commercial lane would be adequate throughout the planning period.

Access and Traffic Flow

The overall parking and access alternative also contemplates enhanced one-way access flow from southeast to northwest. The existing exit plaza located south of the terminal building would be converted to an entrance plaza to access the expanded parking facilities. Pavement and curbs in this location would be modified for one-way access flow. New exit plazas will be located to the northwest of the parking lots and North Garage, as well as the exit for the new commercial curbside. This integrated concept would achieve a number of goals, including streamlined parking revenue control, improved wayfinding, expanded curbside, and an improved entrance roadway. It is noted that further evaluation and traffic studies are needed to identify the most optimal traffic flow for the Airport.



ALBANY
INTERNATIONAL AIRPORT

GRAPHIC SCALE (FEET)

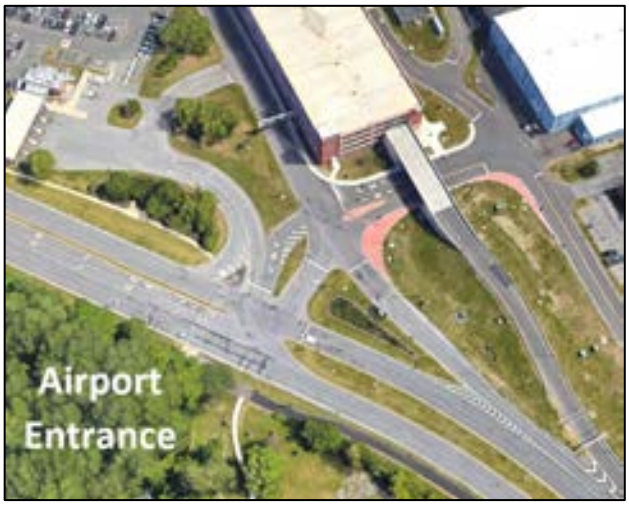
0 100 250 500

LEGEND

- Traffic Flow
- Proposed Pavement Removal
- Proposed Garage Connector
- Proposed Buildings
- Exit Plaza
- Entrance Plaza

Figure 5-12
Parking and Curbside Improvements

Airport Entrance Considerations



The existing airport entrance is relatively complex with two traffic signals, multiple destination choices (i.e., terminal curb, and long-term, short-term, and garage parking), as well as exiting traffic from the Economy Lot and South Garage. In the short-term, it is recommended to replace or improve the traffic management system equipment (i.e., traffic signalization) to improve overall traffic flow and efficiency.

In the long-term, the improvements advanced for parking and curbside access could also include physical improvements to the airport entrance intersection. Potential improvements could include separate intersections for exiting and entering traffic, roundabouts, or other facilities to improve traffic flow and wayfinding. Any such improvements would also need to address existing and future traffic along Albany Shaker Road. As part of such improvements, a detailed traffic evaluation would be needed, in coordination with Albany County and the Capital Region Transportation Council (CRTC).

Pedestrian and Bicycle Access

In addition to the vehicle access, the Airport Terminal Building and parking facilities include pedestrian access provided via curb-separated paved sidewalks. These existing sidewalks connect the terminal complex to the multi-use path located along Dalessandro Boulevard (County Route 155), which continues south towards Wolf Road. Additional sidewalks connect the terminal building to the multi-use path that parallels Albany Shaker Road (County Route 151), heading north to NYS Route 7. As part of the recommended access road improvement to the Terminal Building, consideration will also be given to adding a bicycle lane and/or upgrading the existing on-airport sidewalks to multi-use paths. The terminal building provides existing covered bike racks, which will be retained or improved.

Note that Dalessandro Boulevard and Albany Shaker Road (County Route 155) are owned by Albany County. Thus, connections must be coordinated as appropriate. Airport sponsored improvements must be limited to on-airport locations per federal regulation; however, the Airport is supportive of additional off-airport bicycle and pedestrian facilities in the vicinity of the Airport that may be advanced by the County or other organizations.





Parking & Access Recommendation Summary

The above evaluation results in the following recommendations for each element of the parking and access systems that best meet user demands. It is again emphasized that additional traffic, feasibility, and cost-benefit analyses would be need before advancing this plan.

- Expand Economy Lot E in the short-term to accommodate peak periods and short-term activity growth.
- Consider a new parking garage in the long-term, integrated with the North Garage, if parking needs continue to grow. Vertical expansion is the only long-term viable option since there is no available locations for additional surface lots on existing airport property.
- If a new garage is developed, relocate the rental cars to the first floor of the new garage. This will enable expansion of the short-term passenger parking.
- For expanded employee parking, repurpose a portion of the west side long-term/overflow lot. This would retain employee parking in the same general vicinity as the current location. Separately, there is the potential to expand the Capital District Transportation Authority (CDTA) bus services to the Airport that could alleviate the need for additional employee parking.
- Convert the existing commercial vehicle curb lanes for additional capacity for private vehicles.
- Develop a separate commercial curbside, with a new GTC.
- Develop a one-way traffic flow. Curbside and parking would enter the terminal complex from the south, with new exit plazas to the north.

- Complete Traffic Management System enhancements at the airport entrance, with potential intersection improvements in the long-term.
- Improve bicycle and pedestrian facilities on the airport between the terminal curbside and the existing Multi-Use Paths on Albany Shaker Road / Delassandro Boulevard.

5.5 General Aviation Facilities Alternatives

General Aviation (GA) activity at ALB represents approximately one-third of total annual airport operations and includes various types of private, corporate, and business aircraft flights. GA services and facilities are accommodated by Million Air, which is located in the Southwest Quadrant of the airfield and currently the Airport's only Fixed Based Operator (FBO). Additional GA facilities include four T-hangars in the Southeast Quadrant and three corporate hangars in the Northwest Quadrant. The identified future hangar requirement (aircraft storage bay area only) includes a minimum of 60,000 SF of additional corporate hangar space for large corporate aircraft over the course of the planning period. However, this does not include itinerant aircraft or new based aircraft beyond the forecasts, or tenants that would upgrade from apron tiedown, or upgrade to a private hangar (i.e., in lieu of a shared space in an FBO hangar. Throughout the Northeast there is a shortage of hangar space for large corporate jets and airports have found that demand can be stimulated merely by having available hangar space for corporate jets. Thus, for planning purposes an area of up to 200,000 SF of hangar space should be reserved as part of the alternative planning. Thus, similar to the terminal planning, the general aviation alternatives intentionally plan for facilities above the documented demand. This ensures that potential needs beyond the planning period can be effectively accommodated at the Airport.

In discussions with the FBO and Airport Staff, the following GA alternatives were developed and confined to the Southwest and Southeast Quadrants of the Airport as the only sizable areas on the airport with available space for additional facilities. Note that the concepts on the southeast side of the airport were developed with the presumed construction of the east side full parallel taxiway discussed above.

General Aviation FBO Site Expansion

The FBO activity is consolidated within the Southwest Quadrant of the airport. Currently, there is only one location not occupied by a building that is predominantly used for parking itinerant aircraft. This alternative, as depicted in **Figure 5-13**, proposes constructing a 50,000 square foot hangar with additional office space in that area as hangar storage is more desirable due to the Northeast's seasons and weather. The existing availability of all supporting facilities will reduce the total development costs at this size, and improves development feasibility.

Table 5-13 –GA FBO Site Expansion Summary

GA FBO Site Expansion	
Construct additional 50,000 SF Hangar adjacent to existing FBO facilities in the Southwest Quadrant	
Opportunities	**Constraints**
✈ No additional impervious surfaces ✈ Adjacent to existing FBO facilities ✈ Utilities, apron and taxiway area provided ✈ Ground access is provided by Jetway Drive ✈ Lower development costs compared to other locations	✈ Reduces area available for itinerant aircraft parking ✈ May lead to apron congestion during summer busy periods

Painted Island to Prevent Direct Apron-to-Runway Access

6,500 SF Office Space

50,000 SF Hangar

Remove Existing Canopy to Allow Aircraft Access

Existing FBO Hangar and Office Facility

Expanded Vehicle Parking

RSA

ROFA

TSA

TOFA

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GRAPHIC SCALE (FEET)

0 50 100 200

LEGEND

- Proposed Airfield Pavement
- Proposed Building Development
- Proposed Landside Pavement
- Proposed Security Fence
- Airport Property Line

Figure 5-13
FBO Expansion

General Aviation Greenfield Site – Alternative 1

The Greenfield Site Alternative 1 (**Figure 5-14**) depicts an option to accommodate the forecasted aircraft storage demand throughout the planning period. The development utilizes the areas north and south of the existing Taxiway 'D' while providing space for up to 200,000 square foot of hangar space with 520,000 square foot of taxilane and apron space for aircraft movement and staging. T-Hangar 'D' will be relocated to the east, in line with the three other T-Hangars on property recently purchased by the Airport (pending survey of a historic cemetery in that location), or to the north of Taxiway 'D'. The existing pavement from T-Hangar 'D' would be converted to vehicle parking serving the corporate hangars. Additionally, relocation of the Automated Surface Observing System (ASOS) would be required to a location north of Runway 10/28 that meets the FAA siting criteria. For this concept, an ATCT line-of-sight review was completed to ensure the development would not hinder the controllers' view of the airfield or Runway 1 approach.

Access to this location is currently provided by an access road connecting to Old Niskayuna Road to the east. The current airport property footprint, in conjunction with this alternative layout, would render portions of on-airport property inaccessible to aircraft. As such, an area reserved for compatible non-aeronautical development is depicted in the figure, along with a new vehicle access road. As mentioned earlier, this layout presumes development of the east side full parallel taxiway, but such development is not a prerequisite as the alternative may be advanced independently due to the capability to connect into existing Taxiway C and Taxiway D.

Table 5-14 –GA Greenfield Site Alternative 1 Summary

GA Greenfield Site – Alternative 1	
Develop Southeast quadrant of the airport for up to 200,000 feet for corporate hangar space	
Opportunities	**Constraints**
✈ Site size can easily accommodate developments ✈ Sufficient aircraft storage for long-term demand ✈ Independent of Eastside Parallel Taxiway Alternative ✈ Existing public access infrastructure within airport property	✈ Requires relocation of ASOS ✈ Requires relocation of T-Hangar D ✈ May required relocation of VOR for full build out

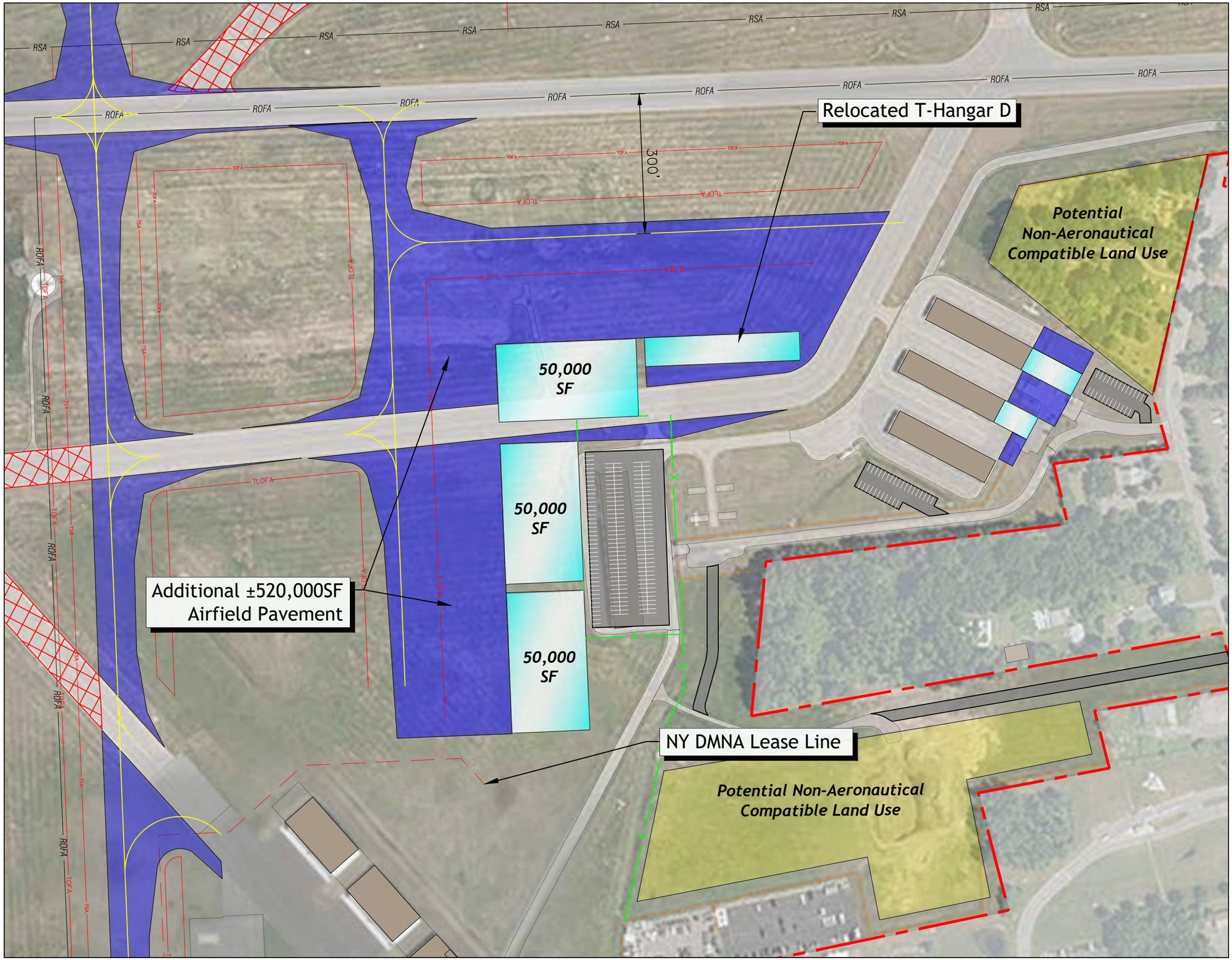
General Aviation Greenfield Site – Alternative 2

The Greenfield Site Alternative 2 (**Figure 5-15**) expands on Alternative 1 and maximizes the potential developable area. As such, the four 50,000 square foot hangars are shifted towards the west, providing space for an additional 50,000 square foot hangar and bringing the total additional apron space to approximately 580,000 square feet. The maximization of space creates inaccessible areas of the airport property by aircraft. As such, an area is reserved for compatible non-aeronautical land use. This allows for more utilization of land compared to Alternative 1 as Alternative 2 minimizes the amount of unused space between the apron and proposed Eastside Taxiway, without impacting Runway 1/19 Part 77 obstruction surfaces or the ATCT line-of-sight.

Similar to the Greenfield Site Alternative 1, a relocation of the T-Hangar 'D' and the ASOS will be required.

Table 5-15 –GA Greenfield Site Alternative 2 Summary

GA Greenfield Site Alternative 2	
Full build out for this location, with additional hangars, apron, and parking	
Opportunities	**Constraints**
✈ Large area for development ✈ Sufficient aircraft storage for long-term demand ✈ Independent of Eastside Parallel Taxiway Alternative ✈ Existing public access infrastructure within airport property	✈ Requires relocation of ASOS ✈ Requires relocation/removal of VOR ✈ Requires relocation of T-Hangar D



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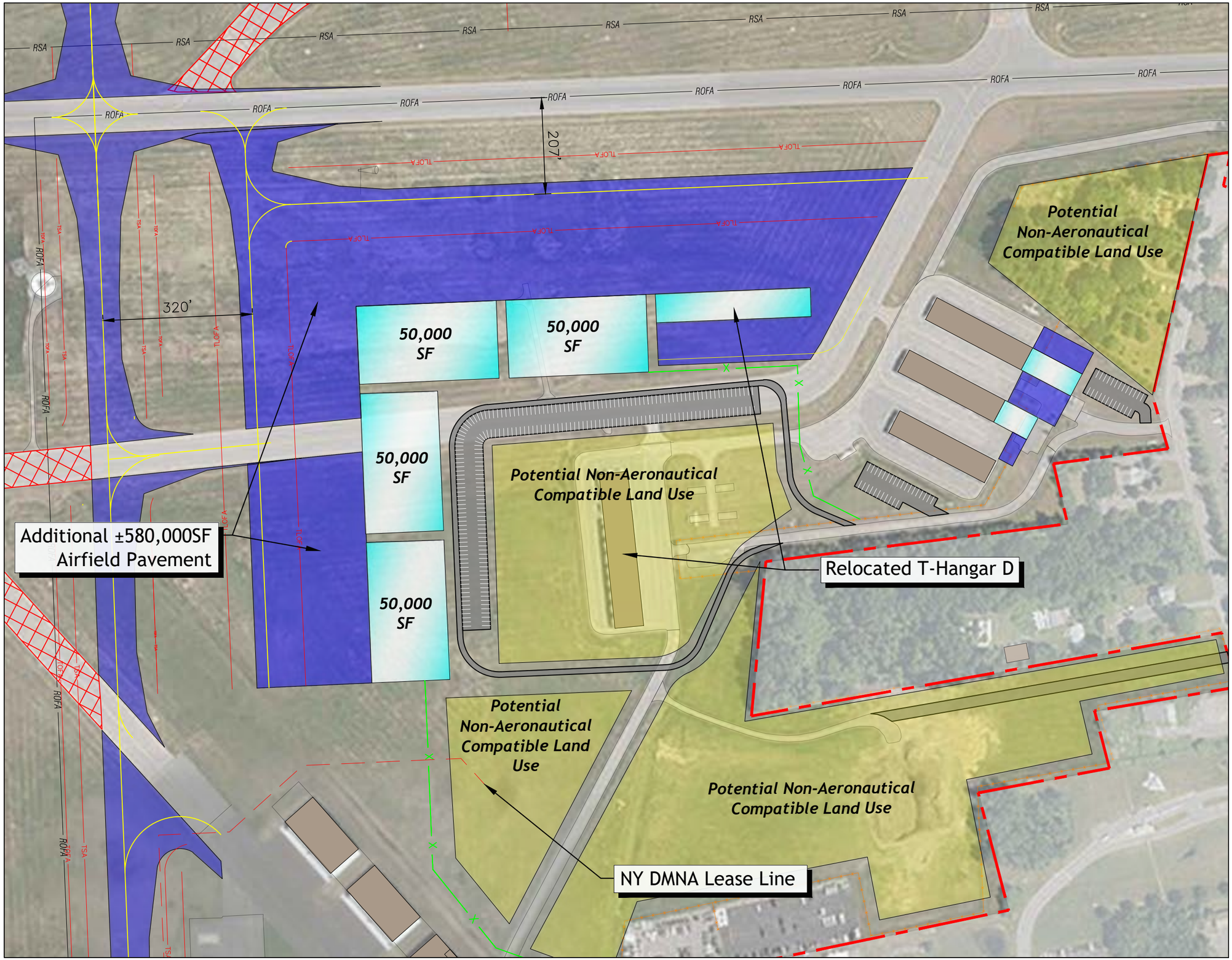
GRAPHIC SCALE (FEET)

0 100 200 400

LEGEND

- Proposed Airfield Pavement
- Proposed Landside Pavement
- Proposed Pavement Removal
- X Proposed Security Fence
- Potential Non-Aeronautical Development Area
- Airport Property Line

Figure 5-14
Corporate GA Development
Alternative 1



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GRAPHIC SCALE (FEET)

0 100 200 400

LEGEND

- Proposed Airfield Pavement
- Proposed Landside Pavement
- Proposed Pavement Removal
- Proposed Security Fence
- Potential Non-Aeronautical Development Area
- Airport Property Line

Figure 5-15
Corporate GA Development Alternative 2

General Aviation E-Lot Redevelopment – Alternative 1

The E-Lot Redevelopment Alternative 1 (**Figure 5-16**) depicts an option to redevelop the overflow portions of the current E-Lot parking facility for corporate GA use. This option aims to maximize the buildout footprint with three 50,000 square foot corporate hangars and three 10-bay T-Hangars. Additionally, 660,000 square feet of apron space is provided for aircraft movement and itinerant aircraft parking during peak periods of the year. In order to recapture the E-Lot parking spaces removed for GA development, the figure depicts vehicle parking expansion towards the east in the existing rental car overflow storage area. Unlike the Greenfield Site alternatives, the E-Lot Redevelopment would require a partial parallel connecting to the Runway 1 end to the southwest and Taxiway 'G' to the northwest.

This maximized aeronautical layout would result in a net loss of approximately 200 vehicle parking spaces in the Economy Lot. Access to this area would be provided via Watervliet Shaker Road towards the east. The Airport previously had an access point to the Economy Lot located on this road. However, it has not been in use since 2020.

