

**NOTICE OF INVITATION OF BID – DESIGN BID BUILD PROJECT**  
**REHABILITATE TAXIWAY 'D', SHOULDERS AND CONNECTORS**  
**Tucson Airport Authority (TAA) Project No. 10113362**  
**FAA AIP No. 3-04-0045-077-2018**

**ADDENDUM No. 1**  
**June 21, 2019**

TO ALL PROSPECTIVE OFFERORS RESPONDING TO INVITATION FOR BID FOR CONSTRUCTION OF THE **REHABILITATE TAXIWAY 'D', SHOULDERS AND CONNECTORS** project at TUCSON INTERNATIONAL AIRPORT, as outlined in the aforementioned Invitation of Bids published in the Daily Territorial on June 7 and June 14, 2019; and available via the internet at <https://www.flytucson.com/taa/business/bids-rfps/>.

**I. General**

1. A copy of the meeting minutes and attendee list from the Pre-Bid Conference held on June 18, 2019 is attached to this Addendum.
2. Bidders are made aware that the Bid Due/Opening date and time have been changed to **Tuesday, July 9, 2019 at 2:00 PM**. The location of the bid submissions remains unchanged.

Prepared By:  
Dibble Engineering  
Ryan Toner, PE

Approved By:  
Dexter De Vera, CM  
Tucson Airport Authority  
Project Manager I

Attachments:  
Pre-Bid Conference Summary  
Pre-Bid Conference Sign-in Sheet



## PRE-BID CONFERENCE SUMMARY

**Project Number:** 10113362  
**Project Name:** Rehabilitate Taxiway D, Shoulders and Connectors - 2019  
**Date:** June 18, 2019  
**Time:** 10:00 am  
**Location:** TAA Administration Offices, Catalina Room  
**Funding:** FAA/ADOT/TAA  
**Contracting Officer:** Ray Valdez, Procurement Administrator  
**Project Director:** Dexter De Vera, TAA Project Manager  
**Project Engineer:** Ryan Toner, PE, Dibble Engineering, Inc.

### 1. SIGN IN AND INTRODUCTIONS

- 1.1. See attached list for attendees.
- 1.2. Ray Valdez welcomed all attendees and made brief introductions of TAA staff and the Project Engineer.
- 1.3. Ray Valdez indicated that a copy of the pre-bid conference summary and associated sign-in sheets will be distributed to all bid set holders of record and pre-bid conference attendees via addendum. Bidders wishing to receive any further addenda must confirm they are on the Bid Holder's List.

### 2. BIDDING REQUIREMENTS:

- 2.1 Bids will be opened at 2:00 p.m. Local Tucson Time on **Tuesday, July 9, 2019** in the Santa Rita Room of the TAA Administration Office, Tucson International Airport, Third Level, 7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756.
- 2.2 All requests for clarifications or substitutions shall be made in writing to the Engineer via email at [ryan.toner@dibblecorp.com](mailto:ryan.toner@dibblecorp.com). Answers will be provided via addendum to all bid set holders of record. The last day for questions will be Thursday, June 27, 2019 and a final addendum, if necessary, will be issued on Monday, July 1, 2019.
- 2.3 The contractor shall carefully complete the bid as required by the Contract Documents.
- 2.4 Bidders must prepare their bid on the Bid Form and Bid Schedules provided on pages 48-50 and BSI and BSII of the Bid Documents and must enclose with their bid all items listed on page 49.
- 2.5 Bidders must enclose a properly executed Non-collusion Affidavit in the form provided on page 51 of the Bid Documents.

