

Request for Qualifications: 2024-009-RFQ

Addendum Number: 2

CMAR for Demolition of Airport Facilities

Due Date and Time: December 6, 2023 at 2:00 pm Arizona time

The Request for Qualifications (RFQ) is modified as set forth in this Addendum. The original RFQ Documents and any previously issued addenda remain in full force and effect, except as modified by this Addendum, which is hereby made part of the RFQ. Offeror shall take this Addendum into consideration when preparing and submitting its Statement of Qualifications. Responses to questions are in **red**.

QUESTIONS

The following questions were asked at the pre-submittal meeting on November 28, 2023:

Q1: Since we are removing the slab for the Air Traffic Control Tower, will we need to remove the caissons that are below the slab? Answer: **Yes, there is also an elevator shaft that will need to be removed. The caissons shall be removed to 5-feet below grade at the ATCT. The elevator pit and shaft shall be removed to 5-feet below grade and filled with slurry.**

Q2: Is there going to be a specification for backfill of material to infill where we take the caissons and elevator shaft out? Answer: **Yes, we would expect a typical ½ sack CLSM slurry for the elevator shaft.**

Q3: If we damage any asphalt will we be expected to repair or replace it? Answer: **Anything within the work zone would not need to be repaired or replaced. If damage is done to the asphalt on the haul routes, the CMAR would be responsible to repair or replace the damage.**

Q4: With the proximity of Hangar 24 to the new terminal being built, should we plan to work off hours for the demo of this building? Answer: **No, however, there are certain days of the week that are less busy and Airport staff will work with the CMAR to maximize the least impact to the Airport.**

Q5: The towers on the east side of the runways by Building 1101, are they staying? Answer: **No. That building is being rebuilt currently and the towers will be relocated to the new site by the Airport prior to demolition. The CMAR will not be responsible for demolishing or moving the towers.**

Q6: Since we are taking the slab out for that building, are we responsible for the foundations of the towers? Answer: **Yes, down to 5 feet.**

Q7: Is the Airport aware of all of the utilities that are running to all of the buildings or will it require investigation by the CMAR? Answer: **The Airport requests Blue Stake on everything. Any records that the Airport has will be made available to the CMAR, however, the CMAR would do their own due diligence and research it as well.**

Q8: Will the utilities be taken back to the limits of construction? Answer: **It depends on what it is. In general, they would be taken back to a DMARC point to eliminate the service, whether it is a meter or transformer. For water and sewer, it would be taken back to beyond the project limits.**

Q9: Building 1101 will be demolished and we are waiting for the new building to be done so it can be occupied. So, are we phasing it out until that spot is doable? Answer: **It will be phased out at the end. It will most likely be the last building that is demolished. The CMAR will create a sequence for demolishing the buildings based on what works best for them and timing but, knowing that Hangar 24 is the Airport's preference for the first building to be demolished and Building 1101 the last.**

Q10: What is your goal for a start date? Answer: **We could start the day after the Board approves the pre-construction services contract that then allows the CMAR to begin working on the proposed schedule. The Airport's schedule is to have everything completed by the end of our fiscal year, which is June 30, 2024.**

Q11: For clarification, the culmination of the construction contract is targeted for June 30, 2024? Answer: **Yes, that is our goal, however we are allowed to carry over capital projects, but it is our preference to have it completed this fiscal year.**

Q12: Can you explain self-performance vs. having to bid out as a CMAR? Answer: **This is not considered a horizontal project, it is a vertical project so there is no 45% minimum self-perform requirement. If the CMAR chooses to subcontract, the subcontractors need to be selected based on bids. This requires a minimum of 3 bids per category/type of work and submission of those bids to the Airport in the CMAR's final GMP proposal.**