It is important to note that portions of this area contain federal wetlands and areas subject to flooding; an environmental assessment and permitting will be required prior to advancing construction.

Table 5-16 –GA E-Lot Redevelopment Alternative 1 Summary

GA E-Lot Redevelopment Alternative 1	
Provide a large general aviation development area, with options for hangars types and substantial additional apron area for itinerant or based aircraft	
Opportunities	**Constraints**
✈ Sufficient aircraft storage and itinerant parking for long-term demand ✈ Large area for development ✈ Existing public access infrastructure within airport property	✈ Wetlands are present on site ✈ Site has stormwater drainage challenges ✈ Requires construction of partial parallel taxiway ✈ Requires relocation of portions for the E-Lot. ✈ Net loss of vehicle parking spaces in the relocated E-Lot

General Aviation E-Lot Redevelopment – Alternative 2

The E-Lot Redevelopment Alternative 2 (**Figure 5-17**) depicts a scaled down version of the previous alternative. This layout prioritizes large corporate and business jet activity with three 50,000 square foot hangars and 410,000 square feet of apron space for aircraft staging and itinerant aircraft parking. With this smaller redevelopment layout, environmental impacts to the wetlands are reduced, as well as additional impervious pavement, particularly in the northeastern portion.

Similar to the E-Lot Alternative 1, portions of the E-Lot will need to be relocated. However, in this alternative, due to the smaller footprint of the aeronautical use areas, the E-Lot may have a net gain of approximately 560 vehicle parking spaces. This concept also provides approximately five acres for non-aeronautical airport development. However, further coordination with the FAA

would be required for review and approval of the proposed non-aeronautical development areas if this option is pursued.

Table 5-17 –GA E-Lot Redevelopment Alternative 2 Summary

GA E-Lot Redevelopment Alternative 2	
Provide a large general aviation / corporate development area, substantial additional apron area for itinerant or based aircraft	
Opportunities	**Constraints**
✈ Sufficient aircraft storage and itinerant parking for long-term demand ✈ Large area for development ✈ Existing public access infrastructure within airport property ✈ Net gain of vehicle parking spaces in the relocated E-Lot ✈ Five acres for non-aeronautical development	✈ Located on wetlands ✈ Requires partial parallel taxiway ✈ Requires relocation of portions for the E-Lot.

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50,000 SF
50,000 SF
50,000 SF

Parking Expansion/Relocation

Proposed Service Road

530'

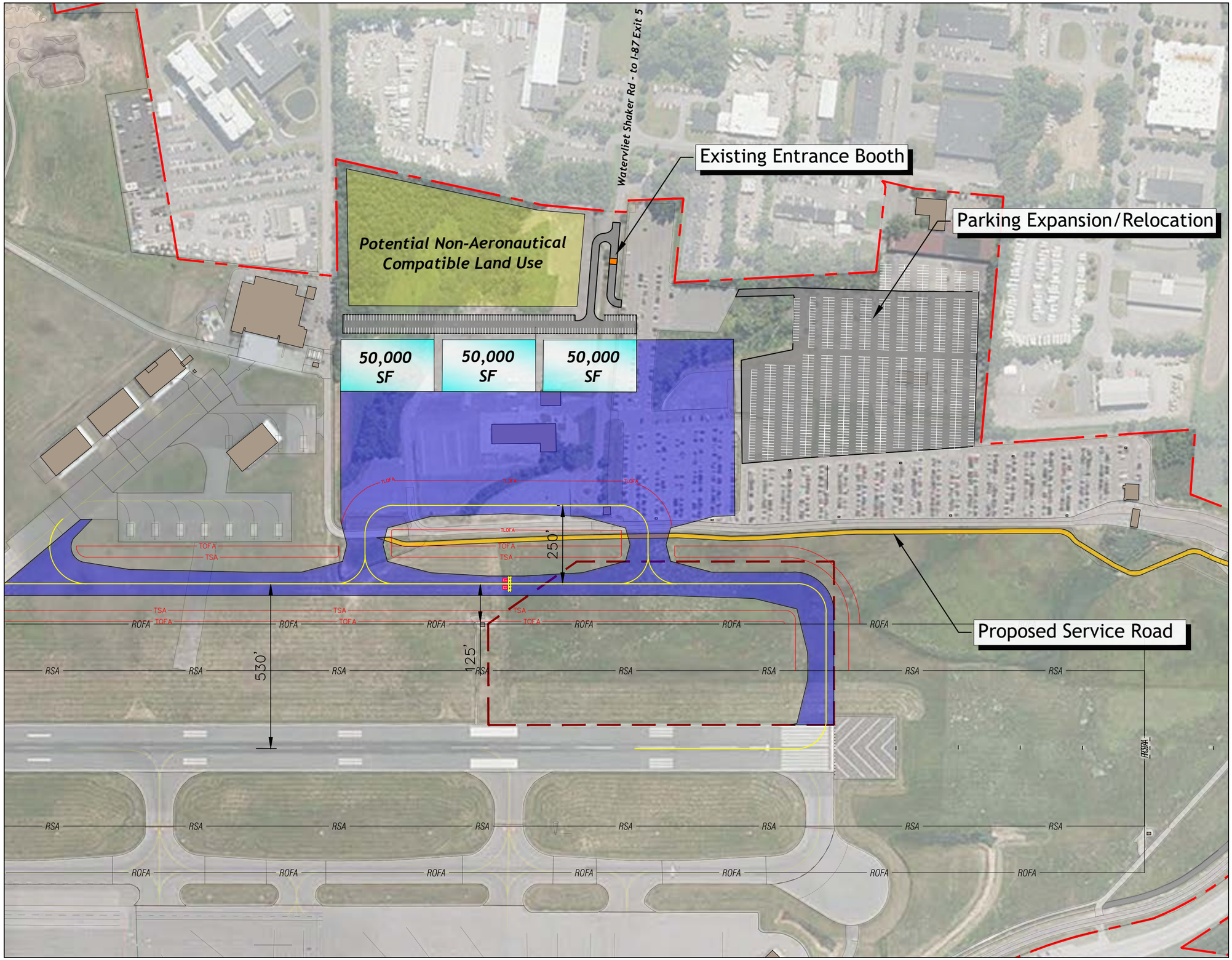
GRAPHIC SCALE (FEET)

0 150 300 600

LEGEND

- Proposed Airfield Pavement
- Proposed Landside Pavement
- Proposed Service Road Extension
- Airport Property Line

Figure 5-16
E-Lot Reconfiguration
Alternative 1



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GRAPHIC SCALE (FEET)

0 150 300 600

LEGEND

- Proposed Airfield Pavement
- Proposed Landside Pavement
- Proposed Service Road Extension
- Airport Property Line

Figure 5-17
E-Lot Reconfiguration
Alternative 2

5.6 Maintenance, Repair, and Overhaul (MRO) Facilities Alternatives

As mentioned in **Chapter 4**, the two MRO operators at ALB are expecting to grow their operations with their current fleet mix of regional jets (e.g. Embraer 145), and ultimately likely to upgauge to larger C-III narrowbody jets (e.g. Embraer 175) in the second half of the planning period, replacing the current regional jets. The larger tail heights of the EMB 175 would prevent the use of the existing MRO hangars at the airport. Thus, new maintenance hangar would be needed; the existing hangars could be repurposed for corporate/GA use. As such, all proposed hangar locations are located to allow for a taller 45-foot building height based on the Building Restriction Line (BRL) set by the Part 77 Transitional Surface. The following alternatives were developed to accommodate the growth in the short- and long-term outlook of the MRO operators and to consolidate MRO operations and promote better land use practices.

MRO Alternative 1

The MRO Alternative 1 (**Figure 5-18**) depicts a simple expansion of the MRO area. This options includes constructing an additional 40,000 square foot hangar, to the southwest, as well as additional large apron space for staging and parking aircraft. The proposed developments may infringe into the Sicker Road town right-of-way . The current airport security fence would need to be relocated. Additionally, the cul-de-sac of Sicker Road, and vehicle access and parking would need to be reconfigured to recapture this area for apron use. The cul-de-sac and parking could be relocated further to the North.

The location of the proposed hangar would require relocation of an existing storage building that is owned by the Airport and leased to an existing tenant. An additional taxiway connector to Taxiway 'A' is proposed to allow for more efficient movement of aircraft in and out of the MRO facilities.

Table 5-18 –MRO Alternative 1 Summary

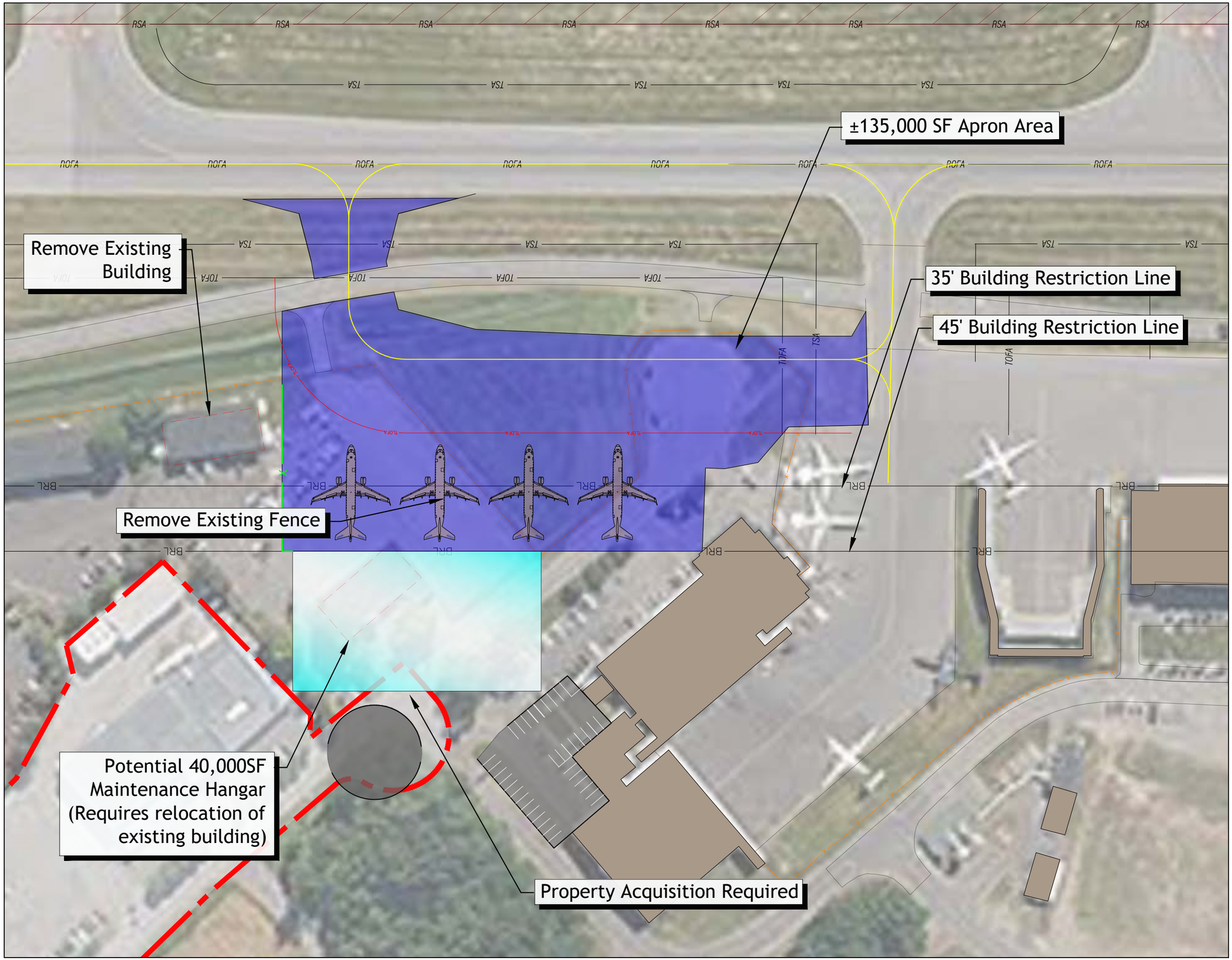
MRO Alternative 1	
A simple expansion of the Northwest MRO area. This options includes one additional aircraft hangar, and a sizable increase in apron area	
Opportunities	**Constraints**
✈ Sufficient aircraft maintenance facilities for short term demand ✈ Provides new hangar for EMB 175 maintenance ✈ Large increase in apron area for aircraft storage ✈ Located entirely within existing airport property ✈ Provides access to Taxiway 'A' ✈ Utilizes existing Sicker Road for access. ✈ Development is outside of FAR Part 77 surfaces	✈ Requires modifications to Sicker Road and Parking. ✈ Requires relocation of a current building, fencing and parking ✈ Small impact to the Sicker Road Right-of-Way

MRO Alternative 2

The MRO Alternative 2 (**Figure 5-19**) is an expansion of Alternative 1, providing up to three 40,000 SF hangars for as infill in this location. The depicted layout can accommodate EMB 175 aircraft operated by multiply MRO providers. This layout includes additional aircraft apron staging and parking locations as well as easier ingress and egress of aircraft into the new hangars. However, this concept would remove the existing hangars, thus preventing repurposing for corporate use.

Table 5-19 –MRO Alternative 2 Summary

MRO Alternative 2	
Expansion of the Northwest MRO area. This options includes three additional aircraft hangars, and a sizable increase in apron area, and removal of five buildings.	
Opportunities	**Constraints**
✈ Sufficient aircraft maintenance facilities for long-term demand ✈ Reconfigures apron for more efficient aircraft access, with large increase in space ✈ Located entirely within existing airport property ✈ Provides new hangars for EMB 175 maintenance ✈ Provides access to Taxiway 'A' ✈ Utilizes existing Sicker Road for access. ✈ Development is outside of FAR Part 77 surfaces	✈ Requires relocation of a three existing industrial building, fencing and parking ✈ Small impact to the Sicker Road Right-of-Way Requires demolition of existing hangars.



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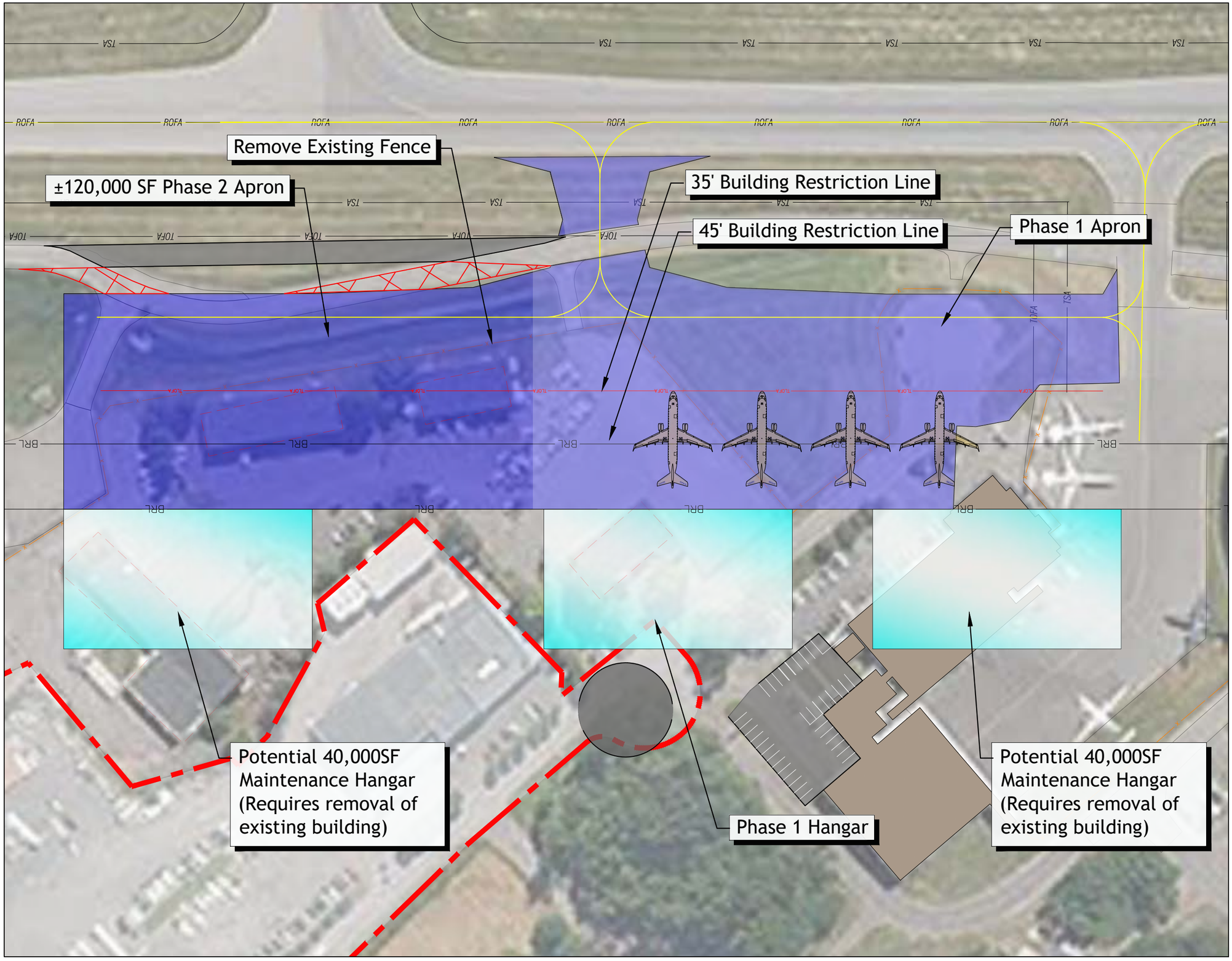
GRAPHIC SCALE (FEET)

0 50 100 200

LEGEND

- Proposed Airfield Pavement
- Proposed Building Development
- Proposed Landside Pavement
- Proposed Security Fence
- Airport Property Line

Figure 5-18
MRO Expansion
Alternative 1



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GRAPHIC SCALE (FEET)

0 50 100 200

LEGEND

- Proposed Airfield Pavement
- Proposed Building Development
- Proposed Landside Pavement
- Airport Property Line

Figure 5-19
MRO Expansion
Alternative 2

5.7 Air Cargo Facilities Alternative

As discussed in **Chapter 4**, the current cargo facilities are not at maximum capacity, with unused parking positions and room for additional aircraft. The cargo building and vehicle parking are nearing capacity and could not accommodate a new cargo operator. As such, one Air Cargo Alternative (**Figure 5-20**) was developed and depicts expansion for an additional operator by providing a 30,000 square foot northern extension of the existing 70,000 square foot sorting facility. The footprint of the proposed facility requires relocation of the existing landside cargo staging area. As such, additional pavement will be extended to align with the northern edge of the existing apron. Portions of the proposed development are located in an area approximately 10 feet lower in elevation relative to the cargo apron, encompassing an area of approximately one acre. This area will require fill to raise the building up to the existing grade.

The site permits operation of a new cargo entrant that operates widebody and narrowbody aircraft. Non-aeronautical development is proposed on the undeveloped eastern side as this cargo development layout will restrict aircraft access to that area. Similar to the proposed GA development layouts, further coordination with the FAA would be required for review and approval of the proposed non-aeronautical development areas if this option is pursued.

Table 5-20 –Air Cargo Alternative Summary

Air Cargo Alternative	
Addition of building and operations space on the north side of the existing facility. Building and staging area would be provided.	
Opportunities	**Constraints**
✈ Accommodates an additional cargo operator, with 2 to 4 additional aircraft, up to a Boeing 767 ✈ Apron expansion not required	✈ Requires large amount of fill to level the development area ✈ Blocks additional future aeronautical development in the greenfield area to the east



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GRAPHIC SCALE (FEET)

0 75 150 300

LEGEND

- Proposed Cargo Building
- Airport Property Line
- New Pavement
- Potential Non-Aeronautical Development Area

Figure 5-20
Cargo Expansion Alternative

5.8 Support Facilities

5.8.1 Aircraft Rescue and Firefighting (ARFF) Facilities Alternatives

As discussed in **Chapter 4**, while the current ARFF facility satisfies FAR Part 139 requirements for Index C, it is undersized for its current and future staff, equipment, and operations as determined by ARFF management. As federal funding for ARFF projects is limited to satisfying Part 139 only, expansion would not be AIP eligible. Expansion in its current location is possible but is constrained by an existing FBO hangar to the north. Additionally, due to the proximity to wintertime commercial deicing operations and year-round FBO and general aviation activities, continued ARFF operations in its current location causes operational issues in terms of efficient aircraft movement between the two FBO facilities, commercial aircraft deicing operations and congestion from fuel trucks and other service vehicles, itinerant aircraft, and the adjacent parking apron.

