

Pre-Bid Meeting

YUMA COUNTY AIRPORT AUTHORITY, INC.

(YCAA)

**YUMA INTERNATIONAL AIRPORT
TAXIWAY H1 REHABILITATION**

CONSTRUCTION SERVICES

FAA A.I.P. No. 3-04-0053-0037-2017

NYL

May 9, 2017

Welcome and Introductions

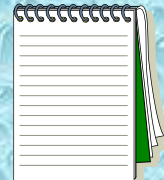
- ❑ **Mark Workman**, Project Manager,
Yuma County Airport Authority
- ❑ **Dan Rauscher**, Construction Manager,
Consultant Engineering, Inc. (CEI)
- ❑ **Carmen Parks**, Design Engineer,
Morrison-Maierle

Meeting Overview

- ❑ Sign-in please...copies of sign in sheet will be available on website:

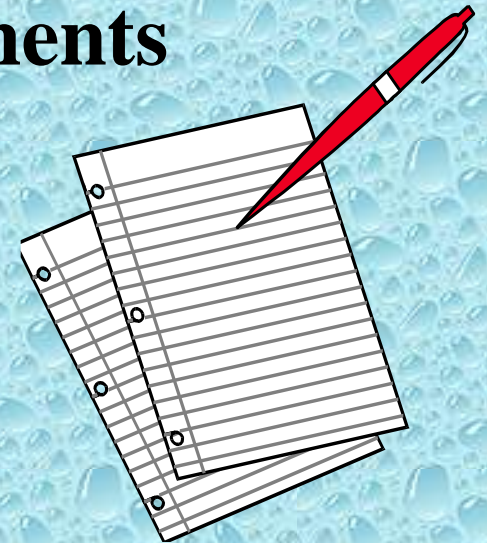
<https://www.yumaairport.com/yumahome.nsf/Proposals/1?opendocument>

- ❑ This is the **ONLY** opportunity to discuss this project with Airport Authority staff.
- ❑ Please hold questions until the Q&A period.



Agenda

- Project Description & Scope of Work**
- DBE Program Requirements**
- Labor Compliance Requirements**
- Bids Due Date**
- Questions**
- Project Site Visit Immediately After Pre-Bid Meeting!**



Project Description & Scope of Work

- Project Description & Scope of Work**
- Schedule**
- Phases Description and Constraints**
- Project & Equipment Staging / Site Access/Storage**



Project Location



Project Description / Scope of Work

- ❑ The Taxiway H1 Rehabilitation project is expected to measure approximately 40,000 square yards of PCC pavement and 15,000 square yards of asphalt shoulders, including edge lighting, guidance signage, and airfield markings.
- ❑ This project is funded by the Federal Aviation Administration (FAA) through an Airport Improvement Program (A.I.P.) grant and Local Passenger Facility Charges (PFC's)
- ❑ The project will be constructed in phases to reduce impacts to airport users and operations.
- ❑ **TIME IS OF THE ESSENCE**, as this project will have a major impact on airport operations. Construction duration will vary dependent upon base bid and/or alternates chosen. The window of days will fall between **150** and **210 calendar days**.

