

ADDENDUM NUMBER 1

**Request for Proposals – Professional Engineering and Administrative Services
for
Runway 09-27 Restoration
at
Saskatoon John G. Diefenbaker International Airport**

Issued November 19, 2021

1.0 GENERAL

This Addendum will form part of and be included in the Request for Proposals package originally issued for the above named project and no consideration will be given to requests for extras to this opportunity due to the Proponent not being familiar with this Addendum.

All parts bound to or referenced at length form part of this Addendum Number 1.

2.0 ADDENDA

2.1 Question and Response Section

2.1.1. The Runway 27 optional scope indicates "SSALSR". Did the airport mean SSALR (Simplified short approach lighting system with runway alignment lights)?

Yes, replace all instances of "SSALSR" with "SSALR" (Simplified Short Approach Lighting System with Runway Alignment Lights).

2.1.2. Given the timing of the RFP and award, it is likely not feasible to complete all exploration, design and tender the entire scope by March 1, 2022. Will the airport accept two design/tender/contractor packages? The first in March 2022 for 2022 construction work, and a second package for 2023 construction work?

Proponents are to submit at single tender package.

2.1.3. Are both Runway 09-27 approach lighting systems ever operated at the same time or is it a one end or the other type of operation?

The Runway 09-27 approach lighting systems are NOT operated at the same time.

- 2.1.4. The scope “Drainage review and select repair” identifies that the consultant shall be responsible for performing a site review of the existing drainage lines surrounding and crossing Runway 09-27, and provide a detailed recommendation for repairs. Please clarify does this scope end at the recommendation level, or is SAA expecting the consultant to carry the design solution to Tender and provide inspection services of this work. Please note that as the existing condition is unknown at this time, it will be difficult to price accurately the detailed design effort of the drainage work.**
The SAA is aware that proponents are not able to scope drainage lines prior to March 1, 2022. Proponents shall propose a drainage design fee based upon an anticipated \$2,000,000 of drainage repair work. Should the actual value of required repairs differ significantly from this value, the design costs may be reassessed based on actual construction value. The construction portion of the drainage repair will be addressed as a project change order to the original single tender.
- 2.1.5. Please advise if Runway 09-27 is currently certified to 4th Edition, or it is 5th edition certified with exceptions that SAA would like to upgrade.**
Runway 09-27 is currently TP312 4th edition, which must be brought up to 5th edition with no exceptions.
- 2.1.6. Please confirm that the existing wind directional indicators, Runway 27 PAPI, Runway 27 ODALS, and airfield guidance signs for the whole runway are NOT in the scope.**
Scope shall include replacement of wind socks, replacement of 27 PAPI, addition of 09 PAPI, and the addition of guidance signs to the North side of Runway 09-27. Replacement of Runway 27 ODALS shall be priced separately, to be included with the separate scope/pricing for the Runway 27 SSALR.
- 2.1.7. Please advise whether the Runway Guard Lights circuits for Runway 15-33 is also in the scope.**
Circuiting for RGLs on Runway 15-33 is not included in this scope.
- 2.1.8. Under section 4.1.3 of the RFP regarding the scope of full time onsite supervision, please advise if the hours allocated is expected to be split between civil and electrical inspection, or is the expectation for onsite supervision full time, with part time electrical inspection added. If the latter, please advise the hours or assumption we should allocate for electrical part time inspections.**
The successful proponent will provide full time onsite supervision, which is expected to include oversight of all scopes of work, including electrical inspections.
- 2.1.9. Regarding the separate scope of the Runway 27 SSALR upgrade: Please advise if SAA would like to include ILS harmonization with the new SSALR.**
Runway 27 does not have an ILS. The scope does not include adding one to 27 at this time.

- 2.1.10. Regarding the separate scope of the Runway 27 SSALR upgrade: Please clarify if this work scope is to be an independent tender and contracting process from the Runway 09-27 project, or an amendment to the main scope.**
Should the SAA elect to proceed with the SSALR, it would be an amendment to the main scope, not a separate tender.
- 2.1.11. Will the airport consider accepting email submission of the proposal?**
E-mail submissions are acceptable, but not in place of the hardcopy and USB (electronic) submission. Proponents may e-mail their submission in addition to the physical submission, should they choose.
- 2.1.12. Will an up-to-date topo survey be provided or is this a requirement of this work (The phase 1 work mentions geotechnical and drainage condition surveys only).**
No additional topographic survey will be provided, aside from limited information provided with the SAA's Master AutoCAD file.

All other terms and conditions remain unchanged.

Receipt of this Addendum #1 is to be identified in the form of a covering letter and submitted with all interested responses to this proposal call.

END OF ADDENDUM NUMBER 1