Working with Airport management, operations, and ARFF Station personnel, a 'long-list' of alternative locations were considered for an ultimate replacement of the ARFF, including sites more distant from the runways and locations in the Northwest quadrant near the intersection of Taxiways 'A' and 'P.' Based on higher response times and existing site constraints, the alternative locations were narrowed to two feasible sites for further evaluation, as presented below.

Note that if a new replacement ARFF station is constructed in the future, the location of the existing station would ideally be redeveloped for corporate/FBO use, consistent with the existing surrounding development. The current ARFF site can accommodate a large hangar, connected to the existing available apron.

ARFF Northeast Quadrant Alternative

The ARFF Northeast Quadrant Alternative (**Figure 5-21**) depicts an option to relocate the current ARFF station to the area along Sicker Road, southwest of the ATCT/TRACON and airfield maintenance facilities. The ARFF facility would be centralized on the airfield and is depicted at 25,000 square foot of floor area including space for six passthrough vehicle bays. The building height would need to be restricted to 25 feet due to the Runway 1-19 Part 77 Transitional Surface, likely requiring a flat roof. Relocating the ARFF station to this quadrant would consolidate all airport operations facilities (i.e. ATCT, ARFF, and Maintenance) to a single quadrant. Due to the future proposed taxiway, this site is limited in size. If the two-acre parcel to the east (yellow highlighting) became available for sale, it would provide ample development area for the station.

A potential drawback to this location would be the requirement of crossing both runways when providing ARFF support to the passenger terminal area in the Southwest Quadrant, as a majority of the ARFF's responses are to the terminal.

Table 5-21 –ARFF Northeast Quadrant Alternative Summary

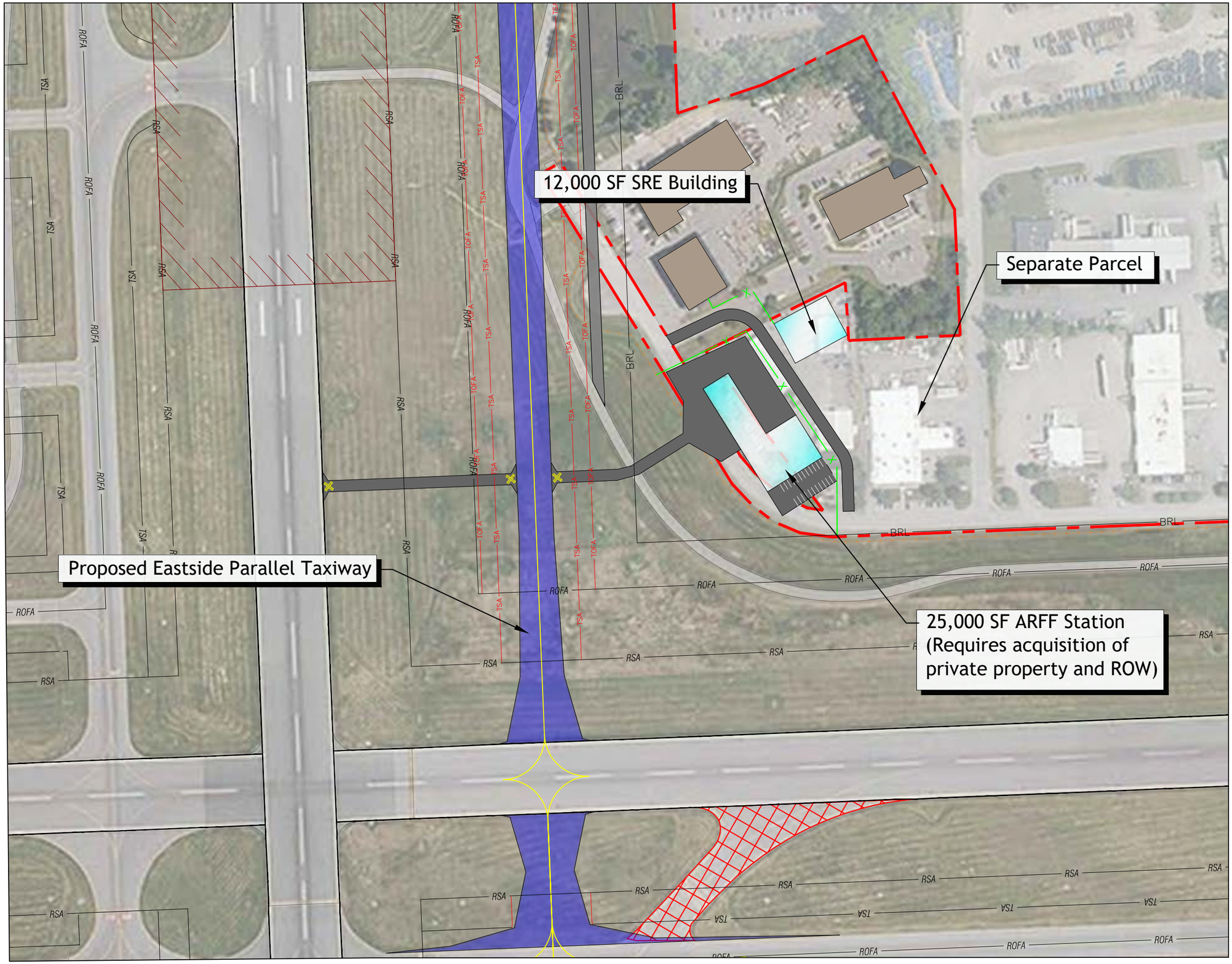
ARFF Northeast Quadrant Alternative	
Centralized location adjacent to the proposed parallel taxiway, with ideal response time to the airfield.	
Opportunities	**Constraints**
✈ Ideal location for airfield response time (centrally located to all runway ends) ✈ Co-location with SRE and airport maintenance facility ✈ No conflict with competing airport uses ✈ Sufficient ARFF facility space for long-term demand (above that required for FAR Part 139) ✈ Existing ground access with available utilities	✈ Requires crossing both runways to respond to ARFF calls at the Passenger Terminal (majority of calls received by ARFF) ✈ Height of ARFF building restricted to 25’ due to Part 77 Transitional Surface ✈ Overall size of the site is limited by the future taxiway and associated TOFA ✈ AIP funding cannot be used until the existing ARFF station is 40-years old.

ARFF Southeast Quadrant Alternative

The ARFF Southeast Quadrant Alternative (**Figure 5-22**) depicts a usage alternative to the GA Greenfield Site Alternative 2. A 25,000 square foot ARFF facility would be constructed in lieu of the southeastern-most 50,000 square foot corporate hangar. This area would have fewer constraints in terms of space, airspace, and object free area standards compared to the Northeast Quadrant Alternative. ARFF responses to the passenger terminal area would require crossing the primary runway.

Table 5-22 –ARFF Southeast Quadrant Alternative Summary

ARFF Southeast Quadrant Alternative	
Centralized location adjacent to the proposed GA development in Southeast Quadrant.	
Opportunities	**Constraints**
✈ Improved airfield response time compared to existing station (centrally located to all runway ends) ✈ Abundant space for long-term demand ✈ Existing ground access with available utilities	✈ Requires crossing primary runway to respond to ARFF calls at the Passenger Terminal (majority of calls received by ARFF) ✈ AIP funding cannot be used until the existing ARFF station is 40-years old.



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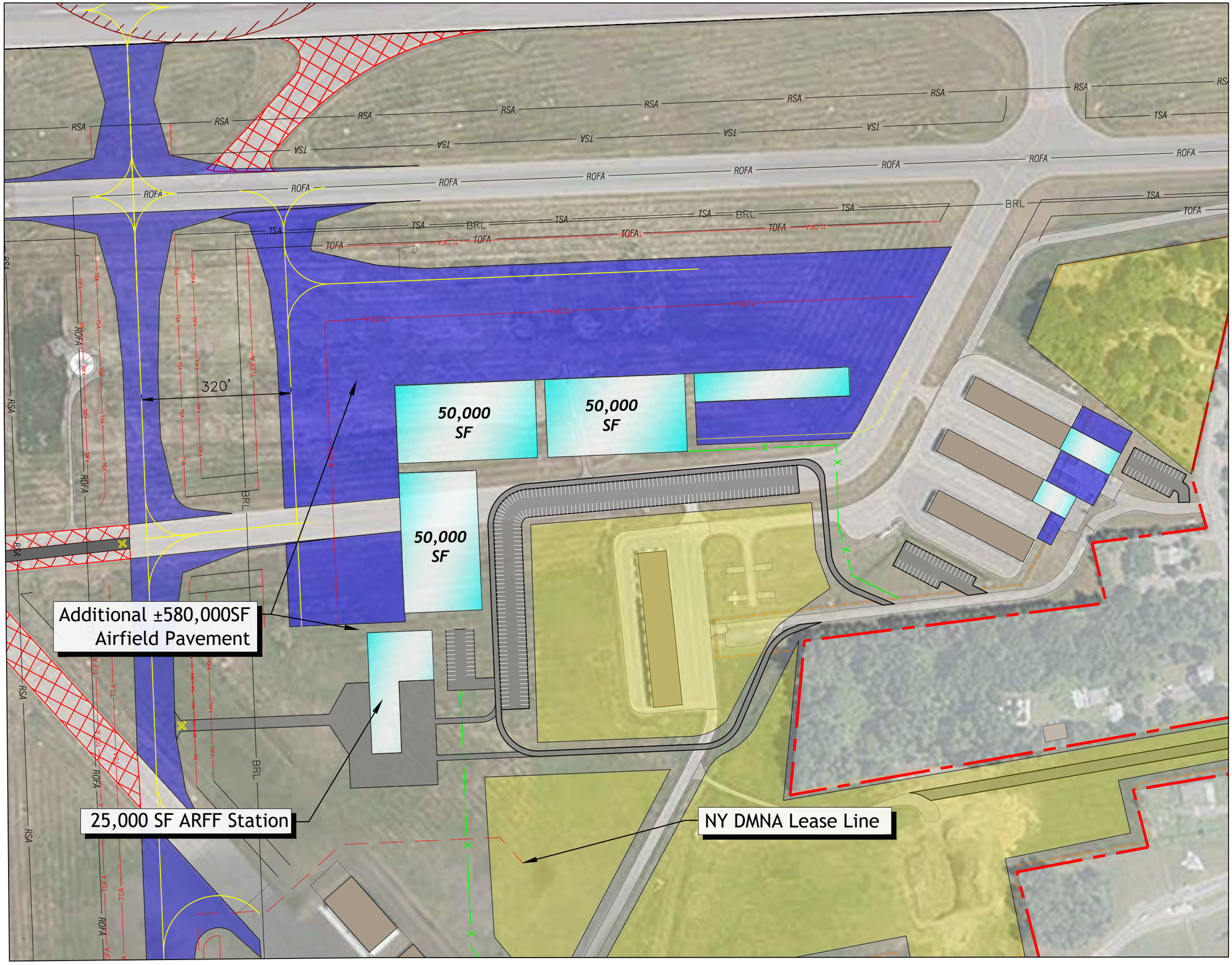
GRAPHIC SCALE (FEET)

0 100 200 400

LEGEND

- Proposed Airfield Pavement
- Proposed Building Development
- Proposed Landside Pavement
- Proposed Security Fence
- Airport Property Line

Figure 5-21
ARFF Relocation
Northeast Quadrant



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GRAPHIC SCALE (FEET)

0 100 200 400

LEGEND

- Proposed Airfield Pavement
- Proposed Building Development
- Proposed Landside Pavement
- Proposed Security Fence
- Potential Non-Aeronautical Development Area
- Airport Property Line

Figure 5-22
ARFF Relocation
Southeast Quadrant

5.8.2 Snow Removal Equipment (SRE) Buildings

A brief evaluation identified that the Airport has adequate SRE storage to satisfy FAR Part 139 requirements; however, an additional storage building would be beneficial for the additional airport maintenance equipment use by Airport Operations that is above the minimum required. The existing airport maintenance complex located in the northeast quadrant has space available for expansion, see **Figure 4-12.** As such, it is recommended that any additional storage building would be developed and consolidated in that location. It is acknowledged that this potential expansion may not be eligible for FAA funding.

5.8.3 Airport Fuel Farms

Based upon the analysis in **Section 4.7.4**, the airport should plan for a 40% increase in the current Jet-A Fuel storage capacity of 400,000 gallons over the course of the planning period. Review of the existing fuel farm identifed adequate space for this potential storage increase. **Figure 5-23** depicts the existing airport fuel farm located in the northwest quadrant of the airport, and the logical locations for additional tanks. Ground access, utilities, and security is currently provided onsite.

A separate AVGAS 100 low lead (100LL) tank was formerly availble at the self-fuel apron adjacent to T-Hangars A, B and C. This tank was removed due to poor condition and has not been replaced at this time (2023). Replacement of the tank in the same location is recommended in the short-term, with the ability to supply the recently FAA-certified UL94 (unleaded, 94 octane) aviation fuel for piston-powered aircraft.

Figure 5-23 – Existing Aircraft Fuel Farms and Expansion Potential



5.8.4 Urban Air Mobility Alternatives

In recent years, many advancements have been made in the next generation of airborne transportation, focus on both crewed and uncrewed aircraft, exclusively electric powered, operating both traditional winged, along with vertical takeoff and landing aircraft. With the support of NASA, the FAA, and aviation stakeholders, this industry has been termed Urban Air Mobility (UAM) for the potential to expand transportation networks in metropolitan areas. ALB serves the Albany-Schenectady Combined Statistical Area (CSA), thus it is important to look ahead at how the potential for UAM activity could impact the Airport and basic facility requirements and alternatives to accommodate demand.

In April 2023, the FAA released the *UAM Concept of Operations (ConOps), Version 2.0*. That publication describes "the envisioned operational environment that supports the expected growth of flight operations in and around urban areas." The advancement of UAM will eventually aide in supporting passenger and cargo operations in hard to reach, congested, or underserved areas. Per the FAA, UAM advancement will take place in series of increasing levels of autonomy and operational tempo.

The initial phases of implementing UAM will utilize existing helicopter routes, helipads, aircraft aprons, rules and regulations, and air traffic control (ATC) services. As demand for UAM activity increases, so should the demand on infrastructure and procedures. Over time, the FAA will establish and define UAM Corridors from specific aerodromes[1] based on performance requirements. This will also trigger changes to and enforcement of new UAM regulations. As the state of operations mature to become more advanced, and as frequency increases throughout the UAM sector, the previously formed UAM Corridors may form a new network, thus optimizing paths between aerodromes. The number of aerodromes or vertiports would also increase as demand increases. One primary difference between the stages of activity is that once operations have increased to be considered 'mature,' the UAM vehicles may be piloted remotely or autonomously rather than having an onboard pilot in control.

[1] Per the FAA an aerodrome is "a location from which UAM flight operations depart or arrive."

Table 5-23 –Sample UAM Aircraft

Sample UAM Aircraft (under development)	
BETA Technologies CX300	Joby Tiltprop EVTOL
	

As the previously discussed advancements are made, the FAA will continue to define, maintain, and make publicly available the standards and regulations regarding the UAM system; therefore, it is important that ALB review and apply the standards to ensure accommodations of this newly emerging technology. Advancements to current infrastructure at ALB could include, but is not limited to:

- Installing charging stations in the FBO and other GA areas for the aircrafts' electric motors and batteries
- Designated operations areas, including locations for electric Vertical Takeoff & Landing (eVTOL) aircraft in the terminal area, with constructed takeoff and landing routes.
- Construction of one or more vertiports, apron parking, and hangars to accommodate the new aircraft

FBO Apron

It is anticipated that early adopters of UAM usage will be primarily private charters. As such, infrastructure must be in place at the FBO to support such operations. Since ALB currently has established helicopter departure and arrival routes that are controlled by ATC, it is expected that the only addition to the FBO apron is the capability to support electric charging of the UAM aircraft, at a designated parking position. Aircraft may taxi or hover-taxi to the position.

Passenger Terminal Apron

Small electric traditional fixed-wing aircraft have the capability of providing regularly scheduled commuter service similar to the ones operated by Cape Air at ALB prior to 2020. Should such service occur at ALB, the terminal has available ground level gates in Concourse B capable of supporting the operations from a passenger capacity standpoint. Similar to the FBO Apron, the only additional infrastructure required would be electric charging stations.

eVTOL Vertiport

Commercial Passengers

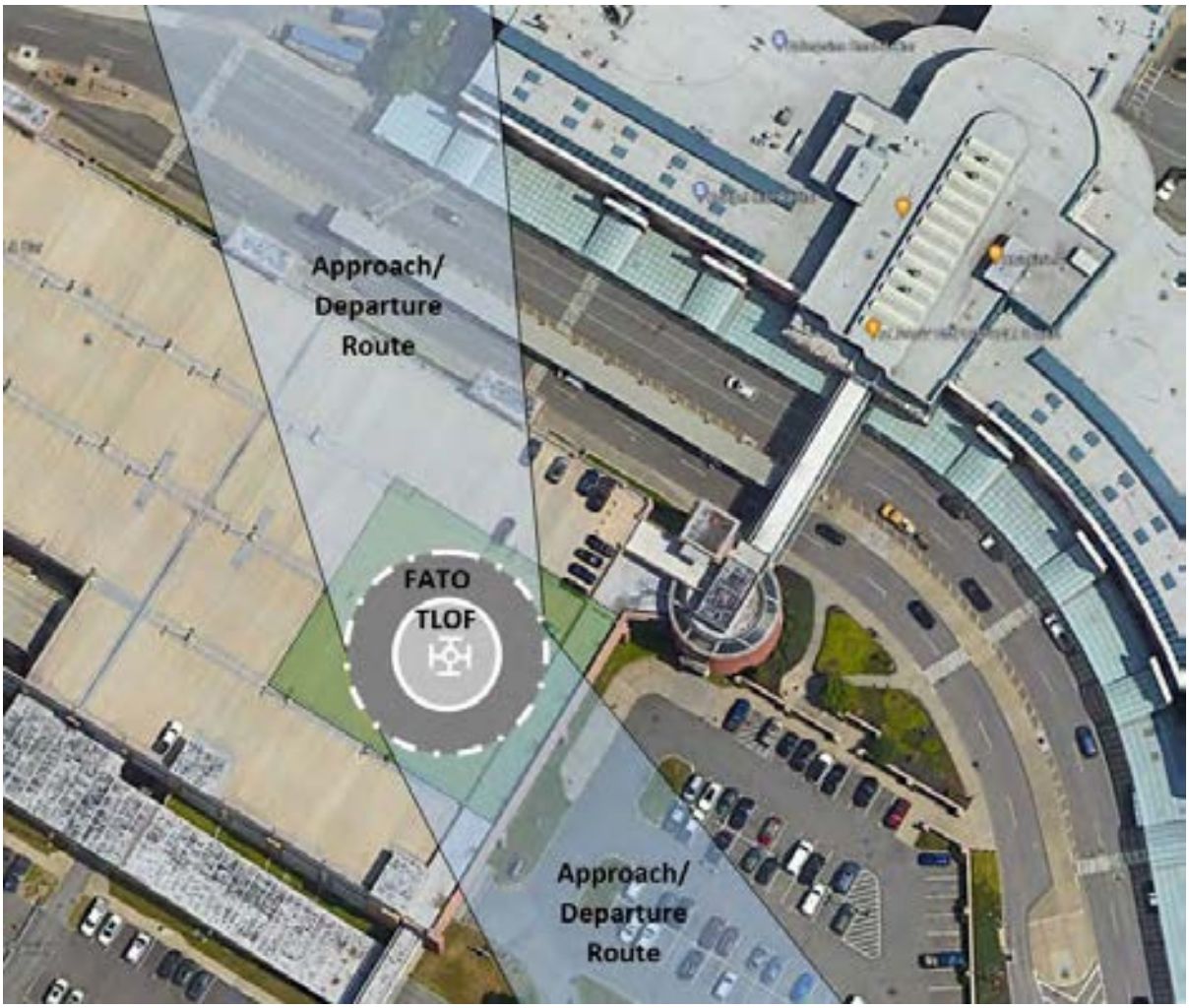
The entrance of eVTOL operations is expected to serve as a shuttle/ferry service connecting the surrounding downtown areas to the airport, providing a quicker alternative to private/hired car and/or public road transportation methods. The service may cater to passengers continuing onto a regularly scheduled commercial flight. As such, the eVTOL would be required to land and disembark passengers landside. As such, a standalone vertiport adjacent to the terminal and outside security would be ideal.