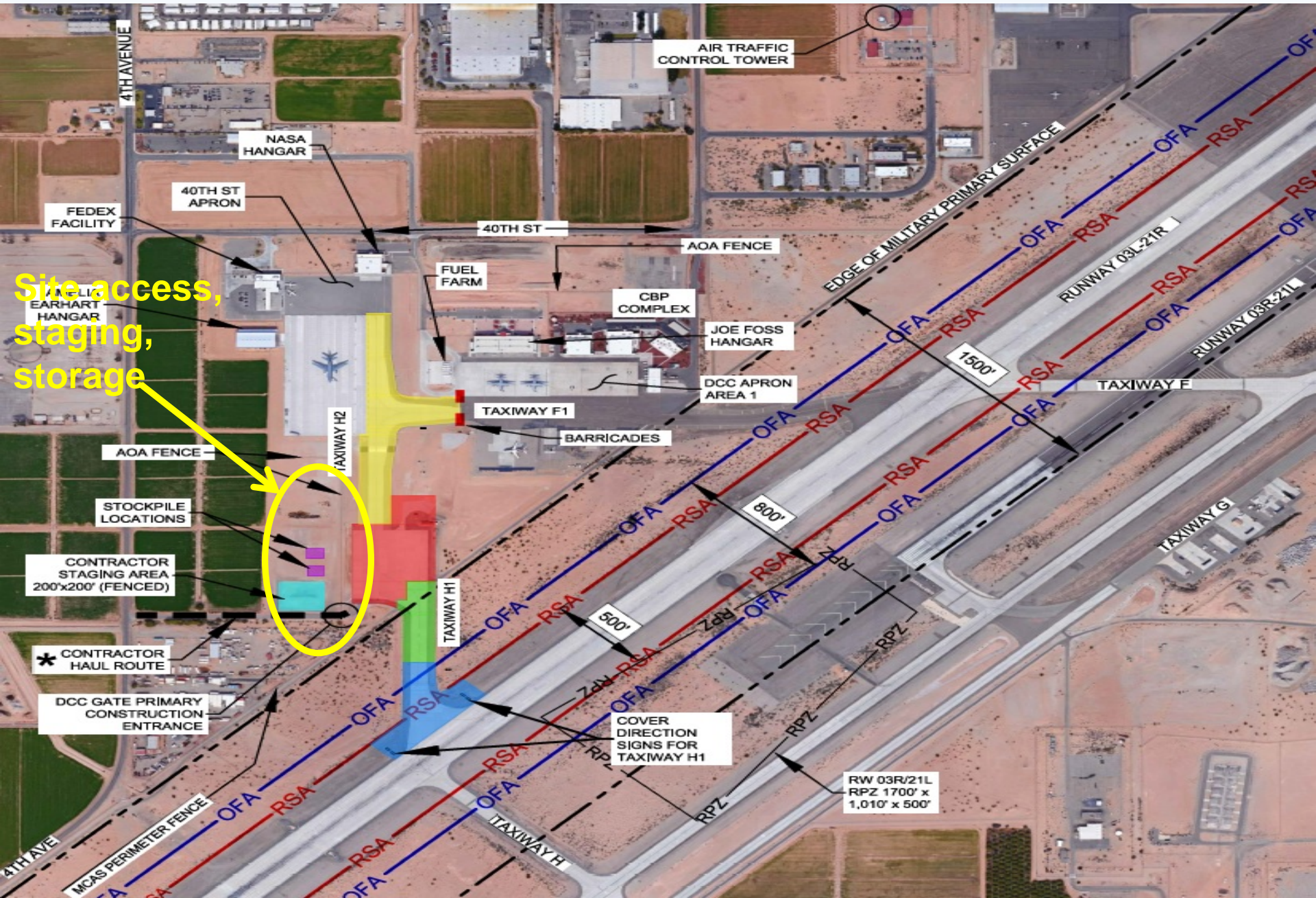
Project Description & Scope of Work (cont.)

- ❑ Removal and reconstruction of concrete (P-501) taxiway paving (including subgrade preparation) within the limits indicated in the contract documents.
- ❑ Removal and reconstruction of asphalt (P-403) shoulder paving (including subgrade preparation) within the limits indicated in the contract documents.
- ❑ Install new P-605 joint sealant to new and existing paving.
- ❑ Apply P-608 surface treatment to existing asphalt shoulders.
- ❑ Remove debris and video existing 36" storm drain.

Project Description & Scope of Work (cont.)

- ❑ Taxiway pavement markings (P-620) will include new centerline & enhanced centerline markings, edge markings, surface painted holding position signs, and mandatory hold position markings.
- ❑ Electrical work includes removal of existing edge lights, cable, conduit, bases, and select directional signs (L-100).
- ❑ Electrical work also includes the installation of new electrical cable, counterpoise, conduit, bases, handholes, LED edge lights, directional signage, and holding position signs.

