Purchasing Division
Finance Department

Room 120
411 West First Street
Duluth, Minnesota 55802

218-730-5340
purchasing@duluthmn.gov

Addendum 2
Solicitation 24-4403
RFP for Construction Mgr at Risk for Air Traffic Control Tower and Base Building

This addendum serves to notify all bidders of the following changes to the solicitation documents:

1. Bidders should acknowledge all addenda within the submitted proposal. Addendum 1 provided incorrect instructions for acknowledging the addendum.

2. Please see the attached additional information for this Addendum 2.

Please acknowledge receipt of this Addendum within the submitted proposal.

Posted: **January 18, 2024**

DOCUMENT 00 00 12

ADDENDUM NO. 2
January 18, 2024

RFP for Construction Mgr at Risk for Air Traffic Control Tower and Base Building
24-4403
Dululth Airport Authority

From: City of Duluth – Purchasing Office

To: Document Holders

DOCUMENT HOLDERS on the above-named project are hereby notified that this document shall be appended to, take precedence over and become part of the original bidding documents dated January 4, 2024 for this work. Proposals submitted for the construction of this work shall conform to this document.

This addendum consists of one page and attached 39 pages of meeting minutes, slides, and attendance.

Changes to Request for Proposals:

1. ADD meeting minutes, including questions and answers, from pre-proprosal meeting held on January 17, 2024.
2. ADD meeting slides from pre-proprosal meeting held on January 17, 2024.
3. ADD meeting sign-in sheet from pre-proprosal meeting held on January 17, 2024.
4. REVISE interview information. The top three ranked firms will be invited to interview on February 12, 2024.

Clarification to question asked during pre-proposal meeting:

5. Q: Concerning the FAA specialized equipment, will they both buy and install the equipment?
    a. A: Yes, any Government Furnished Equipment (GFE) equipment will be purchased and installed by federal contractors. *update – installation by FAA vs Contractor varies based on equipment and from project to project. However, recently there has been some lapse in government contracts, so some equipment items that are historically GFE may not be based on the existing contracts at the time of purchase.

Note: Receipt of this Addendum No. 2, dated January 18, 2024 shall be acknowledged in the submitted proposal. Failure to do so may subject Bidder to disqualification.

END OF ADDENDUM

ATCT Pre-bid meeting

January 17th, 2024

In Person Attendees:

Mark Papko, DAA Dir. of Operations

Jenny Delnay, DAA Administrative Coordinator

Shawn McMahon, SEH

Aaron Tast, Braun Intertec

Bob Pederson, Donlar

Kevin Swanson, Gardner Builders

Moe Ludwig, Gardner Builders

Andy Hoffman, H&U Construction

Tom Walsh, H&U Construction

Brian Durand, McGough

Joe Uhlhorn, H&U Construction

Mike Dosan, ICS

Steve Bergerson, Kraus Anderson

Patrick Gallagher, Kraus Anderson

Paul Noll, Kraus Anderson

Joe Raisanen, Boldt

Online attendees:

Adinda Van Espen, SEH

Horeya Czaplewski, EXP

Phillip Scott, EXP

Mark James, Walsh Construction

Wes Will, Kraus Anderson

Erik Logan, Walsh Construction

Carlee Wolters, Walsh Construction

Jessica Ehresman, Walsh Construction

Paul Nelson, Donlar

Nikki Rugh, H&U

Todd Mell, Kraus Anderson

Sean Donahue, ICS

Dave Leuss, Kraus Anderson

Dan Markham, Kraus Anderson

The meeting was called to order at 10:01 a.m.

Mr. Papko introduced the Duluth Airport Authority and the Air Traffic Control Tower Project. Mr. McMahon shared the scope of work. Ms. Czaplewski and Mr. Scott presented an overview of the current Design. Questions and answers followed. In addition to the information presented on the presentation slides, the following information was noted:

- Demolition of the existing control tower will be included as part of the CMaR's project scope. Existing and new tower will have to operate simultaneously until new tower is approved, commissioned and accepted by FAA; CMaR will be instrumental in getting the various required approvals.
- Regarding CMaR selection process schedule, DAA will consider a special board meeting (if unable to meet the Feb 20th board meeting) for CMaR contract approval.

- Q: Who is responsible for the Commissioning Scope of Work, who will hire the Commissioning Agent? If it is part of GC scope, will need to know that upfront.
    - A: Cannot officially answer yet. If the question is officially submitted, will provide a formal response.
- Q: The GMPs are developed at 70%, will that require publicly bidding trade contracts to comply with the City and FAA requirements?
    - A: The GMP is only needed for the federal side, so do not need to go through bidding before GMP if the CMAR is confident in the numbers provided. Bidding can be done after the July 1st deadline. But everything will need to be bid once the project is at 100%. There is one GMP, even though the project may be funded over two years.
- Q: What Design firm is leading B3 Compliance, EXP or SEH? Have they done B3 in Minnesota before?
    - A: EXP is the prime with SEH as a subconsultant, but SEH will take charge of the B3.
- Q: Was the Chicago O'Hare South Tower designed by EXP Lead Certified?
    - A: Yes. It was initially designed at the Silver Level but did achieve a higher standing.

- Is there any Special Tribal or Archaeology monitoring requirements expected?
    - A: Not at this time. There is an Environmental Assessment already completed for this site, which is publicly available on DAA Website. Airport noted that there is a potential for contaminated soils and that the CMaR should be aware the remediation/handling of contaminated soils may be required.
- Q: Was a Geotech Report Completed?
    - A: Yes. This will be in the 10% Design report.
- Q: Per the insurance requirements in the RFP, if using an umbrella policy currently will that have to change if the levels do not match what is listed?
    - A: It may be something that could be worked through, but would have to consult legal for accurate answer.
- Q: Should the Cost Sheet include all insurance changes and other markups that a CM would put in?
    - A: What is listed in the RFP is what is required and should be included.
- Q: How should bonding Costs be presented? Should they be listed in general conditions?
    - A: They should be broken out, not buried under another category. Will try to compare bids with as much accuracy as possible, so additional information listed is helpful.
- Q: Why is the tower airport owned instead of FAA owned?
    - A: FAA does not want to purchase more towers presently.
- Q: Concerning the FAA specialized equipment, will they both buy and install the equipment?
    - A: Yes, any GFE equipment will be purchased and installed by federal contractors. *update – installation by FAA vs Contractor varies based on equipment and from project to project. However, recently there has been some lapse in government contracts, so some equipment items that are historically GFE may not be based on the existing contracts at the time of purchase.
- Q: Under project background it states that the $44 million budget includes pre-design and design work. It is true that the design fees and other traditional soft costs are included in this number? Or is the $44 million truly the hard cost of the project.
    - A: This is not spelled out in the FAA's cost estimate. The $44 million is from the FAA. The 10% design documents will include an updated cost estimate by EXP subconsultant. Per the RDWB, $66 million construction contract is what would be expected by the FAA for a standalone construction contract. If the question is submitted formally, will respond with additional clarity.
- Q: Will the FAA occupy 100% of the building?
    - A: Yes, there is no need for subdivision of the internal of the building. There will eventually be a leasing component to the project, but not sure of CMAR's role in that.
- Q: Is there multiple funding sources at the federal level?
    - A: There could be, things are still changing and the DAA continues to look for more funding opportunities. The two buckets are federal and state, which come with separate requirements. There is also some local matching dollars, but no additional requirements around those funds. The CMAR will have the reporting requirements discussed earlier (i.e. Buy American, DBE)
- Q: Clarification that we will issue GMP off of the 70% documents issued on June 7th, which are due by June 19th, so only two weeks turn around time?

