



NOTICE TO ALL BIDDERS

ADDENDUM NO. 1 TO TUCSON AIRPORT AUTHORITY RYAN AIRFIELD

20119088 RYAN ATCT EQUIPMENT REPLACEMENT

April 29, 2024

In accordance with the Bid Documents, Bidders on the above-referenced project are hereby notified that the following Addendum, dated April 29, 2024, 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 April 24, 2024, and associated sign-in sheets are attached to this Addendum No. 1.

QUESTIONS

Q1: Will it be any flooring replacement? All I see on the descriptions is equipment but not flooring.

Answer: The project does not involve flooring replacement

Q2: During the site visit, it was asked by a potential bidder if the existing conduit for the AWOS Antenna on the vault could be reused.

Answer: No. A new one of the appropriate size needs to be procured and installed for this.

CLARIFICATIONS

C1: During the pre-bid meeting there seemed to be a discrepancy between when final questions were due and when the final addendum will be sent out. Final questions are due by May 8, 2024 at 2:00 PM and the final addendum will be sent out May 9, 2024.

Tucson Airport Authority
 7250 S. Tucson Blvd., Suite 300
 Tucson, Arizona 85756
 (520) 573-8100
 (520) 573-8008

ATTENDANCE SIGN IN SHEET

PRE-BID MEETING

20119088 RYN ATCT EQUIPMENT REPLACEMENT



Date: April 24, 2024

Time: 10:00 a.m.

Location: Catalina Room

Name	Company Name	Address City/State/Zip	Phone	Fax	Email
Glenn Finnegan	LST		770-301-5887		glenn.finnegan@lstechllc.com
Kevin Costello	Woolpert		508-274-3268		Kevin.Costello@woolpert.com
Rudy Gonzalez	Chasse Building Team		520-305-1180		rgonzalez@chasse.us
Corrie Bussey	TAA				
Dexter DeVera	TAA				
Sara Perry	TAA				
Todd Anderson	Woolpert	Online.			Todd.Anderson@woolpert.com
Brian Reilly	ACG Sys	Online			brreilly@ACGSys.com
Louis Bartaloni (Andy)	Frequentis	Online.			Louis.Bartaloni@frequentis.com
Tracey Salazar	Woolpert	Online.			Tracey.Salazar@woolpert.com
DAVID Bonney	ACG Sys	Online			dbonney@ACGSys.com
Tanner Landon	-	Online			
DAVE Washino	Woolpert	Online			Dave.Washino@woolpert.com
Barbara Baca	Adb Safegate	Online			Barbara.Baca@adbSafegate.com

PRE-BID CONFERENCE SUMMARY

Project Number: 20119088

Project Name: RYN ATCT Equipment Replacement

Date: Wednesday April 24, 2024

Time: 10:00 a.m.

Location: Catalina Room

Funding: FAA/ADOT/TAA

Contracting Officer: **Debbie Cruz**

Project Director: Dexter De Vera

Project Engineer: **Glenn Finnegan**

1. SIGN IN AND INTRODUCTIONS

- 1.1. See attached list for attendees.
- 1.2. Corrie Bussey welcomed all attendees and made brief introductions of TAA staff and the Project Engineer.
- 1.3. Corrie Bussey 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 May 14, 2024, in the Catalina 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 glenn.finnegan@lstechllc.com. Answers will be provided via addendum to all bid set holders of record. The last day for questions will be Wednesday May 8, 2024, and a final addendum, if necessary, will be issued on Thursday May 9, 2024.
- 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 52 and BS-1 of the Bid Documents and must enclose with their bid all items listed on page 53. 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 55 of the Bid Documents.
- 2.6. Bidders must enclose a properly executed TAA Interest List Form on provided on page 50 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 53 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 54 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 the Bid Documents beginning on page 43. 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 15–42 of the Bidding Documents. Bidders must sign page 42 and submit the signed Supplement with their bid.

3. CONTRACT REQUIREMENTS:

- 3.1. Bidders shall carefully review the Construction Services Agreement and Master General Conditions provided on pages 1-42 of the Bid Documents.
- 3.2. Insurance requirements are shown on Exhibit F to the construction services agreement. Bidders should carefully review these requirements to confirm they can comply.
- 3.3. Performance and Payment bonds will be required for this project in the form found on pages 63 and 64 of the Contract Bid Documents.
- 3.4. 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.
- 3.5. 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. 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 § 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 proposer or subconsultant of the proposer are certified as DBE, the work performed by both shall be counted towards meeting the aspirational goal. Any work performed by a non-DBE proposer or subconsultant 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 responsibility, 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 Bert Resimont, TAA DBE Liaison Officer, at 520-573-8100.

