



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation
and Public Facilities

SOUTHCOST REGION
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April 8, 2024

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

25243034
SFAPT00517; Iliamna Airport Rehabilitation

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 Appendix B2- Statement of services; scope of work section **Geotechnical Investigation/PFAS Testing** has been revised in its entirety. See attachment- 1.
3. Proposers Questions and Answers:

Q1: In prepositioning we were informed DOT&PF was performing a Critical Aircraft Determination for Iliamna and the results would be provided with the RFP. What was the determination of the Critical Aircraft? Please provide the approved determination.

A1: The current critical aircraft determination has not been approved by the FAA. See attachment- 2.

Q2: Is it DOT&PF's intention to maintain the current runway geometries, lengths, and widths?

A2: DOT&PF's intention at this time is to maintain the current runway geometries, lengths, and widths. However, the critical aircraft may trump the intention. The current geometries of the paved areas may not be AIP eligible without further approval from the FAA. As stated in the RFP, unanticipated scope changes, such as runway geometry, increasing the amount of work required of the consultant will be addressed by addendum.

All other terms and conditions remain the same.

END OF ADDENDUM

We appreciate your participation in this solicitation.

Sincerely,

A handwritten signature in blue ink that reads "Jessica Piukala". The script is cursive and fluid, with the first letter of each word being capitalized and prominent.

Jessica Piukala
Contracts Officer

PROPOSED STATEMENT OF SERVICES

APPENDIX B2 – STATEMENT OF SERVICES

RFP No:	25243034
Program No:	SFAPT00517
Federal No:	XXXX
Date Prepared:	1/17/24

RFP No. 25243024 Iliamna Airport Rehabilitation Project

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 Iliamna Airport 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. Iliamna is located approximately 200 miles southwest of Anchorage, next to Newhalen River, and North of Iliamna Lake on the Alaska Peninsula. A paved road connects the town of Iliamna to the Iliamna Airport, as well as the community of Newhalen located several miles to the south. The airport is in Township (T) 5S, Range (R) 33W. The population of Iliamna is 108.

Background. The Iliamna Airport is an active public airport owned and maintained by the DEPARTMENT. The airport is within the Kodiak-Aleutian Maintenance & Operation district. The Alaska Aviation System Plan (AASP) classifies the airport as a regional hub.

Under the DEPARTMENT, Iliamna Airport has seen several improvement projects: in 1976 the main runway was completely reconstructed; in 1981 the aircraft Apron and Taxiway were added; and in 1997 the main runway was extended and widened. The last major improvement at the airport was in 2006 and included repaving the runways, taxiway, apron and service roads as well as installing a chain-link fence. The last ALP update for the Iliamna Airport was in February of 2014. The most recent ALP and as-builts can be found in Attachment C.

All paved surfaces at Iliamna Airport are beyond their useful life; triannual Pavement Condition Index (PCI) reports completed by the DEPARTMENT's Pavement Management and Preservation Office indicate these pavements are in fair condition.

The existing lighting and guidance signs were installed in 1997 and are well past their life expectancy. Signs are damaged, lights are unreliable, sign bases are eroding, and there is a danger of electrical hazards to M&O crews.

In 2017, the airport was transferred from the Central Region Aviation Design Section to the Southcoast Region (SCR) design section. Prior to this DEPARTMENT regional restructuring, a tip-down beacon pole was purchased with Central Region Maintenance & Operations funds to replace the existing beacon pole; however, the non-tip-down pole was never replaced, and the newly purchased tip-down pole is currently in the yard at the airport staged for replacement. Shop drawings for the pole can be found in Attachment D. The DEPARTMENT will provide this tip-down pole as a sponsor furnished supply per 3-93 of the Airport Improvement Program Handbook (Order 5100.38D). The Material Submittal for Buy American Compliance can be found in Attachment E. With FAA concurrence, the project will use the sponsor furnished tip-down pole. Without FAA concurrence, a new tip-down pole will need to be purchased and installed as part of this project.

Per- and Polyfluoroalkyl substances (PFAS) have been identified on airport property. Water supply well monitoring was performed from June 2020 to June 2022. A summary report can be found here: <http://dot.alaska.gov/airportwater>. As part of this contract, an investigation of PFAS contamination within the project area will be conducted.

Project Description. This Contract is to provide professional engineering and associated services for the design of the Iliamna Airport Rehabilitation project. The project proposes to rehabilitate all paved airport surfaces and replace the airport lighting systems, signs, and rotating beacon pole.

Schedule. The goal for this project will be to complete design and certification in line with the AIP spending plan

(construction obligation FFY27). The Consultant shall provide an initial schedule in the Scope of Services. Goal is to have this project under grant by July 2027. The Environmental Document will need to be approved by the FAA by April 2026.

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. Intermittent reviews may be held at the DEPARTMENT's discretion.