In September 2022, the FAA published *Engineering Brief (EB) 105, Vertiport Design*, specifically catered to eVTOLs. A vertiport is the broad term consisting of the area dedicated for the eVTOLs Touchdown and Liftoff Area (TLOF), Final Approach and Takeoff Area (FATO), corresponding Safety Area, and any support facilities and buildings servicing the eVTOL.

A possible location for an eVTOL vertiport would be on the top-roof level of the existing North Garage confined to the southeastern portion as depicted in **Figure 5-24**. This elevated location would provide clear airspace while being directly connected to the security checkpoint. Infrastructural improvements will be required to support the eVTOL operations including removal of existing lamp posts, construction of electric aircraft charging station, and a small passenger holdroom facility for those departing the airport towards the downtown areas.

It is important to note that EB 105 serves as an interim design guideline to the initial development of eVTOL vertiports as their performance data has not been fully evaluated by the FAA and the technology is rapidly changing. As such, standards may change if development of an eVTOL vertiport should be advanced in the future.

Figure 5-24 – Potential Rooftop Vertiport



Air Cargo

Currently, the largest users of eVTOLs are air cargo operators. As such, infrastructure should be in place to support electric charging in the air cargo apron in the Northeast Quadrant. It is anticipated that the cargo apron has adequate space to support eVTOL operations following the published helicopter procedures issued by the ATC.

5.9 Recommended Development Plan Summary

Based on the review of the Airport's goals and objectives, as well as the needs and constraints identified, specific alternatives were identified as the most reasonable to form the recommended development plan for ALB. This recommended plan improves the safety, operational efficiency, and functionality of the airfield, while incorporating all facilities to satisfy future demand. This section provides a summary of the major concepts in support of the short- and long-term operations of the Airport and is depicted in **Figure 5-24**.

5.9.1 Recommended Airside Developments

Each of the key airfield alternatives identified are recommended during the planning period. These include the following:

Short-term:

- Construct South Service Road
- Property Acquisition – Wade Road Parcel in RPZ
- Eastside Parallel Taxiway – Phase 1 (Runway 1 end to Taxiway 'D') in order to provide access to the Southeast Quadrant for existing and future General Aviation development and connectivity to the GA facilities in the Southwest Quadrant. Includes crossover Taxiway 'E' and partial removals of Taxiway 'G.'
- ROFA Improvements at west end of Runway 10/28
    - Removed portion of employee lot (30 spaces) and relocate entrance
    - Relocate Airport Security fence (2 locations, north and south of runway)
    - Hockey Lane – acquire and remove last 100 feet of Town ROW

Mid-Term:

- Decommission or relocation of the ALB VORTAC
- Eastside Parallel Taxiway – Phase 2 (Taxiway 'D' to Runway 10/28). Includes removal of Taxiways 'D' and 'G.'
- Eliminate direct access to Runway 1/19 from Taxiways 'D', 'E' & 'F', including apron improvements
- Re-Designated Taxiways (per FAA standards)

Long-term:

- Eastside Parallel Taxiway – Phase 3 (extend to Runway 19, with Taxiway 'M' & 'Q' modifications, crossover Taxiway 'B', and service road relocation, with modification of Sicker Road
- Taxiway 'P' Extension to end of Runway 10, with geometry improvement to Taxiway 'K' (north)
- Taxiway 'C' west relocation (400' offset), with geometry improvements to Taxiway 'K' (south)
- Construct Vertiport on roof of North Garage (for eVTOL aircraft)

These recommendations would update taxiway layout to meet current FAA design standards. Additionally, updating all taxiway fillet geometry is desirable, and should be incorporated if and when the associated taxiways are reconstructed. Review of the existing Runway 28 displaced threshold determined that retaining the displacement is required based on the hill and residential development within the approach.

5.9.2 Recommended Terminal Developments

Short-term (including ongoing projects):

- TSA Security Checkpoint (departing passenger processing)
- Concourse A Improvements – Gates, PBBs, Concessions, and Departure Lounge
- Outbound Baggage System Improvements (in-line system)
- Airport Entrance Signalization Improvements

Mid-term:

- Economy Lot E Expansion
- Terminal Access Roadway Improvements, new commercial curbside and GTC, following traffic study

Long-term:

- Concourse B Rebalancing / Improvements.
- New parking garage (or expansion of North Garage).
- Concourse A holdroom expansion is recommended if and when the number of flights and size of aircraft results in seating deficits and congestion.

Beyond Planning Period (if needed):

- Concourse B Expansion may be considered if flight and activity growth well exceed expectations
- Concourse C Expansion may also be considered if flight and activity growth well exceed expectations
- The Ticketing Hall is adequate throughout the planning period; however, the long-term plan incorporates extension to the south (with the removal of the existing office building).
- Inbound Baggage, claim devices, and rental car counters are adequate, but the long-term plan incorporates extension to the north if needed.

5.9.3 Recommended Landside Development

Note that several of the projects listed and included in the Master Plan are dependent on future activity and private investment by existing and potential users and tenants. Such projects include most of the recommended hangar development, air cargo development, and MRO facility expansion. These projects require private investment and lease agreements with the Airport. Thus, their demand and timing are dependent on the tenants. It is acknowledged that more facilities are listed than are likely to be developed during the planning period. This is intentional in order to provide multiple development location options, and to ensure that any future projects will work with the overall Master Plan implementation.

Short-term:

- General Aviation: A large new FBO Hangar to be located on the main apron (up to 50,000 SF). This hangar was previously planned and remains included in the recommendations.
- New AVGAS self-serve fuel tank located at the T-Hangar fueling apron. The tank would provide a new UL94 (unleaded, 94 octane) aviation fuel for piston-powered aircraft.

Mid-term:

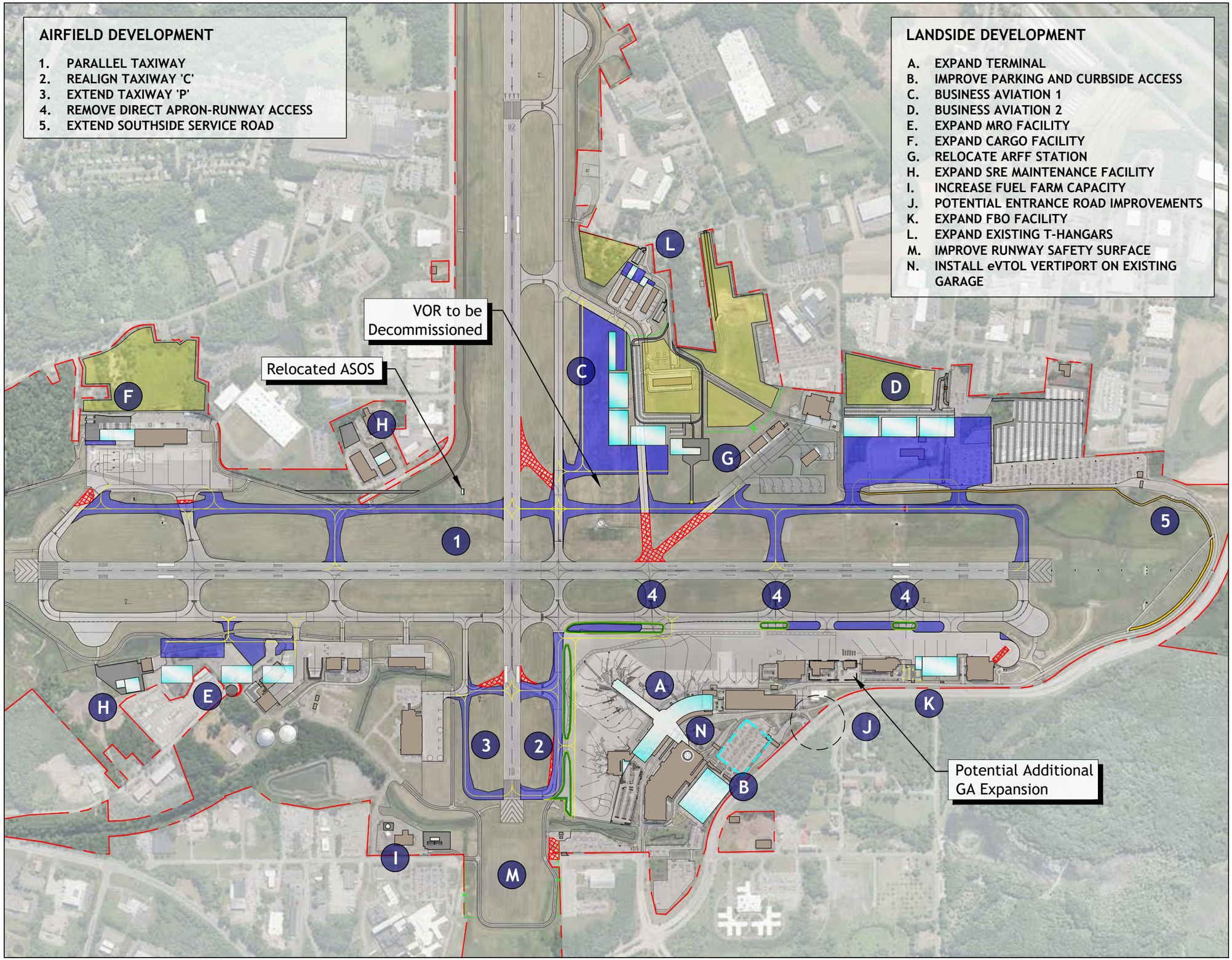
- Expand/Improve Snow Removal Equipment (SRE) Buildings (may not be AIP eligible). Two potential locations are reserved in the recommended plan: within the existing SRE facilities in the Northeast Quadrant, and near the sand storage building in the Northwest Quadrant.
- The Air Cargo Expansion concept is recommended during the planning period but is dependent on the entrance of an additional air cargo operator.
- MRO Facility Improvements – Phase 1 located in the northwest quadrant provides for a new 40,000 square foot facility that can accommodate larger regional jets (i.e., Embraer 175). If built, the existing two MRO hangars could be repurposed for GA/corporate use.
- General Aviation: Business Aviation Development along Taxiway C. Multiple hangars are illustrated providing capacity beyond the anticipated need. This approach is intended to provide numerous locations for potential development.

Long-term:

- A new ARFF station site is recommended in the Southeast Quadrant. Once the new facility is constructed, the existing site could be repurposed for a hangar or other airfield-dependent uses.
- MRO Facility Improvements – Phase 2, located in the northwest quadrant. Multiple options are provided for additional hangars supporting larger regional aircraft.
- Fuel Farm capacity expansion at the existing site. The existing site has space available for additional Jet-A fuel tanks.
- General Aviation: Business Aviation Development along the proposed eastside parallel Taxiway. Multiple hangars are illustrated providing capacity beyond the anticipated need. This approach is intended to provide numerous locations for potential development.

Airport Studies: In addition to airport project, several studies are recommended during the planning period. These include:

- Airport Sustainability Management Plan
- Airport-wide Drainage Evaluation
- AGIS (next 5-year & long term)
- Master Plan Update (long term)



ALBANY
INTERNATIONAL AIRPORT

GRAPHIC SCALE (FEET)

0 400 800 1600

LEGEND

- Proposed Airfield Pavement
- Proposed Landside Pavement
- Proposed Buildings
- Potential Non-Aeronautical Development Areas

Figure 5-25
Recommended Plan

6 Environmental Overview

This chapter presents a general overview of the environmental conditions of the Albany International Airport (ALB) and immediate vicinity. This overview identifies the environmental categories of greatest concern based upon initial investigation, with emphasis on biological resources, noise, wetlands, water quality, floodplain and cultural resources.

This overview was prepared based on the guidelines of Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* and FAA Order 1050.1F: *Environmental Impacts: Policies & Procedures*.

Consistent with the FAA Orders 5050.4B and 1050.1F, the following categories were reviewed:

- Air Quality
- Biological Resources
- Climate
- Coastal Resources (not applicable to Albany County)
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise Compatible Land Use
- Socioeconomics, Environmental Justice, Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources

The information in this chapter was obtained through on-site field reviews, desktop review of various resources, and review of previous environmental studies for ALB. The sections below provide a summary of the environmental conditions, analyses, and anticipated permits and approvals that may be required prior to specific developments on airport property.

6.1 Air Quality

Under the Clean Air Act (CAA), the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O3), particulate matter (PM), sulfur dioxide (SO_2) and lead (Pb). The EPA determined that these criteria air pollutants

may harm human health and the environment, and cause property damage. Nitrogen oxides (NO_X) and volatile organic compounds (VOC) are regulated as precursors to ozone.

The Airport is located in Albany County, NY. Albany County is designated by the EPA as being in attainment with all current NAAQS As the attainment status and the NAAQS are subject to change, the required NEPA documentation for future projects will include discussion of air quality standards and evaluation of potential emissions associated with the construction and operation of the proposed improvements.

6.2 Biological Resources

The airport property consists of a mixture of developed areas, mowed and maintained airfield areas, a stream corridor, forested areas, and wetlands.

6.2.1 Federally Protected Species, Critical Habitat and Essential Fish Habitat

The United States Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) website was reviewed for federally listed species. IPAC was developed to provide a simple tool to identify resources in a given location, as well as identify potential conservation measures. The website indicated that two species of bats, the northern long-eared bat (*Myotis septentrionalis*), an endangered species and the tricolored bat (*Perimyotis subflavus*), a proposed endangered species, have the potential to occur with airport property. Additionally,the Karner blue butterfly (*Lycaeides melissa samuelis*), an endangered species, and the monarch butterfly (*Danaus plexippus*), a candidate species, could also be present within airport property. All of these species are dependent upon specific habitats and host plants. During the NEPA documentation process for future projects, more detailed review of the species specific habitat requirements should be completed to determine the potential effect upon the species.

According to the Natural Heritage Program (NHP)[1] "northern long-eared bats (NLEB) are typically associated with mature interior forests and tend to avoid woodlands with significant edge habitat. NLEB may most often be found in cluttered or densely forested areas including in uplands and at streams or vernal pools, and may use small openings or canopy gaps as well. Captures from NY State suggest that NLEB may also be found using younger forest types. A variety of tree species are used for roosting. The structural complexity of surrounding habitat and availability of roost trees may be important factors in roost selection. Roosts of female bats tend to be large diameter, tall trees, and in at least some areas, located within a less dense canopy. Northern myotis hibernates in caves and mines where the air temperature is constant, preferring cooler areas with high humidity." At ALB, past tree removal projects have relied on seasonal tree maintenance/removal activities to prevent impacts to this species during roosting

[1] New York Natural Heritage Program. 2021. Online Conservation Guide for *Myotis septentrionalis*. Available from: https://guides.nynhp.org/northern-long-eared-bat/. Accessed February 10, 2021.

periods. The summer roosting requirements and range distribution of the tricolored bat are very similar to the NLEB. As the final determination of the listings status for the tricolor bat has not been completed at the time of this report, no designation of critical habitat or specific avoidance and minimization measures for this species have been promulgated by the USFWS. Future NEPA documentation for proposed projects at the airport should include this information when it is available.

According to the NHP[2], "Karner blue butterflies can be found in extensive pine barrens, oak savannas or openings in oak woodlands, and unnatural openings such as airports and right-of-ways that contain wild lupine (*Lupinus perennis*), the sole larval food source." Past studies at ALB have not identified the Karner Blue or wild lupine on the airport property.

The monarch butterfly is a candidate species and has not yet been proposed for listing under the Endangered Species Act so no critical habitat has been designated for the species. The adult butterflies can be found in across the United States as they migrate between overwintering areas and breeding areas. During the breeding season, monarchs lay their eggs on the obligate milkweed larval host plant. Past studies at ALB have not identified large populations of milkweed species within the extensively managed grass within the air operations area of the airport. Future NEPA documentation should include a habitat evaluation of the project area to determine the potential impact upon this species .

Based on review of the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service Essential Fish Habitat (EFH) Mapper, there are no EFH areas, Habitat Areas of Particular Concern, or EFH areas protected from fishing located within the airport property.

Future development projects would need to be evaluated for the potential presence of these listed species and their habitats. Coordination with the USFWS may be required.

6.2.2 State-Protected Species

The New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper (ERM) was reviewed. The mapper identified species listed as endangered or threatened at the north and south ends of the Airport. Therefore, a request was made to the Natural Heritage Program (NHP) to obtain a list of these species. The NHP response (March 2021) indicates that the polygon shown on the mapper to the south represents a listed species which has been determined to no longer occur at that location and does not need to be addressed. A letter from NHP (also dated March 2021), indicates that the NHP has no records of rare or state listed animals or plants, or significant natural communities on Albany International Airport

[2] New York Natural Heritage Program. 2021. Online Conservation Guide for *Plebejus melissa samuelis*. Available from: https://guides.nynhp.org/karner-blue/. Accessed February 10, 2021.

property. However, within ¼ mile of the northernmost Albany International Airport properties is a documented nesting location of bald eagle (*Haliaeetus leucocephalus*), a state threatened species.

The NHP bald eagle guide indicates that "Bald Eagles are typically found near large bodies of water, such as bays, rivers, and lakes, that support a healthy population of fish and waterfowl, their primary food source. Generally, Bald Eagles tend to avoid areas with human activities. They will perch in either deciduous or coniferous trees. Large, heavy nests are usually built near water in tall pine, spruce, fir, cottonwood, oak, poplar, or beech trees. Non-breeding adults and wintering birds are known to have communal roost sites. During the winter, the roost sites may be farther away from food sources. This may be due to the need for a more sheltered, warmer area. Feeding areas during the winter months usually have a high concentration of fish and waterfowl and open water (NatureServe 2005)"[3].

Future development projects may need to be evaluated for the potential impacts to the bald eagle. Furthermore, as part of the NEPA review process for any future project, review and coordination with the NYSDEC may be required.

6.2.3 Migratory Birds

The IPaC uses the location provided to search for known and potential species of concern. For the Airport, the search identified the following list of Birds of Conservation Concern that may be affected by projects on airport property:

- American Golden-plover (*Pluvialis dominica*)
- Bald Eagle (*Haliaeetus leucocephalus*)
- Black-billed Cuckoo (*Coccyzus erythropthalmus*)
- Bobolink (*Dolichonyx oryzivorus*)
- Canada Warbler (*Cardellina canadensis*)
- Cerulean Warbler (*Dendroica cerulea*)
- Dunlin (*Calidris alpina arcticola*)
- Eastern Whip-poor-will (*Antrostomus vociferus*)
- Lesser Yellowlegs (*Tringa avipes*)
- Prairie Warbler *(Dendroica discolor)*
- Red-headed Woodpecker (*Melanerpes erythrocephalus*)
- Ruddy Turnstone (*Arenaria interpres morinella*)
- Semipalmated Sandpiper (*Calidris pusilla*)
- Short-billed Dowitcher (*Limnodromus griseus*)

[3] New York Natural Heritage Program. 2021. Online Conservation Guide for *Haliaeetus leucocephalus*. Available from: https://guides.nynhp.org/bald-eagle/. Accessed March 23, 2021.

- Snowy Owl (*Bubo scandiacus*)
- Wood Thrush (*Hylocichla mustelina*)

The snowy owl is a transient and although occasionally seen in New York, it will use available habitat as necessary for resting and foraging. The bald eagle is discussed in Section 6.2.2. Forested and shrubby thickets provide suitable nesting and foraging habitat for the black-billed cuckoo. The American golden-plover, dunlin, lesser yellowlegs, semipalmated sandpiper, ruddy turnstone and the short billed dowitcher are shorebirds, so their habitat is not present within the airport property. Habitat for bobolink is grasslands and the Canada warbler prefers coniferous or deciduous forest with mossy and shrubby understory. The Cerulean warbler prefers mature deciduous forests. The prairie warbler can be found in shrubby areas, forested wetlands and old fields. Habitat for the Eastern whip-poor-will is forest and open woodland. The red-headed woodpecker can be found in open areas with scattered trees, open woodlands and cultivated areas. The wood thrush can be found in mature deciduous and mixed forests and will also nest in suburban areas where trees are large enough.

The airfield provides habitat for many species of grassland birds, but mostly, if not exclusively for foraging. Periodic mowing eliminates habitat for nesting. Proposing work periods can avoid the breeding season of many species. This approach would minimize potential impacts. Future development projects may need to be evaluated for the potential presence of these species and their habitats.