    - A: Correct. There is draft GMP due on June 19th , the date listed of June 26th allows for review and discussion before it is due to the FAA by July 1st.
- Q: Clarification that there will be no contracts signed until after a public bid following July 1st. The CMAR bears the risk of additional costs?
    - A: Correct. The FAA may be understanding throughout this process, but that is way it is written currently.
- Q: With the weekly meetings, where will those take place? Is there virtual attendance?
    - A: In person design team meetings will take place at the airport terminal at project milestones. However, currently the weekly design meetings are largely virtual as EXP is based in Chicago and SEH is based in Minneapolis.
- Q: Clarifications around the timeline. There is a tight timeline on design, but longer deadlines for actual construction. The proposed start date of construction is listed as December 1st, is it possible to delay that start to avoid additional winter costs?
    - A: That is correct. The 100% is due August 23rd, so there is a possibility of some site work in the late fall/winter of 2024. However, there may not be contractors in place yet. Realistically, spring of 2025 will likely be the start of construction. May have contracts executed by December 1st to allow for ordering of supplies before spring. Worth noting that the City of Duluth has a rigorous permit review process that won't begin until the 100% submittal is complete.

Meeting dismissed at 11:18 a.m.

Duluth International Airport ATCT CMAR Pre-Proposal

DLH ATCT CMAR RFP Pre-Proposal
January 17th, 2024

Mark Papko, A.A.E
Director of Operations
Duluth Airport Authority

DULUTH INTERNATIONAL AIRPORT

Introductions

- Duluth Airport Authority
  - Mark Papko, Director of Operations

- EXP – Design Consultant
  - Horeya Czaplewski, Project Manager

- SEH – Airport On-call Engineer/Planning Consultant
  - Adinda Van Espen, Project Manager
  - Shawn McMahon, Senior Engineer

* Please sign in on form by using the chat window:
- Name, company, email, and phone number

The Duluth Airport Authority



- **Legislation:**
  - Duluth Airport Authority Act of 1969
- **Composition:**
  - Seven Directors
    - Appointed by Mayor of Duluth
    - Approved by City Council
    - Three Year Terms
  - 24 Employees
- **Vision:** *Our vision is to be a world-class aviation center that drives economic development and connects the region to the global economy.*
- **Mission:** *The Duluth Airport Authority is committed to delivering a superior airport experience in a safe and secure environment, while enriching the region's economy.*

The Airport is an economic driver because the region has leveraged its infrastructure

Airport Annual Economic Impact

Duluth International Airport

$760.6 Million

6,230 Jobs

(direct, indirect, induced)

Major Aviation Employers



148th Fighter Wing
Cirrus
Lake Superior College
Monaco Air

DLH Compared to Annual Statewide Impacts Minnesota's Public Airports (Non-MAC Airports)

- **76% of $1.6 Billion** Annual Economic Activity
- **47% of 13,147 Jobs** (direct, indirect, induced)

Supports 483,000

residents and major employers:

CN	maurices
ALLETE	Health care and
Enbridge	mining industries



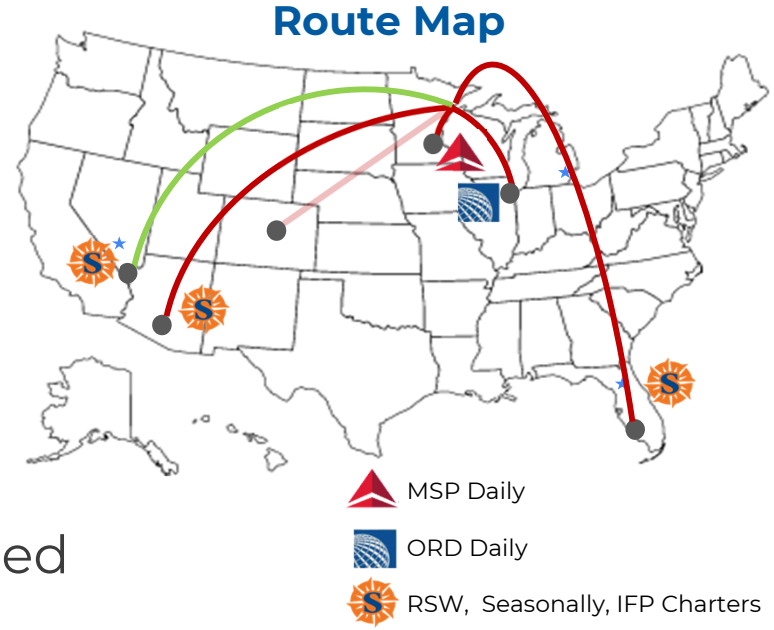
AIR SERVICE

Glidepath to Recovery

- Return of Business Travel
- Sustained Strong Leisure Travel
- Airline Fleets and Crews
  - Network Infrastructure Reestablished
  - U.S. Short 12,000 Pilots by 2023