Scope of Work

This contract will include analysis, preliminary, final design, assistance during bidding (if required), and assistance during construction (if required) of the Iliamna Airport Rehabilitation project. The scope of this project is to rehabilitate all paved airport surfaces and replace the airport lighting systems, signs, and rotating beacon pole. Unanticipated scope changes increasing the amount of work required of the consultant will be addressed by addendum.

The Consultant will be expected to be prepared to:

- Update the airport layout plan (ALP) and provide ALP narrative reports, if required.
- Provide all services necessary to produce bid-ready project contract documents.

Design Engineering. In general, the Consultant is expected to update the Airport Layout Plan 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 with safety and budget constraints. The design shall be in accordance with current FAA Advisory Circulars.

The PS&E package for each Final Design review 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 example or templates upon request.

Modifications to Standard must be considered early in the design process. The Consultant will be required to follow FAA Order Number 5300.1G (Subject: Modification to Agency Airport Design, Construction, and Equipment Standards) or the most recent FAA guidance.

The Consultant shall consider the impacts of each of the following through the course of design: utilities, environmental, drainage, the public (both during and after construction), ease of aircraft operations, design schedule, design and construction budgets, potential maintenance savings, and other issues as appropriate.

Survey for Design. Survey in support of the project and ALP. This work may consist of research, pre-work meeting with the DEPARTMENT, control survey, aeronautical survey, topographic/planimetric survey, Right-of-Way Survey/Mapping, preconstruction survey, and post construction surveying as required and approved by the DEPARTMENT.

In general, the Consultant is expected to provide survey in support of design engineering. The Consultant shall coordinate with the DEPARTMENT's Locations/Survey manager, or their designee, to receive the existing DEPARTMENT control data and to discuss control requirements and required standards for the project.

Geotechnical Investigation/PFAS Testing. Geotechnical investigation and analysis in support of the project. This work may consist of local material site identification and exploration, PFAS Sampling, geotechnical investigations and analysis necessary to support the project's environmental document, preliminary, and final design. PFAS sampling will be based on the latest guidance and/or recommendations from the FAA and/or the Department of Environmental Conservation (DEC). The full scope of this task will be negotiated after the contract is award but is anticipated to include:

- Coordination with the Regional Engineering Geologist, Regional Geotechnical Engineer, and Environmental Analyst.
- A geotechnical investigation and PFAS sampling program conducted concurrently and in accordance with the Alaska Geotechnical Procedures Manual and DEC requirements, as approved by the DEPARTMENT.
- Development of geotechnical reports and recommendations

Draft and final deliverables under this task may include an Exploration Plan, Geotechnical Data Report (GDR), Material Site Report, Geotechnical Recommendations Memo (GM) and a PFAS Summary Report. Recommendations

shall be developed to minimize the disturbance, transportation, and disposal of PFAS contaminated materials as practicable.

Development of the Exploration Plan is time-critical in order to initiate consultation under Section 106 of the National Historic Preservation Act for the geotechnical investigation. This consultation must be completed before any ground disturbing activities related to the investigation may begin.

Historic geotechnical information and the Alaska Airport Pavement Inspection Report can be found in Attachment F and G, respectively.

Environmental. In general, the consultant will provide professional services for development of the project environmental document. More details 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.

Assistance During Bidding. The Consultant shall assist the DEPARTMENT as requested from Authority to Advertise through bidding and award. Consultant personnel who were in responsible charge during project development and other personnel as necessary and appropriate, shall be made available to interpret and clarify documents and to assist the DEPARTMENT with preparing any addenda to the bid documents. The Consultant shall not communicate directly about the project with any potential bidder.

Original documents shall be submitted within a month after bid opening, the Consultant shall submit to the DEPARTMENT the original of all documents prepared or modified during bidding. The Consultant shall keep a copy of these documents until construction is complete.

Assistance During Construction. The full scope of work for assistance during construction will be developed and negotiated with the DEPARTMENT's Construction personnel. The Consultant shall assist the DEPARTMENT as requested during project construction. Consultant personnel who were in responsible charge and other personnel as necessary and appropriate, shall be available to interpret and clarify documents prepared during project development and bidding; to aid in the review and approval of shop drawings and submittals; and to assist the DEPARTMENT with preparing any necessary Change Order documents. The Consultant shall not communicate directly about this project with the low bidder. All communication shall be through the DEPARTMENT.

Scheduling. The Consultant will be expected to develop and maintain a detailed Critical Path Method (CPM) schedule covering the project from project initiation through advertisement. Key milestone dates will be expected to be locked in on July 1st of each year for the following 12 months. These milestone dates will be expected to be met within +/- 30 days of the scheduled date. Key milestones include PER, Authority to Proceed (ATP) through Appraisals & Acquisitions, PIH, PS&E, and ATP through Construction.