- 4.2. The successful proposer will be 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 percentage of utilization of each DBE firm participating; (4) written documentation of the bidder/proposer'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.
- 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 subcontractors 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. Glenn Finnegan 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 42 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" (June 2020) can be obtained in the following link: [TAA-Ground-Rules-For-Construction-June-2020.pdf \(pcdn.co\)](https://pcdn.co). Bidders should note the requirements for a Project Safety Plan.

6. GENERAL INFORMATION:

- 6.1. 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.
- 6.2. Traffic control and pedestrian access shall be provided for by the Contractor. Pedestrian access, or other accommodations, shall be safe and well-constructed.
- 6.3. 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.
- 6.4. A City of Tucson building permit is required for this project. The Contractor shall pick up and pay for the permit. Permit cost shall be reimbursed by TAA at the Contractor's cost.
- 6.5. The Engineer explained the requirements for special inspections, submittals, etc.
- 6.6. The location of the Contractor's yard and the haul routes were discussed.
- 6.7. The Contractor is responsible for arranging and payment of all costs for temporary utilities. Power and telephone are available near the yard area.
- 6.8. Portable toilets will be required at the job and yard site.
- 6.9. 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.
- 6.10. Subcontractor work shall not be permitted without supervision of the Prime Contractor.
- 6.11. No drugs, alcohol or firearms are allowed on any airport property.
- 6.12. 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.
- 6.13. 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.

- 6.14. 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.
- 6.15. 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.
- 6.16. 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.
- 6.17. Personnel will be working in a high noise area and should take appropriate protective measures.
- 6.18. 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.

7. DISCUSSION

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

8. SITE VISIT

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

The conference adjourned at 10:47 a.m. and a site visit was conducted.

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

cc: File O

Questions

Q1: On the VCS and its number of positions, it notes 3 positions, does that include a maintenance position or is it maintenance position assumed but not included?

Answer: Maintenance will be assumed, the maintenance position is included with the rack

Q2: We count maintenance position just like any other position, so this would be 3 + 1 for four? Is that correct?

Answer: Yes

Q3: This is regarding substantial completion, I read and heard 42 days after notice to proceed, where does the notice to proceed fall into the timeline? Because majority of this equipment is well beyond 42 days

Answer: The notice to proceed for construction, that is when the clock starts ticking for the 42 working days. TAA will give the successful contractor, of what we call administrative notice to proceed, which allows the contractor to order any equipment, especially the long lead time items and then TAA will issue a construction notice to proceed, and this is when the 42 days will begin.

Q4: On the Tabular scope #8, with the remove existing liberty star voice switch three positions, I was wondering if that includes disposal of the existing voice switch or if it's just disconnecting and removing from the tower and then it will be held on or to be disposed of by the TAA?

Answer: Once the equipment, the original equipment in the tower is removed, we will send our maintenance person to have a look at it and if they think there is any use to that piece of equipment, TAA would like to appropriate it, but if its not then we would like to request the contractor to haul it off.

Q5: Do you need special license issued by the state to move that kind of equipment? Removing it and taking it off site.

Answer: The replaced communications equipment shall be turn over to the TAA

Q6: Regarding the training requirements, it mentions that 2-2hr training sessions be required to accommodate the controller schedule, my questions is should those 2 training sessions be identical to one another and covering the scope of the entire list of equipment that's been installed or should the training session be a total of four hours broken out into those 2 sessions, in other words are those 2 sessions meant for different shifts of the controller so that each one should be identical? Or again should it be spread out over those 4 hours.

Answer: The training should be identical, and it serves as the 2-2 hours to accommodate the controllers who are working the shifts. In one of the training sessions we will include the training of a Cadre, a trainer for one of the controllers as well, just to cover the bases, should somebody not be able to make the training. So, then the COD rage controller can do the training.

Q7: In regards to the backup weather equipment, is the plan to use existing infrastructure to mount the wind sensor, is a backup wind equipment already onsite and will that be reused or is a new tower needed, or will it be mounted to the existing AWOS?

Answer: Currently everything is on the tower CAB, with the exception of the atmospheric pressure which is on the catwalk right in front of the controllers, everything is up on the top of the CAB, the sensor the hygrometer temperature, and wind as well.

Q8: On the general scope #11 it talked about procurement of manufacture recommended spares; I know that it is something that is included oftentimes with Andy's stuff for frequentes. Do you foresee recommended spares from the other parts and pieces of the project i.e. the radios, antennas, AWOS or ADOS. I am trying to get a little more clarity on that part.

Answer: In the case of the radios, they already come with a significant warranty and purchasing a whole new radio as a spare is, is pretty much very expensive option, so I don't see spares, I see radios, possible backup spares required, so whatever is recommended by the manufacture

Q9: Is there a preferred contractor that TAA wants to use?

Answer: No