    Oliver Wyman Study
- Fly Local

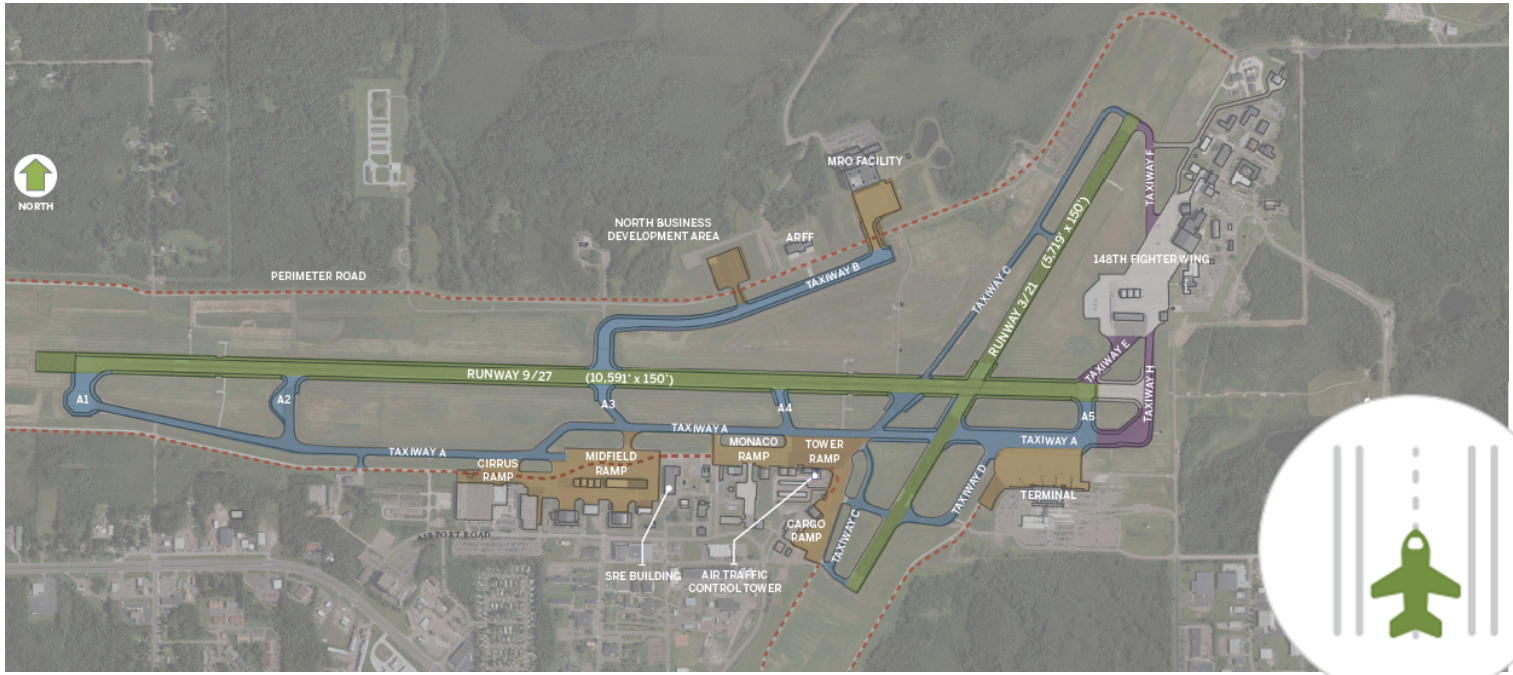
Route Map

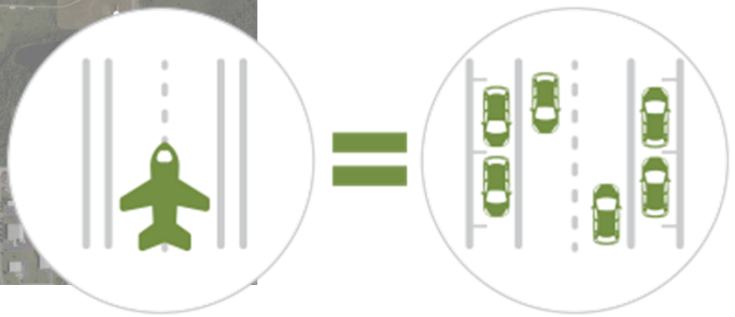




INFRASTRUCTURE

Airside Pavement Inventory





Airside paved infrastructure = **75+ miles of City street**

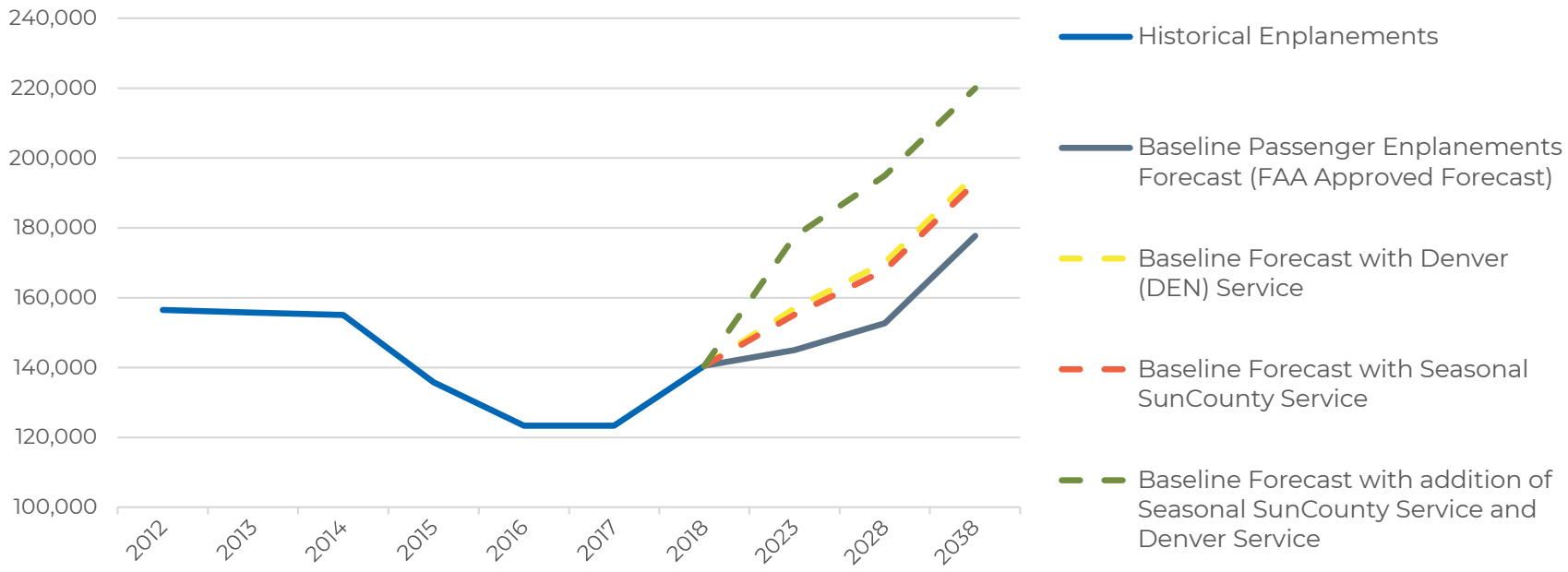
DLH MASTER PLAN GOALS

DLH Vision 2040 the Duluth Airport Authority (DAA) shall:

- Opportunities for Business Growth/Relocation
- Anticipate Evolving Demand for Air Service in Our Region
- Increase General Aviation Capacity
- Agile in Responding to Tomorrow's Opportunities/Challenges
- Complement Neighboring Communities
- Maintain the DAA's Financial Sustainability

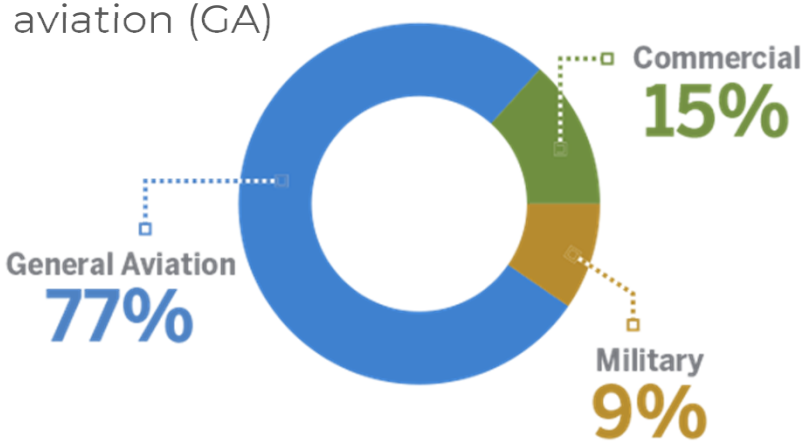
Aviation Activity Forecasts – Enplanements

- **Stable growth forecasted going forward**
- Passenger Enplanements CAGRs: 3.4% (2023), 2.2% (2028) & 1.7% (2033)

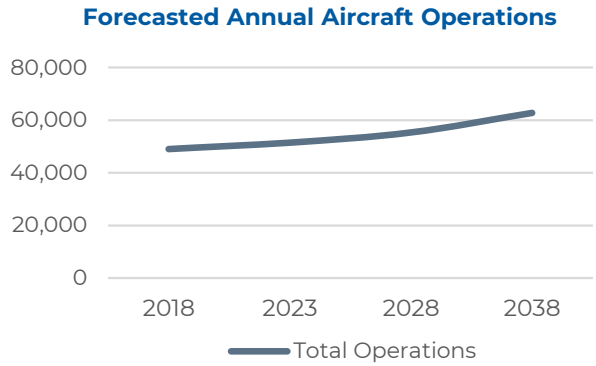


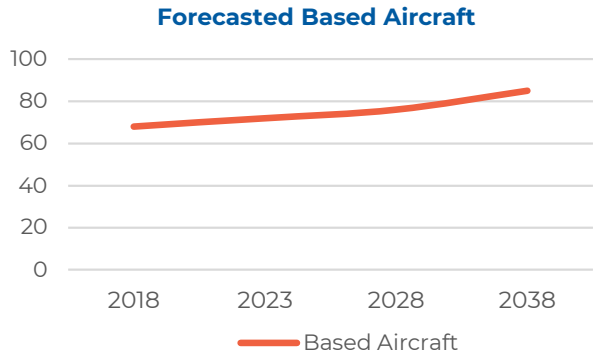
Aviation Activity Forecasts – Aircraft Operations

- Aircraft Operations at DLH are mostly general aviation (GA)



- **Total annual aircraft operations expect steady growth through the 20-year planning period**
- Based Aircraft have steady growth projected