Q13: Can you provide more detail on the pre-construction services phase and what is expected during this process? Answer: **During the pre-construction services phase, it allows the CMAR to determine the requirements of each individual building to be demolished, the steps to demolish it, the schedule to demolish it, and the price to demolish it. It is not necessarily a negotiation between the CMAR and the Airport, it is a collaboration. The Airport and the CMAR will work together as a team to enable the CMAR to come up with the best project that allows the CMAR to be efficient, effective, and profitable without impacting the safety and security of the Airport's passengers or FAA and TSA requirements. The Airport compensates the CMAR for this work during this phase in the award of the pre-construction services contract. The next step would be a hard GMP, Guaranteed Maximum Price for the demolition.**

Q14: Is the Airport hiring any consultants to work with the CMAR during this project? Answer: **No, with the exception of testing and remediation, that we currently have underway to remediate any asbestos and/or lead.**

Q15: Are you doing the testing for the asbestos and lead? Answer: **Yes, most of that is done or in progress. We will have it all remediated except for anything that needs to wait, if any, and we would then incorporate that into the CMAR's scope of work.**

Q16: Do you see the scope of work changing, either increasing or decreasing? Answer: **The Airport does not anticipate any significant changes to the scope.**

Q17: Do you have a budget? Answer: **The Airport has a tentative budget of \$2,000,000.**

Q18: Will the scoring of the proposals be released? Answer: **The Airport encourages those firms that were not selected to schedule a debrief. If the scoring of the SOQs is wanted, a Public Records Request would need to be submitted to the Airport. Our procurement policy dictates that we cannot conduct a debrief or release solicitation documents until after the contract has been awarded.**

The following questions were received in writing prior to the deadline:

Q19: Since the concrete pad for the Old Air Traffic Control Tower (building 1081) is scheduled to be removed, will the below grade caisson foundations, elevator pit and shaft be removed or abandoned?

Answer: **See answer to question number 1.**

Q20: Will the transmitter towers adjacent to the Remote Transmitter Receiver (RTR), building 1101 be removed, as this will affect approach with the grounding cable grid? Answer: **See answer to question number 5.**

Q21: Will the Appendices to be submitted under Tab H be considered in the 35 page limit? Answer: **No, please see page 12 of the RFQ for what is not included in the page limit.**

Q22: Will the Tab pages that separate the sections of the submittal be included in the 35 page limit or only informational pages? Answer: **No, please see page 12 of the RFQ for what is not included in the page limit.**

Q23: Does your team have an estimated contract value available for this project? Answer: **See answer to question number 17.**

INFORMATION

The following item(s) are provided as a matter of information only to all Offerors and do not modify or become part of the Contract Documents:

Attached to this Addendum is a list of attendees at the pre-submittal meeting.

Attached to this Addendum is the pre-submittal meeting power point presentation.

Offeror shall indicate receipt of this Addendum and any previously issued Addenda by completing and including the Addenda Acknowledgement Attachment for the RFQ.

ALL OTHER TERMS AND CONDITIONS OF THE RFQ REMAIN UNCHANGED.

The above referenced RFQ Addendum is hereby issued and executed November 28, 2023 at
Phoenix Mesa Gateway Airport Authority, Mesa, Arizona.

Marian Whilden

Procurement Officer
Phoenix-Mesa Gateway Airport Authority

SIGN-IN SHEET

Pre-Submittal Conference
Solicitation 2024-009-RFQ
CMAR for Demolition of Airport Facilities
November 28, 2023 9:00 am
Airport Administration Bldg, Saguaro A/B Conference Rooms

NAME	INITIALS	ORGANIZATION	E-MAIL	PHONE
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SIGN-IN SHEET

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November 28, 2023 9:00 am
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NAME	INITIALS	ORGANIZATION	E-MAIL	PHONE
DAVID BARAZOTO	DB	COHERENT DESIGN	dbarazoto@coherentdesign.com	480 650-9881

CMAR for Demolition of Airport Facilities Request for Qualifications



PRE-SUBMITTAL MEETING



Airport Staff

- Bob Draper
Engineering and Facilities Director
- Carl D'Acosta
Environmental and Safety Program Administrator / PM
- Marian Whilden
Procurement Officer
- Jeanine Rogers
Administrative Specialist

