



December 14, 2022

City of Hartford
Historic Preservation Commission
c/o Planning Division
260 Constitution Plaza
Hartford, CT 06103

**Subject: 251 Maxim Road
Planning Narrative**

The following narrative provides some background regarding future airport planning at Hartford - Brainard Airport (Airport) as it relates to the area of the former Administration building at 251 Maxim Road. This discussion was developed in response to a request from the City of Hartford Historic Preservation Commission to provide documentation for the future use of the building and/or the site of the building as it may appear in airport planning documents.

The Connecticut Airport Authority (CAA) relies on Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant funding for various infrastructure improvements at the Airport as well as the five other airports that are owned and operated by the CAA. As such, the CAA must abide by assurances within the FAA grants to maintain their facilities in such a manner as to promote the principal use of the airport for aeronautical purposes; therefore, safeguarding the viability of the property as an airport. This also protects the public's financial input into these critical transportation facilities. To abide by the FAA's grant assurances as well as continue with the CAA's mission to develop, improve, and operate the airports under the CAA's purview several tools are employed; including, an up-to-date FAA approved Airport Layout Plan (ALP) which is typically the principle product of an Airport Master Plan Update (AMPU).

An ALP is an illustration of the current and future airport facilities, which depicts their location on the airport, as well as critical clearances and dimensions. The ALP is generated as a product of the AMPU and is utilized by the FAA to account for future funding needs, monitor the airport's compliance with design standards, prioritize safety projects, over capacity improvements, and to ensure compliance with the aforementioned grant assurances. It also allows the FAA to protect the airspace required for facility or aircraft approach procedure improvements. Development and maintenance of an approved ALP is required by the FAA for the Airport to receive AIP grant funding. AMPU are usually updated every ten years and includes planned development over a twenty-year period.

- **Hangar Redevelopment:** The area along Maxim Road is a prime location for the redevelopment of buildings as their useful life expires or as market conditions permit.

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- The map displays the 10000 block of Maxin Road, with lots 19 through 28. A dashed line runs along the eastern side of the lots, and a red line runs along the northern side. A blue line runs along the southern side. A black line with arrows points to a specific area on the map, labeled "POTENTIAL AERONAUTICAL OR NON-AERONAUTICAL DEVELOPMENT". The map also shows "NORTH RAMP" and "ROFA".

Prior to the undetected pipe breakage within the building, the structure at 251 Maxim Road had reached the end of its useful life for the CAA as an administration building. Furthermore, market conditions for office space at the airport had curtailed and the building was vacated. For the CAA to fulfill the charge from the FAA to ensure the continued use of the property as an airport thus preserving the rich aviation history therein, the CAA would look to demolish the building and seek the highest and best use of the vacant site. Given the sites prime location with both convenient ramp and Maxim Road access it was determined through the AMPU process that the area would be an ideal space for additional hangar space. As stated in the CAA's Hartford Brainard Business Development Plan "An aircraft stored in a hangar has a greater potential to generate revenue for the Airport community through fuel usage, maintenance, repairs and patronage" and in the opinion of the CAA would best preserve the spirit of the aviators that have come before.

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Reference: 251 Maxim Road
Cost Estimate Narrative

This discussion was developed in response to a request from the City of Hartford Historic Preservation Commission to provide updated cost estimates for the demolition and renovation of the 251 Maxim Road building. Both estimates represent actual procurement costs to the CAA except for CAA staff's time to administer and manage the projects.

The abatement and building demolition cost estimate was developed from construction bids received by the CAA in April 2022. The engineering services costs were provided from the actual negotiated and executed contracts with the CAA's consultant.

The abatement and building renovation "Engineers Opinion of Probable Cost" was derived using RSMeans estimating cost data along with recent/local bid pricing information on projects with similar scopes of work.

Renovating the building without a potential tenant and not knowing the intended use for the building requires an assumption that the entire building, both interior and exterior, will be renovated to meet current building, energy, Americans with Disabilities Act, and other pertinent federal and state codes / ordinances. These assumptions were the basis for the development of items 1-16 on the Abatement and Building Renovation cost estimate, as all major building systems would need upgrading or replacement in order to comply with the aforementioned codes.