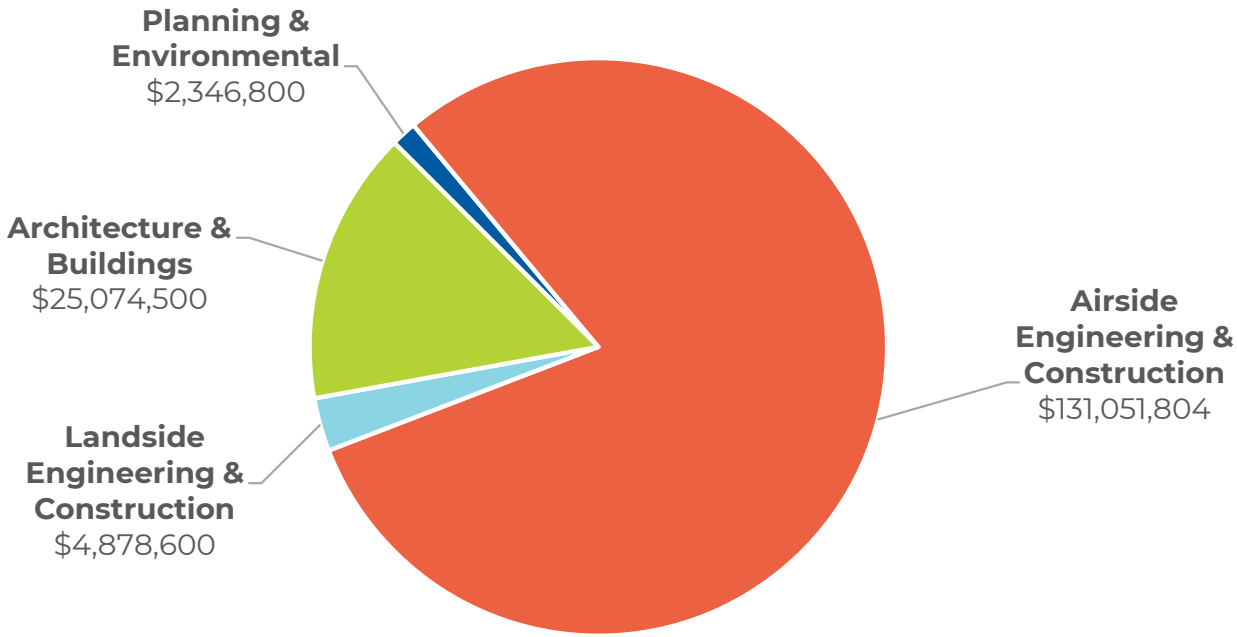




FINANCIAL IMPLEMENTATION BREAKDOWN

Approximately
$163 Million Infrastructure Investment
Through 2040

20 Year Infrastructure Improvements



Air Traffic Control Tower - Background



- Owned and Maintained by the DAA
  - 70 Years Old, Constructed in the 1950's
  - Line-of-Sight Issues
  - $500K in Life, Health and Safety Improvements Since 2015
  - 100' Short from today's requirements
- **Infrastructure Investment and Jobs Act** Included Funding Opportunity
  - Reconstruction of airport-owned air traffic control towers

AFTIL I & II Summary

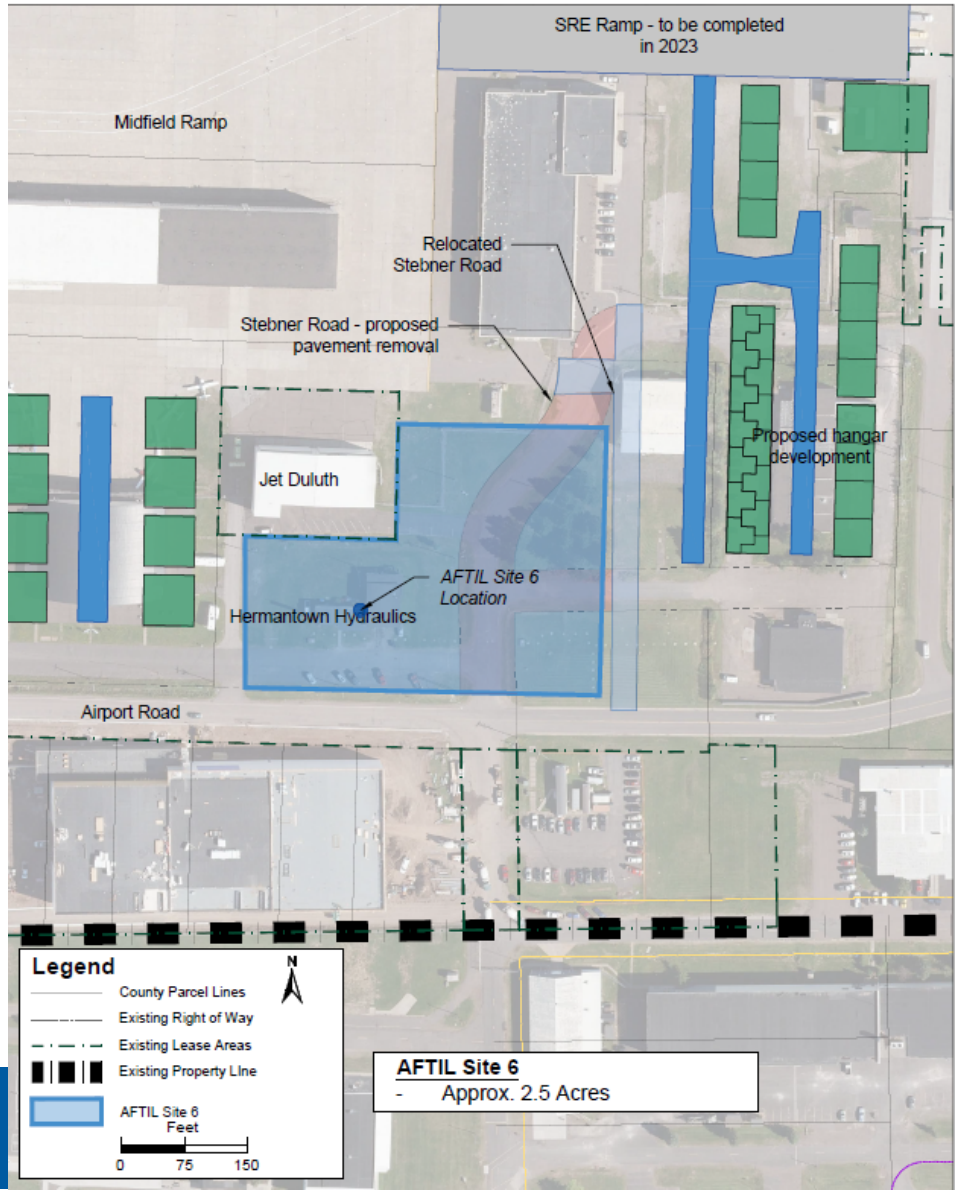


Air Traffic Control Tower Background



Air Traffic Control Tower Future Location

- **Site Details:**
  - 153’ Top of Tower
  - 123’ Controller Eye Height
  - Combined Tower, Tracon, Tech Ops campus
  - Will require demolition of one small airport owned building, currently occupied by Hermantown Hydraulics.



Air Traffic Control Tower – Schedule

- January 17th - CMAR Pre-bid
- January 24th – Addendum No. 2 (Tentative Date)
- January 26th – 10% Review (estimated date)
- January 29th – Addendum No. 3 (Tentative Date)
- February 2nd – Proposals Due
- February 12th – Interviews for Top 3
- February 20th – DAA Board Meeting and Contract Approval (If able)
- April 10th – 35% Review
- June 7th – 70% Review
- June 10th – 26th – CMAR Pricing Review
- June 26th – CMAR Pricing Due
- July 1st – FAA Grant Application Due

CMAR Scope of Work

- Pre-construction Services
- Provide GMP at approximately 70%
- No later tan June 19, 2024
- Buy American
- Construction Services
- LEED/B3 reporting
- Safety program
- Post Construction Services
- Warranties and As-builts
- Project Closeout

Existing Conditions – Work by Others





Top of ATCT View

- Pano: https://tourmkr.com/F1VwSOhZ0j

Administrative Items

- DBE goal – Required
- Wage rates
  - Federal prevailing wage rate requirements
  - MnDOT EEO requirements
- Buy American requirements
  - Required to be completed by CMaR. Responsibility on Contractor to meet Buy-American.
  - Waiver is required if not 100%.
- Federal contract provisions and FAA General Provisions
  - Included in CMaR RFP Appendices
- Permits (To be completed by CMaR firm)
- Weekly construction meetings
- Project Labor Agreements (PLAs)