- 2.6 Bidders must enclose a properly executed TAA Interest List Form on provided on page 44 of the Bid Documents for themselves and their subcontractors.
- 2.7 All bids must include a bid bond in the amount of 10 percent of the aggregate of the base bid amount in the form shown on page 55 of the Bid Documents.
- 2.8 The Work to be performed will be subject to the provisions of Title 34 of the Arizona Revised Statutes (A.R.S. § 34-201, *et seq.*, as amended). All bidders and subcontractors must be duly licensed to perform the work at the time the bid is submitted (or exempt from licensing requirements). If a licensing exemption is claimed, the bidder must set forth basis for any claimed exception on page 49 of the Bid Form at the time the bid is submitted.
- 2.9 Federal wage rates are required and the applicable wage decision is included in Attachment #1 to the AIP Supplement to Instructions to Bidders, which begins on page 14. The Contractor will be responsible for classifying all laborers and mechanics in conformance with this wage decision.
- 2.10 The AIP Supplement to Instructions to Bidders can be found on pages 14–36 of the Bidding Documents. Bidders must sign page 36 and submit the signed Supplement with their bid.

### **3. CONTRACT REQUIREMENTS:**

- 3.1 Bidders shall carefully review the Construction Services Agreement provided on pages 52 – 54 of the Bid Documents, as well as the Master General Conditions, Exhibit A of the Bid Documents.
- 3.2 Liquidated damages will apply for this project. Contractors should carefully review the Liquidated Damages requirements found of page 31 of Exhibit A to the Construction Services Agreement, the Master General Conditions.
- 3.3 Insurance requirements are shown on pages 32-33 of the Master General Conditions. Bidders should carefully review these requirements to confirm they can comply.
- 3.4 Performance and Payment bonds will be required for this project in the form found on pages 56 and 57 of the Bid Documents.
- 3.5 Contractor must comply with all Federal and State required contract provisions as outlined in the Contract Documents, the AIP Supplement to the Instructions to Bidders, and the Grant Supplement to the Construction Services Agreement.
- 3.6 Bidders shall carefully review the Grant Supplement to the Construction Services Agreement, which includes Federal and State contract provisions.

### **4. REPORTING AND DBE REQUIREMENTS:**

- 4.1 DBE. It is the policy of the Department of Transportation ("DOT") and TAA that Disadvantaged Business Enterprise firms ("DBEs") as defined in 49 CFR Part 26 (the "DBE Regulations"), shall have a fair and equal opportunity to participate in the performance of contracts financed in whole or in part with federal funds. TAA, in compliance with 49 CFR § Part 26, has adopted a program regarding the participation of DBEs on federally funded projects. A copy of this program is available upon request. TAA has set an aspirational 7% (7% of the dollar value of the contract) DBE participation goal for this contract. DBE participation is determined according to the standards and rules set forth in the DBE Regulations, and the firm should consult those regulations (see 49 CFR § 26.55 in particular). If a bidder or subcontractor of the bidder is certified as DBE, the work performed by both shall be counted towards meeting the aspirational goal. Any work performed by a non-DBE bidder or subcontractor

shall not. The firm must make a "good faith effort" to meet the stated aspirational participation goal. The firm should consult Appendix A of the DBE Regulations for guidance on what constitutes "good faith efforts". As a matter of responsiveness, firms must complete and submit the "Statement of Proposed DBE Utilization" in the form provided, with its submittal, including evidence of good faith effort related to TAA's goal if the 7% aspirational goal is not met in full or in part. Firms and firms' subcontractors/subconsultants who are submitting as DBEs must be certified DBEs in Arizona in good standing prior to the date submittals are due. TAA recognizes current DBE certifications by the Arizona Department of Transportation (ADOT), City of Phoenix, and City of Tucson. For information regarding DBE firms recognized by TAA, or if you have any questions about TAA's DBE Program, please contact Veronica Ruiz-Ronquillo, TAA DBE Liaison Officer, at 520-573-8100.

