

**DALLAS FORT WORTH  
INTERNATIONAL AIRPORT**

**ADDENDUM NO. 02**

**Terminal C Renovations Construction Manager at Risk (CMAR)**

**CONTRACT NO. 9500758**

**May 3, 2021**

The Request for Proposals for the above is hereby revised as follows:

**Technical Specifications Revisions**

1. N/A.

**Plan Sheet Revisions**

1. Design Criteria Package added to Appendix 7.

**Schedule Revisions**

1. N/A.

**RFP Revisions**

1. Part 1 – Instructions to Proponents, Section 2) Project Scope and Description; Budget and Schedule is replaced with the attached, revised Section 2) Project Scope and Description; Budget and Schedule, which contains new and revised paragraphs shown in **bold** type. See the following new/revised text:
  - a. Page no.5 – Added section iv.
  - b. Page no.6 – Added section v.
  - c. Page no.6 – Edited section ix.
  - d. Page no.6 – Edited section xii.
  - e. Page no.6 – Edited section xiii.
  - f. Page no.7 – Added section xiv.
  - g. Page no.7 – Added section xv.
  - h. Page no.7 – added paragraph to section B) Budget.
  - i. Page no.7 – added paragraph to section C) Schedule.
2. Part 2 – Contents of Proposals/Required Submittals, Section 1) a) Page Limit and Format, delete the first sentence and replace with the following:

Proposals are limited to a maximum of fifty (50) 8 ½" x 11" pages.
3. Appendix 4 – The Contract, Article 7 Payments for Construction Phase Services, §7.1.2 is replaced with the following:

§ 7.1.2 The period covered by each Application for Payment will be one calendar month ending on the last Day of the month, and shall be submitted as follows:

Applications for Payment (Invoices) may be submitted once a month and no later than the 30<sup>th</sup> day following the close of the invoice period for which Services or Work were rendered. This will allow for greater flexibility in submitting invoices over a one-month period. With each submittal, the Construction Manager (CMAR) must submit two separate Pay Applications and Pay Period Activity Reports (PPAR) from B2GNow for the invoice period, one for pre-construction services and one for construction services. Additional Payment requirements can be found in Exhibit B, Minority/Women Business (M/WBE) Special Contract Provisions.

4. Appendix 7 – Conceptual Design Document is replaced with the attached, revised Appendix 7.

#### **Solicitation Questions (Q) and Answers (A)**

1. (Q) Please detail how exactly the design is planned be delivered under the scope of this contract including how many packages, and what specific contract vehicles will be used to procure and deliver the preliminary (10% -35%) and final design?

**(A) A 35% Design is currently under development and will be made available to the CMAR at the time of award. The design will be advanced to Intermediate Design (70% Submittal), Final Design (100%/IFP) and Issued for Construction (IFP) by one of DFW's IDIQ Design and Design Management teams.**

2. (Q) The construction range provided in the RFP is very broad and conflicts with having to put a firm price to this CMAR proposal. Can you provide one baseline number to ensure all teams are proposing on the same scope and contract value?

**(A2) A stipulated sum fee is required. Please use the range provided.**

3. (Q) Will concession scope be providing a “white box” or complete finish out?

**(A) The scope of work will include concessions spaces completed to a white box build out. CMAR will coordinate construction phasing and staging schedules with DFW stakeholders including CX and Concessions to ensure terminal operability at each stage of the project.**

4. (Q) Is there a preferred BHS manufacturer for this project? Has a BHS designer been selected and if so, who is it? Will the CMAR be responsible for any BHS design under this scope?

**(A1) No. But all new BHS equipment, controls, interfaces, etc. will have to work seamlessly with the existing system and be approved by American Airlines.**

**(A2) No. BHS is not in the scope, only coordination with AA contractor as in addenda.**

**(A3) No. Others are responsible for BHS modifications.**

5. (Q) Is an organizational chart for Construction activities required to be submitted with the RFP or only for Preconstruction activities?

**(A) Yes. An organizational structure and staffing plan is required. Reference Part 2 – Contents of Proposals/Required Submittals.**

6. (Q) Are we required to submit the Preconstruction org. chart based only on positions listed in Appendix 6 or may we add additional positions as we see fit?