Project Access, Staging, Storage

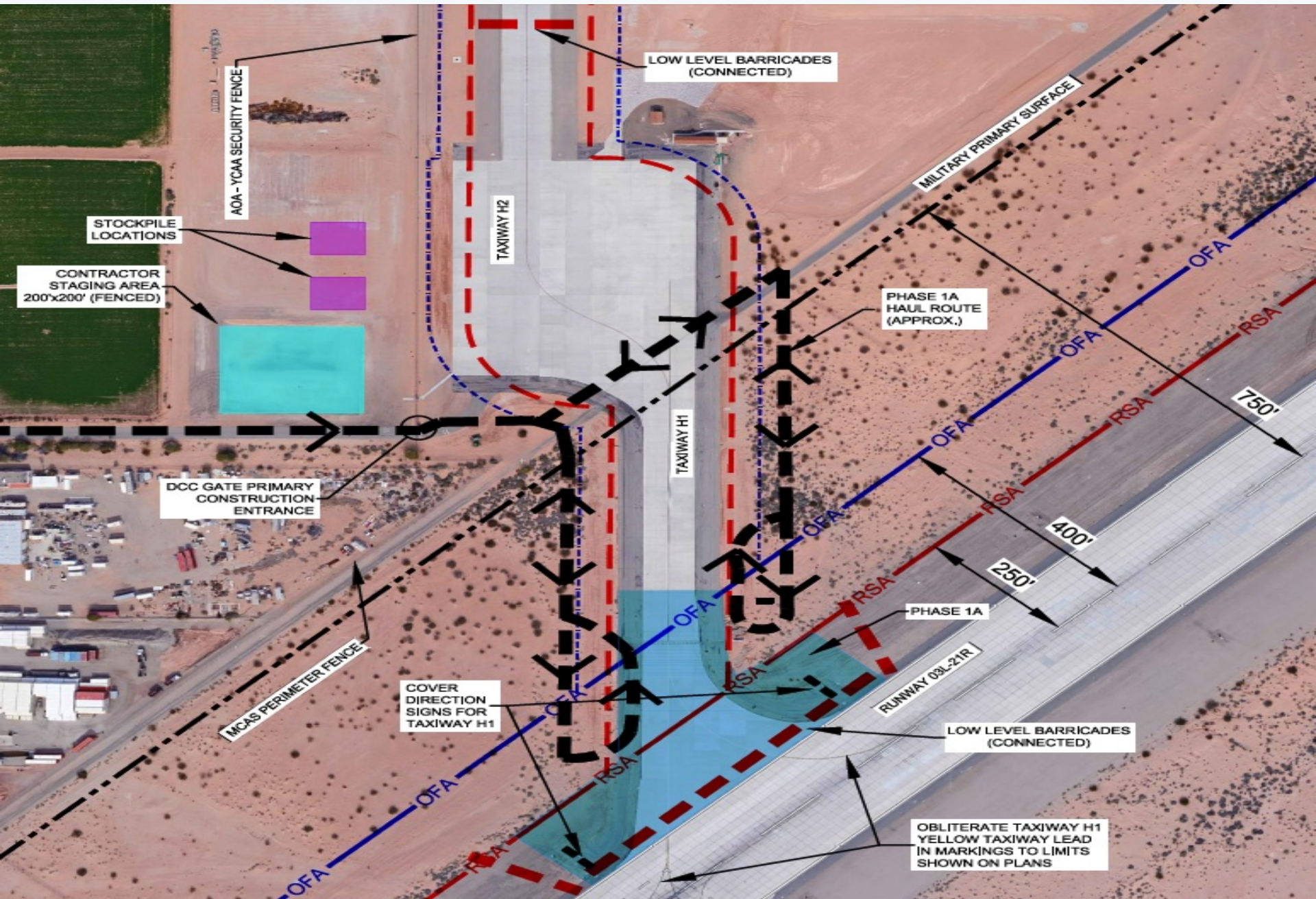


Proposed Project Phasing

Work for this project is proposed to be completed in four phases:

- ❑ **Phase 1A:** Involves full depth rehabilitation of Taxiway H1 concrete pavement and associated asphalt shoulders as well as signage and edge lighting between Runway 03L-21R and the edge of the Runway Object Free Area (ROFA) located 400' from the runway centerline. Phase 1A work will require a complete closure of R/W 3L-21R while work is taking place within the ROFA. Phase 1A is limited to 35 days which includes a 25 calendar-day complete runway closure. Phase 1A needs to be completed and R/W 3L-21R **must** be open on August 28, 2017 for full use by MCAS.

