

Department of Port Control

Ordinance No.: 264-2020

Planning and Engineering

EXECUTIVE SUMMARY

The Department of Port Control is requesting the authority to determine the method of making the public improvement of rehabilitating Taxiways Bravo, Echo, and Foxtrot at Burke Lakefront Airport; authorizing the Director of Port Control to enter into one or more public improvement contracts for the making of the improvement; and authorizing the director to employ one or more professional consultants necessary to design the improvement.

Background/Purpose:

The Department of Port Control proposes to mill and fill the 3 remaining taxiways requiring rehabilitation at Burke Lakefront Airport. This project consists of 3 taxiways (Bravo, Echo, and Foxtrot) with Pavement Condition Index readings of 62, 70, and 61 as of 4 years ago. Now the PCI's, after 4 years of repeated impacts would range below 60. Per the FAA, any surface with a reading below 65 require major rehabilitation or replacement. The taxiway has and medium-severity longitudinal and traverse cracking, weathering, alligator cracking, block cracking, depressions, raveling and rutting. General pavement maintenance such as patching, crack and joint sealing have minimal impact.

Scope of Work:

The work on this project will include the resurfacing and remarking of Taxiways Bravo (1000' x 75'), Echo (475'x75'), and Foxtrot (600'X75'). The initial work will include the removal of 4" of asphalt from the pavement surface of the taxiways. The existing lights will not be removed or changed nor will grades be changed except to improve drainage. After the removal of the surface any reflective cracks will be sealed. Upon completion of the crack sealing, P-401 asphalt will be placed and compacted to FAA specifications and the surface course will be graded to drain. Lastly, the pavement markings will be reinstalled.

Justification/Urgency:

As part of the major east-west corridor between New York/New Jersey and Chicago, the airspace above Cleveland is the busiest in the US. As the primary "reliever" for CLE, BKL is critical to the safety and efficiency of the local, regional and national air transportation systems. In their current condition, the crossing taxiways, allowing essential access for exit operations from 6L and direct entry to the 24R displaced threshold, are becoming a safety hazard.

Anticipated Cost: \$250,000 (Design and 10% funds for Federal Match);
Federal Funding 90% Share approx. \$1,035,000.

Schedule or Term of Contract: The term of the contract shall begin upon date of execution and, unless extended by the City or unless sooner canceled or terminated pursuant to the provisions hereof, shall terminate upon the Director's acceptance of completion of all required services, whichever shall occur earlier.

Current Vendors/Contracts: Not Applicable

DBE Participation: Disadvantaged Business Enterprise ("DBE") goals will be established for the contracts.