6.3 Climate

Although there are no federal standards for aviation-related Greenhouse Gas (GHG) emissions, it is well-established that GHG emissions can affect climate. The Council of Environmental Quality (CEQ) has indicated that climate should be considered in NEPA analyses in accordance with the Interim Guidance on Consideration of Greenhouse Gas Emissions and Climate Change (Vol 88 FR 1196, January 9, 2023). As per the 1050.1F Desk Reference, the CEQ has noted, “it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions; as such direct linkage is difficult to isolate and to understand.” GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

Emissions of GHGs associated with potential future development of airport property are not anticipated to be significant. Nevertheless, the Airport is incorporating the use of alternative energy wherever practical, including solar, geothermal, and electrification. Although there are no federal standards, climate preservation will be considered in each new project development.

6.4 Department of Transportation Act, Section 4(f)

Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966 requires the approval of the Secretary of Transportation for any project that uses publicly owned land such as a public park, recreation area, or wildlife refuge of national, state, or local significance or a historic site of national, state or local significance.

Based on review of the Wilderness Areas of the United States (**https://wilderness.net/**) and nationalatlas.gov, there are no national forests or wildlife refuges within the airport property. Based on the review of available online mapping, there are no parks within the airport property, however it does show the Mohawk Hudson Bikeway just to the north of airport property, approximately 3,800 feet north of the Runway 19 end.

Based on review of the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resource Information System (CRIS), a portion of the Watervliet Shaker Historic District is within airport property, to the west of the Airport, the National Register listed Ebenezer Hills Jr. Farmhouse is within airport property, to the north of the Airport and the NYS Barge Canal Historic District is located to the north of the airport property. The Ann Lee Pond Nature and Historic Preserve is located to the southwest of the Airport. Future development projects would need to be reviewed by the NYSOPRHP.

Recent and future terminal area projects have coordinated with the Watervliet Shaker Historic District and incorporated mitigation measures where appropriate. This effort will continue for projects in the terminal area and within the southwest quadrant of the Airport.

6.5 Farmlands

The Farmland Protection Policy Act (FPPA) of 1981 authorizes the U.S. Department of Agriculture (USDA) to develop criteria for identifying the effects of federal programs on the conversion of farmland to non-agricultural uses. The prime and unique farmland regulations require that the USDA determine whether land affected by any Proposed Action is prime and unique farmland. If the proposed project involves the acquisition of farmland that would be converted to non-agricultural use, it must be determined whether any of that land is protected by the FPPA.

The Natural Resource Conservation Service (NRCS) classifies soil types as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. According to Web Soil Survey from the NRCS, there are soil types identified as farmland of statewide importance and prime farmland mapped within airport property. However, based on review of the 2010 Census Bureau Map of Urbanized Areas, the airport property is mapped as urban. Areas mapped as urban are exempt from review. Therefore, projects would not require the submission of a Farmland Conversion Impact Rating Form AD-1006.

6.6 Hazardous Materials, Solid Waste, and Pollution Prevention

Hazardous materials are products or waste regulated by the EPA and NYSDEC. These include substances regulated under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), and regulations for solid waste management, above ground storage tanks and underground storage tanks (USTs).

The DECinfo Locator (https://gisservices.dec.ny.gov/gis/dil/)was reviewed for remediation sites on and in the immediate vicinity of the Airport property. The results are as follows:

- Albany Army Aviation Support Facility #3 is a state superfund site located at 330 Old Niskayuna Road. This site is on airport property. The NYSDEC Environmental Remediation Database indicates that "As information for this site becomes available, it will be reviewed by the NYSDOH to determine if site contamination presents public health exposure concerns."
- Jack the Stripper is a state superfund site located at 999 Troy-Schenectady Road. This site is off airport property just to the north of the north end of the Airport (approximately 1,700 feet northeast from the Runway 19 end). The NYSDEC Environmental Remediation Database indicates that "Monitoring well sampling showed no groundwater contamination, and the area around the site is supplied public water. There are no future exposures expected."
- Sulzer Turbosystems is a state superfund site at 7 Northway Lane, approximately 2,000-feet east of the Airport. The NYSDEC Environmental Remediation Database indicates that "There is potential for groundwater contamination, however, all area businesses and residences are on public water. Latham public water supply wells in the vicinity of the site are standby wells only. They have not been used for several years and have recently been abandoned and grouted. Site contaminants have been removed, and no surficial contamination remains for direct contact."
- National Semiconductor is a state superfund site located at 3 and 5 Hemlock Street, and is just east of airport property. The NYSDEC Environmental Remediation Database indicates that "Contaminated groundwater at the site is not used for drinking or other purposes and the site is served by a public water supply that obtains water from a different source not affected by this contamination."

The DECinfo Locator was also reviewed for storage facilities. Based on this review, there are numerous facilities on and surrounding airport property. On airport property, these include the primary aviation fuel farm, as well as other registered storage tanks at the maintenance facility, terminal building, and Army National Guard. Adjacent to the Airport, many private commercial / industrial businesses, and the Town of Colonie, also have fuel and oils storage used for their operations.

A search of the Environmental Protection Agency (EPA) superfund sites did not reveal any sites associated with the airport address or located near the Airport.

Review of the EPA map of Cleanups In My Community Map identified one Resource Conservation and Recovery Act (RCRA) Corrective Action located at 72 Sicker Road. This site is to the west of Runway 19 in the Northwest Quadrant; the site is off-airport but surrounded by airport property. The data indicates that a solution for the cleanup has been implemented.

Solid waste will be generated from construction activities. All activities will utilize reduction practices in order to reduce the amount of solid waste generated. Solid waste resulting from construction activities will be disposed of in an approved debris landfill. At this time, it is not anticipated that any planned activities will exceed available landfill capacities or require any extraordinary efforts to meet applicable solid waste permit conditions or regulations.

6.7 Historical, Architectural, and Cultural Resources

Section 106 of the National Historic Preservation Act (NHPA) requires Federal agencies to consider the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by the ACHP. Revised regulations, Protection of Historic Properties (36 CFR Part 800), became effective January 11, 2001.

The NYSOPRHP CRIS indicates that there are portions of airport property that are designated as archeologically sensitive. Additionally, as noted above, a portion of the Watervliet Shaker Historic District is within airport property, to the west of the Airport, the National Register listed Ebenezer Hills Jr. Farmhouse is within airport property to the north of the Airport and the NYS Barge Canal Historic District is located to the north of the airport property.

Coordination with the NYSOPRHP would need to be conducted prior to significant construction activities, especially those that could impact the historic districts, the listed farmhouse or require earth disturbance. Archeological surveys would not be required for areas that are not archeologically sensitive or have previously been surveyed.

Based on review of the Bureau of Indian Affairs Map of Indian Lands of Federally Recognized Tribes of the United States, there are no mapped lands within the airport property.

6.8 Land Use

The airport property is located within the Town of Colonie and consists of developed areas, mowed and maintained areas, stream corridor, forested areas, and wetlands.

Based on review of the Town of Colonie Zoning District Map, the airport properties are zoned as Airport Business Area (ABA), Commercial Office residential (COR), Single-Family Residential (SFR),

Land Conservation, and Commercial Office (CO). Additionally, some of the airport property is within the Airport Noise Overlay. Although the Airport is general exempted from municipal zoning and site plan approvals, coordination with the Town of Colonie is conducted for projects as part of the planning and environmental reviews.

6.9 Natural Resources and Energy Supply

Energy and natural resource demands associated with future projects could include an increase in the demand for supplies during construction. Existing local utility infrastructure would supply energy resources for operation. These resources are available in the area. As indicated previously, the Airport seeks to incorporate alternative and renewable energy in each new or expanded building project in an effort to reduce impacts and costs.

6.10 Noise and Noise-Compatible Land Use

Airport and aircraft noise are regulated at the federal level. Impacts are determined based on average airport noise levels rather than peak noise levels that may occur during a single aircraft takeoff; this noise metric is represented by the day-night average noise level (DNL) decibel level. Residential development and other noise sensitive land uses such as schools, hospitals, nursing homes, and places of worship may be considered incompatible with airport noise above 65 DNL dependent upon the level of noise reduction offered by the structure, if any. All land uses are considered compatible with noise levels of less than 65 DNL.

The Base Year and the recommended 5-year forecast annual operations were used to generate noise contours depicting potential 60, 65, and 70 DNL affected areas as shown in Figures 5-1 and 5-2. The Base Year contours encompass an area of approximately 530 acres that is within the 65 DNL threshold of significant noise impacts. The majority of the contours fall within airport property. Portions of the 65 DNL contour exceed the limits of the airport property, however, they are within areas of compatible land uses (industrial and commercial uses). There is one residential properties within the 65 DNL north of the Airport on Buhrmaster Road. This property was previously mitigated by the Airport during the Airport's Noise Compatibility Program .

The 5-year (2026) forecast contours encompass an area of approximately 720 acres within the 65 DNL threshold, an increase of 190 acres or approximately 35% compared to the Base Year. The additional coverage is mostly concentrated south of Runway 1 where there are no non-compatible land use areas. The increase in contour area results in additional residential properties within the 65 DNL located north of the Airport. Again, these properties were previously mitigated by the Airport using FAA Noise Funding. It is important to note that the Base Year was calculated utilizing data that reflected the effects of the Covid-19 pandemic. As such, the number of operation in the Base Year are far lower than the number of operations in the

2026 forecasted year. Thus, the Base Year contours are not indicative of the noise effects during a normal operating year at the airport.

The evaluation also reviewed the land use within the 60 DNL contour. While not a regulated noise level, residential noise disturbance has been reported in areas within the 60 DNL. As the runways (size and location) have not changed, and no changes are recommended, disturbance areas within the 60 DNL have and will continue to remain nearly the same over time. These locations primarily include the residential areas in the Town of Colonie along Sand Creek Road (to the west of Wolf Road).

Previously, ALB conducted a detailed Part 150 Noise Exposure Map (NEM) Update in 2011 which generated noise contours for 2009 existing conditions, and a 2020 forecasted condition. Areas within the 65 DNL contours totaled 766 acres for the 2009 existing conditions, and 594 acres for the 2020 forecasted conditions. The contours generated for this master plan using the forecasted 2026 operations have a smaller footprint to the 2011 NEM contours due to the advancement in aircraft technology and the phasing out of older aircraft, which tend to be noisier. **Figure 6-1** depicts the existing and 5-year forecasted noise contours.

In conclusion, forecast activity at the Airport will not result in the inclusion of new non-compatible areas within the DNL 65 dB contour.

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GRAPHIC SCALE (FEET)

0 1000 2000 4000

LEGEND

EXISTING 2021		FUTURE 2026
———	60 DNL	- - - -
———	65 DNL	- - - -
———	70 DNL	- - - -
———	75 DNL	- - - -

Figure 6-1
Existing & Future Noise Contours

6.11 Socioeconomics, Environmental Justice, Children's Health and Safety Risks

6.11.1 Socioeconomics

Socioeconomic impacts are typically defined as disruptions to surrounding communities, such as shifts in patterns of population movement and growth, changes in public service demands, loss of tax revenue, and changes in employment and economic activity stemming from airport development. These impacts may result from the closure of roads, increased traffic congestion, acquisition of business districts or neighborhoods, and/or by disproportionately affecting low income or minority populations. The proposed projects would not involve significant property acquisition or relocation of residents, and socioeconomic impacts are not anticipated.

6.11.2 Environmental Justice

The NYSDEC Map of Potential Environmental Justice Areas in Albany County and the EPA EJ Screen tool were reviewed. The airport property is located within and adjacent to potential EJ populations. During the required NEPA documentation for individual projects, the potential impacts to these populations will be assessed.

6.11.3 Children's Environmental Health and Safety Risks

Children's environmental health and safety risks are associated with the pollution of air, food, water, recreational waters, soil, or products that a child is likely to be exposed to. The anticipated airport needs do not include projects that would have the potential for significant impacts to water, soil, food, recreational waters or air.

6.12 Visual Effects

Of the identified facility requirement, the additional parking requirements (i.e., potential additional structured parking garages) has the potential for visual impacts associated with the Watervliet Shaker Historic District. Similar to past projects, coordination would be completed with the district to incorporate applicable mitigation in the project design. Off-airport measures may also be considered as part of such project planning and development.

The facility requirements did not identify the need for additional approach lighting systems, tall structures or towers, new tree removal areas, or other projects that can have off-airport visual impacts.

6.13 Water Resources

6.13.1 Wetlands

Jurisdictional wetlands and waters of the United States (including Traditional Navigable Waters) are regulated under Sections 401 (Water Quality Certification) and 404 of the Clean Water Act (CWA) for the discharge of dredged or fill materials. Traditional Navigable Waters and associated wetlands are also regulated under Section 10 of the 1899 Rivers and Harbors Act. In addition to these federal regulations, federal agency actions that affect wetlands are also addressed under Executive Order 11990. Federal agencies must document their efforts to avoid and minimize impacts to wetlands through the NEPA process.

Based on review of the NYSDEC ERM, the Airport has the following mapped wetlands:

- state mapped wetland A-10, a Class 1 wetland, is located at the south end of the Airport
- state mapped wetland N-3, a Class 2 wetland, is located at the east end of the Airport
- state mapped wetland N-4, a Class 1 wetland, is located to the north of the Airport

These state regulated wetlands will be avoided as part of the recommended airport developments.

Based on review of the National Wetlands Inventory Map and project specific Jurisdictional Determinations completed for localized areas of the airport in the past, there are various mapped wetlands within airport property. The mapped areas include emergent wetlands, forested/scrub wetlands, Shaker Creek and tributaries, and small ponds. In addition, past projects have delineated additional regulatory wetlands on airport property, including in locations with potential airfield and landside developments.

Impacts to wetlands, streams, and the 100- foot adjacent area of state mapped wetlands would need to be avoided and minimized to the greatest extent practicable. Any necessary permits from the NYSDEC (Article 24 Freshwater Wetlands Act and/or Section 401 Water Quality Certification) and/or US Army Corp of Engineers (USACE), Section 404 would need to be obtained prior to construction.

Based on evaluation of needs and anticipated developments, it is likely that future airport projects will be able to avoid NYSDEC regulated wetlands. However, anticipated projects are likely to have impacts to the federally-regulated wetlands that exist in many locations of the Airport. Such projects will continue to require wetland permits and mitigation with the (USACE). Recently, New York now has approved wetland banks, which permit off-airport wetland mitigation via purchasing wetland credits. This is a beneficial change to mitigation practices, as there is limited property available for on-airport mitigation, and such mitigation has the potential to create new wildlife attractants that may become safety concerns for aircraft operations. The wetlands within the vicinity of the Airport are depicted in **Figure 6-2.**

6.13.2 Floodplains

Executive Order 11988 defines floodplains as the "lowland and relatively flat areas adjoining inland and coastal waters, including flood prone areas of offshore islands, including at a minimum, the area subject to a one percent or greater chance of flooding in a given year." The intent of Order 11988 is to ensure that floodplains and floodways are kept clear of obstructions and facilities that could restrict or increase flow rates or volumes during flood conditions. Encroachment is defined as any action that would cause the 100-year water surface profile to rise by one foot or more. The 100-year floodplain has been adopted by the Federal Emergency Management Agency (FEMA) as the base flood for floodplain management. Both federal and state laws regulate development within floodplains and floodways.

Based on review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), Zone AE (100-year floodplain) and floodway areas in Zone AE, associated Shaker Creek are within a portion of airport property. Additionally, there is a small area of Zone AE associated with the Mohawk River within airport property. Any development within the floodplain would require appropriate permitting. The floodplains within the vicinity of the Airport are depicted in **Figure 6-2.**

6.13.3 Surface Waters and Groundwater

The water quality of surface waters in New York State are classified by the NYSDEC as either "AA", "A", "B", "C", or "D". A "T" used with the classification indicates that the stream supports, or may support, a trout population. All streams and water bodies with a classification of C(T) or higher are regulated by the NYSDEC. Shaker Creek and tributaries traverse airport property. Shaker Creek and the tributaries have been designated by the NYSDEC as Class C/ Standard C.

Shaker Creek is a tributary of the of the Mohawk River. The Mohawk River in this location is a component of the NYS Canal and is therefore a Traditional Navigable Water (TNW). As a result of this connection, Shaker Creek and tributaries are federally jurisdictional.

Based on review of the EPA's Sole Source Aquifer mapper, the airport property is over the Schenectady-Niskayuna sole source aquifer.

In 2018, the Airport completed an airport-wide Drainage Study. The objectives of the study were to:

- To quantify and evaluate the existing condition design flows for the drainage system.
- To evaluate the conveyance capacity of Shaker Creek and assess potential impacts on the closed drainage system.
- To identify problem areas.
- To develop cost-effective mitigation alternatives.
- To assess potential impacts of future development within the watershed.

The study evaluated potential flood impacts on airport property resulting from on-site and off-site drainage within the Shaker Creek watershed. Historical flooding has been observed throughout the Airport, especially in the grassed area between Runway 1-19 and the Economy Lot. The Airport Authority noted localized ponding at the T-Hangars, in the northern terminal area, and along the eastern side of Runway 1-19 near the intersection with Runway 10-28. There were also concerns about the potential impact of tailwater flooding resulting from an undersized culvert at Old Niskayuna Road.

The Drainage Model indicated that the historical problem areas within the Airport are the result of the combination of limited pipe capacity and tailwater impacts from Shaker Creek. Mitigation at these locations is difficult due to factors such as shallow cover depths and minimal gradient of the existing systems, the potential construction impacts to airport operations and the cost associated with replacement of multiple pipe segments.

Since 2018, drainage improvements have been completed in the southeast area of the Airport to improved localized flooding in the Runway Safety Area (RSA). To date, the improvements have been limited to replacing and enlarging drainage piles, and some grading improvements at the southern end of Runway 1/19 in 2020. However, the modeling identified that additional measures, including on and off-airport improvements would be needed to advance airfield and landside developments that create large areas of additional impervious surfaces (i.e., new taxiway pavement, hangars and aprons, and parking facilities). Such drainage improvements and mitigation may be substantial and require significant capital resources.

Non-point sources of water pollution are regulated by the EPA and the NYSDEC. Under the National Pollutant Discharge Elimination System (NPDES), projects involving an acre or more of disturbance are required to provide water quality treatment for runoff in accordance with established guidelines. States are offered the opportunity to administer this program, provided the regulations they promulgate are the same as, or more stringent than the federal regulations. New York has adopted this program and requires that all projects disturbing one or more acres of land comply with the State Pollutant Discharge Elimination System (SPDES) General Construction Permit.

6.13.4 Wild and Scenic Rivers

According to the National Park Service National Rivers Inventory website, there are no river segments designated as Wild and Scenic Rivers in the vicinity of the Airport. According to the NYSDEC list of Wild, Scenic and Recreational Rivers, there are no state designated rivers in the vicinity of the Airport.

ALBANY
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GRAPHIC SCALE (FEET)

0 500 1000 2000

LEGEND

- New York State Wetlands
- Federal Wetlands
- FEMA Floodplain
- Historical Preservation Site

Figure 6-2
ALB Environmental & Historical Resources Map

7 Implementation Plan

Chapter 5, *Development Alternatives* identified and evaluated a series of concepts and presented the overall recommended airport development plan (see **Figure 5-25** *Recommended Plan*) for Albany International Airport (ALB). The plan includes improvements to the airside, passenger terminal complex, and landside/support facilities in terms of priority in three implementation phases during the 20-year planning period. These projects are included in the Airport Capital Improvement Plan (ACIP), which includes a planning-level cost estimate, and anticipated funding source.

This chapter also presents the Airport Layout Plan (ALP) drawing set that depicts the 20-year recommended development at ALB. The ALP illustrates the proposed future airport layout and serves as the official planning document for the Airport. FAA approval of the ALP is a requirement before a project can be implemented.

7.1 Airport Capital Improvement Plan

The Airport Capital Improvement Plan (ACIP) lists the recommended projects and associated cost estimates for the 20-year planning period. Grant-eligible projects at ALB typically receive 90 percent federal funding, although certain federal programs have included 100% funding. The New York State Department of Transportation (NYSDOT) will fund 50 percent of the non-federal funding share (e.g., five percent), with the remaining five percent balance funded by the Albany County Airport Authority (ACAA). Grant-eligible projects include, but are not limited to, planning and environmental studies, airfield development and rehabilitation (runways, taxiways, lighting and navigational aids), security improvements, aircraft parking aprons, obstruction removal, and land acquisition. Projects that are typically ineligible for funding include those that generate revenue and do not directly benefit the public, such as vehicle parking, fuel farms, hangars and other leased areas. A private entity or developer, such as a fixed base operator (FBO) or other corporation, may fund and construct grant-ineligible projects under a lease agreement with the Airport.