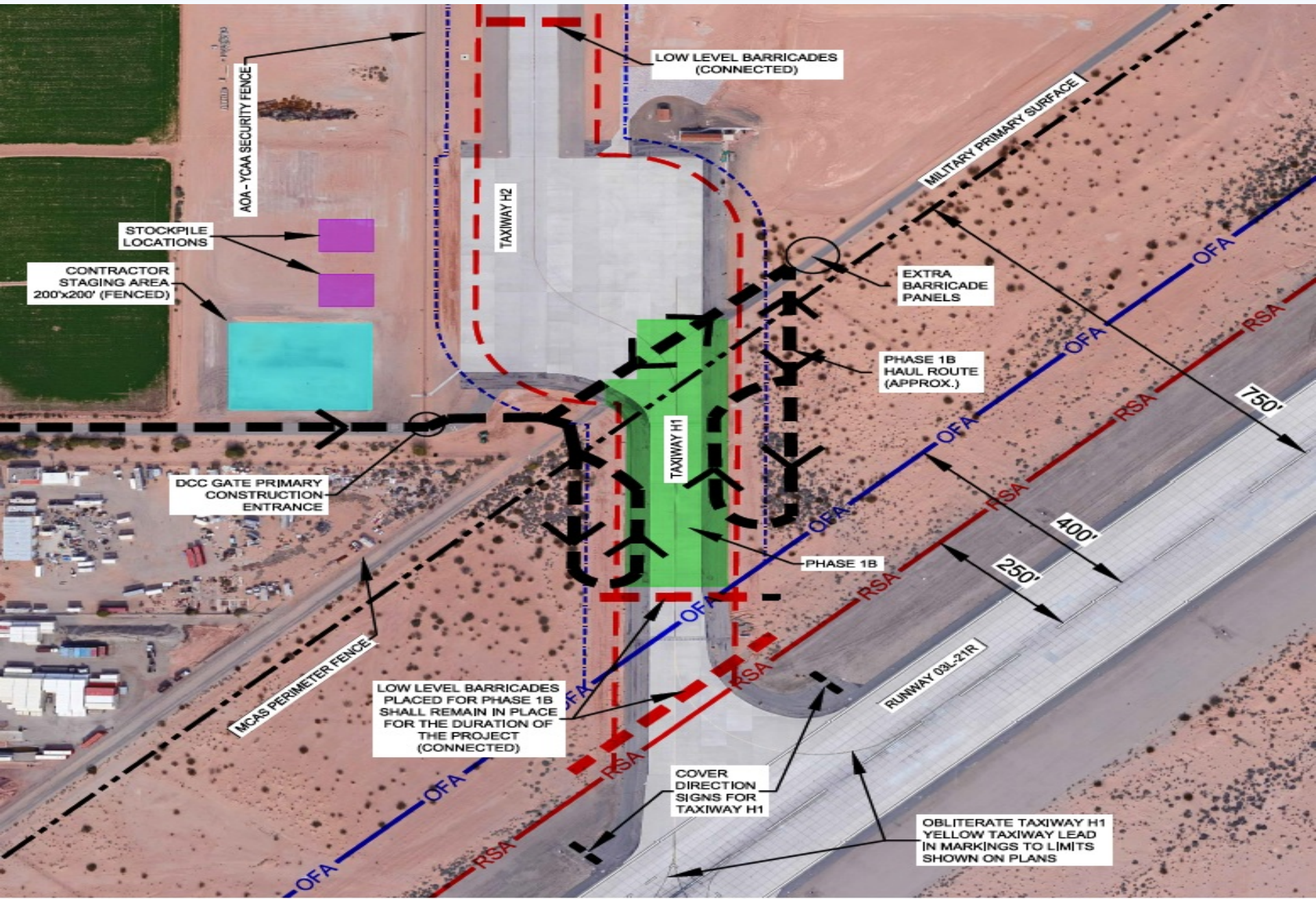
Proposed Project Phasing – Phase 1A



Proposed Project Phasing

- **Phase 1B:** Involves full depth rehabilitation of Taxiway H1 concrete pavement and associated asphalt shoulders, as well as signage and edge lighting between the ROFA and the primary surface (750 feet from the runway centerline), if Additive Alternate 1 is awarded. Work in this area, during normal runway operations, will be conducted under an approved construction safety waiver from the MCAS. Phase 1B work shall be complete within 40 calendar days.

