

## CIP EXPENSE DETAIL

DATE OF COUNCIL CONSIDERATION:  
CONTACT DEPARTMENT(S):

11/10/11  
Aviation

**SUBJECT:** Authorize award and execution of a contract with HUMBLE EQUIPMENT CO., INC., Ruston, LA for runway texturing services for the Austin-Bergstrom International Airport in an amount not to exceed \$95,400.

Funding is available in the Fiscal Year 2011-2012 Capital Improvement Budget (CIP).

### CURRENT YEAR IMPACT:

Department:	Aviation
Project Name:	Runway Retexturing Project
Fund/Department/Unit:	4910-8107-3207
	Department of Aviation
Funding Source:	Airport Capital Fund
Current Appropriation:	95,400.00
Unencumbered Balance:	95,400.00
Amount of This Action:	(95,400.00)
Remaining Balance:	<u>0.00</u>
 Total Amount of this Action	 <u><u>95,400.00</u></u>

**ANALYSIS / ADDITIONAL INFORMATION:** This contract is for concrete surface retexturing services for airport runways to increase friction values to maintain compliance with FAR Part 139 regulations (Federal Aviation Regulation) and Advisory Circular 150/5320-12.

The Department of Aviation's Airside Operations has performed friction testing and determined that retexturing is needed in order to bring back the micro and macro textures to the runways. At this time the friction numbers (mu values) are lower on 3 touchdown zones than the maintenance value recommended by industry standards (FAA). The mu value on our main runway touchdown zone (17R) is past the minimum level recommended in the FAA Advisory Circular.

The original concrete surface of the west runway (17R/35L) is approximately 54 years old and receives most of our landing jet aircraft. The east runway (17L/35R) is approximately 13 years old. Both runways have had rubber removed from the surface using a high pressure water method over the life of the runways. This water removal of the rubber has affected the surface by polishing the rough areas and smoothing out the aggregate.

These services are to roughen up the aggregate and concrete material of the surfaces to increase friction. If the retexturing is not completed, the runways will become unsafe for landing aircraft when the pavement gets wet. Retexturing is a common form of resurfacing concrete and asphalt pavement surfaces for airports. Many other airports across the country use this same method to extend the pavement life before considering a resurfacing, which is much more expensive. The airports that are known to use this method are San Antonio, Dallas-Fort Worth and El Paso.