



Upcoming Construction Projects

(Posted February 2012)

Orlando International Airport
Construction Department
5850-B Cargo Road
Orlando, FL 32827-4399

The Greater Orlando Aviation Authority (GOAA) has an on-going construction program and will be advertising for bids on various construction projects. This program includes both building construction and civil work at Orlando International Airport and Orlando Executive Airport. The construction values of the individual projects are estimated to be between \$250,000 and \$35 million.

For federally funded construction projects, GOAA has adopted a Disadvantaged Business Enterprise (DBE) Policy. For non-federally funded construction projects, GOAA has adopted a Minority and Women Business Enterprise (MWBE) Policy and a Local Developing Business Enterprises (LDB) Policy. These participation goals will be established by GOAA on a project by project basis.

The below listed projects are scheduled to be advertised and/or bid during the next three months.

BP-432 OPTIMIZATION OF CHECKED BAGGAGE INSPECTION SYSTEMS

CONSTRUCTION VALUE: Between \$10M and \$15M

ADVERTISE: February 2012 BIDS DUE: September 2012

PROJECT DESCRIPTION: The project consists of Optimization of Checked Baggage Inspection Systems for modifications to optimize the performance of Checked Baggage Inspection Systems (CBISs) in Pods C and/or D at the Orlando International Airport, including all required infrastructure improvements.

MAJOR TRADES: Electrical; Equipment Installation; Fire Protection/Security Systems; Mechanical; and Metal Fabrication/Framing

BP-433 RUNWAY 17L-35R JOINT REHABILITATION

CONSTRUCTION VALUE: Between \$1M and \$2M

ADVERTISE: April 2012 BIDS DUE: May 2012

PROJECT DESCRIPTION: The project consists of Rehabilitation of Runway 17L-35R at the Orlando International Airport. Runway 17L-35R was originally constructed in 2003 with portland cement concrete. There has not been a rehabilitation project to the runway's concrete slabs and joints since its original construction. The joint sealant has deteriorated to the point that creates FOD (foreign object debris) from popping out of the joint and also allows water to penetrate into the base of the runway pavement structure. The concrete joints need to be rehabilitated and re-sealed in order to maintain the runway pavement integrity and safety for aircraft operation. If the joints are not protected, permanent failure of the concrete pavement will occur leading to expensive repairs in the near future. Additionally, any isolated cracked slabs, depending on the severity level of distress, would need to be sealed, partially repaired or replaced.

MAJOR TRADES: Portland Cement Concrete (PCC) demolition, PCC rehabilitation - full depth and partial, PCC joint sealant removal and replacement and pavement marking.