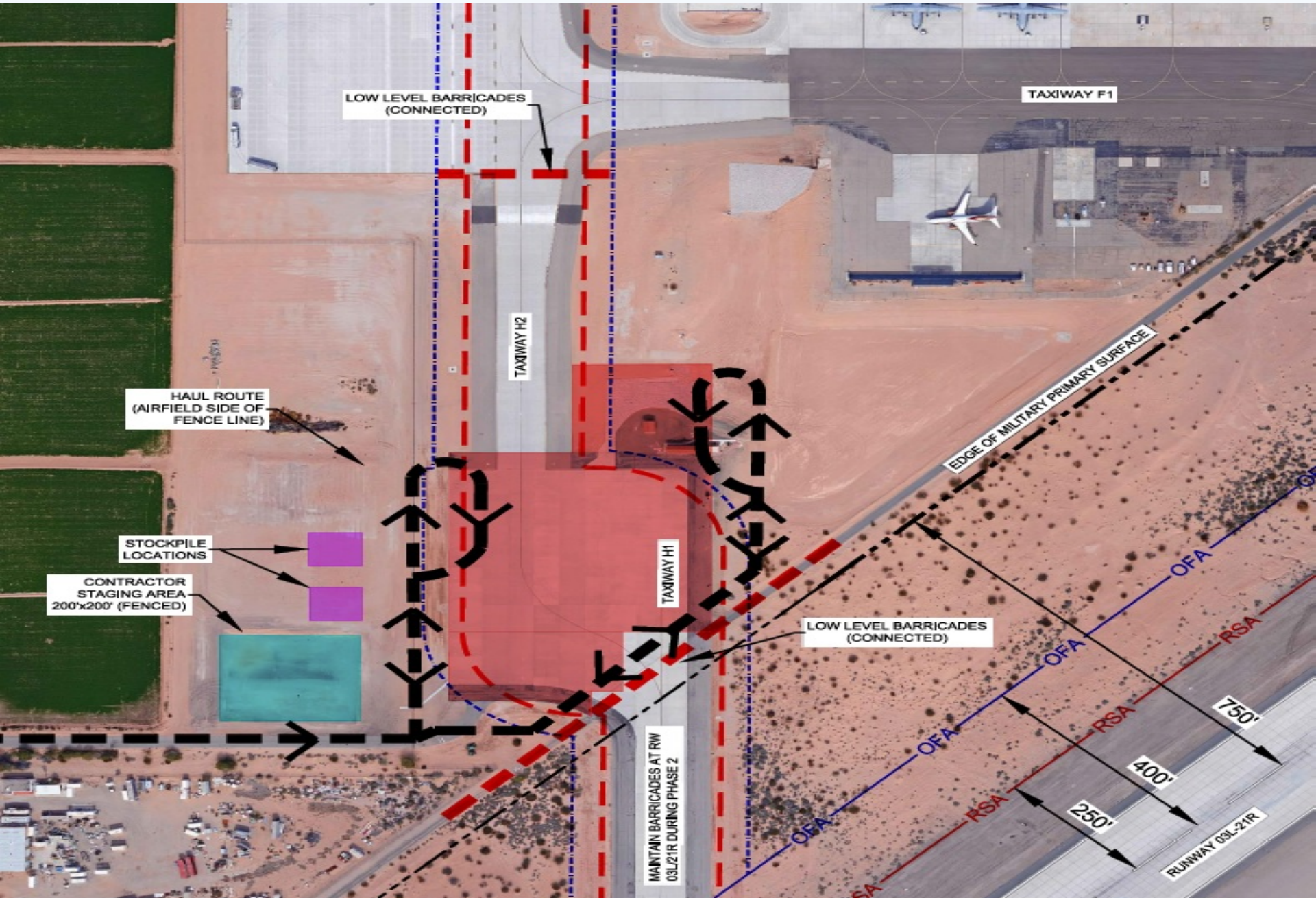
Proposed Project Phasing – Phase 1B



Proposed Project Phasing

- **Phase 2:** Includes full depth rehabilitation of select concrete panels on bypass Taxiways H1 & H2. The lighting and signage associated with Additive Alternate 1 will continue along the shoulders of bypass Taxiways H1 and H2. Additive Alternate 2 includes additional pavement rehabilitation on the bypass apron area and additive alternate 3 involves rehabilitating all of the concrete pavement within the bypass taxiway area. Concrete joints outside of the full depth rehabilitation shall be rehabilitated as needed. Phase 2 work will take place outside of all protected runway surfaces and will not require a runway closure. This work shall be complete within 45 days for the base bid. The contractor shall have an additional 14 days for phase 2 if Additive Alternate 1 is awarded. Additive Alternates 2 and 3 will add an additional 20 and 39 days respectively.

