



Purchasing Department
530 Water Street
Oakland, CA 94607

September 24, 2019

ADDENDUM No. 1

RFQ No.: 19-20/01 – Consulting Services for Airport Geometry Study and Airport Layout Plan (ALP) Update at Oakland International Airport

This Addendum modifies the original RFQ Documents for the above-mentioned RFQ. **Acknowledge receipt of this addendum in the space provided on the RFQ Acknowledgement and Signature Form (Attachment 3). Failure to do so may disqualify your qualifications.**

The following questions were submitted by the deadline and are answered in this addendum.

- 1. Question:** Please clarify the 20 single-sided pages (20 pages total) or 11 double-sided pages (22 pages total). Please explain how the 11 double-sided pages would work because each section has a page limit which equals 20 pages.

Answer: All attachment, forms, table of content will not count against the page limit. Responses may not be longer than 20 pages (one sided or 10 pages double sided).

- 2. Question:** Does the front and back cover count in the 20-page limit?

Answer: No.

- 3. Question:** Does the Table of Contents count in the 20-page limit?

Answer: No.

- 4. Question:** Please confirm that the Debarment Statement and Litigation and Other Information should be located with the additional supplementation information and forms section and that they don't count against the maximum page count.

Answer: Debarment Statement and Litigation and Other Information will not count against the page limit.

- 5. Question:** RFQ Section IV states, "...20 pages (one sided or 11 pages double sided) ..." Will the Port permit 22 pages of content in the 11 double sided pages configuration?

Answer: No. Responses may not be longer than 20 pages (one sided or 10 pages double sided).

- 6. Question:** RFQ Section V.A.4 references “...or similar flood protection assessment...” as part of the 15% Evaluation Weight for Referenced Projects. Is flood protection assessment included in the scope of the Project?

Answer: No, flood protection assessment is not part of the scope and will not be included in the Evaluation Weight for Referenced Projects.

- 7. Question:** We assume the consultant/contractor currently collecting survey and imagery data, as described in the Project Overview, will be available to all firms responding to this RFQ, and that no pre-existing exclusive arrangements preclude this activity. If this is correct, may respondents contact the consultant/contractor? If so, will the Port share the firm’s contact information?

Answer: The aerial and topographic survey was collected to support the geometry study and ALP. The selected consultant team will be supplemented the existing topographic survey with any additional survey data available to prepare the geometry study and ALP. All questions/correspondence with the Port’s survey consultant should be through the Port’s representatives.

- 8. Question:** Will a new Exhibit A Airport Property Map be required as a scope item as a part of the Project?

Answer: Yes, the selected consultant team will be required to update the entire ALP Set according to FAA ARP SOPs 2.0 and 3.0 utilizing the new aerial and topographic survey data.

- 9. Question:** What level of detail is the Port anticipating in terms of vertical geometry?

Answer: Identify any vertical deficiencies of the airfield regarding the slope of the runway, taxiway, and other airfield pavements. The final deliverable will provide the Airport with recommendations to reduce the potential for incursions, enhance safety, and meet current FAA design standards.

- 10. Question:** Will participation in this Project preclude consultants from performing follow-on design (or construction management) work for airfield improvements identified as part of this Project?

Answer: No.

- 11. Question:** Page 2, Task 1 – Airport Geometry Study, Part C: Can you please clarify which types of modeling are anticipated (i.e. capacity, airspace, taxiway)?

Answer: If modeling services are needed, it is anticipated modeling will be limited to verifying aircraft movements and pavement geometry requirements.

- 12. Question:** Please clarify what is meant by vertical airfield geometry.

Answer: Identify any vertical deficiencies of the airfield regarding the slope of the runway, taxiway, and other airfield pavements. The final deliverable will provide the Airport with recommendations to reduce the potential for incursions, enhance safety, and meet current FAA design standards.

13. Question: Will project experience competed under previous employment satisfy the Project Manager requirements?

Answer: Yes

There are no other questions to RFQ No. 19-20/01.