

Solicitation Number: 2019-017 RFQ

Addendum Number: 1

Construction Manager At Risk (CMAR) Services – Air Traffic Control Tower

Due Date and Time: February 14, 2019 at 1:00 pm Arizona time

A signed copy of this addendum must be included with proposal or bid.

The following questions were asked at the Pre-Submittal Meeting on January 29, 2019:

Q: There is no plan to take existing equipment from the existing tower and move it into the new tower?

A: That is the Airport's goal, but we are still evaluating it. There may be a few pieces of equipment that we may want to move over and that would have to be coordinated. But, in general we believe we have the budget to purchase new equipment. We will be meeting with FAA tech ops to help determine this. Worst case scenario there could be 3 or 4 days where everything is transitioning. Operationally, our goal is not to lose any air traffic service, and in order to do that we need both towers running at the same time. The tower closes at midnight and opens at 5:00 a.m. so there is a small window to transfer equipment. It all depends on what we agree to with the FAA.

Q: Does the Tech Ops building have the same hours as the tower?

A: They operate whenever they need to. It is an FAA building, we will not be impacting them.

Q: Do you know the FAA's headcount in that building (Tech Ops)?

A: It varies, but typically 5 or 6.

Q: You indicated you need a GMP by September. When you bring a partner onboard, are you looking for a GMP for April 16 Board as well?

A: No, the April 16 date is for the award of the pre-construction contract, if it exceeds \$50,000. If it is less than \$50,000 we do not need to go to the Board.

Q: The quality control is done by the CMAR. Is the quality assurance portion procured by the Airport or by the design team?

A: That would be procured through the Airport, however, it may be through the design team, but with the Airport's input. Our design contract does not include CA services at this point, so depending on how things go will determine whether we utilize the design team or whether we go with a third-party CA.

Q: Regarding construction timing, is there a proposed end date that the Airport is trying to target?

A: No later than September 2021.

Q: Is there a moratorium or times when we can't build?

A: Not where this project is located, as long as it does not impact the terminal.

We have it set up to where you will have to get badges, but not SIDA badges. Also, you will not have to ingress and egress the airfield because we have security around that facility, obviously there are gate closures and so forth requirements, but we do not have a moratorium.

Q: Once the project begins, do the teams need any other special clearance?

A: Security is always subject to change, but as indicated, badging is a requirement to be on this project.

Q: Are there any issues getting utilities to the site?

A: We have utilities in the vicinity, water and sanitary sewer to the SW, power to the SE.

Q: Are there any special underground considerations regarding the site?

A: The Airport "knows" of an underground storm drain to the immediate west of the new tower site, expected to be outside the footprint of the new tower.

Q: What is the overall footprint for the tower?

A: That is unknown at this time as the tower is still under design.

Q: What communications provider is out here?

A: Century Link.

Q: Does the Airport have an inhouse design team for the tower?

A: No, the Airport has hired a firm for the design under a previous solicitation.

Q: Will the CMAR have the entire fenced off area for its sole use for this project?

A: The CMAR will most likely have a portion or section of the area as the Airport may have other projects that require the use of the space as well. The entry of the area would be shared.

Additional Notes:

The project is estimated between \$16 – \$17 million dollars including the electrical and tower equipment. We know how tall it is going to be, we know what the size of the cab will be, but we don't know what the true structure material will be. That is what the architect will tell us and that is why we want a CMAR on board, to help us validate those costs, what is the easiest construction, and so on.

We want functionality, with a little bit more than the steel frame with tin on the sides, that we have now.

Timing is tight for the Airport on this project. We are under some tight guidelines to utilize the funds that are available to us. We are pushing the design team hard, but at the end of the day we need a GMP about the first of September. We are looking for a partner that can expedite cost estimating all throughout the project, give us quick insights into what are strengths and weaknesses are on the design, and provide valuable input.

Scheduling, transfer of work from one tower to the other is very important. We anticipate a fully functional tower at the same time the existing tower and making sure it is operational before we move staff over.

Sign in sheets from the pre-submittal meeting are attached and made part of this Addendum #1.

ALL OTHER PROVISIONS OF THE SOLICITATION SHALL REMAIN IN THEIR ENTIRETY.

Offeror hereby acknowledges receipt and understanding of above addendum.

Signature

Date

Print Name and Title

Name of Company

The above referenced Solicitation Addendum is hereby executed January 29, 2019 at PMGAA, Mesa, Arizona.

Marian Whilden

Procurement Coordinator
Phoenix-Mesa Gateway Airport Authority



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SIGN-IN SHEET

Pre-Submittal Meeting
 Solicitation 2019-017-RFQ
 CMAR Services – Air Traffic Control Tower
 January 29, 2018 10:00 am
 Airport Administration Bldg, Saguaro A/B Conference Rooms

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