

CITY OF FLAGSTAFF STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Daniel Holmes, 213-2108
Public Works Division
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Date: March 30, 2012
Meeting Date: April 17, 2012



TITLE: Consideration of Agreement for Professional Design Services: Flagstaff Pulliam Airport Concrete Ramp Joint Replacement Project.

RECOMMENDED ACTION:

1. Award the Professional Design Services Agreement to Kimley-Horn and Associates in an amount not to exceed \$ 34,700.00.
2. Authorize Change Order Authority of \$ 1,735.00 (5%) to cover potential costs associated with unanticipated or additional items of work.
3. Authorize the City Manager to execute the necessary documents.

ACTION SUMMARY:

- Policy Decision or Reason for Action:
 - Provide improved safety and infrastructure maintenance.
- Financial Impact:
 - The project is budgeted in FY 2012 account number 270-3780-783 in the amount of \$223,710.00.
- Connection to Council Goal:
 - Public Safety, Livability, and Maintaining Reliable Infrastructure.
- Options:
 - Approve the Professional Design Phase Services Agreement as presented.
 - Reject approval of the Agreement and direct staff to re-advertise for professional design services.
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- Has there been a previous Council decision on this topic? Yes. Council accepted a grant from ADOT Aeronautics on February 21, 2012 in the amount of \$ 201,371.00 to fund the project.



Division Director (Acknowledgment that all reviews have been completed and required approvals initialed below.)

ADDITIONAL INFORMATION:

Background/History:

On February 29, 2012, the City of Flagstaff received six Statements of Qualifications from firms wishing to provide professional services for design of this project as well as for other projects shown on the five year Airport Capital Improvements Program. A selection committee of three staff members and one Airport Commissioner independently reviewed and evaluated those statements in accordance with guidelines established by the Federal Aviation Administration (FAA) and the Arizona Department of Transportation (ADOT), Aeronautics Division. Based on evaluation of the proposals, it was the consensus of the committee members that the firm of Kimley Horn and Associates was the most qualified among those submitting proposals to provide the desired professional services.

Staff has successfully negotiated a price proposal with the Consultant and will forward a recommendation to the funding agencies, the FAA and ADOT, for their determination of reasonableness of cost. Upon receiving approval from FAA and ADOT and execution of the agreement, a Notice to Proceed with the work will be issued. Staff also prepared an independent fee estimate to evaluate the proposal which is provided to the FAA and ADOT as justification.

This portion of the improvements will include design of concrete ramp joint replacements for a portion of the south iterant apron and the air carrier apron in front of the terminal building. The improvements are to be designed in 2012 and constructed later in the same year.

Services to be provided under this contract include field survey and data reduction, civil design, preparation of construction plans and specifications in accordance with FAA and ADOT requirements, and limited construction support services.

In accordance with FAA guidelines, this consultant, once selected as most qualified may be utilized for this and other projects shown on the Airport Capital Improvement Program (ACIP) for a period of five years.

Other anticipated projects in the master plan improvements include runway pavement markings, replace/relocate instrument landing system, Pulliam Drive reconstruction, heliport construction, taxilane reconstruction, glycol recovery facility and design of a multi-story parking structure. Should this consultant be utilized for these projects, a separate fee will be negotiated for each work element and presented for approval to Council, the FAA and ADOT Aeronautics as a Supplemental Agreement.

Key Considerations:

Replacement of the concrete ramp joints is a routine maintenance function which seals the joints from water penetration and eliminates the potential for degradation of the subsurface soils and consequent damage to the concrete pavement.

Community Benefits and Considerations:

The purpose of the project is to use the available grant funds in the most efficient manner to lengthen the service life of the concrete pavements and to avoid costly pavement reconstruction in the future.