**(A) Provide only the information as requested.**

7. (Q) May we submit additional resumes for positions we feel add value to our Preconstruction Team beyond those positions listed in Appendix 6?

**(A) Yes, on a separate list.**

8. (Q) Are the detailed schedules for preconstruction services, construction and close out per 3)c)vii) to be included in the 30-page limit?

**(A) Yes, within the revised 50-page limit (see RFP Revisions Item 2).**

9. (Q) What is the maximum amount of gates that may be taken out of service at one time?

**(A) Please refer to the representative phasing plan exhibit in the appendix identified under a Site Plan, for maximum gates that can be out of service during each phase. Gates need to be incrementally returned to service as quick as possible.**

10. (Q) Will the replacement of the Terminal C parking garages be included in this scope?

**(A) No, but coordination with that project team will be necessary.**

11. (Q) RFP page 30 references Appendix 7 - Conceptual Design Document, will DFW furnish this document?

**(A) Yes, information will be provided in this Addendum.**

12. (Q) Given the variation in estimated cost (\$675-750M), would DFW entertain a percentage-based fee in lieu of a stipulated sum? If a stipulated sum fee is required, should all proposers use the same estimated project cost? If so, will DFW provide the amount?

**(A1) No.**

**(A2) A stipulated sum fee is required. Please use the range provided.**

**(A3) No.**

13. (Q) Is a separate Work Force Composition Form required for each entity of our joint-venture or should these be totaled on one form?

**(A) If a joint venture, it can be one form for the whole JV or a form from each JV partner.**

14. (Q) Does Proposer need to indicate all personnel/staffing positions on forms during submission of RFP who those that will only perform during the construction phase?

**(A) The proposer should show all personnel/staffing positions required to perform the work.**

15. (Q) Can Proposer add additional MWBE staff after award of project to the team. If so, will the added firms be counted toward the overall MWBE goal/commitment?

**(A) The Contractor cannot terminate, substitute or otherwise change the terms of its Final Schedule of Subcontractors prior to or after Contract award without the prior written**

**consent of BDDD. This includes, but is not limited to, instances in which the Contractor seeks to perform work originally designated for an M/WBE subcontractor with its own forces or those of an affiliate, a non-M/WBE or another M/WBE. However, once approved by BDDD, the M/WBE can count toward the overall M/WBE original commitment. Counting of participation is not retroactive.**

16. (Q) Please confirm the CMAR's scope does not include the procurement of the NEPA checklist and Environmental Assessment. It is not clear who is responsible for this procurement per item 2, a, x of the RFP Scope of Work on page 6 of 30.

**(A) CMAR will be responsible for NEPA checklist in coordination with design teams, additionally coordination with Environmental Affairs Department (EAD) and other consultants to achieve Environmental Assessment approval.**

17. (Q) In order to stay within the page count limit and still provide a detailed project schedule, can we include a summary schedule in the body of the proposal and attach an additional detailed schedule in the appendices?

**(A) Yes, summary schedule within the maximum page limit.**

18. (Q) May any of Section G – Affirmative Action and M/WBE Participation (i-v) be excluded from the page count?

**(A) No, it must be within the maximum 50-page limit (see RFP Revisions Item 2).**

19. (Q) When/who is/are the Design Team(s) that have been awarded this project?  
a. If multiple Design Teams are selected for this scope, will Stakeholder and Regulatory Agency meetings and work sessions be combined or separate?

**(A1) The design team information will be shared with the winning CMAR proponent.**

**(A2) The CMAR is responsible to coordinated with all Stakeholder and Regulatory Agency as required to complete the work effort.**

20. (Q) Please confirm the scheduled timing of the decision regarding if LEEDv4 or LEED v4.1 Silver Certification will be pursued or if the project's sustainability objectives/goals will be achieved through DFW's Airport Sustainability Management Plan, Green Building Standards (GBS) and applicable LEED credits-if met but not submitted (based on the DFW GBS Project Compliance Path Flowchart).

**(A) CMAR is required to meet all DFW Sustainability Requirements.**

21. (Q) Please define the aircraft fueling scope of work further  
a. Will existing fuel hydrant locations remain and only be modified? (related to above question)  
b. Will full PCC aircraft paving panels be required to be replaced or is kerfing acceptable for modifications?

