

Council Communication No. 97-331

SYNOPSIS –

On April 7, 1997, by Roll Call No. 97-1236, City Council approved a 28E Agreement between the City of Des Moines and the Iowa Department of Public Defense (IDPD) which authorized the linking under one City construction contract the Iowa Air National Guard' s (IANG) project to remove the existing Aircraft Arresting Systems and the construction of a new Aircraft Arresting System at two locations on Runway 13L/31R with the Airport' s project to make pavement repairs and install centerline/touchdown zone lighting for a Category II Instrument Landing System on Runway 13L/31R. The one bid received for the consolidated project was considerably over the engineer' s estimate. After consultation with the IANG and the City Engineer, it is felt that the best course of action is to award the contract to Des Moines Asphalt & Paving Company to install the Category II runway centerline and touchdown lighting and to perform the necessary pavement repairs on Runway 31R without the IANG Aircraft Arresting System Project. To accomplish this, the existing 28E agreement with IDPD must be terminated. The proposed new 28E Agreement will permit the IANG' s Aircraft Arresting Systems to be handled as a separate City project, now estimated to cost \$1,485,700. In order to help ensure the new project can be accomplished within funds available to the IANG, the scope of work has been slightly reduced, and the project is proposed to be let with add alternates for pavement removal work that can be done with IANG personnel, if necessary.

The City Legal Department, with assistance from the Aviation Department and City Engineering, has negotiated a new 28E Agreement for the replacement of the IANG' s Aircraft Arresting Systems as a separate City contract which includes the following features:

- The letting of a separate City Public Improvement Contract, to be awarded by the Airport Board and administered by the City, to accomplish the IANG' s desire and need to construct new Aircraft Arresting Systems at two locations on Runway 13L/31R.
- The IANG will provide to the City the completed design plans and specifications for installation of new Aircraft Arresting Systems, while the City is responsible for preparing the documents for bidding.
- The City is responsible for bidding the project and awarding the construction contract to the lowest responsible bidder and for performing all contract administration services for the project.
- The IANG shall assist the City in the construction inspection for the installation of the new Aircraft Arresting Systems.

By coordinating the two projects, the City will continue to minimize the time of the closure of the Airport' s main runway (Runway 31R/13L).

FISCAL IMPACT –

With the new 28E Agreement, the IANG is obligated to provide the necessary funds (up to \$1,940,000) for removal of the existing Aircraft Arresting Systems and the installation of the new Aircraft Arresting Systems. Additionally, the IANG will pay in advance to the City an additional \$5,000 over and above the \$10,000 already paid the City for its share of the cost of project bidding and contract administration and will pay up to \$55,000 for any additional construction inspection costs incurred by the City in regard to the installation of the new Aircraft Arresting Systems.

RECOMMENDATION –

On June 16, 1997, at a special Airport Board meeting, the Airport Board recommended to City Council: (1) termination of the 28E Agreement approved by City Council on April 7, 1997, by Roll Call No. 97-1236, and (2) subject to review and approval by Legal Counsel, approval of the proposed new 28E Agreement between the IDPD and the City which authorizes a separate City Public Improvement Contract to remove the existing Aircraft Arresting Systems and install new Aircraft Arresting Systems at two locations on Runway 13L/31R.

BACKGROUND –

On April 7, 1997, by Roll Call No. 97-1236, the City Council approved a 28E Agreement between the IDPD and the City which linked under one construction contract the IANG' s project to remove the existing Aircraft Arresting Systems and construct new Aircraft Arresting Systems at two locations on Runway 13L/31R with the Airport' s project to make pavement repairs and install centerline/touchdown zone lighting for a Category II Instrument Landing System on Runway 13L/31R. This action was taken in order to minimize the time the Airport' s main runway (Runway 31R/13L) would be out of service by allowing the two projects to be bid together and constructed by the same general contractor under a normal City construction contract.

On May 27, 1997, bids for the consolidated project were opened. The only bid received was from Des Moines Asphalt & Paving Company of Des Moines, Iowa, in the amount of \$5,454,870 which was 45.2 percent over the engineer' s estimate. The item most significantly over the estimate was the installation of the Aircraft Arresting Systems for the IANG which by itself was \$1,245,225.90 over the IANG engineer' s estimate.