



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #

Submitted Department/Preparer: Please Select

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

Executive Summary

Authorizing a \$14,979,967.10 contract with Ideker, Inc. for the 62230566 – Taxiway E and Taxiway J Rehab at KCI Airport; authorizing a maximum expenditure of \$16,477,963.81.

Discussion

The MWDBE CUP was approved for 22.35% DBE Participation. The intent of this project is to rehabilitate Taxiway E and Taxiway J at the Kansas City International Airport (MCI). The primary reason for the rehabilitation of these airfield pavements is to remove the surface pavement contributing to the pavement distresses exhibited on the pavement surface. The majority of the taxiway pavement has not been rehabilitated (outside localized repairs) since the original construction in 1992 and 1997. The proposed pavement rehabilitation consists of removing the existing surface concrete pavement of Taxiway E and Taxiway J. The Taxiways will be constructed with 15”-17” PCC surface (P-501), and has been designed to support anticipated aircraft traffic utilizing the Taxiways over a 20-year structural design life. This contract is a part of the FAA Airport Improvement Grant Program which will fund 75% of the eligible project costs.

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No

2. What is the funding source?

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3. How does the legislation affect the current fiscal year?

\$16,477,963.81

4. Does the legislation have fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.

There is no known future fiscal impact.

5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?

No

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Office of Management and Budget Review

(OMB Staff will complete this section.)

1. This legislation is supported by the general fund. Yes No
2. This fund has a structural imbalance. Yes No

Additional Discussion (if needed)

Click or tap here to enter text.

Citywide Business Plan (CWBP) Impact

View the [FY23 Citywide Business Plan](#)

Which CWBP goal is most impacted by this legislation?

Infrastructure and Accessibility (Press tab after selecting.)

Which objectives are impacted by this legislation (select all that apply):

- Enhance the City's connectivity, resiliency, and equity through a safe, efficient, convenient, inclusive, accessible, sustainable and better connected multi-modal transportation system
- Develop environmentally sound and sustainable infrastructure strategies that improve quality of life and foster economic growth
- Increase and support local workforce development and minority, women, and locally-owned businesses
- Engage in efforts to strategically invest in the City's infrastructure and explore emerging technologies
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Prior Legislation

None

Service Level Impacts



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This project will provide efficient and satisfactory services and facilities for passengers and visitors.

Other Impacts

1. What will be the potential health impacts to any affected groups?

Aviation Engineering has reviewed the Priorities in the Kansas City Community Health Improvement Plan (KC-CHIP) and does not identify any negative impacts.

2. How have those groups been engaged and involved in the development of this ordinance?

The Community within the Kansas City, Missouri area has been consistently engaged and involved with the Aviation Department Master Plan, which contributes to this ordinance.

3. How does this legislation contribute to a sustainable Kansas City?

Continuous reconstruction of infrastructure at Kansas city International Airport is vital to the continuous operation of the Airport and the city's economic vitality.

4. Does the ordinance/resolution include Civil Rights antidiscrimination requirements in compliance with the Code of Ordinances (Chapter 38, titled "Civil Rights")?

Yes

5. Has the ordinance/resolution been submitted for review of economic equity & inclusion requirements in compliance with the Code of Ordinances (Chapter 3, titled "Contracts and Leases")?

Yes