**(A1) Yes, the existing fuel hydrant system will remain and only certain gate locations will be modified.**

**(A2) Yes, PCC slab replacement is required, kerfing will not be allowed.**

22. (Q) Are the DFW Design Guidelines and Standards updated online?

- a. Please confirm the applicable design guidelines and standard revisions/dates
- b. Please confirm SMART restrooms will be to American Airlines standards and where DFW standards will be applicable

**(A1) Yes, please use the link provided in the RFP document to access them.**

**(A2) The latest versions are on the DFW website, please use the link provided.**

**(A1) Yes, SMART restrooms will be to American Airlines standards and DFW Standards will required for all aspects of the work.**

23. (Q) Please indicate if the PBBs will retrofitted, or new procurement is anticipated? What PBB storage area will be made available to the CMAR? Confirm the PBB standard.

**(A1) Yes, the existing PBB's will be removed, retrofitted and reinstalled.**

**(A2) PBB storage will occur in the Project Staging / Laydown Yard. The location of the Staging / Laydown Yard is to be determined.**

**(A3) American Airlines' standard for PBB's is for either ThyssenKrupp or John Bean Technologies.**

24. (Q) To achieve the highest Level of Service (LOS), please clarify the DFW LOS (in time/or distance) for the operating terminal towards the possible need for temporary SSCPs during phasing DFW Design Criteria Manual stipulates an LOS of "C" or better for airport roadways and intersections (RFP Part 1.2.ix)

**(A) For the work effort, all SSCPs, Ticket Lobbies, Gates and Claim Halls will be shut down during respective phases, without the need for temporary locations. All requirements will be defined in the contract drawings.**

25. (Q) Does DFW anticipate having an ORAT Team/Scheduler on this project?

**(A) Yes.**

26. (Q) Does DFW anticipate having a 3rd party Cx on this project?

**(A) Yes.**

27. (Q) The estimated total CMAR cost is listed as a range between \$675MM and \$750MM. Appendix 6 – Proposal Price only has space for one CMAR Lump Sum Fee value to be entered.

- a. Is it the intent that this Lump Sum value will be a fixed value whether the final GMP is at the lower end of the range (\$675MM) or at the upper end of the range (\$750MM)?
- b. Alternatively, to ensure a level playing field amongst all proposers, it is proposed that a Fee Percentage be requested and that the owner identify a single value as the project budget for scoring purposes. Appendix 6 could be adjusted to calculate Fee = Percentage x Owner's Budget. This would allow for a variable Fee based on final project cost as well as a level playing field for proposal evaluation.

**(A1) CMAR proponent is to provide a fixed fee proposal. The fee proposal shall be submitted in the pricing format provided in the solicitation.**

**(A2) Yes, the intent is that this Lump Sum value will be a fixed value.**

28. (Q) To allow for an expedited review of the Agreement, can the agreement document redlines (tracked changes) be made available?

**(A) No. The Airport has provided the agreement document that it intends to use to contract with a CMAR.**

29. (Q) Are any gates being updated to include large body planes?

**(A) Gate C8 is the only wide body capable gate. All others are intended to be narrow body capable.**

30. (Q) Are the AA offices and back-of-houses spaces on level 03 included in this renovation?

**(A) Yes.**

31. (Q) Is the AA club being renovated in the scope?

**(A) No, modifications to the Admirals Club are not a part of this scope.**

32. (Q) We request the airport sign guidelines for Terminal C. We are bidding a project for Terminal C that requires new signage to match the existing signs.

**(A) The signage design guidelines can be found at: <https://www.dfairport.com/business/about/development/>, also referenced in the Appendix 7.**

***End***

## Part 1 – Instructions to Proponents

### 1) Instruction to Proponents:

- a) The Dallas Fort Worth International Airport Board (“Board”) intends to select a Construction Manager-At-Risk for the Terminal C Renovations Project.
- b) This solicitation is being conducted in a one step process pursuant to Texas Government Code Section 2269.253.
- c) Title VI Solicitation Notice: The DFW Airport Board, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all Proponents that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit Proposals in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