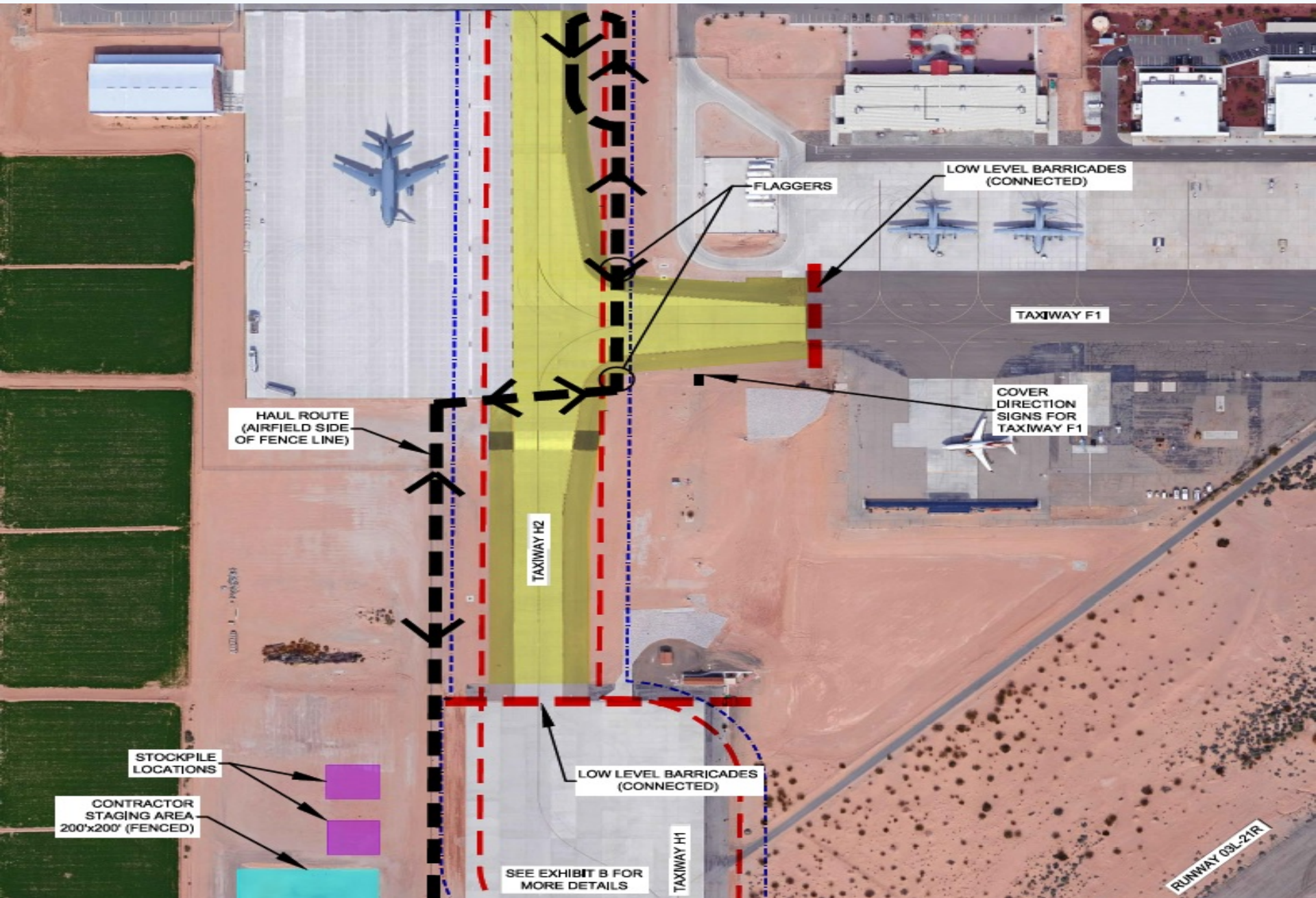
Proposed Project Phasing – Phase 2



Proposed Project Phasing

- **Phase 3:** Involves rehabilitating the Taxiway H2 concrete joints, isolated concrete panel replacement and surface sealing the asphalt shoulders of Taxiway H2 north of the bypass taxiways, including the connector to Taxiway F1. Additive Alternate 1 involves installing taxiway edge lights along the length of Taxiway H2 to the Taxiway F1 intersection. Existing retroreflective edge markers shall remain in place north of Taxiway F1. At the conclusion of Phase 3, the entire length of Taxiway H1 and H2 shall receive new pavement markings. The Contractor shall coordinate a one to two day runway closure with YIA and MCAS to complete the taxiway markings within the Runway Safety Area. All of the Phase 3 work will take place outside of all protected runway surfaces and will not require a runway closure. Phase 3 work shall be complete within 30 days. If Additive Alternate 1 is awarded, Phase 3 will be extended by 7 days.

