



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

**Department of Transportation
and Public Facilities**

SOUTHCOST REGION
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September 23, 2022

RE: ADDENDUM NO. 2 TO REQUEST
FOR PROPOSALS (RFP) PACKAGE:

25233006
SFAPT00362; King Salmon Airport RWY 18-36 & GA Apron Pavement Rehab- Design
Services

EMAIL TO: All RFP recipients on record.

The RFP Package is hereby clarified or changed as follows:

1. The proposal due date remains unchanged.
2. The Statement of services which consists of 3 pages and identified as Attachment -1, has been updated to reflect the questions below:
3. Proposer Questions & Answers:

Q1: Schedule: The Consultant shall provide an initial schedule in the Scope of Services. Is this a request for a schedule to be included in the proposal as the SOS is prepared by DOT&PF? If this is the intent, can you define the type of schedule, i.e. milestone, Gantt Chart? If Gantt Chart please consider extending the page limitation of the proposal by one page. The Gantt Chart typically take up a single 11 x 17 page.

A1: The Consultant shall provide an initial milestone schedule in their proposal to meet the construction obligation year and grant goal date. A Gantt chart is not necessary, and the page requirement remains the same.

Q2: The SOS is prepared by DOT&PF. Is the proposer expected to include a schedule with the proposal showing that a grant date in August is possible?

A2: That's correct. Possible & the consultant's proposed schedule to achieve it.

Q3: Please clarify delivery method. May we provide an electronic delivery method for our proposal on 7 Oct?

A3: Electronic delivery is acceptable.

Q4: Under Scope of Work, Right-of-way, it mentions coordinating with “the Regional ROW office Throughout the course of assembling the ALP.” Is an ALP update part of this contract?

A4: An ALP update is one of the Task 3 deliverables stated in the SOS.

All other terms and conditions remain the same.

END OF ADDENDUM

We appreciate your participation in this solicitation.

Sincerely,

A handwritten signature in cursive script that reads "Jessica Piukala".

Jessica Piukala
Procurement Officer

PROPOSED STATEMENT OF SERVICES

APPENDIX B2 – STATEMENT OF SERVICES

RFP No:	25233006
Program No:	SFAPT00362
Federal No:	TBD
Date Prepared:	09/07/2022

RFP No. 25233006

King Salmon Airport Rwy 18-36 and GA Apron Pavement Rehab project

The Southcoast Region, State of Alaska Department of Transportation and Public Facilities (DEPARTMENT), Division of Preconstruction Services is seeking professional civil, electrical, surveying, and environmental services for the King Salmon Airport RWY 18-36 and GA Apron Pavement Rehab project.

The selected consultant will provide lead airport engineering services on an Alaska DOT&PF engineering team as the engineer of record in responsible charge to develop Plans, Specifications, and Estimate bid package for the project.

Project Description and Background Information

Location/Population. King Salmon is located approximately 285 miles southwest of Anchorage along the Naknek River between Naknek Lake and Kvichak Bay on the Alaska Peninsula. The airport is in Township (T) 17S, Range (R) 45W. The population of King Salmon is 307.

Background. The King Salmon Airport is an active public airport owned and maintained by the DEPARTMENT. It's part of the DEPARTMENT's Southcoast region and is within the Kodiak-Aleutian Maintenance & Operation district. The Alaska Aviation System Plan (AASP) classifies the airport as a regional hub. It is a certified airport per Part 139 of the Federal Aviation Regulations.

Per- and polyfluoroalkyl substances (PFAS) has been identified on airport property through ongoing monitoring of groundwater. A separate contract is underway for the geotechnical investigation and determining PFAS contamination within the project area.

Runway 18-36 pavement is beyond its useful life; triannual Pavement Condition Index (PCI) reports completed by the DEPARTMENT's Pavement Management and Preservation Office indicated that Runway 18-36 is in fair condition.

A geotechnical investigation is underway. The geotechnical subsurface investigation will characterize the existing asphalt and pavement structure, collect and analyze asphalt and soil samples within the project limits for PFAS contamination to support decision making related to the use of construction materials, develop pavement rehabilitation recommendations for the project, and provide geotechnical support during design. Coordination will be through the DOT&PF Project Manager and the DOT&PF Regional Engineering Geologist

The last major improvement at the airport was in 2018. This included rehabilitation of runway 12-30 and taxiways A, B, and E.

Project Description. This Contract is to provide professional engineering and associated services for the design of the King Salmon Airport Rwy 18-36 and GA Apron Pavement Rehab project. The project proposes to rehabilitate Rwy 18-36 and correct a prohibited aligned taxiway with restriping/lighting replacement. Connections to taxiways will be considered if required.

Schedule. The goal for this project will be to complete design and certification in line with the AIP spending plan (construction obligation FFY23). The Consultant shall provide an initial milestone schedule in their proposal to meet the construction obligation year and grant goal date. Goal is to have this project under grant by August 2023.

Review Meetings. The DEPARTMENT will host review meetings to discuss the Pre-Environmental Review (PER), Plans-In-Hand Review (PIH), and Plans, Specifications, and Estimate Review (PS&E) comments.