In addition to advancing new airport projects, the airport must also continually rehabilitate existing airfield, terminal area, and support facilities (e.g., airfield rehabilitation typically occurs every 10 to 20 years). As such, the ACIP must include these additional capital projects. Although these items are not considered new capital developments, the associated costs can comprise the majority of an airport's annual capital investment.

Although the first two years of projects listed on the ACIP are generally confirmed with FAA and will be actively seeking federal or other funding, the ACIP overall is a planning document and does not constitute a commitment on behalf of the Airport or FAA to fund or advance the listed development. In addition, the ACIP does not assume that the projects would receive

environmental approvals but does identify the likely NEPA documentation that will be needed. Thus, the ACIP remains flexible and undergoes annual updates as project priorities, demands, and funding dictate.

The first five years of the ACIP are prepared in detail, and include projects divided into design vs construction, and may separately list each components (e.g., pavement, lighting, signage). The remaining 15 years of the ACIP include significantly less detail and are generally limited new developments identified by the Master Plan. For these remaining years, the listed project costs are planning level estimates (in 2023 dollars) and will be refined as the projects move into the short term.

Table 7-1 below, provides the FAA-Approved 3-year ACIP:

Table 7-1 – Airport Capital Improvement Plan (2024-2026)

2024								
Project Description	**FAA / AIP Federal Funding**			**State Funding**		**Local Funding**		
	Entitlement	**Discres.**	**BILL / ARPA**	**AIP Match**	**Grant (7)**	**PFC**	**Airport**	**Total**
Rehabilitate Runway 1/19 (1)	$ 6,079,194	$ 4,454,406		$ 585,200			$ 585,200	$ 11,704,000
Airport Sustainability Master Plan		$ 449,303		$ 24,961			$ 24,961	$ 499,225
RPZ Property Acquisition (3.6 ac) (2)	$ 27,000			$ 1,500			$ 1,500	$ 30,000
Construct Perimeter Road (south side)		$ 1,397,700		$ 77,650			$ 77,650	$ 1,553,000
Concourse A Modernization			$ 23,377,410				$3,082,590	$ 26,460,000
Airfield Lighting Controls						$ 500,000		$ 500,000
Intrusion Detection Security System						$ 600,000		$ 600,000
Stormwater & Resiliency Plan						$ 500,000		$ 500,000
Total 2024	$ 6,106,194	$ 6,301,409	$ 23,377,410	$ 689,311	$ -	$ 1,600,000	$3,771,901	$ 41,846,225
2025								
Project Description	**FAA / AIP Federal Funding**			**State Funding**		**Local Funding**		
	Entitlement	**Discres.**	**BILL / ARPA**	**AIP Match**	**Grant (7)**	**PFC**	**Airport**	**Total**
Replace Three ARFF Trucks	$ 2,700,000			$ 150,000			$ 150,000	$ 3,000,000
Rehabilitate Terminal Apron (3)	$ 1,350,000			$ 75,000		$ 15,000,000	$ 75,000	$ 16,500,000
Rehabilitate General Aviation Apron (3)	$ 450,000	$ 4,500,000		$ 275,000			$ 275,000	$ 5,500,000
Elevator Overhaul / Replacement (4)			$ 2,700,000	$ 150,000			$ 150,000	$ 3,000,000
Replace Pax. Boarding Bridges (5)						$ 2,500,000		$ 2,500,000
Replace Snow Removal Equip. (6)						$ 1,100,000		$ 1,100,000
Environmental Study - MRO Facility						$ 50,000		$ 50,000
Environmental Study - Parallel Taxiway		$ 180,000		$ 10,000			$ 10,000	$ 200,000
Total 2025	$ 4,500,000	$ 4,680,000	$ 2,700,000	$ 660,000	$ -	$ 18,650,000	$ 660,000	$ 31,850,000
2026								
Project Description	**FAA / AIP Federal Funding**			**State Funding**		**Local Funding**		
	Entitlement	**Discres.**	**BILL / ARPA**	**AIP Match**	**Grant (7)**	**PFC**	**Airport**	**Total**
Rehabilitate Terminal Apron Phase 2						$ 15,000,000		$ 15,000,000
Rehabilitate Taxiways M, Q, & Apron (3)		$ 5,850,000		$ 325,000			$ 325,000	$ 6,500,000
Rehabilitate Perimeter Road	$ 4,500,000			$ 250,000			$ 250,000	$ 5,000,000
SRE Storage Building (3)		$ 4,500,000		$ 250,000			$ 250,000	$ 5,000,000
VORTAC Relocation/Removal		$ 450,000		$ 25,000			$ 25,000	$ 500,000
Eastside Parallel Taxiway (design only)		$ 900,000		$ 50,000			$ 50,000	$ 1,000,000
MRO Facility (design only)						$ 700,000		$ 700,000
Total 2024	$ 4,500,000	##########	$ -	$ 900,000	$ -	$ 15,700,000	$ 900,000	$ 33,700,000

Notes:
1. Includes Centerline Lights and Runway 1 PAPI replacement
2. Vacant property located east of Runway 28
3. Design and Construction Costs - combined
4. Passenger terminal and North Garage
5. Replace PBB at Gates A6 and B6
6. Replace two runway sweepers
7. NYS Capital Grant Program

Legend

Master Plan Recommendation
Airfield rehabilitation
Terminal or Facility rehabilitation
Airport Vehicle/Equipment Replacement

Table 7-2 provides the remaining Master Plan recommended projects, organized into the following three phases:

- Short-Term (0 to 5 years)
- Mid-Term (6 to 10 years)
- Long-Term (11 to 20 years)

Table 7-2 – Airport Capital Improvement Plan (Short-, Mid-, and Long-Term))

Short-Term (through 2026)						
Project Description	**FAA / AIP Federal Funding**	**State Funding**	**Local**		**Private**	**Total**
			Airport	**PFC**		
Improve Airport Entrance Signalization		$ 330,000	$ 220,000			$ 550,000
Install AvGAS (UL94) System (T-Hangar Apron) (1)		$ 250,000	$ 500,000		$ 250,000	$ 1,000,000
Construct Eastside Parallel Taxiway (Phase 1)	$ 16,200,000	$ 900,000	$ 900,000			$ 18,000,000
Construct FBO Hangar in Southwest Quadrant					$ 9,400,000	$ 9,400,000
Total Short-Term	$ 16,200,000	$ 1,480,000	$ 1,620,000	$ -	$ 9,650,000	$ 28,950,000
Mid-Term (2027-2031) - 5 years						
Project Description	**FAA / AIP Federal Funding**	**State Funding**	**Local**		**Private**	**Total**
			Airport	**PFC**		
Mitigate Direct Access to Runway 1/19	$ 1,800,000	$ 100,000	$ 100,000			$ 2,000,000
Re-Designate Taxiways	$ 900,000	$ 50,000	$ 50,000			$ 1,000,000
Construct Eastside Parallel Taxiway (Phase 2)	$ 14,400,000	$ 800,000	$ 800,000			$ 16,000,000
Update AGIS - Obstruction Study	$ 225,000	$ 12,500	$ 12,500			$ 250,000
Expand Economy Lot E			$ 8,000,000			$ 8,000,000
Expand Air Cargo Facility (2)			$ 20,000,000			$ 20,000,000
Expand MRO Facilities (Phase 1)					$ 18,000,000	$ 18,000,000
Develop Corporate/GA Facilities (Phase 1)			TBD		TBD	TBD
Study & Improve Terminal Access Roadway			$ 6,000,000			$ 6,000,000
Airfield Pavement Rehabilitation - 5 years (3)	$ 36,000,000	$ 2,000,000	$ 2,000,000			$ 40,000,000
Landside Facilities Rehabilitation - 5 years (4)				$ 30,000,000		$ 30,000,000
Airport Vehicle/Equipment Relacement - 5 years (5)	$ 2,250,000	$ 125,000	$ 125,000			$ 2,500,000
Total Mid-Term	$ 55,575,000	$ 3,087,500	$ 37,087,500	$ 30,000,000	$ 18,000,000	$ 143,750,000
Long-Term (2032-2041) - 10 years						
Project Description	**FAA / AIP Federal Funding**	**State Funding**	**Local**		**Private**	**Total**
			Airport	**PFC**		
Airport Master Plan Update	$ 1,080,000	$ 60,000	$ 60,000			$ 1,200,000
ROFA Improvements (Runway 10 end)	$ 900,000	$ 50,000	$ 50,000			$ 1,000,000
Construct Eastside Parallel Taxiway (Phase 3)	$ 27,000,000	$ 1,500,000	$ 1,500,000			$ 30,000,000
Extend Taxiway 'P' to Runway 10	$ 3,240,000	$ 180,000	$ 180,000			$ 3,600,000
Realign Taxiway 'C'	$ 6,120,000	$ 340,000	$ 340,000			$ 6,800,000
Construct Vertiport (6)			$ 250,000			$ 250,000
Expand Fuel Farm			$ 10,000,000			$ 10,000,000
Relocate ARFF Station	$ 31,500,000	$ 1,750,000	$ 1,750,000			$ 35,000,000
Rebalance Concourse B	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ 5,000,000		$ 35,000,000
Develop Corporate/GA Facilities (Phase 2)			TBD		TBD	TBD
Expand MRO Facilities (Phase 2)					$ 12,000,000	$ 12,000,000
Construct New/Expanded Parking Garage & (7)			$ 60,000,000			$ 60,000,000
Update AGIS - Obstruction Study	$ 225,000	$ 12,500	$ 12,500			$ 250,000
Airfield Pavement Rehabilitation - 10 years (3)	$ 72,000,000	$ 4,000,000	$ 4,000,000			$ 80,000,000
Landside Facilities Rehabilitation - 10 years (4)				$ 40,000,000		$ 40,000,000
Airport Vehicle/Equipment Relacement - 10 years (5	$ 4,500,000	$ 250,000	$ 250,000			$ 5,000,000
Expand Concourse C	Beyond Planning Period					
Replace Concourse A	Beyond Planning Period					
Total Long-Term	$ 156,565,000	$ 18,142,500	$ 88,392,500	$ 45,000,000	$ 12,000,000	$ 320,100,000

Notes:

Cost estimate are planning-level, not based on design

Funding shares/distribution is best estimate based on airport history

Estimates include Design, Construction, and CI/CA Costs

1. Funding sources TBD (potential for Airport, State, Private)
2. Cargo Building and parking expansion
3. Place Holder for mid/long term ($8,000,000 per year)
4. Place Holder for mid/long term ($4,000,000 per year)
5. Place Holder for mid/long term ($500,000 per year)
6. Limited to lighting and marking (no struture)
7. Includes Roadways. Potential revenue bond and CFC

Legend

Master Plan Recommendation
Airfield rehabilitation
Terminal or Facility rehabilitation
Airport Vehicle/Equipment Replacement

A few projects were identified in the Master Plan that may not be required during the planning period, as their need depend on future activity growth and peaking characteristics. As such, these projects are included, but listed in as 'beyond the planning period.'

7.2 Overall ACIP and Funding Plan

Future airport development initiatives rely on a combination of funding sources including airport revenue, often referred to as "local match" and a mixture of federal or state grants. Furthermore, projects could also be funded by third parties or private funds. Funding mechanisms may include:

- Federal grants,
- New York State grants,
- Passenger Facility Charges (PFC) revenue,
- Customer Facility Charge (CFC),
- Airport Revenue and Revenue Bonds, and/or
- Third-party / private development funds.

The funding plan presented in this section represents an initial high-level overview of funding sources that may be available (based on the type of project). In addition, this section does not include all funding sources that are available to the Airport, but rather those that are most commonly used. The above funding sources are described below:

7.2.1 Federal Grants

The authorization of federal Airport Improvement Program (AIP) was provided by the Airport and Airway Improvement Act of 1982, which was a part of the Airport and Airway Trust Fund. Funding under this Act was allocated to provide airport development, planning, and noise compatibility planning and programs. The trust fund is funded through user taxes on airfares, air cargo, and aviation fuel.

The AIP provides more than $3 billion annually in entitlement and discretionary grants to airports included in the National Plan for Integrated Airport Systems (NPIAS). On March 15, 2022, the "Further Consolidated Appropriations Act, 2022" was passed, which included a Supplemental amount of approximately $550 million for discretionary grants through federal fiscal year (FFY) 2024. The supplemental funds are derived from the General Fund.

Federal grants through the FAA are distributed under the AIP as Entitlement grants or Discretionary grants. Entitlement grants are based on the number of enplaned passengers an airport serves annually. Discretionary grants are awarded to projects based on a priority ranking system and funding availability. Projects related to safety, capacity, security (including rehabilitation), and noise mitigation traditionally rank higher based on the National Priority Ranking system. Projects that generate revenue are generally not considered AIP eligible. The

FAA typically covers 90 percent of the cost for eligible projects at Small Hub commercial airports such as ALB.

Entitlement Grants

Entitlement grants are made available to airport's every given year based on a formula set forth in the current version of the FAA Airport Improvement Program Handbook (AIP handbook) published on February 26, 2019. Entitlement grants for airports are calculated using a marginal scale based on the following when $3.2 billion or more is available in AIP in the given fiscal year:

- $15.60 for each of the first 50,000 enplaned passengers
- $10.40 for each of the next 50,000 enplaned passengers
- $5.20 for each of the next 400,000 enplaned passengers
- $1.30 for each of the next 500,000 enplaned passengers
- $1.00 for each enplaned passenger beyond 1 million enplaned passengers

Entitlement grants for each FY are awarded based on prior year's calendar year (CY) enplaned passenger numbers. For example, for FY 2023, enplanements from CY 2021 would be used to calculate entitlements. The annual minimum is $1 million and the annual maximum is $26 million per airport. ALB applies its annual entitlement award to the highest priority project(s) on the ACIP.

Discretionary Grants

Discretionary grants through the AIP program can be awarded annually or as a multiyear commitment to award through a FAA Letter of Intent (LOI). Funds through the discretionary grant program are distributed by FAA regional offices based on availability of funds and project priorities. An LOI is a commitment by the FAA to fund a large project with defined annual funding levels distributed to an airport over several years. However, LOI's must be submitted and approved by the FAA prior to distribution. Since discretionary grants are awarded using a ranking system as opposed to activity levels like entitlements, accurately projecting future awards can be difficult. However, prior award history can be used as a basis to estimate future awards. In the short-term, the FAA can assist the Airport in determining the likelihood of discretionary grants based on existing system projects with previous commitments. At ALB, airfield projects that exceed the annual Entitlements funding allocation, typically will seek to fund the balance of the project with Discretionary funds.

Cargo Entitlement Grants

A cargo entitlement grant is also available as part of the FAA AIP program. The cargo entitlement grant is available to airports with a total annual landed weight of more than 100 million pounds for all cargo aircraft. Cargo entitlements for eligible airports, are calculated based on their percentage of the total landed weight. ALB is not currently eligible for Cargo Entitlements.

Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), was passed in 2021 and provides $25 billion in funding for 5-years till 2026. The BIL provides $5 billion in funding for air traffic facilities, $15 billion for airport infrastructure, and $5 billion for airport terminals. The $5 billion allocated to air traffic facilities ($1 billion per year over 5 years) is for the enhancement, sustainment, and/or replacement of air traffic facilities. The $15 billion for airport infrastructure is apportioned up to $2.39 billion per year for primary airports, up to $500 million per year for non-primary airports, and $20 million per year for airport traffic control towers (ATCT). Airport infrastructure funds are awarded based on existing AIP entitlement and cargo formulas, the match requirement follows AIP local match requirements, and projects are evaluated based on specific FAA criteria. Airport terminal funds under the BIL is considered a discretionary grant program and are awarded every year through completion of the BIL based on a competitive grant process. Projects that are closer to construction and provide evidence and justification for these key areas rank well under the program:

- Improves airfield safety
- Replaces aging facilities
- Increases capacity and passenger access
- Encourages competition
- Improvements energy efficiency
- Expands access for persons with disabilities
- Improves airport access for historically disadvantaged populations

Applications submitted under the BIL's terminal program must be submitted each year to be considered for the following year award in this highly competitive program. Funds obligated must be tied to a grant within 3 years, and any unobligated funds will be lost in the 4th year to be distributed to airports on a competitive basis in FY 2030. The Airport has been working closely with the FAA's NY Airport's District Office (NYADO) to apply allocated BIL-AIG funding to ongoing terminal expansions. Additional applications have been made for both Air Traffic Control Tower rehabilitation and additional terminal expansion. At the time, there is no indication that this program will be extended beyond FY 2026.

American Rescue Plan Act (ARPA)

ARPA was approved in March of 2021 as Public Law 117-2. Section 7102 of ARPA provides approximately $8 billion in economic relief to airports to prevent, prepare for, and respond to the COVID-19 pandemic, including relief from rent and minimum annual guarantees (MAG) for eligible airport concessions at primary airports. Funding under ARPA is only available (must be award by) through the end of FY 2024.

Airports under this special program can use ARPA grants for operation costs, dept service, as well as for certain capital projects that combat the spread of pathogens. Therefore, ALB intends to

use ARPA to fund applicable portions of the ongoing Security Checkpoint project, including replacing the terminal heating, ventilation, and air conditioning (HVAC) systems and expanding the security checkpoint size for improved social distancing. As with other AIP grants, the FAA NYADO administers these grant funds to airport sponsors.

7.2.2 State Grants

State funding is another mechanism that can be leveraged to help fund airport development project initiatives. The NYSDOT Aeronautics Division periodically provides grant programs to public use airports when included in the State's annual budget. Annually, the state has regularly provided funding to match federal grants (as indicated above), but also periodically provides separate competitive funding for capital projects that are not eligible for federal grants (e.g., hangars and fuel farms) or to accelerate a federally-eligible project's timeline. ALB has received several grants over the years, the largest of which was the 2022 award of $60 million for the ongoing Security Checkpoint Expansion project. The 2022 program was the largest state program thus far, and included a statewide budget of $200 million. More recently, the NYS Aviation Capital Grant Program (January 2023) included a state-wide budget of $50 million for eligible public-use airports, of which ALB was awarded $1.6 million towards the modernization and safety enhancement of the passenger terminal complex.

Other than the federal grant matching program, state grants programs are budget dependent and not a regular annual program with a set budget. Thus, the Airport cannot be assured of future competitive funding through NYSDOT. Rather, the Airport must remain flexible and seek these funding opportunities as they are programed in the future. In recent years, each NYS program has established specific funding priorities. Therefore, project applications for ALB will focus on obtaining the highest possible score for the list criteria in the program.

7.2.3 Passenger Facility Charges

The collection of PFC's was authorized under Title 14 of the Code of Federal Regulations, Part 158, which is administrated by the FAA. PFC's are collected from eligible passengers (paying passengers) to fund eligible airport projects. Since 2001, the maximum PFC an airport can collect per passenger is $4.50 (less $0.11 airline collection fee for the administration of the program). Airports must submit an application to the FAA for approval to collect and use PFC's. Once approved, the FAA grants authority to an airport to impose and use a set PFC amount, with subsequent amendments to further impose or use PFC's. PFC revenues can be used as pay-as-you-go (PAYGO) or leveraged to pay debt service on bonds with a pledge on PFC revenue for the repayment of the debt. PFC revenues can also be used as part of the local match for AIP projects, which could reduce the time needed to wait for airport or state funds to become available. Projects must preserve or enhance safety, security, or capacity of the national transportation

system, reduce or mitigate noise, or furnish opportunities for enhanced competition among air carriers.

All AIP eligible projects are also PFC eligible, however not all PFC eligible projects are AIP eligible. Therefore, any future changes to the AIP program also applies to the PFC program. PFC eligibility is broader to include all areas within the terminal for the movement of passengers and baggage, even those that may be revenue generating. However, revenue generating areas within the terminal must be on a common use system and not exclusively leased or used.

ALB's currently approved PFC program commenced in 2009 and extends until July 1, 2027. The program collects PFC's at $4.50 per enplaned passenger with a total collection potential of over $150 million during the 18-year period. For the ACIP, the most likely future use of PFCs will include terminal complex maintenance and improvements. In the mid- or long-term, PFC may be considered for continued terminal complex and support facility maintenance, new projects such as the 'Rebalancing of Concourse B', or facility expansions if activity growth is realized.