### 2) Project Scope and Description; Budget and Schedule:

#### a) Scope:

- i) The project will include pre-construction services and construction for the Terminal C Renovations project, it is anticipated to commence in October 2021 and complete by November 2026, scope of work will be implemented in a phased approach, to ensure incremental gate delivery is achieved. The Renovations Scope limits will interface with the southern gates currently known as High C Gates of the existing DFW Terminal C, currently under construction for demolition and replacement. The Terminal C Renovations is expected to update existing C2-C26 gates, approximately 18 domestic gates. All gate numbers are not utilized between Gates C2-C26. The scope will update and reconfigure/expand(as needed) all the existing systems to include but not limited to: architectural, structural, civil, mechanical, HVAC, electrical, plumbing, fire protection, storm and sanitary, data, low voltage and airport systems, life safety, security, access control, Passenger Boarding Bridges, Preconditioned Air units (PCAs), Ramp Markings and Guidance Systems, glycol, Baggage Handling Systems (BHS), jet fueling system, ticketing, security checkpoints, conveyances, roofing, environmental, dynamic glazing, restrooms, signage, wayfinding, graphics, concessions and interior finishes. The approximate area for the Terminal C Renovations ranges from 810,000 sf to 850,000 sf This is an approximation for information purposes only and the final area may not be at or near this size.
- ii) Appendix 7 – Conceptual Design Document is provided for reference only.
- iii) The CMAR contractor will share and coordinate construction schedules with other teams performing adjacent work at Terminal C and surrounding areas, to ensure synchronized completion and access to meet the established project completion date, to ensure gate availability and terminal operability at each stage of the project, per DFW and stakeholder requirements The CMAR will coordinate with all stakeholders including, but not limited to, ETAM, EAD, Operations, DPS, ITS, CX, Concessions, Innovation, Planning, Transportation Business Unit, ARE, DCC, American Airlines, and airline partners.
- iv) **This effort is anticipated to have on-going coordination with other DFW project design team(s) and contractors, projects include but not limited to:**
  - **CTA Expansion Terminals C & A**
  - **Terminal C High C Gates**
  - **Terminal C Parking and Roadways Modifications**
  - **East Airfield Modifications**
  - **Utility Works (Utilidor) Modifications**
  - **Terminal E Gate Swap Modifications**
  - **CTX Recap Project**
  - **International Parkway Modification Project**
  - **Replacement Automated Access Control System (RAACS)**

- **Baggage Handling Systems**
  - **American Airlines Admirals Club**
  - **Other airside and landside works**
- v) **The firm will share and coordinate construction schedules with other teams performing adjacent work at Terminal C, Terminal A and surrounding areas, to ensure synchronized completion and access to meet the established project completion date, to ensure gate availability and terminal operability at each stage of the project, per DFW and stakeholder requirements. The firm will coordinate with all stakeholders including, but not limited to, ETAM, EAD, Operations, DPS, ITS, CX, Concessions, Innovation, Planning, Transportation Business Unit, ARE, DCC, Aviation Real Estate, American Airlines, and other airline partners.**
- vi) The CMAR contractor will be responsible to ensure coordination and consistency of his design and works with concurrent projects or precedent/subsequent projects at Terminal C, with a view to ensure an overall uniformity and coordinated delivery of Terminal C Renovations.
- vii) The building will include gate lounges, restrooms, flight information displays, and associated information technology, security systems, mechanical, electrical and plumbing (For information, main electrical incoming supplies will be provided from two (2) independent power sources). Passenger circulation will consist of the hold room area(s), concessions, restrooms, elevators, escalators, and processing areas (ticketing, SSCP, bag claim). Other functional spaces such as ramp operations offices and will also be included. The physical connection between the existing Terminal and the High C Gates or other projects may involve partial demolition to enable tie-in.
- viii) The Project will also require site improvements that may include, but not be limited to, apron level modified paving with drainage, fire hydrants, fuel lines, chilled water/steam/condensate, control air lines, supply water, sanitary sewer, electric lines, storm water modifications and site lighting, as well as roadway/frontage improvements.
- ix) Portion of the Work may be inside the nonsecure, secure (sterile) and Airport's Air Operations Area (AOA); however, the CMAR will be required to propose construction phasing to create non- AOA project construction areas when and where this provides construction and operational efficiency, and must also plan for just in-time delivery due to laydown area size and constraints. **The CMAR is responsible for the preparation of all construction phasing, staging and sequencing diagrams that are coordinated with the proposed project schedule and phasing.** The CMAR contractor will **also** be required to adhere to all requirements working within the secure side of airport operations including AOA access and Badging requirements.
- x) Coordination will be required with the utilities team to ensure dual feed communications network and main power are achieved to maintain full facility functionality during power outage events. Coordination will also be required with utilities for tie-in to new supply points where applicable.
- xi) The Project should maintain at all times during construction, the highest level of service to passengers, tenants and stakeholders, per DFW customer satisfaction standards. The CMAR contractor shall establish a detailed phasing plan demonstrating continuity of operations while maintaining customer satisfaction.
- xii) As part of the Pre-Construction services, the **CMAR** shall complete the NEPA checklist (inclusive of Noise and Emissions) for submission to obtain Environmental Assessment (EA) approval and to provide support to DFW and Authorities having jurisdiction, until the NEPA approval is obtained. The CMAR contractor shall coordinate with DFW EAD and provide necessary information that aids in EA development for NEPA approval prior to construction, no construction activities may occur until EA is approved.
- xiii) **The project should achieve, at a minimum, DFW Green Building Standards. The CMAR will coordinate and facilitate the sharing of Terminal C Renovation models with coordinating projects to facilitate the preparation of a wholistic models for Terminal C which will be prepared By Others. It is the intent of DFW Airport to apply a wholistic**