Addenda

- Any questions that result in a change to the bidding documents will be formally answered via addendum
- Verbal responses are not final
- Addendum No. 1 – Issued January 9, 2024
  - Revised pre-proposal meeting date
- Addendum No. 2 – January 24, 2024 (Tentative Date)
  - Pre-proposal information slides/minutes
  - Other project items to be clarified
- Addendum No. 3 – January 29, 2024 (Tentative Date)
  - 10% design documents



DULUTH INTERNATIONAL AIRPORT

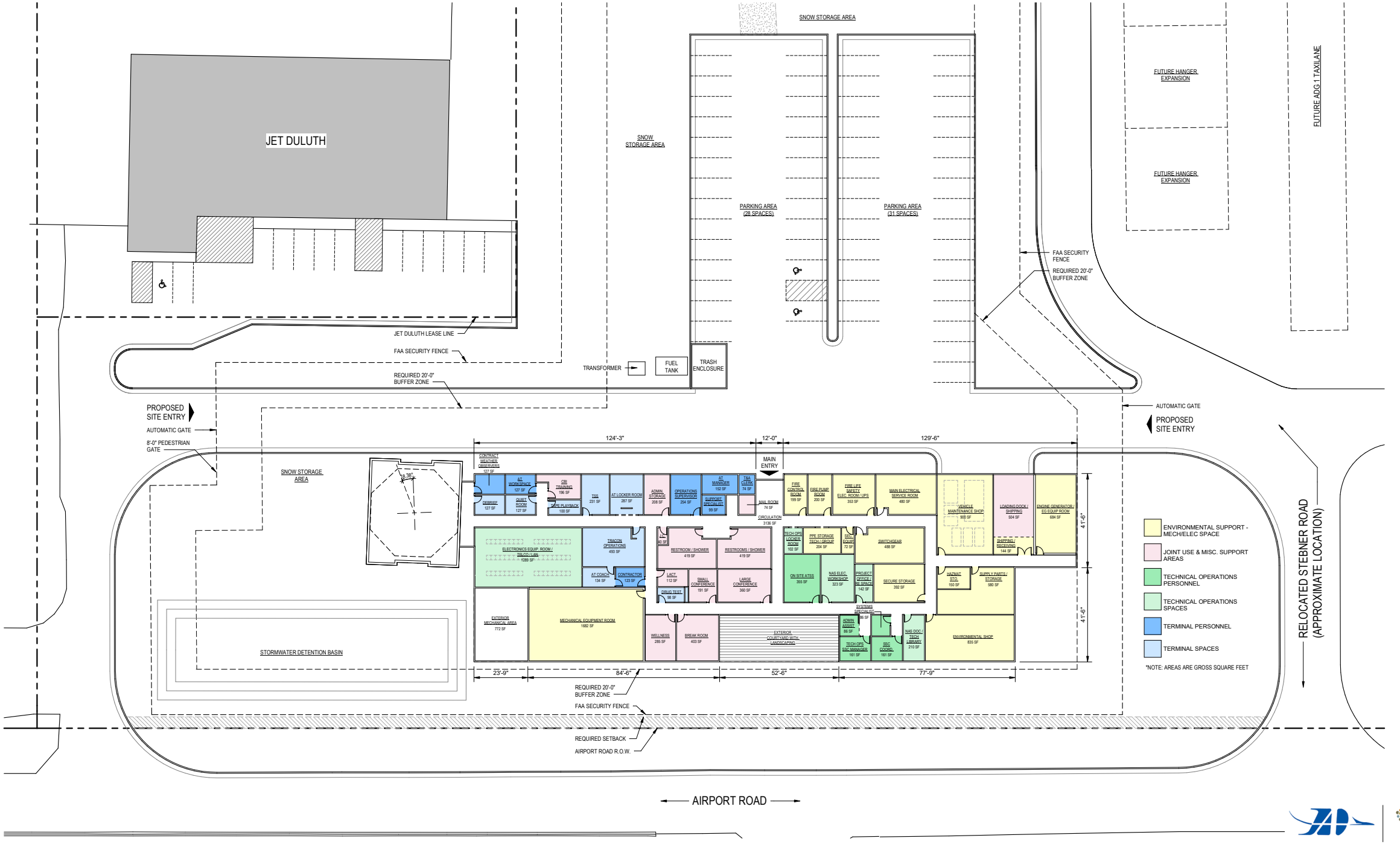
DULUTH AIR TRAFFIC CONTROL TOWER

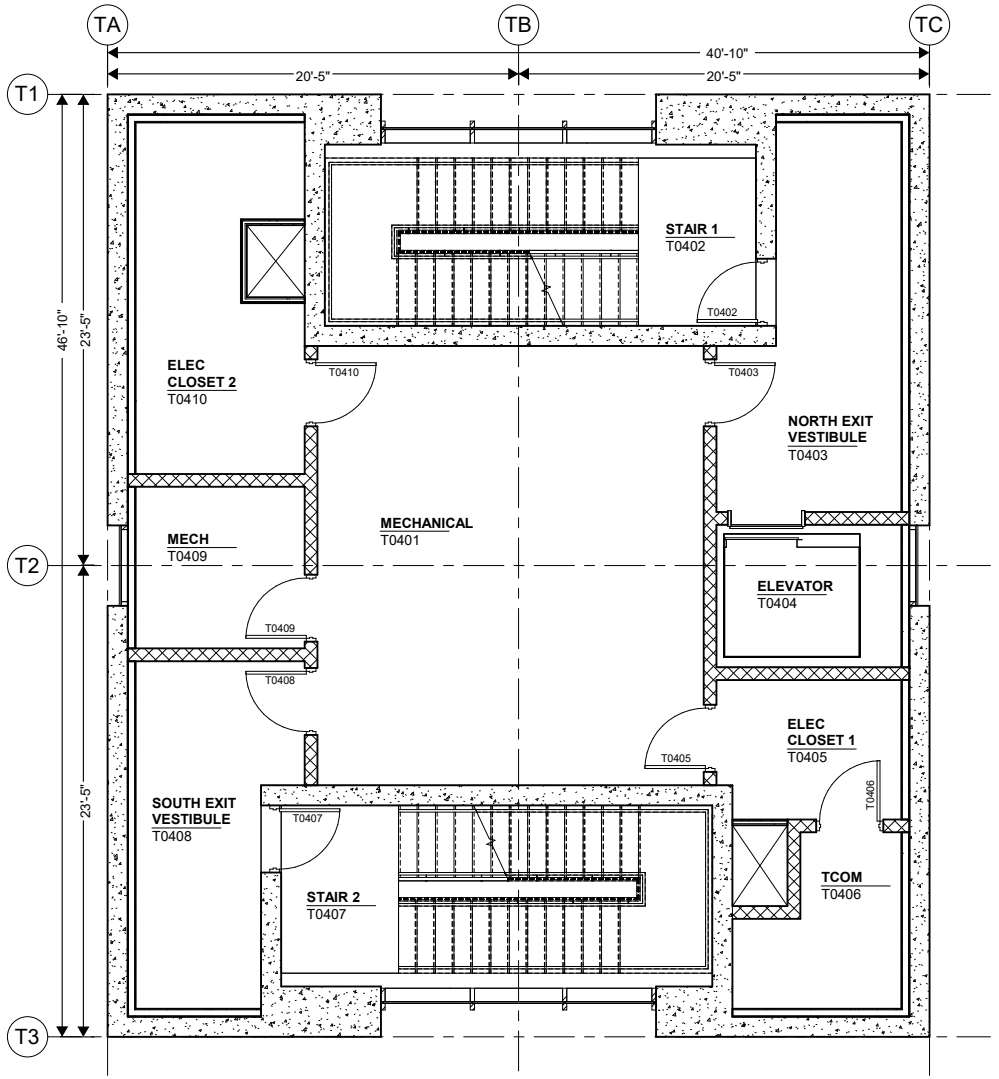
CMaR Pre-Proposal – Meeting

2024.01.17



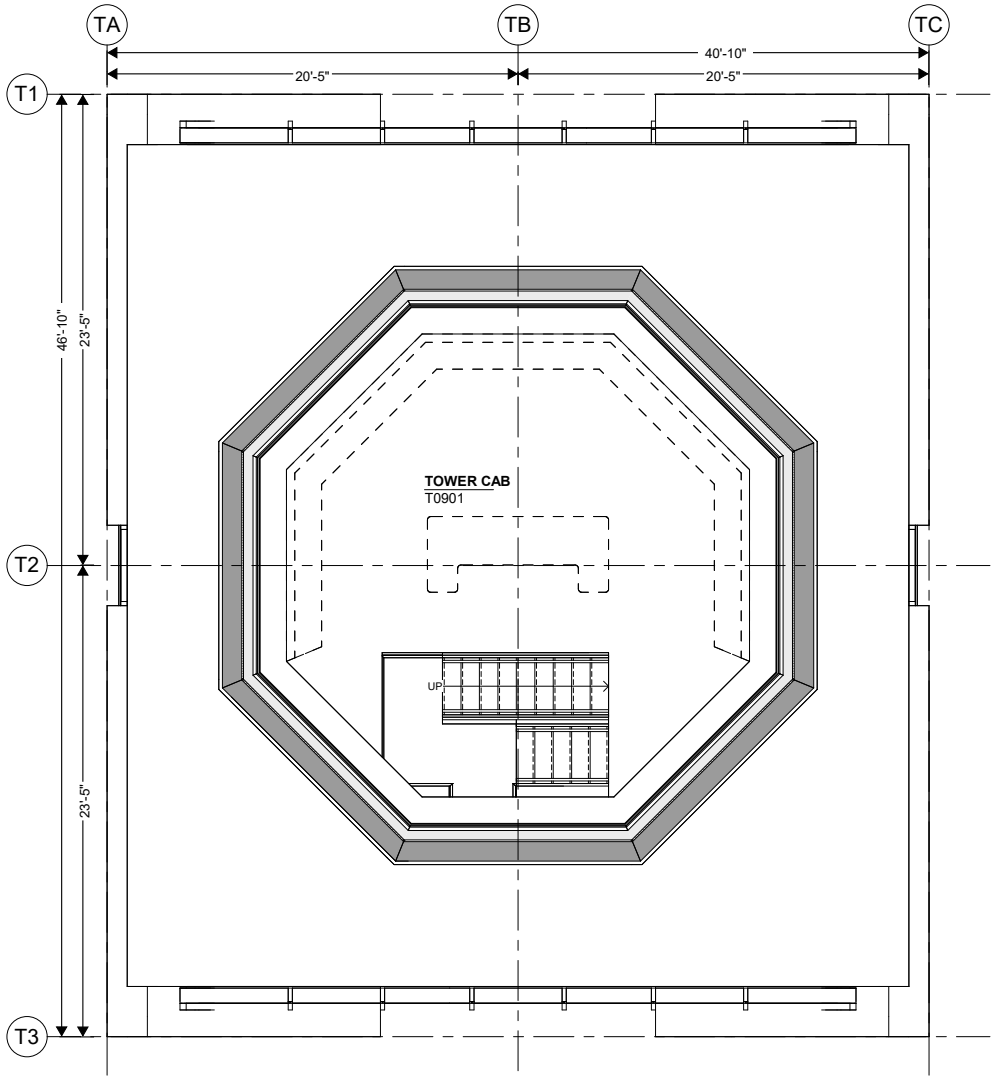

Curtainwall Glazing at Stair Tower
Cast In Place Concrete Tower Structure w/ Metal Panel or GFRC Cladding System
Steel Framed Base Building Structure w/ Metal Panel or GFRC Cladding System
Storefront Glazing
Exterior Courtyard


JET DULUTH
SNOW STORAGE AREA
SNOW STORAGE AREA
PARKING AREA (28 SPACES)
PARKING AREA (31 SPACES)
FUTURE HANGER EXPANSION
FUTURE HANGER EXPANSION
FUTURE ADG-1 TAXILANE
FAA SECURITY FENCE
REQUIRED 20'-0" BUFFER ZONE
JET DULUTH LEASE LINE
FAA SECURITY FENCE
REQUIRED 20'-0" BUFFER ZONE
TRANSFORMER
FUEL TANK
TRASH ENCLOSURE
AUTOMATIC GATE
PROPOSED SITE ENTRY
PROPOSED SITE ENTRY
AUTOMATIC GATE
8'-0" PEDESTRIAN GATE
SNOW STORAGE AREA
124'-3"
12'-0"
129'-6"
MAIN ENTRY
CONTRACT WEATHER OBSERVERS 127 SF
AT WORKSPACE 127 SF
DEBRIEF 127 SF
QUIET ROOM 127 SF
CBI TRAINING 196 SF
TAPE PLAYBACK 100 SF
TSS 231 SF
AT LOCKER ROOM 287 SF
ADMIN. STORAGE 208 SF
