



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

**Department of Transportation
and Public Facilities**

SOUTHCOST REGION
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January 13, 2022

RE: ADDENDUM NO. 1 TO REQUEST
FOR PROPOSALS (RFP) PACKAGE:

25223016
SFAPT00412; Wrangell Airport Gates and Security Upgrades- Design Services

EMAIL TO: All RFP recipients on record.

The RFP Package is hereby clarified or changed as follows:

1. The proposal due date has changed to January 25, 2022.
2. The proposal page limit is now 10 pages.
3. Proposer Questions & Answers:
 - Q. The photo site plan attachment with the gates labeled does not show the #3 and #9 next to the two vehicle gates. Please consider adding those labels.
 - A. The revised photo site plan is attached. Identified as Attachment #1 to this addendum.
 - Q. We used to use the vehicle gate #12 as a manual gate. It is next to pedestrian gate 13. It may be a good idea to have this as an electrical vehicle gate as it only takes one electric vehicle gate failure to leave the airport with one remaining operable gate. That is a single point of failure. As a point of reference, we have four electric gates at Petersburg for this reason. Please consider adding a review of the scope of which gates to include/exclude in this project as part of task 1. We found the on-site walk throughs with Airport Staff at Petersburg, Ketchikan, and Kodiak to be very useful. We did change the scope based upon those site visits.
 - A. The scope will remain as stated in the RFP.
 - Q. The Preliminary Design was modified to include all information needed by the DOT Environmental Team to apply for permits on the Petersburg, Ketchikan, and Kodiak Gate/Fencing projects. This prevented environmental changes when the design was completed to PIH and the "full scope was designed enough to determine the extent of

disturbances”. The Preliminary Design was called the Preliminary Environmental Report. This might be useful on this project.

- A. Understanding the reasoning behind this request, consultation with the Wrangell Airport Manager surfaced information that PFAS application did not happen anywhere near the project site. As a result, any disturbances are expected to be limited to hand or minor backhoe excavation. This is a gate replacement and security upgrade project, and no ground disturbance in undisturbed areas is contemplated save for minor excavation to determine if PFAS is present where control conduit may be installed.

- Q. The Southcoast Region now has a set of civil and electrical standards for gates. The standard has drawings, specifications, and a report that explains to designers what decisions they still need to make; i.e. work with airport manager to determine whether to use hydraulic or slider vehicle gates. It has standard details that have to be site adapted. Please consider requiring these standards to be used for consistency, completeness, FAA Participation Compliance, Standardization of Card Access Systems, and reducing maintenance costs on the M&O team.
- A. This suggestion makes sense. [We] believe this work can be incorporated into Task 4 as currently stated.

All other terms and conditions remain the same.

END OF ADDENDUM

We appreciate your participation in this solicitation.

Sincerely,



Jeff Jenkins
Chief of Contracts

