ADDENDUM NO. 1

Parking Structure Condition Assessment and Asset Management Repair
GMIA Project No. 5045-2141

General Mitchell International Airport (MKE)
5300 S Howell Ave
MILWAUKEE, WISCONSIN 53207

Prepared By: MILWAUKEE COUNTY DEPARTMENT OF ADMINISTRATION
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DATE OF ADDENDUM: March 31, 2021
PROPOSALS DUE: April 12, 2021; 2:00 PM

TO ALL PROPOSERS:

Each proposer shall read this Addendum in its entirety to determine to what extent their proposal and the contract conditions will be affected. This Addendum is issued to modify, explain, or correct the original RFP and is hereby made part of the RFP.
PART 1 – PROPOSER CLARIFICATIONS

1.1 See attached preproposal minutes and sign-in attendance sheet.
1.2 The PT sampling should ensure appropriate sampling around PT ends and expansion joints. Recent failures have occurred in these areas.

PART 2 – PROPOSER QUESTIONS OR COMMENTS

2.1 Are badges required for work within the parking structure.
   Answer: Badges are not required for the work associated with this study.

2.2 Is parking provided for consultants, subconsultants, contractors who are working on this project.
   Answer: Parking will be provided at no cost to those working on this study.

2.3 The websites included on the TBE forms (attachment 4) are not active.
   Answer: In addition to the first link on the form (still active), see below from the TBE office:

Eligibility in the TBE program accepts multiple certifications. Therefore, all DBE firms certified through the Wisconsin UCP, both MBE and WBE firms certified by the State of Wisconsin DOA, as well as firms that are registered in the SBA SAM registry are all eligible to be counted for TBE projects. The links to the UCP directory for DBE firms, State of Wisconsin website for MBE and WBE firms, and the SAM registry are located below.


   https://wisdp.wi.gov/


   These directories should get you access to certified firms to contact for quotes for any needed scope of work for this project.
AGENDA

1. Attendance (Roll Call):
   a. Attendees Sign in sheet with contact information will be posted to website as addendum 1

2. Part I: Introduction
   a. Purpose: Develop condition assessment and asset management plan for entire parking structure at MKE
   b. Approximate Consultant Budget: $150,000
   c. TBE (Targeted Business) Requirement: 17% (Locally funded project)
      i. TBE Forms to submit in Attachment 4

3. Part II: Background
   a. 3,504,000 SF 6 Story Post-Tensioned Parking Structure
      ii. Both Grouted and Non-grouted Post Tensioning (Attachment 1 was shown)
   b. Ongoing maintenance / rehabilitation
      i. Membrane added on 1977 portion of structure (mostly in the 1980’s; 6th floor was added in 2007)
      ii. Membrane / Spall repair projects annually on a rotating schedule – one floor per year. Every floor reviewed each 5 years
      iii. Ongoing / phased expansion joint replacement program
      iv. Ongoing / phased stairwell rehabilitation program
      v. Decorative façade (metal panels only) replacement 2021

4. Part III General Project Description
   a. Gather all available data, review needs from MKE stakeholders (Planning, accounting, parking, engineering, etc), testing, site visits, etc.
      i. Comprehensive study of entire facility and components.
      ii. Ultimately develop a snapshot of the current condition including life expectancy
      iii. Further provide comprehensive asset management strategy for short, mid, and long-term planning purposes.
      iv. All information should be data driven
   b. Not included: 1 story rental car addition (East side); skywalks; any tenant buildouts within the structure
   c. Included: Stair towers adjacent to the skywalks and 2002 curved glass vestibule
   d. Access/Closure Notes
i. There are specific floor closures scheduled through summer – this is subject to change
   1. See RFP for schedule
ii. Isolated closures can be coordinated in advance as needed. Consultant will need to provide cones

5. Part IV Scope of Consultant Services
   a. This study and the results are intended to be data driven. The airport has been pushing for all decisions to be data based.
   b. Task 1: Review existing plans, studies and solicit stakeholder feedback
      i. 1 walkthrough and 2 stakeholder meetings
      ii. Define metrics early for grading of elements (Probability of Failure)
   c. Task 2: Testing and In-Depth Investigation
      i. RFP listed suggested scope. The consultant shall review this information and modify as needed to provide the most comprehensive report possible with the available funding.
      ii. See RFP for full suggested list.
   d. Task 3: Report Preparation
      i. Identify risks associated with failure of each component type (cost of repair; impact; etc)
      ii. Stakeholder meeting to share data collected and agree on a scale for risk of failure.
      iii. See the RFP for full report guidelines.

6. Part VI. Schedule
   a. See RFP Document. Schedule is a guideline, except for final billing date (Oct 1, 2021). This is FIRM. The intention is to try to give priority to testing closures, but we cannot close everything down at once.

7. Part IX: General Requirements
   a. Review section IX for submission requirements. Items missing and/or incomplete may deem a consultant proposal as non-responsive.

8. No scheduled site visit and/or tour. The facility is open to the public and available for self-guided tours.
   a. If an area that is inaccessible is needed, please contact Tony Raab prior to 4/1/2021 to determine if access will be made available, which will be made available to all.
   b. Wear mask and high visibility vest if you are in the parking structure.

9. Additional Comments:
   i. RFP includes railings. Of note the 20 year old steel white railing has rust near the base. Would like to know if it is safe and not compromised.
   ii. RFP includes notes on specific testing to be near PT tendon ends and expansion joints. Need to know if that is critical and be seeing more of that in near future.
   iii. RFP includes note that grouted PT tendons should be tested. 12/2019 had major post tension beams spalls come off. Post tension cables were rusted to nothing. We need to know throughout the structure if this is a similar event = repair over and over again, or whole new structure if it keeps getting bad again. Is it worth doing ongoing repairs or when should we start to prepare if we need to replace?
   iv. There are height restrictions for working in the structure.
      1. There are lower restrictions (bang bars for work in the nearest bays to the terminal)
10. Proposer Questions:
   a. How old are the existing elevator/walkways? When were they rehabilitated?
      i. They are older. There was a rehab project last year, and there is one scheduled for next year.
         There are annual inspections done regularly.
   b. Is the curtainwall near the walkway included in inspection?
      i. Yes
   c. Will interviews be scheduled between submitted proposals and Notice to Proceed.
      i. Yes. We will attempt to push the schedule as much as possible.
   d. There are both grouted and un-grouted tendons in PS. Do we know where they are?
      i. Plans have been provided on RFP website. For sure in the 1977 structure, grouted PT is in
         beams, un-grouted in slab.
   e. When the structure is closed for cleaning (according to schedule), are the cleaning contractors working 24
      hours a day or during business hours?
      i. Contractors are working during business hours only. The closures are long and the cleaning
         process takes several days per floor.
   f. There will be several construction projects during the summer at different times.
      i. Closure schedule for cleaning is published in RFP – will may be additional ones too.
   g. Were the past restoration projects engineered?
      i. Mix of both. Large repairs such as a PT tendon failures = consultant. Smaller project such as spall
         repair = in house.
   h. Closures: If for chain dragging and testing. What duration do we expect for closures?
      i. RFP shows the closure schedule.
      ii. For isolated test points, closures can be coordinate with parking division and do it with cones.
      iii. There are open areas in the parking garage as well (IE aisles) that may be available.
   i. Where exactly are the 20 year old railings located (mentioned above in 9i?
      i. Crossover is between 1977 and 2002
   j. Any criteria for safety zones for PT tendons?
      i. Milwaukee County would consult with the consultant prior to testing and discuss how to clear the
         appropriate areas.

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CBDP Information – Kevin Crampton (414) 278-7939
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