OPERATIONS SUPERVISOR 254 SF
AT MANAGER 152 SF
SUPPORT SPECIALIST 99 SF
T&A CLERK 74 SF
MAIL ROOM 74 SF
CIRCULATION 3136 SF
FIRE CONTROL ROOM 159 SF
FIRE PUMP ROOM 200 SF
FIRE LIFE SAFETY ELEC. ROOM / UPS 353 SF
MAIN ELECTRICAL SERVICE ROOM 489 SF
VEHICLE MAINTENANCE SHOP 900 SF
LOADING DOCK / SHIPPING 824 SF
ENGINE GENERATOR / EG EQUIP ROOM 684 SF
SHIPPING / RECEIVING 144 SF
ELECTRONICS EQUIP. ROOM / TELCO / LAN 1289 SF
TRACON OPERATIONS 493 SF
AT COACH 134 SF
CONTRACTOR 123 SF
LACT. 112 SF
DRUG TEST 98 SF
SMALL CONFERENCE 191 SF
LARGE CONFERENCE 360 SF
RESTROOM / SHOWER 419 SF
RESTROOMS / SHOWER 419 SF
TECH OPS LOCKER ROOM 192 SF
PPE STORAGE TECH / DRONE 204 SF
SSC EQUIP 72 SF
SWITCHGEAR 488 SF
ON SITE ATSS 355 SF
NAS ELEC. WORKSHOP 323 SF
PROJECT OFFICE / RE SPACE 142 SF
SECURE STORAGE 392 SF
HAZMAT STO. 150 SF
SUPPLY PARTS / STORAGE 580 SF
EXTERIOR MECHANICAL AREA 772 SF
MECHANICAL EQUIPMENT ROOM 1680 SF
WELLNESS 285 SF
BREAK ROOM 403 SF
EXTERIOR COURTYARD WITH LANDSCAPING
SYSTEMS SPECIALIST 99 SF
ADMIN ASSIST 86 SF
TECH OPS R&C MANAGER 161 SF
SSC COORD. 161 SF
NAS DOC / TECH LIBRARY 210 SF
ENVIRONMENTAL SHOP 835 SF
41'-6"
41'-6"
STORMWATER DETENTION BASIN
23'-9"
84'-6"
52'-6"
77'-9"
REQUIRED 20'-0" BUFFER ZONE
FAA SECURITY FENCE
REQUIRED SETBACK
AIRPORT ROAD R.O.W.
AIRPORT ROAD
RELOCATED STEBNER ROAD (APPROXIMATE LOCATION)
ENVIRONMENTAL SUPPORT - MECH/ELEC SPACE
JOINT USE & MISC. SUPPORT AREAS
TECHNICAL OPERATIONS PERSONNEL
TECHNICAL OPERATIONS SPACES
TERMINAL PERSONNEL
TERMINAL SPACES
*NOTE: AREAS ARE GROSS SQUARE FEET



