



**NOTICE TO ALL BIDDERS**

**ADDENDUM NO. 2  
TO  
TUCSON AIRPORT AUTHORITY  
RYAN AIRFIELD**

**20114631 Replace AWOS at RYN**

**May 11, 2020**

In accordance with the Bid Documents, Bidders on the above-referenced project are hereby notified that the following Addendum, dated May 11, 2020 shall be made a part of the Bid Documents. The Bidder shall acknowledge receipt of this addendum on the Bid Form.

**GENERAL**

1. The Pre-Bid Conference Summary dated May 6, 2020 are attached to this Addendum No. 2.

## PRE-BID CONFERENCE SUMMARY

**Project Number:** 20114631  
**Project Name:** Replace AWOS at RYN  
**Date:** Wednesday May 6, 2020  
**Time:** 11:00 a.m.  
**Location:** WebEx Virtual Meeting Moon Room  
**Funding:** AIP'30, ADOT, TAA  
**Contracting Officer:** Debbie Cruz  
**Project Director:** Dexter De Vera  
**Project Engineer:** Catherine Alcorn

### 1. SIGN IN AND INTRODUCTIONS

- 1.1. See attached list for attendees.
- 1.2. Debbie Cruz welcomed all attendees and made brief introductions of TAA staff and the Project Engineer.
- 1.3. Debbie Cruz 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. We anticipate Bids will be opened at 2:00p.m. Local Tucson Time on Wednesday May 27, 2020 in the Catalina Room of the TAA Administration Office, Tucson International Airport, Third Level, 7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756. If the situation changes we will notify everyone in the final addendum
- 2.2. All requests for clarifications or substitutions shall be made in writing to the Engineer via facsimile at 480-816-5540 or via email at [calcorn@creng.com](mailto:calcorn@creng.com). Answers will be provided via addendum to all bid set holders of record. The last day for questions will be Friday May 15, 2020 and a final addendum, if necessary, will be issued on Tuesday May 19, 2020.
- 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 BS1 of the Bid Documents and must enclose with their bid all items listed on page 49. TAA reserves the right to accept all, some, or none of the alternates.

- 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 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 on the form shown on page 49 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.

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

- 3.1. 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. 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 part or in full. 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.
- 3.2. 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 proposer cannot meet the aspirational DBE goal in part or in full, evidence of good faith effort undertaken by the proposer 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.
- 3.3. 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.

- 3.4. Federal wage rates are required and the applicable wage decision is included in the Bid Documents beginning on page 14. The Contractor will be responsible for classifying all laborers and mechanics in conformance with this wage decision.
- 3.5. 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.

#### **4. CONTRACT REQUIREMENTS:**

- 4.1. 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. .
- 4.2. There are no liquidated damage requirements for this project, but TAA reserves the right to pursue actual damages if necessary.
- 4.3. Insurance requirements are shown on pages 30-33 of the Master General Conditions. Bidders should carefully review these requirements to confirm they can comply.
- 4.4. Performance and Payment bonds will be required for this project in the form found on pages 55-57 of the Bid Documents.
- 4.5. 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.
- 4.6. Bidders shall carefully review the Grant Supplement to the Construction Services Agreement, which includes Federal and State contract provisions.

#### **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 22 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) was made available to meeting attendees.
- 5.4. Ground Rules (2018 version) are available on the TAA website,  
<https://s20532.pcdn.co/files/Ground-Rules-05012018-Final.compressed.pdf>

#### **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.
- 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 shall attend TAA's Driver Training Program. This is classroom training conducted by Ryan Airside Operations. Following training, supervisors shall brief other personnel.

- 6.18. All Contractor personnel will be required to sign an entry log sheet.
- 6.19. It is mandatory that all aspects of the OSHA Hazardous Materials Communications Program be provided for, including Safety Data Sheets, which must be filed in a designated location on the project, available to personnel and the Fire Department.
- 6.20. The Contractor shall be responsible for the immediate cleanup 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.
- 6.21. 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.
- 6.22. 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.
- 6.23. Personnel will be working in a high noise area and should take appropriate protective measures.
- 6.24. 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.
- 6.25. 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. Is there an empty conduit available from the base of the tower to where the AWOS equipment are to be installed at the top?

A. Part of the project scope of work is to remove the power conductor cable and multi-mode fiber optic cable from the existing 2-inch conduit between the base of RYN Air Traffic Control Tower to the AWOS equipment. The existing 2-inch conduit will then be used to install a new single mode fiber optic cable. New power conductor cable will be installed in the proposed 4-2-inch duct run.

Q. Are there pictures available from the inside of the observation room of the tower to indicate where the equipment is to be installed, and it's relative position to any conduit risers from the base of the tower?

A. Pictures provided by CR Engineers attached. There is a conduit with an inner duct that contains the existing fiber optic from the base of the RYN Air Traffic Control Tower to the equipment room below the tower cab.

Q. Is there a possibility of arranging a field site visit to existing AWOS location? I think this can be arranged without compromising social distancing, such that separate vehicles will go to the site, etc.

A. Yes. Per the Pre-bid Summary, site visits are available by appointment. Contact Dexter De Vera, 520-573-8202

Q. It appears that the commercial general liability insurance for this project is stated at \$15,000,000.00. Since this work does not involve any airfield work on a commercial passenger carrying airfield, this amount seems excessive and will add considerable cost to this small project. Please verify if the insurance limit can be reduced to \$2,000,000.00 aggregate as it is customary for this type of airport and work.

A. Clarifying that the General Liability insurance requirement is \$1,000,000.00 / \$2,000,000.00 aggregate.

Bidders were reminded that the last day for questions is Friday May 15, 2020 before 2:00 p.m. and the Bids are due on Wednesday, May 27, 2020 by 2:00 p.m.

## **8. SITE VISIT**

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

This is a summary of the proceedings of the Pre-Bid Conference as recalled by Debbie Cruz

cc: File O





