

FUEL FARM MODERNIZATION

DAVENPORT MUNICIPAL AIRPORT | DAVENPORT, IOWA

COST

\$650,000

COMPLETION DATE

2014 – Present

REFERENCE

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PROJECT DESCRIPTION

The existing underground fuel storage tanks (USTs) at the Davenport Municipal Airport were originally installed in the early 1950's. The existing USTs had deteriorated to the point the airport was spending excessive amounts of operating capital trying to prevent fuel from leaking into the adjacent soil. Additionally, the Davenport Municipal Airport was paying unnecessary insurance premiums for underground storage tanks which could be eliminated by going to an above ground tank storage system.

As a result of the poor condition of the existing USTs, McClure assisted the Airport obtain a \$225,000 grant through the Iowa DOT Office of Aviation to fund the design and construction of the fuel facility modernization. After the grant was successfully received, the Airport tasked McClure Engineering Company with providing design, bidding and construction oversight services to construct the fuel facility project.

Major components of the project included the following:

- One (1)-20,000 gallon AvGas (100LL) above ground storage tank
- One (1)-20,000 gallon Jet-A above ground storage tank
- One (1) full-service dispensing system for Jet-A
- One (1) full-service dispensing system for AvGas (100LL)
- One (1) self-service dispensing system for AvGas (100LL) Automated Fueling Terminal System
- Fuel Master 3505 Plus Fuel Management System to provide self-service via a credit card terminal system
- Veeder-Root TLS 450 Plus automatic fuel tank gauge console system designed to manage and provide fuel and compliance info online from any PC, smartphone, tablet or web browser
- Overhead light pole, foundation, and luminaire
- Catwalk system with stairs and bridging platform connecting tanks
- 8" Reinforced Concrete Pad with 6" curb
- Bollards for vehicle protection
- Removal of existing USTs at four (4) separate locations

PROJECT HIGHLIGHTS

In an effort to provide the Airport with maximum funding flexibility, McClure prepared a bid package with six (6) add alternates and three (3) deduct alternates. McClure's approach allowed the Airport to individually select from a list of bid items which components they wanted to include or omit into the project after reviewing their associated costs. As a result, the Airport was able to prioritize which components to award within their given budget; thereby keeping the overall project on schedule.