

AGENDA



Thursday, April 29, 2010

**Contract and Land Management
RECOMMENDATION FOR COUNCIL ACTION**

Item No. 18

Subject: Authorize execution of a construction contract with INTERSTATE SEALANT & CONCRETE, INC., (DBE/FW - 93.33%) Waukesha, WI, for the PCC Joint Sealant Rehabilitation project at the Austin Bergstrom International Airport in the amount of \$1,966,716 plus a \$196,672 contingency, for a total contract amount not to exceed \$2,163,388.

Amount and Source of Funding: Funding is available in the Fiscal Year 2009-2010 Capital Budget of the Aviation Department.

Fiscal Note: A fiscal note is attached.

For More Information: Tony Krauss 974-7138; Susan Garnett 974-7064; April Thedford 974-7141

Purchasing Language: Lowest bid of seven (7) bids received.

MBE/WBE: This contract will be awarded in compliance with the requirements of 49 CFR Part 26 (Disadvantaged Business Enterprise Program) and Chapter 2-9A of the City Code (Minority Owned and Women Owned Business Enterprise Procurement Program) by meeting the goals with 93.33% DBE prime participation.

Boards and Commission Action: Recommended by Austin Airport Advisory Commission.

Prior Council Action: November 6, 2008 - City Council authorized negotiation and execution of a professional services agreement with PBS&J for professional engineering services for the Austin Bergstrom International Airport PCC JOINT SEALANT REHABILITATION project.

The Austin Bergstrom International Airport was completed in 1999.

Aircraft runways, taxiways, ramps, holding areas and aprons are built of very thick, reinforced concrete. The concrete is placed in uniform panel sizes, with joints between them to allow expansion and contraction of the panels under varying weather and temperature conditions. The expansion joints, and their cap sealant, are necessary to keep surface water from migrating below the concrete panels and causing premature deterioration of the runway panel system. The life cycle of the expansion joint material is much less than the concrete panels, requiring them to be repaired and/or completely replaced several times during the serviceable life of the concrete panels.

This project will replace many of the expansion joints on the runways, taxiways, and aprons at ABIA which have not already been repaired or replaced under previous joint rehabilitation projects.

This is a federally funded project (75% federal funds, 25% local).

Due to the work in the active airfield conditions, a 10% contingency is included to expedite possible change orders arising from unknown conditions. The contract allows 330 calendar days for final completion of this project.