sustainable design strategy to Terminal C which will require the CMAR’s coordination with concurrent projects during design and construction.

- xiv) The CMAR will be responsible for providing Building Information Modeling (BIM) protocol to achieve a Level of Development (LOD) 500 with complete building report attributes to be used for estimating and maintenance purposes. Reference the *DFW DFI STANDARDS MANUAL 2020 RELEASE*. The CMAR is responsible for utilizing the BIM during the design phase to perform 4D scheduling for the project, including but not limited to: model based scheduling, logistics and planning, safety management, and project construction sequencing. The Design Team shall make the Level 300 BIM available to the CMAR during the Design Phase for the CMAR’s use in performing the 4D scheduling tasks.
- xv) The CMAR is responsible for facilitating the sharing and coordinating of project information, schedules and BIM with other DFW concurrent project managers, designers and contractors via the use of a BIM 360 site. In addition, the CMAR will utilize DFW’s Unifier platform for formal transmittals to DFW.
- xvi) All bidders will be provided the design criteria specific to the project prior to the Notice to Proceed, in appendix the bidders will find general design criteria manual and specifications for reference only. The available preliminary design documents will be provided to the proposers prior to Step 2, interviews and negotiations.

- b) **Budget:** The estimated total CMAR cost is approximately up to \$675 million to \$750 million (including all costs; mobilization, pre-construction services, construction, abatement and demolition of existing facilities, general conditions, etc.) which may be divided and awarded to multiple contracts, as deemed appropriate by the Board. This is an estimate for information purposes only and the final amount may not be at or near this amount. This estimate includes Pre-Construction Services, Construction Phase Services and Construction Manager’s Fee.

It is DFW’s intent that the CMAR and Design Team will advance the 35% Conceptual Design documents to produce 70% Design Review, 100% Design Review/Issued for Permit and Issued for Construction documents for review and approval by DFW. It is DFW’s intent to negotiate a GMP with the CMAR after DFW review of the 70% documents. The CMAR will be required to produce detailed cost estimates by Division at each milestone. DFW will provide the CMAR required template for the estimates. The CMAR will be required to detail any contingencies or allowances included in the estimates.

- c) **Schedule:** The tentative schedule for the project is:
 

(1) Preconstruction Services	September 2021
(2) Construction Mobilization:	October 2024
(3) Construction Start	October 2024
(4) Project Substantial Completion	November 2026
(5) Final Completion	90 days after Substantial Completion

The CMAR’s schedule shall include any proposed early release Permit Packages required to facilitate an expedited construction schedule. Early release independent Permit Packages will be limited to the following and must be included as planned work in the following:

- a. Foundations and Site Work
- b. Shell and Core
- c. Vertical Circulation
- d. Interior Fit Out

## Appendix 7 – Conceptual Design Document

Provided for reference only.

