

Taxiway Rehabilitation #12-11
January 19, 2012 Pre-Proposal Information Meeting
Meeting Notes

- Interviews for shortlisted firms will be held on Feb 14, 2012 from 1pm to 5pm.
- All requirements stated in the RFQ need to be included in the SOQ.
- Meeting notes with all questions and answers, sign-in sheets and CIP map will be posted on the SIA websites listed in the RFQ
- Any questions after the meeting should be directed to Teresa Eckard via e-mail. These questions will also be posted on the SIA websites.
- It is the responsibility of the submitting companies to check the SIA websites for updates.

Q. Why is the taxiway being reconfigured?

A. The taxiway layout is based on a post-WWII model that is out of date and based upon the length of the runway before it was extended. The Y configuration that exists will be revised to a high speed exit design. Taxiway F needs rehab and will be changed to a perpendicular design. Taxiway D has been identified as a safety concern and needs to be modified to reduce confusion. Taxiway B may be included in the project based on the budget availability and would be redesigned perpendicular to the runway.

Q. Has any air simulation been done to locate the new high speed exit?

A. No.

Q. Is there a time limit on the recent experience that is required in the SOQ?

A. There is no time stated. This was added to the RFQ at the request of the FAA. All airport experience will be considered, but recent experience will have a greater impact on the scoring.

Q. Does taxiway H have a high traffic volume?

A. Taxiway H is closed to commercial traffic. The demo of taxiway H may be included in the scope depending on budget availability.

Q. Is there a preference for rigid or flexible pavement?

A. There is no exclusion of options or preference. The selection will be based off of demonstrated product performance in the same or similar climates and budget constraints.

Q. What are the requirements and impact on lighting?

A. The lighting must match and fully interface with existing lighting system. The current systems are 75% to 80% AVB Siemens. The FAA prohibits sole-sourcing, which will affect the procurement process.

Q. Does the airport use SMGS?

A. Yes. Taxiways F and B are tower controlled taxiways. The project will trigger a SRMP (Safety Risk Management Panel).

Q. Will the design include storm water drainage, or underdrainage?

A. Storm water drainage will need to be addressed in the design. The project must conform to the WSDOT Stormwater Manual, meet safety requirements and prevent any ponding or standing water on taxiways and infield areas.



SPOKANE INTERNATIONAL AIRPORT
TAXIWAY REHABILITATION PROJECT RFQ
PRE-PROPOSAL INFORMATION MEETING

January 19, 2011 at 10:30 a.m.

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