Solicitation Timeline



- Written Questions Due November 30, 2023, by 12:00 PM (AZ Time)
- RFQ Due Date and Time December 6, 2023, by 2:00 PM (AZ Time)
- Interviews (if conducted) Week of January 22, 2024
- Tentative Award February 20, 2024 Board Meeting

Dates are subject to change

- Requirements for Submittal

- Submit in a sealed box/envelope with solicitation number and company's name clearly indicated on the exterior
- Submit 6 copies
- Submit an electronic copy
- Page limitations and exclusions
- Sign and include all Attachments
- Failure to include all required information may cause your SOQ to be rejected and not evaluated
- Utilize Submittal Checklist
- Late SOQs will not be accepted
- Review RFQ for all requirements

RFQ Key Requirements

- Addenda
 - Addendum 1
 - Addendum 2
 - Any questions asked at Pre-Submittal Meeting
 - Sign-in Sheets
 - Posted on Airport’s website – subscribe to receive automatic notifications
 - Offeror’s responsibility

- Evaluation Criteria

- Page 14 of the RFQ

Points	Category
10	Qualifications of Firm
15	Project Team Experience & Qualifications
25	Project Understanding
25	Approach to Performing the Required Services
15	Demonstrated experience and knowledge with applicable rules and regulations, etc.
10	Other (including submittal completeness)
100	Total Points

Eight (8) buildings and the removal of Reinforced Concrete Pipe. The eight (8) buildings range in size and materials.

- Old Air Traffic Control Tower (ATCT), building 1081, Address: 6309 S. Taxiway Circle
- Remote Transmitter Receiver (RTR), building 1101, Address: NA
- Building 1085, Address: 7758 S. Taxiway Circle
- Building 1087, Address: NA
- Building 1095, Address: 7750 E. Velocity Way
- Sound Suppression Structure, “Hush House”, Address: NA
- Building 1541, Address: 7744 E. Velocity Way
- Hangar-24, Address: 6045 S. Sossaman Road

Scope of Work

The buildings/structures are anticipated to be vacated by December 31st, 2023. PMGAA prefers Hangar-24 to be the first structure demolished. It is required that the RTR/1101 building not to be demolished until March of 2024.

The concrete pads for the following buildings will remain in place and not be demolished:

- Building 1085
- Building 1087
- Building 1095
- Sound Suppression Structure
- Building 1541
- Hangar-24

The concrete pads for the following buildings will be removed completely:

- Old Air Traffic Control Tower (ATCT), building 1081
- Remote Transmitter Receiver (RTR), building 1101

Scope of Work

An estimated 700 ft of temporary fence will be installed by the contractor around buildings 1085, 1087 and 1095. The fence must meet FAA standard for AOA fencing and must adhere to the Airport's Security Program.

Asbestos sampling was conducted and the ATCT was found to have less than 1% chrysotile in the white drywall, which is considered a negative result, however, OSHA Construction Standards are still required for handling this material.

Lead-based paint was found on five (5) structures: building 1101, 1085, the sound suppression structure, ATCT and Hangar-24. The contractor will be responsible for the handling and removal of lead-based paint and material associated with lead-based paint. TCLP sampling was conducted and results were found to be not elevated.

An estimated 377 Reinforced Concrete Pipe (RCP) shall be removed from airport property. The RCP is in an isolated part of Airport Property and consists of varied dimensions. The majority of the RCP is 30"x8' and 24"x8' individual pieces.