Provided at <https://sites.dfwairport.com/business/solicitations/> Contract No. 9500758.

### A. Existing Conditions (*For Reference Only*)

[https://www.dropbox.com/sh/kd907i8hlqm0aej/AABmU10RpJ\\_1YWDSR4lgVv9pa?dl=0](https://www.dropbox.com/sh/kd907i8hlqm0aej/AABmU10RpJ_1YWDSR4lgVv9pa?dl=0)

#### Exhibit A: Terminal C Renovations Site Map

[https://www.dropbox.com/sh/a4263dh3hgj9osc/AACIbA8ib7\\_EXuN5ISDHL6dAa?dl=0](https://www.dropbox.com/sh/a4263dh3hgj9osc/AACIbA8ib7_EXuN5ISDHL6dAa?dl=0)

#### Exhibit B: Terminal C Renovations Site Plan

<https://www.dropbox.com/sh/xy01gyzoqbgvkfj/AAC-W23bMj2Yq-buXm6Fqlksa?dl=0>

#### Exhibit C: Preliminary Asbestos Survey

<https://www.dropbox.com/s/1minv4qd8j5dgl6/Terminal%20C.zip?dl=0>

Caution must be exercised when using any Board "As-Built" drawings. The accuracy of these drawings are not guaranteed by the Board, and total reliance on them by consultants and other Proposers is at their risk. Proposers performing sub-surface work should contact Dallas-Fort Worth Airport Maintenance, Documentation Section, at (972) 973-6125 prior to any excavation.

#### Exhibit D: Terminal C As-Builts

<https://www.dropbox.com/sh/5al7z3q570oiadl/AABNPBcCFJ65Cumi7o9HNOEVa?dl=0>

#### Exhibit E: Design Criteria Package

<https://www.dropbox.com/sh/f48xpwqb4yqr1vn/AAD6ad1ooGGb9AtHmTIh0H-Ba?dl=0>

#### Exhibit F: RACI Matrix

<https://www.dropbox.com/sh/egk01e31vpsy7h/AACYS2N0iKoX5lAnEV5lzeWNa?dl=0>

#### Exhibit G: Green Building Standards

<https://www.dropbox.com/sh/c8sb4yk6sbskwnt/AAAw3q1Niq3RzBaBSbGxymEea?dl=0>

#### Exhibit H: Digital Facilities & Infrastructure (DFI) Standards

[https://www.dropbox.com/sh/9x3wf7lize6pp9k/AAAFpbrRLO-oepy9\\_fc3oEuza?dl=0](https://www.dropbox.com/sh/9x3wf7lize6pp9k/AAAFpbrRLO-oepy9_fc3oEuza?dl=0)

**Exhibit I: NEPA Checklist**

<https://www.dropbox.com/sh/sibjl95zfpje27o/AADc0nHCrdJel0YiutSNFXYHa?dl=0>

**Exhibit J: Terminal C BHS Area and AA Support Space BY OTHERS (for reference only)**

<https://www.dropbox.com/sh/k7axr9zs2uinm7e/AACoFT0pfMSUNoM2j7rnyKuza?dl=0>

**Exhibit K: Temporary Construction Signage Guidelines**

**B. Basis of Design (For Reference Only)**

Design Criteria Manual:

[https://assets.cfassets.net/m2p70vmwc019/6IFZQdp6e2USduutkkLwDk/d1cecc260142d335eea3ad5bd128c8df/DFW\\_Dev\\_Design\\_Criteria\\_Manual.pdf](https://assets.cfassets.net/m2p70vmwc019/6IFZQdp6e2USduutkkLwDk/d1cecc260142d335eea3ad5bd128c8df/DFW_Dev_Design_Criteria_Manual.pdf)

Other Resources: <https://www.dfwairport.com/business/about/development/>

**C. Specifications (For Reference Only)**

Latest Standard Specification Book:

[https://sites.dfwairport.com/cs/groups/public/documents/webasset/p3\\_103954.pdf](https://sites.dfwairport.com/cs/groups/public/documents/webasset/p3_103954.pdf)