



CITY OF LONG BEACH

LONG BEACH AIRPORT

R-20

4100 Donald Douglas Drive • Long Beach, CA 90808 • (562) 570-2600 • FAX (562) 570-2601

April 3, 2012

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Adopt Plans and Specifications No. R-6897 for the Construction of Phase III Improvements to the Air Carrier Ramp and Rehabilitation of the Access to Taxiways E and F; award the project to and authorize the City Manager to execute a contract with Sully-Miller Contracting Company, the lowest responsible bidder, in an estimated amount of \$7,587,071 plus a 25 percent contingency amount of \$1,896,767, if necessary, and any necessary amendments thereto regarding term or scope of work; and increase appropriations in the Airport Enterprise Fund (EF 320) in the Airport Department (AP) by \$7,125,000. (District 5)

DISCUSSION

The Air Carrier Ramp (Ramp) at the Long Beach Airport is used to park large commercial aircraft for the loading and unloading of passengers and baggage. The Ramp is beyond the end of its useful life. The Phase III portion of this project will include the reconstruction of badly deteriorated pavement adjacent to previous phases of the work. The work will also include the installation of utility systems to provide connection points for both electrical power and pre-conditioned air carts at aircraft parking positions 6 through 10, pavement markings, pedestrian walkways to aircraft, sewer system improvements, improved ramp lighting, fencing, and security improvements.

The asphalt and Portland cement concrete (PCC) pavements that provide access from leaseholds and perimeter roads to Taxiways E and F are also deteriorated, requiring substantial emergency repairs. Portions of the PCC pavement in these areas were placed in the 1930s and 1940s and are in need of substantial work in order to improve the surface condition and extend the life of the pavement. The work for the Rehabilitation of the Access to Taxiways E and F portion of the overall project will include asphalt pavement reconstruction, resealing joints in PCC pavements, reconstruction of portions of PCC pavement, pavement markings, and infield grading.

City Council adoption of the plans and specifications and award of the contract are being recommended concurrently to expedite implementation of this project. The project was advertised for bid January 23, 2012, and bids were opened February 22, 2012. In addition to placing an advertisement for bids in the Long Beach Press Telegram, notice of the bid was posted on the City's website at

www.PlanetBids.com/longbeach. In a continuing effort to increase participation of local businesses and Small Business Enterprises (SBEs), Minority Business Enterprises (MBEs), Women Owned Businesses (WBEs), and Disadvantaged Business Enterprises (DBEs), bid documents were also sent to several trade publications and plan rooms catering to these groups within the construction industry.

For this bid, 317 firms registered on the website were notified via automatic e-mail notice. Of the 317 firms, 26 are located in Long Beach. Sixteen sets of bid documents were purchased by prospective bidders. Five bids were received; one of which was from a local business. There were no SBE, MBE, WBE or DBE registered firms that submitted bids. Sully-Miller Contracting Company, of Brea, California, is the lowest responsible bidder.

In accordance with the California Environmental Quality Act, Categorical Exemption Nos. CE-52-09 and CE-54-09 have been issued for the work for the Air Carrier Ramp, Phase III, and the Rehabilitation of the Access to Taxiways E and F, respectively. In accordance with the National Environmental Protection Act, the project received Categorical Exclusions pursuant to FAA Order 1050.1E on August 12, 2009, for the Air Carrier Ramp and on September 10, 2009, for the Access to Taxiways E and F.

This matter was reviewed by Deputy City Attorney Linda Trang on March 13, 2012, and Budget Management Officer Victoria Bell on March 15, 2012.

SUSTAINABILITY

For the Air Carrier Ramp portion of the project, the selection of Portland Cement Concrete Pavement in lieu of Asphalt Concrete Pavement will extend the expected life of the pavement. The additional life, approximately 30 years, will result in fewer construction projects and less pollution in the future.

The project area has extremely poor soils that require enhancement prior to the construction of the pavement. In lieu of removal and replacement, the Airport has opted to treat the soil in-place with cement, which will stabilize and strengthen it. This will allow the soil to remain in place, while providing a subgrade for the pavement structural section that meets the Federal Aviation Administration design standards for aircraft use.

The construction method of treating the soil in-place will reduce the number of dump truck trips for removals and eliminate the number of dump truck trips required for construction of the stabilized sub-base. In total, the in-place treatment of the soil will reduce the number of dump truck trips by approximately 700, in turn, reducing vehicle emissions.

The project will further the Airport's Green Initiative through the installation of utility systems to provide connection points for electrical power and pre-conditioned air carts at aircraft parking positions 6 through 10. Aircraft parking positions 1 through 5 were provided with connection points as part of the Phase I-B Improvements to the Air Carrier Ramp. The connection points will allow our Airline partners to reduce emissions by replacing their diesel-powered carts with electrical carts.

HONORABLE MAYOR AND CITY COUNCIL

April 3, 2012

Page 3

For the Access to Taxiways E and F portion of the project, the decision was made to rehabilitate the existing PCC pavement in lieu of reconstruction in order to minimize the use of raw materials and provide a reduction in the truck trips.

TIMING CONSIDERATIONS

City Council action on this matter is requested on April 3, 2012, in order to authorize commencement of this project. Construction is anticipated to begin in June 2012 and should take approximately ten months to complete.

FISCAL IMPACT

The contract award is for an estimated amount of \$7,587,071. A 25 percent contingency amount of \$1,896,767 is being recommended due to the poor condition of the existing subgrade and any unforeseen circumstances.

An increase in appropriation of \$7,125,000 in the Airport Department (AP) Airport Enterprise Fund (EF 320) is required. The increase in appropriation will be funded by Federal Aviation Administration Airport Improvement Program (AIP) Grant Nos. 3-06-0127-36 and 3-06-0127-37. Sufficient Airport Capital is currently budgeted in EF 320 to cover the remaining project costs not funded by the AIP grants. The project will create an estimated 80 full-time equivalent (FTE) jobs.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



MARIO RODRIGUEZ
DIRECTOR, LONG BEACH AIRPORT

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MICHAEL P. CONWAY
DIRECTOR OF PUBLIC WORKS

APPROVED:



PATRICK H. WEST
CITY MANAGER