Proposed Project Phasing – Phase 3



Project Description & Scope of Work (cont.)

AIRPORT REQUIREMENTS

- ❑ All construction personnel assigned to the project shall obtain an airport ID badge and receive airfield driver training.
- ❑ Airfield lighting and NAVAIDS outside of the project limits will remain operational throughout the project.
- ❑ NOTAMS require 72 hour notice.
- ❑ Marine Corp Air Station (MCAS) dig permit required.
- ❑ Communication with MCAS Operations and the Tower daily, before and after every work shift.
- ❑ MCAS training dates;
 - ❑ 9/17/17 to 10/30/17
 - ❑ 3/11/18 to 5/5/18

Project Description & Scope of Work (cont.)

AIRPORT REQUIREMENTS

- ❑ 4 (four) Lighted Runway Closure “X”’s required on-site (2 for use, 2 for back-up).
- ❑ Gate guard and “flaggers” when required.
- ❑ Foreign Object Debris (FOD) Management at all times.
- ❑ Notice of Violation (NOV) and penalty.
- ❑ Airfield barricades & lighting and project traffic control.

Project Description / Scope of Work (cont.)

PROJECT REQUIREMENTS

- Provide a quality control plan;
- Provide a Safety Plan Compliance Document (SPCD) within 10 calendar days of contract award;
- Provide a project baseline schedule at least 10 calendar days prior to the pre-construction conference;
- Address all federal, state and local permitting requirements;
- Maintain a safe & secure work site for all project participants;
- NTP will be issued for the contract after FAA concurrence in contract award and FAA grant agreement approved.

DBE Program Requirements

- ❑ This project is partly funded by the FAA and is subject to 49 CFR Part 26 and USDOT DBE Program requirements.
- ❑ The Contractor is required to meet the DBE program requirements and agrees to provide opportunities for the fair and full utilization of DBEs.
- ❑ The airport expects to solely utilize race neutral methods to achieve its DBE participation goal of 8.85%, and does not expect to establish contract goals to achieve this goal. The “Affidavit of Amounts Paid DBE Participants” will be used to quantify actual DBE participation on this project.

Labor Compliance Requirements

- ❑ Monitor and enforce federal labor standards on federally funded Capital Improvement Construction.
- ❑ Applies to all federally funded contracts in excess of \$2,000. with few exceptions.
- ❑ All contractors and subcontractors, including lower-tiers, working on the project are covered.
- ❑ Certified Weekly Payroll Reports required of contractor and ALL subs!
- ❑ Labor Standards Interviews (will be conducted during the project by CEI)
- ❑ “Employee Rights Under the Davis-Bacon Act” Poster and Project Wage Determination displayed in a prominent and accessible location.

Labor Compliance Requirements (Continued)

DBRA (Davis-Bacon & Related Acts)

- Davis-Bacon Act (DBA)
- Copeland Anti-Kickback Act
- Contract Work Hours and Safety Standards Act (CWHSSA)

Labor Compliance Requirements (Continued)

FEDERAL REGULATIONS

- ❑ Code of Federal Regulations, Title 29 Part 3
- ❑ Code of Federal Regulations, Title 29 Part 5
- ❑ Applicable Federal Language – FAA
- ❑ Wage Decision # AZ170008 – **Highway 1/27/17**

Bids Due Date

2:00 pm – Arizona local time

Thursday, May 25, 2017

Yuma County Airport Authority

Finance Office, First Floor

2191 East 32nd Street

Yuma, AZ 85365

QUESTIONS AFTER TODAY

All questions will be accepted until

5:00pm (local time) on Friday May 12, 2017

Questions shall be submitted in writing by Email

To

Dan Rauscher

drauscher@cei-az.com

Responses will be issued by addendum by

5:00pm (local time) on Monday May 15, 2017



QUESTIONS?