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. Research and data gap analysis
2. Collect additional information
3. Airport Layout Plan Development (if required)
4. Preliminary Design (Pre-Environmental / 25 – 30% design)
5. Environmental
6. Final Design of Preferred Alternative (PIH, PS&E & Bid Ready Documents).
7. Assistance During Bidding, if required.
8. Assistance During Construction, if required.

Task 1. will consist of research and data gap analysis. This will encompass review of all existing information and data pertaining to the project, initial site visit, and meeting with primary stakeholders. A conceptual design will be developed as part of this task.

Deliverables*:

- Conceptual Level Design
- Technical memorandum outlining the data gap analysis and recommendations for additional data needed to be collected.

Task 2. will consist of collecting additional information needed to complete the project as approved by the DEPARTMENT. This task will be negotiated based on Task 1 recommendations and may be broken into several

subtasks to be negotiated separately. These subtasks will include, but is not limited to, survey, geotechnical and PFAS investigations.

Deliverables*:

- To be determined

Task 3. will consist of Airport Layout Plan Development including, but not limited to, airport layout plan drawings, airport layout plan narrative, and airport property map.

Deliverables*:

- To be determined

Task 4. will consist of Preliminary Design. A minimum of one submittal level for Pre-Environmental Review can be expected. This submittal must follow the guide, or the most recent guidance adopted by the DEPARTMENT, in Attachment A. Key consultant staff will be expected to attend the Pre-Environmental Review meetings via Microsoft TEAMS. The preliminary design task will be complete when the DEPARTMENT accepts the preliminary design documents.

Task 5. will consist of Environmental Document Support. This will include full Environmental PQI services for compliance with Section 106 of the National Historic Preservation Act, which requires staff that meet the qualifications of a U.S. Department of the Interior Professionally Qualified Individual (PQI). See Attachment B for Environmental Document Support and deliverables.

Task 6. 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 final 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 final design task will be complete when the DEPARTMENT accepts the Final sealed bid documents and has received Authority-to-Advertise.

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 7. 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 8. 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. Airport Layout Plan and DOT&PF As-Built Drawings
- D. Sponsor Furnished Tip Down Beacon
- E. Buy American Compliance
- F. Historic Geotech Information
- G. PCI Report

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Design and Engineering Services – Southcoast Region
Preconstruction / Design

TO:**DATE:**

THRU: Paul Khera, AAE, ACE
DOT&PF Aviation Planner

TELEPHONE NO: 1-907-465-4439
Design Group Manager

From: Peter Jackson, PE
DOT&PF Design Group Manager

SUBJECT: Iliamna Airport – Existing Critical
Aircraft Determination

Introduction

The purpose of this memorandum is to make an official determination of the existing critical aircraft for Iliamna Airport and provide supporting documentation. A separate memorandum will be prepared to document the forecasting effort and critical aircraft determination that will be used for the near-term (5 year) and ultimate (20 year) plans depicted in an ALP update, if required.

Methods

This critical aircraft determination for the Iliamna Airport was conducted in accordance with FAA Advisory Circular 150/5000-17 (Subject: Critical Aircraft and Regular Use Determination). Data for the Iliamna Airport were obtained from the T-100 database of the US DOT Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS). T-100 information is only reported by certified US air carriers, and there is no official record of the general aviation operations at the Iliamna Airport. Operations data were sourced “T-100 Segment (All Carriers)” data, with entries that listed Iliamna Airport (ILI) as a destination or as an origin. Aircraft operations at Iliamna Airport were analyzed for the most recent 12-month period for which data were available, in this case March 2022 through February 2023. Operations were then analyzed by Aircraft Approach Category (AAC), Aircraft Design Group (ADG

As part of routine interviews with airport stakeholders, the Department’s planning staff contacted two Part 125 operators, Everts Air Fuel and Alaska Air Fuel; Part 125 operations are not recorded in the T-100 database. These operators provide regular fuel delivery flights to Iliamna Airport with A/B-III aircraft. Communications with these operators yielded an estimate of 2022 operations by each type of aircraft they operate, and this information was used to supplement the T-100 data. Records of these communications are attached in Appendix B. The excel spreadsheet used to analyze the data and prepare the tables and charts displayed in this memo are available upon request.

Results

In order to meet the threshold for regular use, annual operations for a given aircraft, or group of aircraft with similar characteristics, shall exceed 500 operations. In the study period, three aircraft met this requirement for regular use: Cessna 206/207 Stationair (A-I small), Pilatus PC-12 (A-II small), and Beechcraft 1900C (B-II). Of these aircraft, the most demanding aircraft is the Beechcraft 1900C (B-II). See Table 1 and Figure 1 in Appendix A for more details.

Conclusion

The current critical aircraft at Iliamna Airport is the Beechcraft 1900C (B-II), which flew 630 operations in the most recent 12-month period for which T-100 data were available.

Prepared By:
Martin Woodby