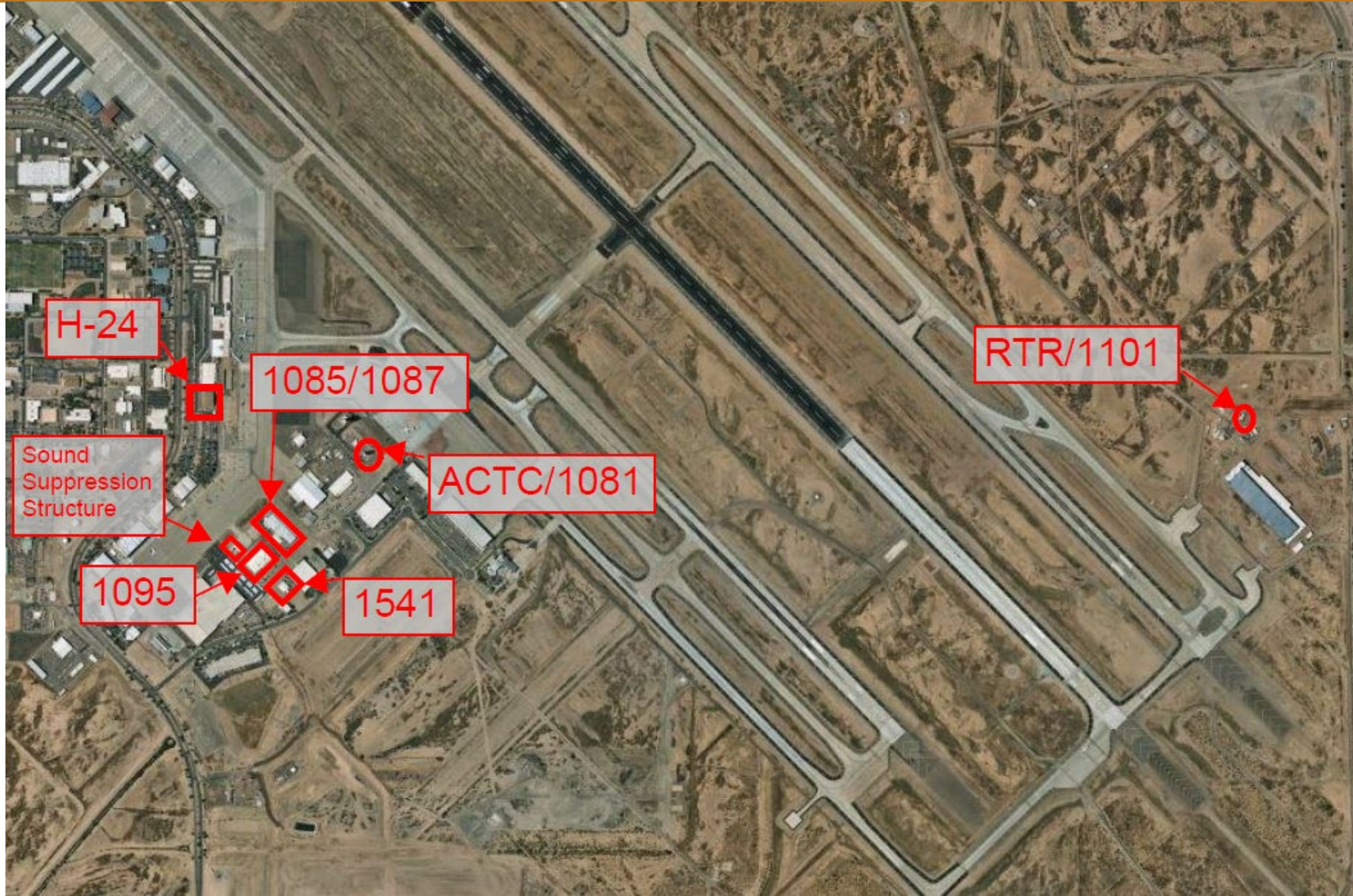
Available Reports



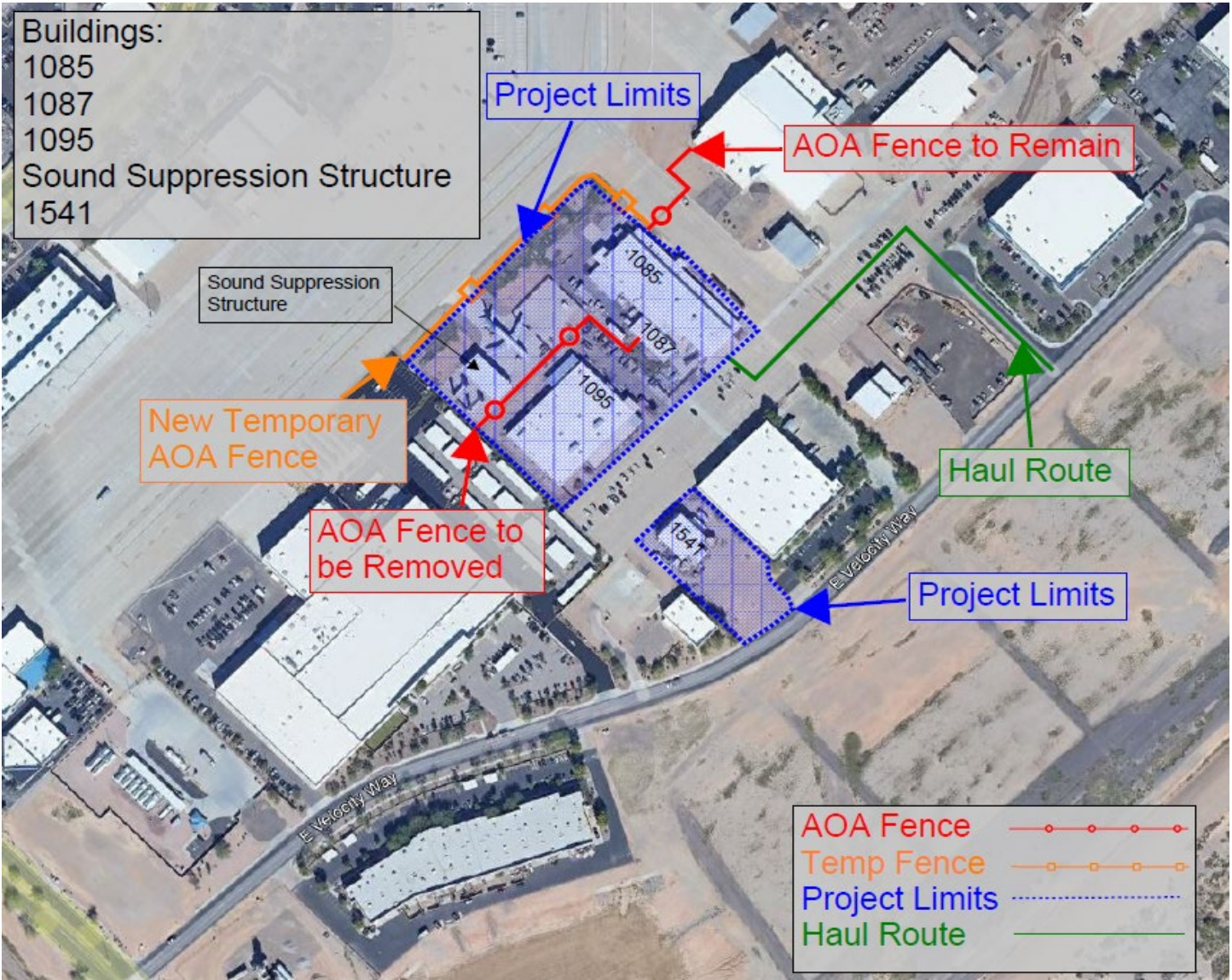
Reports are located on the Airport's website under this solicitation:

- Lead and Asbestos
- Available Building Drawings

Scope of Work



Scope of Work



Scope of Work



Q & A

Airport staff will now take questions.

Phoenix Mesa Gateway Airport Authority thanks you for
attending the pre-submittal meeting for a CMAR for the Demolition of
Airport Facilities Request for Qualifications

Due date for questions and clarifications

November 30, 2023, by 12:00 PM (AZ Time)

Due date for SOQs

December 6, 2023, by 2:00 PM (AZ Time)