The CAA as a Quasi-State agency and as an obligation under their FAA grant assurances is required to procure all contracts governed by Federal Contract Provisions such as Disadvantaged Business Enterprise (DBE) subcontractor participation, Buy American preferences, and compliance with State of Connecticut Wage requirements and Federal Wage Hour requirements (Davis-Bacon Act). These provisions don't all apply to private sector construction but typically increase the cost on a State/Federal project by 10% or more. Due to the need for the contractor to comply with all the requirements put upon the CAA by these requirements the contractor's overhead cost is increased as additional staff is required on their end to administer, oversee, and document their compliance with the sometimes onerous contract provisions.

All projects require engineering services for design, permitting and bidding including full-time on-site resident inspection services during the construction phase. On-site services are critically important for projects that occur within the air operations area (AOA). Special safety measures and traffic control are required on an active airfield environment. These services typically are 12% of the total estimated construction cost depending on type, size, and complexity of the project.

Price volatility over the past two years has not subsided and is still unpredictable. Supply chain interruptions; contractors selective bidding due to a saturated construction markets; labor shortages, material costs; and many other factors have continued to impact contractor bids. A 20% contingency for these unknown conditions is a reasonable mark-up.

Connecticut Airport Authority
Hartford-Brainard Airport (HFD)
Former Administration Building - 251 Maxim Road
Date: December 9, 2022



Project Cost Estimate Abatement and Building Demolition		
Item No.	Description	Cost
1	Health & Safety / Temporary Facilities	\$ 16,500.00
2	Hazardous Waste Abatement	\$ 100,000.00
3	Utility Isolation / Disconnection	\$ 15,000.00
4	Demolition and Disposal	\$ 145,240.00
5	Site Restoration	\$ 58,260.00
Subtotal Contract Items*		\$ 335,000.00
	Engineering Design	\$ 77,500.00
	Inspection	\$ 108,500.00
Subtotal w/ Engineering Services *		\$ 521,000.00
	Inflation	
	Number of years (2023)	1
	Projected Rate	4.5%
Total Cost		\$ 544,445.00

* Costs were obtained from construction bids received by the CAA and negotiated fees with the Engineer.

Engineers Opinion of Probable Cost *		
<u>Abatement and Building Renovation</u>		
Item No.	Description	Cost
1	Hazardous Waste Abatement	\$ 100,000.00
2	Selective Demolition	\$ 39,050.00
3	Misc. Structural Repair	\$ 29,868.58
4	New HVAC System	\$ 650,000.00
5	Roof Replacement	\$ 120,000.00
6	Bathroom Rehabilitation	\$ 71,860.00
7	New Windows, and Exterior Doors	\$ 131,100.00
8	Interior and Exterior Finishes	\$ 219,400.00
9	New Elevator	\$ 750,000.00
10	Electrical	\$ 109,020.00
11	New Fire Alarm System	\$ 30,000.00
12	IT Upgrades	\$ 15,000.00
13	New Sidewalk, Ramps, Parking Lot	\$ 175,510.58
14	Landscaping	\$ 33,798.00
15	Minor Construction Items	10% \$ 247,460.72
16	Utilities	2% \$ 49,492.14
17	Construction Safety on Airports (barricades, lighting, fencing, etc.)	1.5% \$ 37,119.11
18	Construction Surveying	1% \$ 24,746.07
19	Mobilization and Project Closeout	5% \$ 123,730.36
20	Contract General Conditions (bonds, insurance, management, etc.)	6% \$ 148,476.43
Subtotal Contract Items		\$ 3,105,631.99
Prevailing Wage Requirements & Other Contract Provisions		15% \$ 465,844.80
Engineering Services (Design, Permitting, Bid and Inspection)		12% \$ 372,675.84
Construction Cost Volatility (supply chain interruptions, material availability, material costs, labor shortages, selective bidding, etc.)		20% \$ 621,126.40
Subtotal w/ Contingency Costs		\$ 4,565,279.02
Inflation		
Number of years (2025)		3
Projected Rate		4.5%
Total Estimated Project Cost		\$ 5,181,591.69

* This is a order-of-magnitude cost estimate for purposes of project planning. Costs were derived from industry standard construction estimating guides and recent bids on projects with similar scopes. The ENGINEER has no control over current market conditions and cannot guarantee the accuracy of the estimate.