7.2.4 Revenue Bond Proceeds

General Airport Revenue Bonds (GARBs) are used to improve, expand, or build future improvements at an airport. GARBs are secured by the pledge of net airport revenues and proceeds from GARBs can be used to fund projects today without having to wait for the Airport to have all the funds necessary to build improvements. As previously mentioned, PFC's bonds can also be issued to pay for future improvements which carry a pledge on PFC's. Double-barreled bonds are payable from both airport net revenues and PFC's.

7.2.5 Customer Facility Charge (CFC)

A CFC is a charge imposed by an airport which is collected and remitted by rental car companies upon a rental car customer renting a vehicle at the Airport. A CFC is a user fee that can be imposed per rental car transaction or per rental car transaction day.

CFCs may be used to fund capital improvement projects related to rental car related facilities such as a consolidated rental car facility (ConRACs) and/or roadway enhancements. If an expansion of the North Parking Garage is pursued in the future, and includes space for rental cars, the airport would have the option to fund that portion of the garage using a CFC. In addition to capital projects, CFCs can be used to pay for operating expenses for rental car facilities such as utilities, shuttle busses, etc. Like PFC's, CFC's can be used on a PAYGO basis or leveraged to pay debt service on bonds with a pledge on CFC revenue for the repayment of the debt.

7.2.6 Tenant or Third-Party

Certain projects may be funded by a tenant or third-party when a project is not eligible for grant funding, the likelihood that a grant award is unlikely, and/or to quickly advance the development

timeline. Furthermore, the use of airport funds may not be feasible given the financial investment requirement or a return of investment cannot be obtained in a reasonable timeframe. Typically, likely candidates for tenant or third-party funding could include hangars, fixed base operator (FBO) facilities, parking facilities, or construction of facilities on tenant leaseholds.

At ALB, a recent project that was funding by a third-party includes four new helicopter hangars constructed within the leased area of the NY Army National Guard. Other third-party use projects at the Airport have generally been funded by the Airport, but with the capital cost and debt service paid by a tenant under a lease agreement. Such projects have included hangars constructed for CommuteAir and Piedmont regional airlines. In the future, the Airport could consider the use of third-party funding for corporate hangars through a long-term lease agreement. Such agreements would typically include maintenance requirements and ultimate reversion of the hangar to airport ownership after a set number of years.

7.2.7 Airport Funds

Revenues that remain after operating and maintenance (O&M) expenses, outstanding debt service payments, and transfers to other airport accounts are considered one component of airport funds. Airport funds are often used to pay the local match for AIP projects. More airport funds may be required to cover ineligible portions of AIP projects after state grants or other funding mechanisms are exhausted.

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Each of the revenue sources above may be used to fund the ACIP. Table 7-1 lists a likely source of the funding, but other than the next 2-years, both the funding and project schedule remain flexible.

7.3 Airport Layout Plan

The ALP drawing set illustrates all development projects identified for the Airport throughout the 20-year planning horizon. Upon approval by the FAA, the ALP becomes the official document to be referenced for future development at the Airport. The FAA requires that the ALP be followed consistently regarding all new airport facilities. As such, keeping the drawings accurate and up to date is a high priority. FAA policy recommends that the ALP be updated at least every five years.

Although the ALP is the only drawing that is signed by the FAA, it is part of a larger drawing set that includes the sheets listed in **Table 7-3**.

Table 7-3 – ALP Drawing Index

Sheet Title	Sheet No.
Title Sheet	1
Airport Data Sheet	2
Existing Airport Layout Plan	3
Future Airport Layout Plan	4
Terminal Area Plan	5
Airport Airspace Plan	6
Inner Portion of Approach*	7 - 16
Land Use Plan	17
Airport Property Map	18
*Prepared by Stantec, as part of 2020 Obstruction Study	

7.3.1 Existing and Future ALP Sheets

The initial sheets present critical data of the Airport as a whole, its runway and taxiways, and other conditions as they exist today (i.e., the Existing ALP) and as they are projected to change with the recommended long-term improvements (i.e., the Future ALP). As indicated by the name, the Existing ALP only includes current facilities, with key airfield standards (e.g., Runway Safety Area, Object Free Areas, and Runway Protection Zones) and landside facilities. Key information, such as runway end elevations and runway-taxiway offset, are also illustrated. The proposed ALP includes all features of the Existing ALP sheet, plus each recommended facility for ALB. Several offices within the FAA review this drawing for consistency with airport design standards, flight procedures, and surrounding airspace. To depict proposed facilities for the terminal complex at a larger scale, the included Terminal Area Plan supplements the Future ALP with greater detail.

FAA Approval of the ALP represents the acceptance of the general location of future facilities. However, prior to the development phase of each project, the Airport is required to submit the final locations, heights, and exterior finish of each proposed structure for approval. ALP approval does not represent environmental clearance under the National Environmental Policy Act (NEPA), or compliance with permit requirements. Such approvals must be obtained prior to development and are separate from the ALP process.

It is also noted that ALP approval does not represent a commitment on behalf of the FAA, ACAA, NYSDOT, or others to fund or pursue the projects depicted. Rather, the Master Plan and associated ALP represent the overall planning and development process and depict a broad and long-range view of the potential improvements to the Airport. The ALP drawings were prepared in accordance with FAA design standards for Airport Reference Code (ARC) C-IV, in reference to the following publications:

- FAA Advisory Circular 150/5300-13B, *Airport Design*

- FAA Advisory Circular 150/5070-6B, *Airport Master Plans*
- FAA Standard Operating Procedure 2.0 for FAA Review and Approval of ALPs
- Federal Aviation Regulations, Part 77, S*afe, Efficient Use, and Preservation of the Navigable Airspace*

7.3.2 Airport Airspace

The next set of sheets in the ALP Drawing Set illustrate the regulated airspace associated with Title 14 of the Code of Federal Regulations (CFR); Federal Aviation Regulations (FAR) Part 77. FAR Part 77.23 identifies a series of geometric planes (i.e., imaginary surfaces) that extend outward and upward from an airport's runways to define obstruction clearing requirements. These surfaces identify the maximum acceptable height of objects by defining three-dimensional surfaces surrounding all sides of the airfield. When an object penetrates an imaginary surface, it is considered an airspace obstruction and may present a hazard to air navigation.

The Airport Airspace Plan illustrates the overall dimensions of the Part 77 surfaces, and highlights penetrations to the outer surfaces. The next four sheets include the Inner Approach Surface Drawings and provide greater detail regarding the close-in airspace obstructions for each runway end.

The ALB master plan commenced in 2020, during the completion of a detailed FAA-funded Airport Obstruction Study. That study included an airspace survey, and provided a detailed set of inner approach surface drawings for all runway ends, including FAR Part 77, but also included sheets evaluating the following surfaces:

- Operational Approach Surfaces defined in FAA AC 150/5300-13B (Chapter 3)
- Departure Surface defined in FAA AC 150/5300-13B (Chapter 3)
- Precision Approach Path Indicator (PAPI) Surfaces defined in FAA AC 150/5345-28H
- Selected Terminal Procedure (TERPS) surfaces defined in FAA Order 8260.3F

The corresponding obstruction data analysis was provided in an accompanying report. For sample obstructions, the analysis included the object height, penetration, ownership, and proposed action/disposition. General recommendations were provided for each runway end.

In lieu of replicating the data from the Obstruction Study, the Master Plan utilized the information, and directly incorporated the four (4) FAR Part 77 Inner Approach Surface Drawings from the Obstruction Study into the ALP drawing set. These four drawings illustrate the overall airspace and the penetrations to the Part 77 surface. However, several dozen additional obstruction drawings are available in the Airport Obstruction Study with more detailed evaluation.

7.3.3 Land Use Plan & Property Map

The final Sheets in the ALP Drawing Set include a Land Use Drawing and Airport Property Map. The land use drawing illustrates updated airport noise contours generated from the FAA AEDT computer model, depicting the Day-Night Noise Level (DNL) metric used by the FAA to determine impacts to noise sensitive area. The model evaluated current and forecasts activity at ALB five (5) years into the future. As discussed in the Environmental Overview (i.e., Chapter 6), no homes or other noise sensitive land uses are location in the DNL 65 dB noise contour, which is the noise level considered to have significant impacts.

The final drawing sheet is the Airport Property Map which illustrates all parcels that make up the airport property, as well as the year and funding source for each acquisition. At ALB, the vast majority of the property has been owned by the airport for well over 50-years.

As part of the review of airport property and preparation of the drawing, it was confirmed that there are no off-airport properties, parcels, or activities that have access to the Airport or airfield, either with or without airport approval. The FAA considers such access as a "through-the-fence" operation or activity (figuratively), which are highly regulated or prohibited. No such through-the-fence operations exist at ALB. The Airport Property Map is also used by the FAA to depict potential acquisition, review any proposed land releases, and identify parcels acquired with FAA grants. Note that the master plan recommendations include some limited property acquisition, but no land releases or disposal of property.

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Once the master plan is accepted by the FAA, and the ALP is approved (i.e., signed), the study is considered complete. For ALB, the implementation of this study, generally commenced in 2022, and continues indefinitely, or until the study is formally updated. The ALP drawing will remain on file with the FAA and provides a guide for all future developments. Nevertheless, the ALP can and should be periodically updated as requirements change or new opportunities arise.

Appendix A – Public Outreach Program

Public Outreach Program

Public and stakeholder involvement was an integral part of the airport planning process and a key goal of the Albany County Airport Authority (ACAA). As such, the planning effort included a detailed outreach program, with collaboration among the community and airport stakeholders that hold a collective interest in the Airport and the outcome of the Study. The list of airport stakeholders included the airport sponsor, airlines, other tenants, airport users and travelers, local businesses and residents, resource agencies, elected and appointed officials, the Federal Aviation Administration (FAA), the New York State Department of Transportation (NYSDOT), and the general public.

The following methods and forums were employed in the outreach effort:

- **Public Information Study Website** to host airport information, study reports, and collect comments.
- **Public Information Workshops** for outreach to the general public for bi-directional information sharing.
- **Technical Advisory Committee** (TAC) Meetings composed of public and private airport tenants, service providers, airport operations and air traffic control.
- **Regional Advisory Committee** (RAC) Meetings composed of local municipalities, elected officials, regional businesses and universities, and planning associations.
- **Presentations to the ACAA Board,** including board committees.

The study website hosts all report chapters, presentations and meeting minutes prepared throughout the study. Study documents can be reviewed and downloaded for information. Comment can be electronically submitted and are auto-sent to the study team. Comments submitted via the website (or in writing) become part of the permanent study record. These comments and responses are published at the end of the comment period. The study website will remain accessible beyond the completion of the master plan process.

Two Public Information Workshops were held towards the end of the master plan process and included multiple subject matter stations where participants could discuss study components and recommendations with project and airport staff. Meeting 1 was held upon the release of the Facility Requirements Evaluation and Draft Alternatives; Meeting 2 was held at the release of the full Draft Report for review and comment prior to development of the Final Study Report. The meeting dates included:

- Public Information Workshops 1: June 20, 2023
- Public Information Workshops 2: November 8, 2023

Public Information workshop No. 2 was held during the formal 30-day review period of the Draft Report. The review period ran from November 1 through November 30, 2023.

The TAC consisted of technical level representatives of the Airport, comprised of tenants, transportation agencies, and service providers. The TAC was tasked to provide input and insight on technical issues and review working papers at various milestones to ensure that relevant issues were addressed. Four TAC meetings were held during the study at key review points.

The RAC consisted of elected officials, representatives of the local municipalities, business and education leaders, and regional planning agencies. The RAC was tasked to represent the interest of their constituents and organizations and provide outside input regarding airport needs and considerations. Membership of the RAC is listed in the table above. Four RAC meetings were also held throughout the study, on the same day as the Four TAC Meetings.

Membership of the TAC and RAC included the following organizations:

Technical Advisory Committee (RAC)	Regional Advisory Committee (TAC)
FAA New York Airports District Office (ADO)	Capital District Transportation Authority (CDTA)
FAA Air Traffic Control Tower (ATCT)	Shaker Heritage Society
FAA Air Traffic Organization (FAA ATO)	Capital District Physicians' Health Plan (CDPHP)
Transportation Security Agency (TSA)	Capital District Regional Planning Commission (CDRPC)
Albany County Sheriff	Global Foundries
NYS Department of Transportation (NYSDOT)	Albany County Legislature
AvPorts	NAI Platform
ALB Airport Rescue and Fire Fighting	Port of Albany
Million Air	Discover Albany
NYS Division of Military & Naval Affairs (DMNA)	Capital Region Chamber
Prescott Holdings, Inc.	Upstate New York Black Chamber of Commerce
Air Lines Pilot Association (ALPA)	The Gorman Group
Southwest Airlines	Time Union
Delta Airlines	Rensselaer Polytechnic Institute (RPI)
Jet Blue Airlines	Albany County
Piedmont	Town of Colonie
American Airlines	NBT Bank
Federal Express	Empire State Development – Capital Region
UPS	NYS Division of Military and Naval Affairs (DMNA)
NYS Police Aviation	Capital District Transportation Committee (CDTC)
Upper 15 Flying Club	Sierra Club
Local Pilots & T-Hangar Tenants	Operating Engineers Local 158
	Advance Albany County Alliance
	Hudson Valley Community College (HVCC)
	University at Albany
	Alliance for the Creative Economy
	MVP Healthcare
	NYS Economic Development Council (NYSEDC)
	Swyer Companies
	U.S. Senator Kirsten Gillibrand
	U.S Senator Chuck Schumer
	U.S. Congressmen Paul Tonko

The TAC and RAC meeting dates included:

- TAC and RAC Meeting No. 1: February 9, 2021
- TAC and RAC Meeting No. 2: December 8, 2021

- TAC and RAC Meeting No. 3: January 8, 2023
- TAC and RAC Meeting No. 4: October 31, 2023

Meeting materials, recordings, and minutes are provide on the meeting's tab of the study website: http://www.alb-master-plan.com/content/meetings/

In addition to the above, other meetings included presentations to the ACAA Board and Committees, Albany County, NYSDOT, and the Capital District Transportation Committee (CDTC).

Appendix B – Recycling Plan

DRAFT

Albany International Airport
Recycling, Reuse, and Waste Reduction Plan

Prepared By:

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RECYCLING, REUSE, AND WASTE REDUCTION PLAN

The U.S. Congress passed the Federal Aviation Administration (FAA) Modernization and Reform Act (FMRA) in 2012. The law included several changes to the Airport Improvement Program (AIP), two of which related to recycling, reuse, and waste reduction at airports. Section 132(b) of the FMRA expanded the definition of airport planning to include "*developing a plan for recycling and minimizing the generation of airport solid waste, consistent with applicable State and local recycling laws, including the cost of a waste audit*." Section 133 of the FMRA added a provision requiring airports that are preparing a master plan to address issues relating to solid waste recycling at the airport. This includes:

- The feasibility of solid waste recycling at the airport
- Minimizing the generation of solid waste at the airport
- Operational and maintenance requirements
- Review of waste management contracts
- The potential for cost savings or the generation of revenue

As defined by Congress, "recycling" refers to any program, practice, or opportunity to reduce the amount of waste disposed of in a landfill. This includes reuse and waste reduction, as well as the recycling of materials. The FAA issued a memorandum on September 30, 2014, to provide guidance on preparing airport recycling, reuse, and waste reduction plans as an element of airport master plans within a sustainability document or as a standalone document. The guidance is mandatory when preparing an airport master plan. The purpose of this Study, which is concurrent with the Master Plan Update, is to review the current recycling, reuse, and waste reduction program and to provide guidance on ways to reduce waste and improve recycling and reuse at Albany International Airport (ALB or the Airport) in compliance with the FAA's guidance.

1.1 AIRPORT DESCRIPTION

ALB, which is classified as a small hub primary airport, is located near Exit 3 of Interstate-87 (The Adirondak Northway), six miles northwest of downtown Albany in Albany County, New York.

ALB facility information is presented in **Chapter 2 – Inventory** of the Master Plan Study.

The Airport is owned and operated by the Albany County Airport Authority (ACAA).

1.2 TYPES OF AIRPORT WASTE

The focus of this plan will be on municipal solid waste. Municipal solid waste generally consists of everyday items which can be legally disposed of in a landfill or equivalent state-permitted facility. FAA guidance identifies municipal solid waste as a type of waste produced at an airport but includes additional waste streams including construction and demolition debris, organic compostable materials (food and yard waste), and deplaned waste. These four types of waste commonly generated at an airport are described below:

- **Municipal Solid Waste (MSW)** includes common inorganic waste such as aluminum and steel, glass bottles and containers, plastic bottles and containers, packaging, newspapers, and other paper products.
- **Construction & Demolition (C&D) Debris** includes any non-hazardous solid waste from land clearing, excavation, or other types of construction, demolition, and/or renovation of buildings, roads, and utilities. C&D debris may include concrete, wood, metals, drywall, carpet, plastics, pipes, and salvaged building components.
- **Compostables** are sometimes referred to as "food" or "green" waste. They include trees, shrubs, grass clippings, leaves, weeds, and small branches, as well as food that is not consumed or generated during food preparation activities but discarded.
- **Deplaned Waste** is removed from a passenger aircraft and can include bottles, cans, paper products, plastic cups, utensils, and food waste.

This plan will focus on the MSW listed above that can be either be recycled or disposed of in a landfill. This plan does not address the management of other types of waste, specifically hazardous waste, universal waste (batteries, fluorescent light bulbs, and other electronics), or industrial waste (used solvents, etc.) given that these materials are subject to Federal, State, and local laws with specific disposal and recycling requirements. It should also be noted that any waste deplaned from international flights is regulated by separate laws.

Waste management at an airport includes many components and can be quite complex. For instance, ALB has agreements with various tenants who have differing operational requirements and disposal processes that contribute to the waste stream at the Airport. According to the FAA's September 30, 2014 guidance, an airport's waste management is broken down into three main areas:

- Areas where an airport has direct control over the waste stream
- Areas where an airport does not have direct control over the waste steam, but can influence waste management; and
- Areas where an airport has no control or influence over the waste stream.

In addition, the FAA's 2013 Recycling Synthesis (see Section 1.8.3 below) further divides an airport's waste stream by locations such as the terminal, airfield, cargo hangars, aircraft, airport construction, flight kitchens, and administrative offices. The main generators of waste at the Airport are tenants, passengers, and Airport employees.

1.3 AIRPORT LAYOUT

The Airport consists of multiple buildings and associated infrastructure owned by ACAA. ACAA has direct control of waste management in several buildings at ALB, but waste generated at tenant leased facilities are not under the direct control of ACAA. Pursuant to the FAA's guidance on airport recycling, areas that ACAA has direct control or influence over should be included in the recycling, reuse, and waste reduction plan. Buildings and areas that ACAA does not have direct control over may be excluded.