- 4.2 The bidders are required to submit the following information: (1) the names and addresses of DBE firms that will participate in the contract; (2) a description of the work that each DBE firm will perform; (3) the dollar amount and percentage of the participation of each DBE firm participating; (4) written documentation of the bidder's commitment to use a DBE subcontractor whose participation it submits to meet the aspirational contract goal;; and (5) if the bidder cannot meet the aspirational DBE goal, evidence of good faith effort undertaken by the bidder as described in Appendix A to 49 CFR Part 26. To count toward meeting a goal, each DBE firm must be certified in a NAICS code applicable to the kind of work the firm would perform on the contract.
- 4.3 As a condition of the agreement between the parties, the firm awarded the contract will be required to report DBE participation efforts listing (1) all certified DBE subcontractor who will be working on the Project, including work performed by firm's own forces if firm is a DBE and (2) the estimated amount of dollars that will be paid to any DBE subcontractor providing services. This information will be reported on a form to be provided by TAA. In addition, firm must provide written confirmation from each DBE of its participation in the firm's work. Firm will be required to track all payments to DBEs working on the Project. At the completion of the Project, firm will be required to complete and submit a final certification of payments to DBE firms on a form to be provided by TAA.

## **5. PROJECT SCOPE AND TIMING:**

- 5.1 Dexter De Vera and the Project Engineer reviewed the Scope of the Work.
- 5.2 Dexter De Vera indicated that the successful Bidder will be required to achieve Substantial Completion of the entire Work in accordance with the terms of the contract not later than 188 Calendar Days after the issuance of the Notice to Proceed by TAA.
- 5.3 A copy of the "Ground Rules for Construction at TAA and Ryan Airfield" (May, 2018) can be downloaded at the following site: <https://www.flytucson.com/taa/business/taa-resources/>. Bidders should note the requirements for a Project Safety Plan and Project Construction Management Plan.

## **6. GENERAL INFORMATION:**

- 6.1 Construction survey layout requirements are explained in the Contract Documents.
- 6.2 General inspection and acceptance testing will be by the Engineer. Quality Control Inspections and testing will be by the Contractor. Testing requirements are outlined in the Contract Documents.
- 6.3 Traffic control and pedestrian access shall be provided for by the Contractor. Pedestrian access, or other accommodations, shall be safe and well-constructed.

- 6.4 Traffic Control and barricading shall be provided and maintained by the Contractor. Barricades shall be of the type indicated in the Contract documents and be lighted, and secured to prevent blow down.
- 6.5 An Activity Permit Fees Schedule (Table 17.12.540) covering land stripping and/or earthmoving, trenching, and road construction (including any pavement construction project on TAA properties) has been adopted by Pima County. The Contractor is to include applicable activity permit fees in the bid.
- 6.6 The Engineer explained the requirements for special inspections, submittals, etc.
- 6.7 The location of the Contractor's yard and the haul routes were discussed.
- 6.8 The Contractor is responsible for arranging and payment of all costs for temporary utilities. Power and telephone are **not** available near the yard area.
- 6.9 Portable toilets will be required at the job and yard site.
- 6.10 All work done within the security area will require TAA Project Officer escorts at no charge to Contractors. However, 24 hour scheduling notice is required.
- 6.11 Subcontractor work shall not be permitted without supervision of the Prime Contractor.
- 6.12 No drugs, alcohol or firearms are allowed on any airport property.
- 6.13 All Contractor vehicles shall be identified with permanent lettering that may be easily read from 20' away, on each side of the vehicle, showing the name of the company. Company owned, but not lettered vehicles, shall be marked with magnetic signs with the company name and shall be at least 12"x24" mounted on each side of the vehicle and easily read from 20' away on each side of the vehicle.
- 6.14 All company vehicles admitted to the secured area shall have a copy of vehicle registration (or rental/lease contract) and insurance card in the name of the company.
- 6.15 All vehicles operating during the daylight hours are required to have a 3' x 3' orange and white checked flag with 1-foot squares attached firmly to the high point of the vehicle, where it will not fall off or become soiled. During evening hours, rotating or flashing amber beacon attached firmly to the highest point of the vehicle is required.
- 6.16 No private vehicles are permitted in the secured operations area. Parking of private vehicles will be in a designated area, usually in or adjacent to the contractor yard.
- 6.17 All Contractor's and Subcontractors' supervisory personnel are required to take TAA's Driver Training which can be scheduled with TAA's Airside Operations Department. Following training, supervisors shall brief other personnel.
- 6.18 All Contractor personnel will be required to sign an entry log sheet.
- 6.19 The Contractor will be responsible for having sufficient staff, and / or sub-contracted staff, obtain a TUS identification badge with escort privileges, issued by the Airport Security Office (520-573-8156), Work for this project will occur within the secured area operations area of the airfield and will require contractor to have appropriately number of badged staff to properly escort within TSA guidelines. Contractor will need to schedule and pay for background checks for escorts with TAA's

Badging Office. Escorts will also be required to take non-movement drivers training which can be scheduled with TAA's Airside Operations Department.