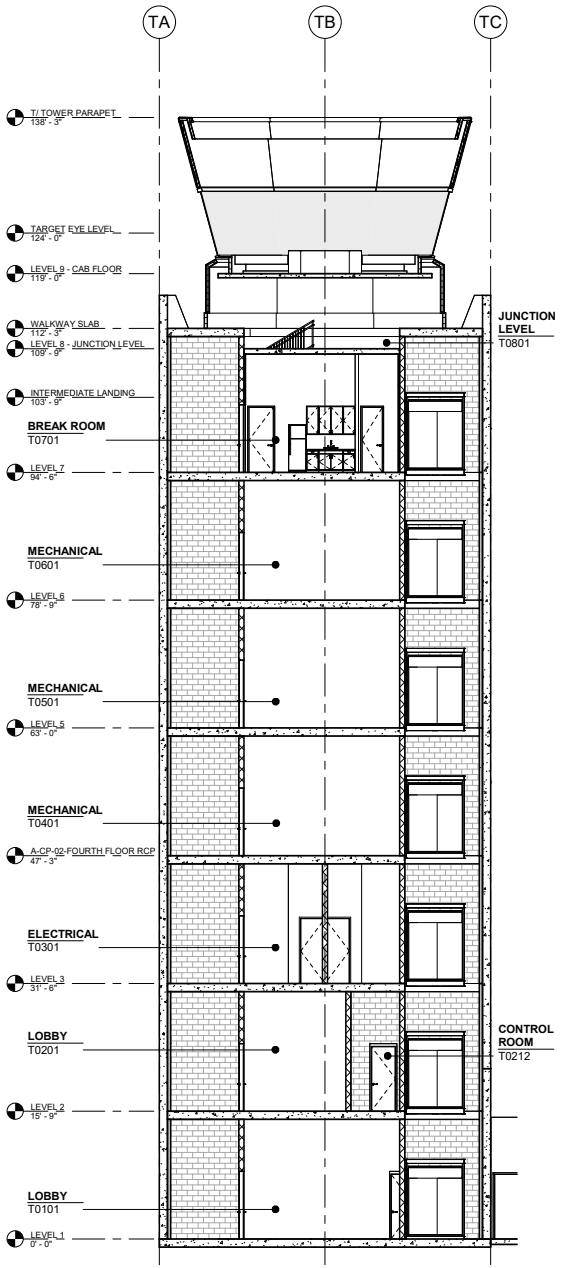
4 A104 FLOOR PLAN - AREA A - LEVEL 4

SCALE: 1/4" = 1'-0"

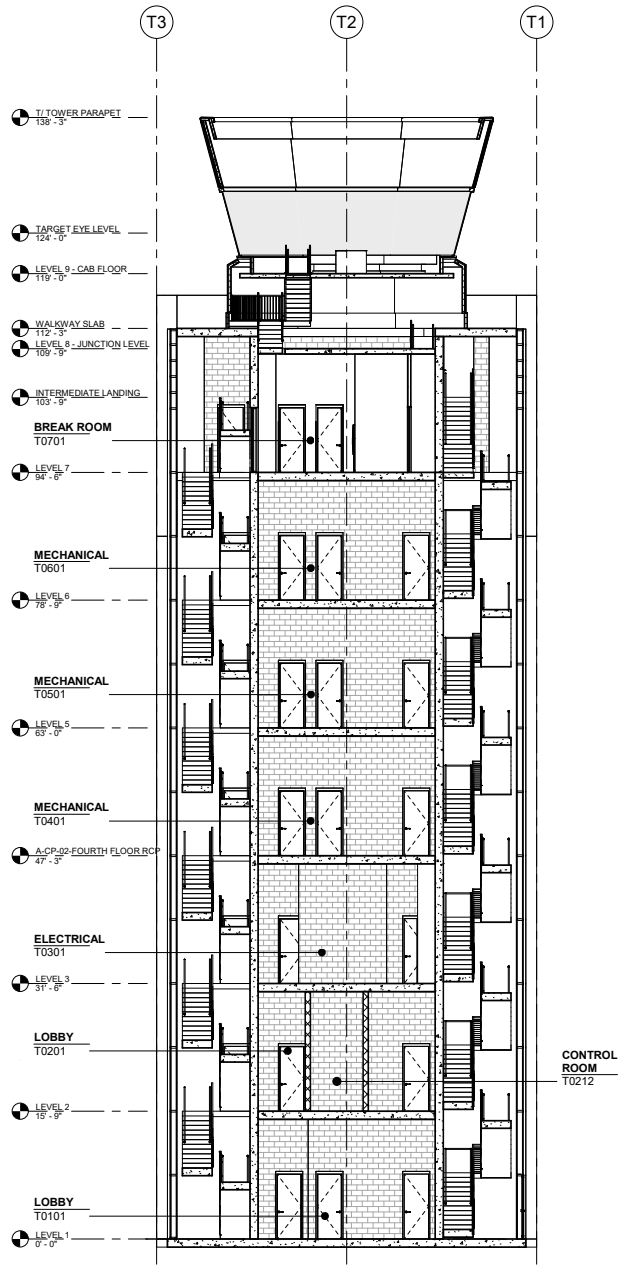


2 A106 FLOOR PLAN - AREA A - LEVEL 9 - CAB

SCALE: 1/4" = 1'-0"