Scope of Work

This project will include analysis, preliminary and final design of the King Salmon Airport RWY 18-36 and GA Apron

Pavement Rehab project. The goal of this project is to rehabilitate Runway 18-36 and convert the aligned taxiway to displaced thresholds. Airport operational areas will remain asphalt surfaced.

Design Engineering. In general, the contractor is expected to update the Airport Layout Plan (ALP) to reflect the proposed design, and assemble a PS&E package suitable for bidding and construction of the proposed improvements. The assembly shall present the design, approved by the DEPARTMENT, which best accommodates project needs within safety and budget constraints. The design shall be in accordance with current FAA Advisory Circulars. The design phase will be complete when the DEPARTMENT accepts the Final PS&E assembly and received Authority-to-Advertise.

The PS&E package shall include, but is not limited to, plans, specifications, special provisions, engineer's estimate, engineers design report (EDR), construction and safety phasing plan (CSPP), erosion & sediment control plan (ESCP), and a material certification list (MCL).

The DEPARTMENT will provide available examples or templates upon request.

Survey for Design. In general, the contractor is expected to provide survey data in support of design engineering. The Contractor shall coordinate with the DEPARTMENT's Locations/Survey Manager, or their designee, to get existing DEPARTMENT control data and to discuss control requirements and required standards for the project. The Contractor shall provide, but is not limited to, a Survey Control Sheet(s) (SCS) and Record of Survey.

Environmental Support. In general, the contractor is expected to provide environmental PQI services for compliance with Section 106 of the National Historic Preservation Act. The Environmental Support Scope of Work Statement is contained in Attachment B.

Right-of-way. Right-of-way (ROW) impacts are not expected. However, the DOT&PF Project Manager will coordinate with the Regional ROW office throughout the course of assembling the ALP.

Expected Tasks. This project is anticipated to be conducted under the following primary tasks. Tasks may be conducted concurrently as requested by the Contractor and approved by the DEPARTMENT.

1. Preliminary Analysis
2. Land Surveying
3. Preliminary Design (Pre-Environmental review documents / 25% design)
4. Environmental Document support (Section 106)
5. Final Design of Preferred Alternative (PIH, PS&E & Bid Ready Documents).
 - a. Separate Notice to Proceed
6. Assistance During Bidding, if required.
 - a. Separate Notice to Proceed
7. Assistance During Construction, if required.
 - a. Separate Notice to Proceed

Task 1. will consist of preliminary analysis. This will encompass review of all existing information and data pertaining to the project, meetings with primary stakeholders, and site visit (if required).

Deliverables*:

- Conceptual level design

Task 2. will consist of land surveying necessary to support the project's environmental document, preliminary design, final design, and construction. The survey work products must be in accordance with all DOT&PF standards.

Deliverables*:

- Survey Basemap
- Survey Control Sheet(s)
- Record of Survey

Task 3. will consist of Preliminary Design. A minimum of one submittal level for Pre-Environmental Review can be expected. This submittal must follow the guide in Attachment A. Key consultant staff will be expected to attend the Pre-Environmental Review meetings via Microsoft TEAMS.

Deliverables*:

- Airport Layout Plan Update
- Technical memorandum outlining the modifications to standard required to construct the project.
- Pre-Environmental level (25% design) review package.

Task 4. will consist of Environmental Document Support. This will include full Environmental PQI services for compliance with Section 106 of the National Historic Preservation Act. See Attachment B for Environmental Document Support and deliverables.

Task 5. will consist of Final Design. A minimum of four submittal levels for PIH, PS&E, Post PS&E (draft final) and Final sealed bid documents can be expected. These documents will include Plans, Specifications and Estimates in accordance with DEPARTMENT standards. Formal reviews will be made following the PIH, PS&E and Post PSE submittals. Informal, over the shoulder reviews may also be scheduled between key submittal dates. Key consultant staff will be expected to attend the PIH and PS&E review meetings via Microsoft TEAMS. Task 5 deliverables shall include, but not limited to, an Engineering Design Report (EDR), Construction Safety and Phasing Plan (CSPP), Material Certification List (MCL), and Erosion and Sediment Control Plan (ESCP). The consultant is expected to update AASHTOWare Project for each of the four submittal levels.

Deliverables*:

- PIH Review Package (75% design)
- PS&E Review Package (95% design)
- Post PS&E Package (100% design)
- Final Sealed Bid Documents (100% design)

Task 6. will consist of assistance during bidding (if authorized). This will involve the provision of expertise and assistance to the DEPARTMENT during bidding. This is expected to include answering bid related questions and preparation of contract addendums.

Task 7. will consist of assistance during construction (if authorized). This will include review and approval of fabrication or shop drawings and associated material submittals, provision of special or routine field or shop fabrication inspections, and other assistance as may be required by the DEPARTMENT during field construction. The Consultant will not be expected to provide fill-time nor comprehensive construction management nor inspection services.

*Included, but not limited to.

Supporting Documents (Attachments)

- A. Pre-Environmental Review Guidance
- B. Environmental Support
- C. DOT&PF As-Built Drawings
- D. Airport Layout Plan