- 6.20 Construction Safety Vests – in order for badged and non-badged personnel to be identified on construction sites, TAA has adopted a construction safety vest color standard to be utilized in AOA construction work zones. All badged personnel should wear yellow/green construction safety vests. Non-badged personnel should wear orange safety vests. This is only applicable for work within the TUS AOA, SIDA, or Sterile areas that requires badged escorts.
- 6.21 It is mandatory that all aspects of the OSHA Hazardous Materials Communications Program be provided for, including Material Safety Data Sheets, which must be filed in a designated location on the project, available to personnel and the Fire Department.
- 6.22 The Contractor shall be responsible for the immediate clean-up of any leaking or spilled substance, such as fuel, oil, anti-freeze, etc. Spilled materials shall be disposed of off airport property in a proper manner. The Contractor shall provide TAA with documentation describing disposal.
- 6.23 The work and traffic areas must be kept free of debris, including dust, mud, construction materials, etc. which would jeopardize operations. Active pavements adjacent to the work site shall be cleaned by appropriate methods to insure that foreign materials are not present to damage aircraft or ground vehicles.
- 6.24 TAA shall not be responsible for the security of any stored materials or equipment. The Contractor shall provide whatever measures are necessary to protect materials or equipment.
- 6.25 Personnel will be working in a high noise area and should take appropriate protective measures.
- 6.26 If any welding or open flame cutting (including equipment repairs) is done, a daily, no cost, welding permit will be issued by TAA's Fire Department.
- 6.27 TAA has a confined space program is outlined in the project specifications. The Contractor will be responsible to provide all equipment and trained personnel if required by project activities.

## 7. DISCUSSION

The floor was opened to questions and answers and discussion followed.

- Q. Phase 1.B: Regarding the aircraft reduction in use and restricting the size to a smaller aircraft, is that a wingspan requirement?
  - A. Yes, approach speed and wingspan, which was changed from an existing Group III facility to a Group II facility for this phase.
- Q. Phase 2.C: Can you expand on the night work requirement? Is it just the southernmost point? Are there lighted X's required? Does the area need to be opened in the morning every day at 5:00 am? When opened in the morning is that a mill and fill or a total reconstruct?
  - A. Yes, it will take place at the southernmost point. Phase 2C work is conducted within the Taxiway Object Fee Area of Taxiway A3 and will be performed at night between the hours of 10:00 PM- 5:00 AM. During this phase Taxiway A3 is temporarily closed and barricades are to be located at the Taxiway

Object Fee Area of Taxiway A4 (refer to Construction Phase Plan-Phase 2). After completion of night work at 5:00 AM the barricades are re-located to the limits of Phase 2B. We have some reconstruct in that area to achieve geometry requirements and we must maintain an allowable drop and slope of fill (3" drop off).

- Q. Regarding liquidated damages, you have \$2,000 per 15 minute incriminate...is that correct?
- A. Yes, this is mainly due to Phase IV. If at any time Taxiway Alpha 3 is not available it affects the airport significantly, hence the liquidated damages.

Q. Phase IV: Do the lighted X's have to come on and off every night?

A. Yes, the X's must come on and off every night.

Q. We can escort up to 10 employees without them being badged?

A. There is no limit to the number of employees a badged member can escort. However, the escorted employees must be within visible and hearing range from the badged member. Please see 6.19 above.

Q. Do the water truck drivers and sweepers need to be badged?

A. Water truck drivers and Sweepers are not required to have an Airport Security Badge; however, they must check in with the security guard and be properly escorted inside the Restricted Area to their intended area.