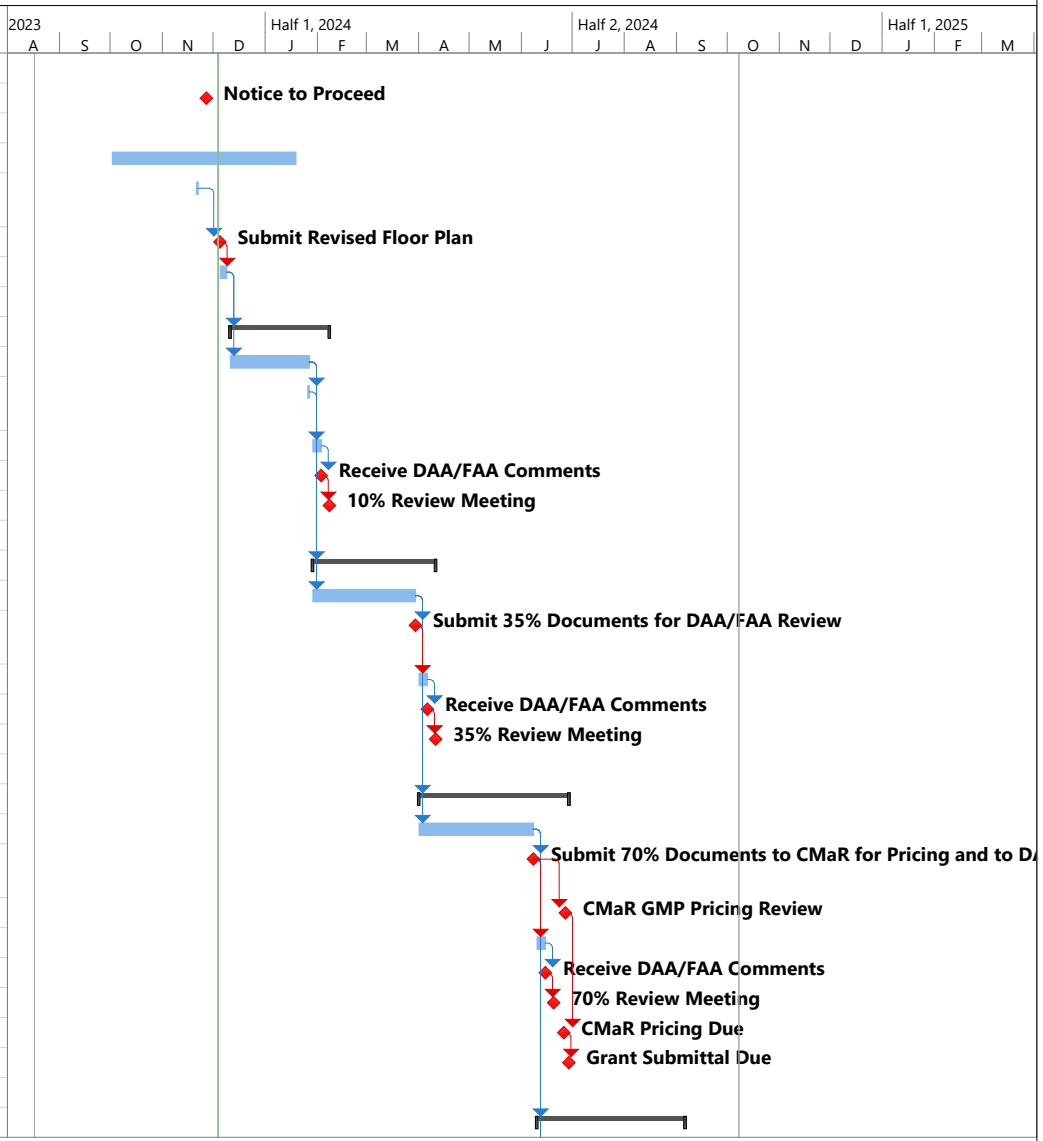


1 A301 OVERALL SECTION AT TOWER - LOOKING NORTH



2 A301 OVERALL SECTION AT TOWER - LOOKING WEST

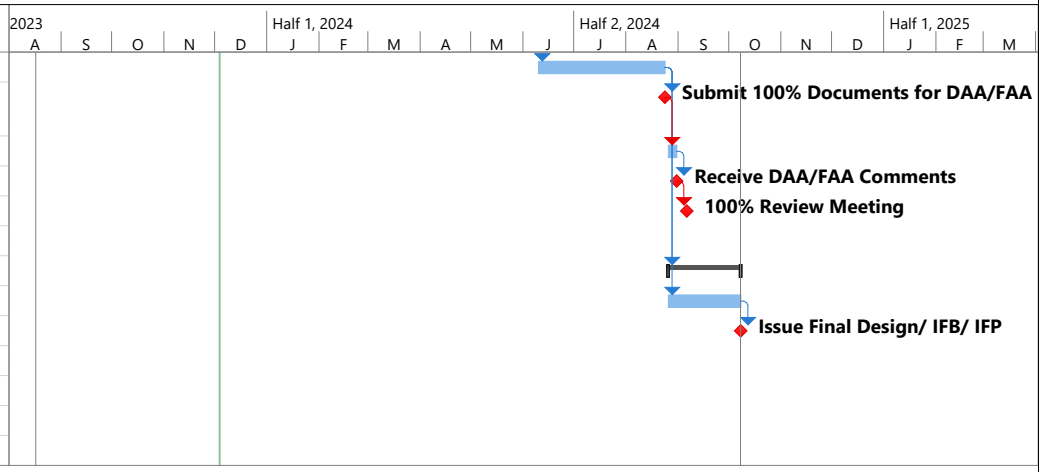
ID	Task Name	Duration	Start	Finish	Predecessors	Resource Names
1						
2	**Notice to Proceed**	0 days	Mon 11/27/23	Mon 11/27/23		
3						
4	Pre-Design	75 days	Mon 10/2/23	Thu 1/18/24		
5	Base Building Review Meeting/ Tower Design Review Meeting	1 day	Tue 11/21/23	Tue 11/21/23		
6	Submit Revised Floor Plan	0 days	Tue 12/5/23	Tue 12/5/23	5	
7	DAA/FAA Review	4 days	Tue 12/5/23	Fri 12/8/23	6	
8						
9	**10% Design**	**41 days**	**Mon 12/11/23**	**Wed 2/7/24**	**7**	
10	10% Design	33 days	Mon 12/11/23	Fri 1/26/24	7	
11	Submit 10% Documents for DAA/FAA Review	1 day	Fri 1/26/24	Fri 1/26/24	10FS-1 day	
12	DAA/FAA Review	5 days	Mon 1/29/24	Fri 2/2/24	11	
13	Receive DAA/FAA Comments	0 days	Fri 2/2/24	Fri 2/2/24	12	
14	10% Review Meeting	0 days	Wed 2/7/24	Wed 2/7/24	13FS+3 days	
15						
16	**35% Design**	**53 days**	**Mon 1/29/24**	**Wed 4/10/24**	**10**	
17	35% Design	45 days	Mon 1/29/24	Fri 3/29/24	10	
18	Submit 35% Documents for DAA/FAA Review	0 days	Fri 3/29/24	Fri 3/29/24	17	
19	DAA/FAA Review	5 days	Mon 4/1/24	Fri 4/5/24	18	
20	Receive DAA/FAA Comments	0 days	Fri 4/5/24	Fri 4/5/24	19	
21	35% Review Meeting	0 days	Wed 4/10/24	Wed 4/10/24	20FS+3 days	
22						
23	**70% Design**	**64 days**	**Mon 4/1/24**	**Fri 6/28/24**	**17**	
24	70% Design	49 days	Mon 4/1/24	Fri 6/7/24	17	
25	Submit 70% Documents to CMaR for Pricing and to DAA/FAA	1 day	Fri 6/7/24	Fri 6/7/24	24FS-1 day	
26	CMaR GMP Pricing Review	13 days	Mon 6/10/24	Wed 6/26/24	25	
27	DAA/FAA Review	5 days	Mon 6/10/24	Fri 6/14/24	25	
28	Receive DAA/FAA Comments	0 days	Fri 6/14/24	Fri 6/14/24	27	
29	70% Review Meeting	0 days	Wed 6/19/24	Wed 6/19/24	28FS+3 days	
30	**CMaR Pricing Due**	**0 days**	**Wed 6/26/24**	**Wed 6/26/24**	**26FS-1 day**	
31	**Grant Submittal Due**	**0 days**	**Fri 6/28/24**	**Fri 6/28/24**	**30FS+3 days**	
32						
33	**100% Design**	**62 days**	**Mon 6/10/24**	**Thu 9/5/24**	**24**	



DLH Project ScheduleR1
Date: Mon 12/4/23

Task	Project Summary	Manual Task	Start-only	Deadline			
Split	Inactive Task	Duration-only	Finish-only	Progress			
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress			
Summary	Inactive Summary	Manual Summary	External Milestone				

ID	Task Name	Duration	Start	Finish	Predecessors	Resource Names
34	100% Design	54 days	Mon 6/10/24	Fri 8/23/24	24	
35	Submit 100% Documents for DAA/FAA Review	1 day	Fri 8/23/24	Fri 8/23/24	34FS-1 day	
36	DAA/FAA Review	5 days	Mon 8/26/24	Fri 8/30/24	35	
37	Receive DAA/FAA Comments	0 days	Fri 8/30/24	Fri 8/30/24	36	
38	100% Review Meeting	0 days	Thu 9/5/24	Thu 9/5/24	37FS+3 days	
39						
40	**Final Design**	**30 days**	**Mon 8/26/24**	**Mon 10/7/24**	**34**	
41	Final Design	30 days	Mon 8/26/24	Mon 10/7/24	34	
42	Issue Final Design/ IFB/ IFP	0 days	Mon 10/7/24	Mon 10/7/24	41	
43						
44	**Bid & Award Phase**					
45						
46	**Construction Start**					



DLH Project ScheduleR1
Date: Mon 12/4/23

Task	Project Summary	Manual Task	Start-only	Deadline			
Split	Inactive Task	Duration-only	Finish-only	Progress			
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress			
Summary	Inactive Summary	Manual Summary	External Milestone				



THANK YOU





DULUTH AIRPORT AUTHORITY

ATCT Pre-Proposal Meeting

January 17th, 2024

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DULUTH AIRPORT AUTHORITY

ATCT Pre-Proposal Meeting

January 17th, 2024 Virtual Attendees

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