THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

SOUTHCOAST REGION
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August 17, 2023

RE: ADDENDUM NO. 01 TO REQUEST
FOR PROPOSALS (RFP) PACKAGE:

25243004
SFAPT00194; Adak Airport Runway, Taxiway, and Apron Pavement Rehabilitation- Design Services

EMAIL TO: All RFP recipients on record.

The RFP Package is hereby clarified or changed as follows:

1. The proposal due date is changed to August 25, 2023.

2. Proposer Questions & Answers.

Q1: Does DOT&PF anticipate reconstruction of the lighting of Runway 5-23 or Taxiway A?

A1: To save on mobilization costs the Alaska Aviation System Plan has justified adding lighting reconstruction to the project to save on mobilization costs. The project will also include reconstructing the runway, taxiway, and apron lighting. Please see the attached updated Statement of services.

All other terms and conditions remain the same.

END OF ADDENDUM

We appreciate your participation in this solicitation.

Sincerely,

Jessica Piukala

Jessica Piukala
Contracts Officer

PROPOSED STATEMENT OF SERVICES

APPENDIX B2 – STATEMENT OF SERVICES

RFP No:	25243004
Program No:	SFAPT00194
Federal No:	XXXX
Date Prepared:	08/16/2023

RFP No. 25243004
Adak Airport Runway, Taxiway, and Apron Pavement Rehabilitation

The Southcoast Region, State of Alaska Department of Transportation and Public Facilities (DEPARTMENT), Division of Preconstruction Services is seeking professional engineering and support services for the Adak Airport Runway, Taxiway, and Apron Pavement Rehabilitation 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. Adak is located approximately 1,200 miles southwest of Anchorage within the Andreanof Islands group on Adak Island. The town is located along Kuluk Bay. The airport is in Township (T) 96S, Range (R) 195W. The population of Adak is 171 (2020 Census).

Background. The Adak Airport is an active public airport owned and maintained by the DEPARTMENT since January 2004. It's within the DEPARTMENT's Southcoast region and is within the Kodiak-Aleutian Maintenance & Operation district. The Alaska Aviation System Plan (AASP) classifies the airport as Community Off-Road airport. Community airports fulfil the role of a small community's primary airport and serve basic needs such as passenger travel to regional hubs, mail service, local aviation related business, and emergency needs. Off-Road airports are not connected to the National Highway System (NHS). Currently, only Runway 05/23, Taxiway A, and the Apron are the only paved areas open for aircraft use.

Prior to the DEPARTMENT's ownership, the Adak airport served as a Naval Air Facility from 1942 to 1997. In June 1995 the Base Realignment and Closure Commission (BRAC) recommended the facility for closure. The U.S. Navy ceased all operations in March 1997. In September 2000 the Navy turned over the operation and maintenance of the airport as a civil airport to the Adak Reuse Corporation. The DEPARTMENT took over the operation and maintenance of the Adak Airport in January 2004.

Recent research performed by the DEPARTMENT show that per- and polyfluoroalkyl substances (PFAS) are assumed to exist within the airport property. Mapping provided by Alaska's PFAS Coordinator reveal that aqueous film-forming foam (AFFF), PFAS containing, has been used at the airport at, but not limited to, the main runway, taxiway, and apron portions of this project. More information about PFAS can be found at the Alaska PFAS Information webpage (https://dot.alaska.gov/airportwater/).

As part of this project, a geotechnical investigation took place in December 2019. Runway 05-23 has experienced surface related distress, not structural. There are observed longitudinal cracking consistent with joint deterioration and raveling is limited to the surface course. Taxiway A observations showed the alligator, longitudinal, and transverse cracking is severe; however, no rutting or settlement was observed on the taxiway. The apron has experienced minor cracking.

Several minor projects have been completed airport since the airport was acquired by the DEPARTMENT. These projects include the following: Adak Airport Electrical System Evaluation in 2005; Adak Airport Dewatering System Rehabilitation in 2006; Adak Airport Striping in 2006; Adak Airport Lighting Replacement in 2008; and Adak Airport Runway Safety Improvements in 2015.

The airport lighting is beyond its useful life. The airfield lighting has not been replaced since the Navy owned the airfield. To save on mobilization costs the Alaska Aviation System Plan has justified adding lighting reconstruction to the project to save on mobilization costs.

Project Description. This project will include analysis, a preliminary design update, and final design of Adak Airport

Runway, Taxiway, and Apron project. The goal of this project is to rehabilitate the Runway, Taxiway, and Apron. This project will consist of pavement rehabilitation on Runway 5/23, pavement rehabilitation on Taxiway A, and replacing joint sealant on an apron at Adak airport. The project will also include reconstructing the runway, taxiway, and apron lighting.

Project Status. A Geology Data Report was finalized in November 2020 (Attachment A). This project has had an initial Plans-in-Hand (PIH) review and a PIH site visit was performed. The PIH plan set (Attachment B) and PIH site visit photos will be provided to the selected consultant upon request during negotiations The preliminary Erosion and Sediment Control Plan (ESCP) (Attachment C) and Construction Safety and Phasing Plan (CSPP) (Attachment D) are provided. The current Airport Layout Plan (ALP) can be found in Attachment E. Survey has been completed and is provided in Attachment F.