For more information, please Refer to Section 60, Operations, Safety, and Security of the Specifications and Contract Documents.

Q. This bid is due the Monday right after the July 4<sup>th</sup> weekend? Can we have an extra day or even an extra 2 weeks?

A. We have authorized one extra day for the due date. The due date has hereby been changed to **Tuesday, July 9<sup>th</sup>, 2:00 PM**, same location.

Q. Is there any chance for plans/specs to be available for pick-up electronically?

A. Yes, we can provide electronic copies. Below is the website/link that will take bidders to the PDF documents:

<https://webshare.dibblecorp.com/dibble/public/abba26>

Any bidder accessing this link to acquire electronic (PDF) copies of the Plans and Contract Documents must register as a bid set holder with Ryan Toner (Engineer of Record, Dibble Engineering) by sending an email to [ryan.toner@dibblecorp.com](mailto:ryan.toner@dibblecorp.com) and providing individual name, company/firm name, phone number, and email. This information will be used for distribution of any additional addenda for this project.

- Q. Is there an engineer's estimate? Can we have the bid amount for last year?
- A. We do not provide an engineer's estimate until bid opening (if requested at bid opening). The bid amount from last year is not relevant due to bid changes/revisions, so we are not providing the bid amount from last year in this addendum.
- Q. You cut 100 days from the schedule but did not change the scope of work. How does that affect price?
- A. We reduced the durations of the phases because we have combined a great deal of work. We reduced the amount of night work required on this project. We gained some efficiency in the Phasing.
- Q. All Escorts are by TAA, correct? Are contractors responsible for day guards?
- A. TAA will be responsible for guarding the gates; however, in the event we are short-handed anyone that is badged can guard the gates.
- Q. So contractors do not have gate guard responsibilities and do not have Escort responsibilities, correct?
- A. Any contractor employees that are badged will have escort responsibilities.
- Q. Will the flaggers have a TAA representative with them? Or will they be by themselves? Do they need to be badged?
- A. We will have an escort nearby so flaggers will not need to be badged.
- Q. Veronica, please explain what an aspirational goal is.
- A. Because we have a program that runs under race/gender neutral means, a hard "goal" has not been established for this project. TAA has a requirement to fulfill a level of participation in all of their federally funded projects and the only means in which we can fulfill that goal is through your participation as a contractor, therefore; if you do not come thru with a 7% DBE utilization on your bid and I present that to FAA, it could jeopardize future funding including funding for this project. If we continually do not meet these goals it does affect our federal funding going forward, therefore we ask that you work with us to meet these goals. If you have any questions you can contact me directly.
- Q. So if we do not meet the 7% we have to submit a "Good Faith Effort"
- A. Yes, if you do not meet the 7% aspirational goal in part or in full, you would need to submit documentation of "Good Faith Efforts" with your bid.

## 8. SITE VISIT



Dexter De Vera indicated that a site visit would be conducted for interested firms.

The conference adjourned at 10:55 a.m. and a site visit was conducted.

This is a summary of the proceedings of the Pre-Bid Conference as recalled by Ray Valdez. A tape recording of the proceedings was made and is on file in the TAA Procurement Department.

cc: File O

Tucson Airport Authority  
 7250 S. Tucson Blvd, Ste. 300  
 Tucson, AZ 85756  
 (520) 573-8100

**ATTENDANCE SIGN IN SHEET**

**10113362 Rehabilitate Taxiway D, Shoulders and  
 Connectors - 2019  
 Pre-bid Conference**



Date: <u>June 18, 2019</u>	Time: <u>10:00 AM</u>	Location: <u>Catalina Room</u>	DBE STATUS YES/NO	
NAME	ORGANIZATION	PHONE	EMAIL ADDRESS	
Dexter DeVera <i>[Signature]</i>	TAA	520-573-8100	ddevera@flytucson.com	N/A
Ryan Toner <i>[Signature]</i>	Dibble	602-957-1155	ryan.toner@dibblecorp.com	N/A
Ray Valdez <i>[Signature]</i>	TAA	520-573-8100	rvaldez@flytucson.com	N/A
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