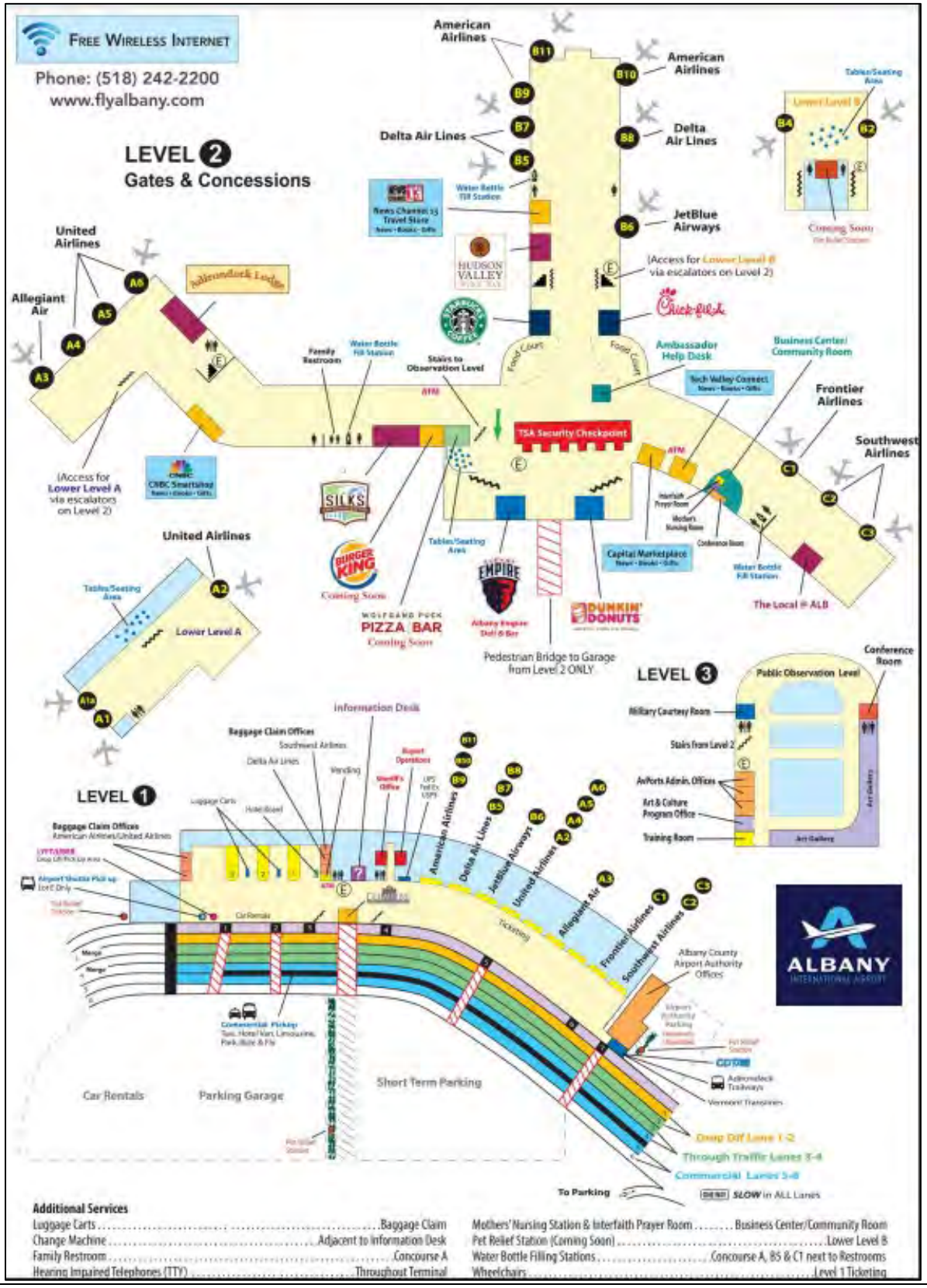
The passenger terminal facility at ALB consists of three levels as shown in **Figure 1-1: ALB Terminal Map**. The components that make up the non-secure area of the terminal, or the area prior to TSA security screening, consist of baggage claim, ground transportation facilities, airline ticketing counters and offices, Sheriff's office, and Airport operations offices on the first floor, concessionaires and shops on the second floor, and airport administrative offices and a public observation level on the third floor. The passenger security screening area, gates, and the concourse connector are within the secure area of the terminal, or post-security screening. Concessions are located in both the secure and non-secure areas.

ACAA has control over waste in spaces devoted to Airport staff including offices, conference rooms, and break rooms, as well as the areas where other Airport maintenance, janitorial, Aircraft Rescue Fire Fighting (ARFF), and police staff operate. ACAA-influenced areas include the leased areas in the terminal building and the passenger focused areas of the terminal. **Table 1-1** summarizes the control or influence ACAA has on waste management at each building or area of ACAA, that are the main focus of this plan.

Table 1-1: Airport Waste Management Areas

ACAA Control	ACAA Influence	No ACAA Control /Influence
Terminal – Airport Staff Areas	Terminal - Passenger Areas	Aircraft Deplaned Waste
Maintenance Building	Airline Ticket Counters, Gates, Concourses, Baggage Handling Areas, & Break Rooms	
Aircraft Rescue & Firefighting (ARFF)/Police Facility	Concessionaires – Burger King, Silks Bistro, Starbucks, Adirondack Lodge, Chick-fil-A, Wolfgang Puck Pizza, The Local @ ALB, Hudson Valley Beer Union, Dunkin Donuts, Empire Deli	Leased Airfield Hangars/Facilities - (Air Cargo) (Any leased hangars/to come with inventory)
	Shops – CNBC Smart Shop, Capital Market Place, Tech Valley Connect, News Channel 13 Shop	Rental Car Cleaning and Maintenance Facilities
	Parking Garage & Rental Car Pick up	

Figure 1-1: ALB Terminal Map



1.4 EXISTING PROGRAM

ALB currently has a well-defined waste management program. ACAA maintains a waste service contract with County Waste that includes both solid waste and recyclable disposal. Compactors provided by County Waste save space, reduce the volume of waste, and reduce operational costs. Appropriate infrastructure for recycling has been introduced throughout ALB in terminal, tenant, and operational areas. Construction projects are evaluated for the potential for reuse and reduction of generated waste. Recycling efforts and initiatives have been effective at ALB, with 51.94 tons of recycling collected in a one-year timeframe and over one million single use water bottles saved over three years with the use of water bottle refill stations. Other programs such as fluorescent light bulb recycling have been beneficial to ALB. These efforts align with ALB's Environmental Policy Statement and allow ALB to uphold and advance its "commitment and responsibility to the environment". The full Environmental Policy Statement can be viewed on the ALB website.

Some of the drivers and challenges to having a plan and implementing waste management policies at ALB include:

DRIVERS

- FAA Master Plan Requirements
- Internal and External Stakeholder Support
- Improved Sustainability

CHALLENGES

- Funding for Program & Initiatives
- Tenants and Lease Holders Have to Voluntarily Engage in the Program
- Ability of Janitorial Staff to Empty Existing Older Receptacles
- Potential change of services with County Waste

1.4.1 Infrastructure

As previously stated, ACAA has already introduced single stream recycling infrastructure at ALB. Single stream recycling refers to the collection system where all recyclables (including cardboard, plastic, aluminum, etc.) are mixed prior to being recycled. Waste and recycling infrastructure is a critical part of waste management, which begins with the initial point of collection. Collection is facilitated by AVPorts (the ACAA operations contractor) janitorial staff at non-secure airline facilities. Airlines handle trash collection on their aircraft. After collection, solid waste and recycling are deposited in one of three compactors on Airport property which are then collected by County Waste, the contracted waste removal vendor at ALB.

Recycling Bins & Garbage Cans

Waste and recycling receptacles at ALB are shown below.

- Tenant and Operational Areas - Recycling infrastructure is most prevalent in the passenger facing portions of the terminal (both internal and external) and are also present within tenant controlled and operational areas of the Airport. Solid waste and single stream recyclable receptacles at ALB are shown to the right and below. Waste receptacles are round, silver in color and are unlabeled. Recycling receptacles are square, black in color, and clearly labeled as shown.







Most of the receptacles are intentionally located adjacent to one another for user convenience which aids in recycling efforts. Avports janitorial staff are responsible for emptying the receptacles at ALB. Due to the design of the receptacles and the weight of the material inside, staff face challenges when lifting the waste for collection, as the liners must be removed vertically.

Dumpsters & Compactors

After initial collection, the bags of solid waste and recyclables are transported from the initial collection point to compactors provided by County Waste. Also, several dumpsters and open top dumpsters are utilized by ALB.

- The two compactors are located adjacent to the terminal loading dock, near the baggage claim area of the Terminal, and are designated for the Terminal Building's waste. One compactor is designated for solid waste and the other is designated for single stream recycling. Solid waste is not physically separated before compaction. County Waste is responsible for labeling the compactors. The single stream recycling compactor is clearly labeled as shown below. A third compactor is located on the airside, just south of Concourse C for use for the airlines for solid waste only.
- The solid waste is sorted through for any remaining recyclables at the County Waste Facility.







- Several standard dumpsters are placed at various locations around the Airport for collection of solid waste. One of these dumpsters is for the dedicated use of the ARFF facility. An open top dumpster is located at the maintenance facility. This dumpster is used for metal only, as labeled. These dumpsters are not currently part of the recycling program.





1.4.2 Waste Collection

Avports janitorial staff are responsible for transferring both solid waste and single stream recycling generated at ALB from the initial point of collection to the compactors. Employees work throughout the day to maintain an acceptable level of service.

Tenants, such as airlines and concessionaires, along with TSA staff and Airport staff at the maintenance and ARFF station are responsible for transferring waste generated in their areas to the appropriate dumpsters.

Once collected in the dumpsters, County Waste is responsible for hauling the trash to its next destination. Trash is hauled to a County Waste facility where the recyclable materials are sorted and recycled according to the appropriate disposal stream. There are currently no incentives offered by County Waste for solid waste/recycling, and County Waste does not charge contamination fees. The compactors at ALB are generally emptied once per week but can be picked up on an as-needed basis during times when public waste generation is increased, such

as holiday travel periods. Staff at ALB are responsible for monitoring the compactors and requesting a mid-week pickup from County Waste when needed.

1.4.3 Janitorial Carts

Avports janitorial staff collect solid waste and single stream recycling receptacles via the blue tilt truck shown below. They also utilize a janitorial cart with cleaning supplies and one area for waste as shown below.





1.5 CURRENT RECYCLING, REUSE, AND WASTE REDUCTION EFFORTS

ALB has a well-defined recycling program that results in impactful recycling, reusing, and reducing practices around the Airport. These successes are listed below.

Airport Administrative Staff

Airport employees working out of the terminal administrative staff have a receptacle for recycling shredded paper.

Water Bottle Fill Stations



Four water bottle fill stations have been installed throughout the terminal to reduce the number of disposable bottles discarded at the Airport. Each station calculates the estimated number of water bottles saved. The four stations have cumulatively saved 1,228,675 bottles in the 3 years since their installation at ALB.

Construction Debris & Green Waste

Many construction projects at the Airport, inside and outside of the terminal, include special waste management requirements as part of the project specifications. For example, C&D waste generated during airfield rehabilitation projects, such as millings, asphalt, concrete, aggregate, and other materials, are required to be reused or recycled when practical. Some millings are removed from ALB, but most are stored on property for subsequent projects. The airfield maintenance facility has open top dumpsters for construction debris. Most contractors working with ALB manage their own waste removal.

There is currently no procedure in place for the recycling or composting of Green Waste at ALB.

Fluorescent Light Bulbs

ALB currently has a beneficial procedure in place for recycling fluorescent light bulbs; once fluorescent light bulbs at the Airport are burnt out or non-functional, they are transported to an off-site facility to be recycled and ACAA receives a stipend.

TSA

TSA currently collects confiscated items in restricted containers and certain items are then donated to schools, nonprofits, and even to the police. These items may include toiletries that are too large to pass through security, scissors, weapons, etc. Avports janitorial staff collects and discards the waste collected by TSA with the exception of hazardous materials which are handled directly by TSA. Liquid collection bins are located in front of TSA gates and will be discussed in the section below.

Liquids Collection



Liquid filled bottles add significant weight to the waste stream. Without liquid collection, receptacle bags require more frequent emptying to prevent exceedance of comfortable or safe handling weights. Liquids in the waste stream can also contaminate other materials like paper, and may cause rejection by a recycler, which could result in the entire load being landfilled.

Liquid collection stations encourage passengers to empty their reusable and disposable water bottles before approaching the TSA check point. Instead of throwing the bottle away, it can be refilled in the sterile area after screening. The liquid collection stations at ALB are located before the TSA checkpoints and act as a final reminder to passengers about to enter the screening area that liquids greater than 3.3 fluid ounces are not allowed through screening, thereby expediting the screening process. The liquid collection stations at ALB are emptied approximately 20 times per day.

Airlines

While ALB is not a designated hub airport for recycling, certain airlines do separate recyclables generated onboard their aircraft, which are then retained onboard until the aircraft returns to a designated hub airport to be recycled. Waste that is not retained onboard for recycling is collected in the airfield solid waste compactor.

Concessionaires

Buffalo Bio Diesel was contracted by ACAA to collect restaurant's oil/grease waste. Recycling is encouraged in concessionaires' leases, but the decision to use the established recycling infrastructure at the Airport is ultimately the concessionaires.

1.6 WASTE MANAGEMENT CONTRACTS

The FMRA requires a review of existing waste management contracts to address solid waste recycling at the airport. The purpose of this exercise is to potentially identify opportunities to improve recycling scope and efficiency.

1.6.1 Waste & Recycling Contracts

Currently, County Waste is the contracted waste management company for ALB. The contract has been beneficial for ALB, facilitating the Airport's compliance with its Environmental Policy Statement and achieving its overall sustainability goals. Current costs for recycling and solid waste for 2022-2023 total $105,237. Tonnages of solid waste for that period of time was 571.32 and recycling tonnage was 51.94. The Haul Rate and Disposal Rate are the same for solid waste

and single stream recycling The Haul Rate is **$175 per load** and the Disposal Rate is **$85 per ton**. County Waste does not charge a contamination fee.

1.6.2 Tenant Leases

ACAA is responsible for managing tenant leases in the terminal building as well as outlying facilities. Tenant leases do not currently require participation in any airport recycling program or standalone recycling and waste management efforts. However, all tenants are offered the opportunity to participate in the airport's recycling plan.

1.7 RECYCLING FEASIBILITY

Federal, State, and local guidelines ensure appropriate waste handling and disposal. This section identifies some of the guidelines.

Federal

The U.S. Environmental Protection Agency (EPA) and the FAA establish the guidelines that regulate solid waste at ALB. EPA guidelines that affect waste handling at the Airport include the Resource Conservation and Recovery Act (RCRA), which describes proper waste management procedures and programs mandated by Congress. RCRA establishes a national framework for waste management procedures, including both non-hazardous solid waste as well as hazardous waste. The laws and guidelines authorized by RCRA are monitored by state officials to ensure that all federal guidelines are followed by local entities. All waste produced at ALB falls under regulations established by RCRA, which includes guidelines for the safe disposal of materials including landfill materials, acceptance of industrial waste, their location, and proper mitigation guidelines for contamination cleanup.

As described earlier, the FMRA includes planning requirements for recycling and waste minimization when completing a new airport master plan. ACAA is meeting those requirements by including this Recycling Plan in the Airport Master Plan. The FAA September 2014 memo also provides guidance on airport waste and recycling, as discussed in this Plan.

State

The New York State Department of Environmental Conservation oversees solid waste management at the state level. The New York State Solid Waste Management Plan ensures safe and sanitary processing and disposal of solid waste in New York.

Community

Waste and recycling projects at other airports have confirmed that passengers have an interest in recycling. Based on the area's recycling programs, area residents have opportunities to recycle and are familiar with general recycling practices. As has been previously discussed, ALB has a commitment to reducing and recycling waste. Passengers and employees who recycle at home or at other businesses around New York are likely to expect ALB to have a recycling program and to participate in that program

1.8 RECOMMENDATIONS

The enthusiasm of Airport staff and ALB tenants to commit to an official program has been a major success factor in any recycling plan. Without the commitment of resources such as funding, labor, time, space, and access to secure areas, a recycling program will struggle to succeed. This

section presents recommendations for reducing, reusing, and recycling at ALB based on the information presented in previous sections of this document.

1.8.1 Reduce & Reuse Waste at ALB

According to the U.S. EPA's Waste Management Hierarchy, waste reduction and reuse are the most environmentally preferred waste management strategies. CHA recommends that ACAA focus on reduction and reuse strategies first to reduce the facility's environmental impact. The following reduction and reuse strategies should be evaluated by ACAA to determine which, if any, are feasible and prudent for implementation at ALB.

- Advertise the water bottle fill stations on the ALB website to encourage the traveling public to make use of the stations.
- Set ACAA's printers and copiers to default to double-sided printing
- Continually evaluate the Airport's Procurement Policy to encourage the purchase of sustainable products.



Source: www.epa.gov, 2022

Advertise Water Bottle Fill Stations

The installation of water bottle fill stations throughout the terminal has successfully eliminated 1,228,675 disposable bottles from landfills. Continuing to advertise water bottle fill stations to the flying public on the ALB website will continue to increase the impact of these resources by informing passengers of their availability before arriving to the airport. Additionally, continuing to advertise water bottle fill stations on signage located near liquids collection increases the impact of the stations on both the reduction of generated waste and the wait times for TSA screening.

Receptacles

Waste and recycling infrastructure has been well-implemented and effective at ALB. To ensure effectiveness of the recycling initiatives, ALB should ensure that all solid waste receptacles are located directly adjacent to recycling receptacles to encourage recycling and make recycling a convenient option. The receptacles currently present challenges to employees who collect solid waste and single stream recycling due to the design of the receptacles and the weight of the material. Newly designed receptacles that eliminate the need to vertically remove the filled receptacle liners would improve the efficiency of waste collection at ALB. In addition, clear signage on both solid waste and single stream recycling receptacles would improve the recycling initiatives at ALB. Placement of both receptacles in ACAA office areas would also aid in recycling initiatives.

1.8.2 Construction & Demolition and Green Waste

After establishing goals around reducing, reusing, and recycling C&D debris, ACAA can implement standard procedures around waste tracking during a C&D project. Waste tracking requirements (along with reduce, reuse, recycle requirements), should be included in every construction or demolition project's specifications section.

The Airport may wish to consider adding a Green Waste composting program for both food waste from concessions and lawn/garden waste from the landscaped areas of the airport.

1.8.3 Education & Outreach

The FAA's *Recycling, Reuse, and Waste Reduction at Airports: A Synthesis Document* outlines the essential components of an effective education and outreach program. The program consists of three tasks: initial communication, continuing education, and ongoing facilitation with each stakeholder.

Communication

ACAA should clearly communicate recycling goals and relevant procedures to each person responsible for waste management. Communications with employees and tenants can include written (emails, newsletters, etc.) or in-person conversations, and lead to a methodology that can further engage tenants. In addition, consistent receptacle signage is a large contributor to effective communication.

Employee turnover can be significant at an airport. Initial training should be followed by recurring training to assure that each staff member is aware of program requirements. The training should include reminders about the materials that are accepted and information about some of the positive effects the program is having to reduce, reuse, and recycle at ALB.

External Facilitation

As the program progresses, changes may need to be made which should then be communicated effectively to staff at the Airport. Ongoing communication should be two-way, allowing staff and tenants to ask questions and provide feedback. Interviews with tenants can be utilized to determine if the message is being communicated effectively. It is recommended that ACAA identify a contact email or specific contact person for tenants to ask questions about the program.

Practices that are currently in place have been beneficial and functional for ALB. Initiatives such as recycling receptacles, water bottle fill stations, liquid receptacles, compactors, and fluorescent light bulb recycling, have increased recycling at ALB. Continuing these programs is beneficial to the Airport as well as the community.

1.9 COST SAVINGS & REVENUE GENERATION

The costs associated with a recycling program are dependent on locally available resources, material markets, and the type of waste generated. These costs often include capital costs for containers, landfill tipping fees, hauling costs, recycled material rebates, and labor. Generally, demonstrated reductions in cost are an important part of ensuring the viability and success of an airport's recycling and waste reduction efforts. As a result, the FMRA requires an evaluation of

the potential cost savings and revenue generation opportunities for an Airport Recycling, Reuse, and Waste Reduction Plan.

Based on the information gathered in this plan, ALB has engaged in a functional and beneficial program with County Waste with amenities that allow the airport to align with its Environmental Policy Statement while keeping costs low. There were no identified opportunities for the airport to participate in cost saving and revenue generation as defined by the FAA.

There are potential grant opportunities that would allow the Airport to replace or upgrade their existing recycling and waste containers. ALB should explore such opportunities at the local and state level to determine the eligibility of their program.

1.10 CONCLUSION

ACAA has an existing voluntary recycling program with overall effective waste and recycling infrastructure in place. The findings in this plan describe opportunities to increase reduce, reuse, and recycling efforts at ALB. Implementation of the recommendations will assure that the efforts of ACAA and tenant employees are not wasted and that the quantity of materials diverted from landfill increases, lessening the environmental footprint of the Airport and creating an efficient and effective program. The program heavily relies on the contract with County Waste and the program will continue to maintain the same level of service as long as County Waste, or other comparable provider, is the solid hauler. The program will need to be revisited if the contract with County Waste is discontinued.

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July 16, 2024

Mr. Connor Haskin
Chief Airport Planner
Albany County Airport Authority
737 Albany Shaker Road
Main Terminal- Suite 300
Albany, NY 12211

Re: Albany International Airport (ALB), Albany, NY.
Master Plan Update
AIP 3-36-0001-141-2020

Dear Mr. Haskin:

This communication is to inform you that we have received a copy of the final Master Plan Study and ALP prepared under the subject AIP Grant. The report was reviewed by the NYADO and the report has satisfactorily addressed comments and is now considered complete.

This effort was completed by a very professional aviation team and I hope that the information presented in the report and illustrations will be used for the safe and efficient operation of the airport.

If you have any questions or need additional information, please contact me at 718-995-5762

Sincerely,

David Carlin
Community Planner
NYADO

Cc: Paul McDonnell, CHA
Calvin Kuang, CHA
Ralph Gatto, NYADO

Old Business

New Business

Executive Session

Attorney-Client Privilege Matters