Schedule. The goal for this project is to complete design and certification in line with the AIP spending plan (Construction Obligation FFY27). The Consultant shall provide a milestone schedule in the Scope of Services. This project shall be under grant by July 2027.

Review Meetings. The DEPARTMENT will host another PIH review meeting to discuss comments after the Consultant updates the existing PIH package based on existing and/or additional data collected. The DEPARTMENT will host review meetings to discuss PIH level comments and Plans, Specifications, and Estimate Review (PS&E) level comments. Intermittent reviews may be held at the DEPARTMENT's discretion.

Scope of Work

This project will include analysis, a preliminary design update, and final design of Adak Airport Runway, Taxiway, and Apron project. The goal of this project is to rehabilitate the Runway, Taxiway, and Apron. This project will consist of pavement rehabilitation on Runway 5/23, pavement rehabilitation on Taxiway A, and replacing joint sealant on an apron at Adak airport.

The Consultant will be expected to be prepared to:

- **Updated the airport layout plan (ALP) and provide ALP Narrative Reports, if required.**
- **Provide all design services necessary to produce bid-ready plans, specifications, and estimates.** At the discretion of the DEPARTMENT this may include, but is not limited to, environmental services or support, ROW support, site analysis, geotechnical analysis, hydraulic/hydrologic analysis, surveying, PFAS testing and analysis, Environmental Management Plan (EMP) and utilities.

Design Engineering. In general, the consultant is expected to update the existing plans to reflect their 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 (ATA).

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), cross sections (if requested), and material certification list (MCL). The DEPARTMENT will provide available examples or templates upon request.

Throughout design the Consultant is expected to coordinate with the DOT&PF Project Manager.

Survey Support. Existing survey data is provided as a part of this solicitation. A field survey was performed between November 19, 2012 and January 26, 2013. Underground utility locates were not performed. Additional survey for design is not expected. However, the Consultant will coordinate with the Regional Survey office and the DOT&PF Project Manager throughout the course of assembling the ALP, if required.

Geotechnical Support. A Geology Data Report (GDR) is provided as part of this solicitation. Additional geotechnical investigations are not expected. The Consultant is expected to provide a Pavement Recommendation Memo (PRM) utilizing the GDR. An example of the required PRM is provided in Attachment G. The PRM provides engineering recommendations based on subsurface information contained in the GDR, applicable design standards, and engineering judgement. Pavement recommendations shall be developed to minimize the disturbance, transportation, and disposal of PFAS contaminated materials as practicable. The Consultant will coordinate with the Regional Geotechnical/Materials office and the DOT&PF Project Manager.

Environmental Document Support. The Consultant will provide professional services for support of the project

environmental document. This includes, but is not limited to the following: Develop a PFAS sampling and analysis plan for the subject property; Conduct the sampling; Environmental PQI services for compliance with Section 106 of the National Historic Preservation Act in support of PFAS sampling and potential cleanup of PFAS; Prepare EMP. All Environmental document support will be coordinated with the Regional Environmental Analyst, Regional Environmental Manager, and the DOT&PF Project Manager.

PFAS Testing Support. In general, the contractor is expected to 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 support design efforts. The Consultant will coordinate all efforts with DOT&PF. See Attachment H.

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

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 and Data Gap Analysis
2. Additional data collection, if required
3. Environmental Support
4. Final Design of Preferred Alternative (PIH, PS&E & Bid Ready Documents).
5. Assistance During Bidding, if required.
6. Assistance During Construction, if required.

Task 1. will consist of data gap analysis and existing information. This will encompass review of all existing information and data pertaining to the project, meetings with primary stakeholders, and a site visit.

Deliverables*:

- Technical memorandum outlining the data gap analysis and recommendations for additional data needed to be collected.
- Technical memorandum outlining the modifications to standard required to construct the project.
- Technical memorandum outlining the work to date, anticipated changes, and an updated schedule for completion of the project.

Task 2. will consist of additional data collection, if needed. This task will be negotiated based on Task 1 the Consultant's recommendations.

Deliverables*:

- To be determined.

Task 3. Will consist of Geotechnical Support. The full scope of this task will be negotiated after the contract is awarded and is anticipated to only include a PRM. Additional work may be negotiated based on the Consultant's findings in Task 1.

Task 4. Is outlined in Attachment H.

Task 5. will consist of 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. The Consultant will enter all required bid data into AASHTOware. Formal reviews will be made following the PIH, PS&E, and Post PS&E 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. The PIH review will also involve a site visit to the project site in accompaniment of DEPARTMENT personnel.

Deliverables*:

- PIH Review Package (75% design)
- PS&E Review Package (95% design)
- Post PS&E Package (100% design)
- Final Sealed Bid Documents (100% design)
- Airport Layout Plan Update, if required, by addendum

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. Geotechnical Data Report
B. Plans-in-hand Planset
C. Erosion and Sediment Control Plan
D. Construction and Safety Control plan
E. Airport Layout Plan
F. Survey Data
G. Pavement Recommendation Memorandum (example)
H. Environmental Scope of Work