

SONOMA COUNTY – CHARLES M. SCHULZ AIRPORT TASK ORDER 5

Master Agreement Dated February 9, 2016 TERMINAL MODERNIZATION PROGRAM AND IMPROVEMENTS

Amendment to Architectural/Engineering Professional Services July 24, 2019

ARTICLE 1. OVERVIEW AND PROJECT UNDERSTANDING

This document amends the scope of services defined in Task Order 5 that are to be completed by Mead & Hunt, Inc. (Architect) for the County of Sonoma (Owner) at the Charles M. Schulz- Sonoma County Airport (Airport) for the Terminal Modernization (Project). The rapid expansion of the commercial air service at the airport, combined with the opportunity for Federal Aviation Administration (FAA) funding for the project, has modified the requirements for Architectural/Engineering Professional Services by the Architect. This amendment is required to revise the professional services contracted due to: changes in the Airport's commercial air service, the project's scope and funding, construction contract approach and construction phasing. Unless otherwise noted herein, the tasks and payment for such tasks set forth in this amendment to Task Order 5 shall be in addition to, rather than a replacement of, those set forth in the original Task Order 5.

The amended services include: expanded Schematic Design, Design Development and Contract Document services for the terminal expansion; additional services for the tensile hold room portion of the Project; additional services related to the FAA funding and related construction phasing and sequencing; assistance with the PFC application, and other additional terminal area improvements.

The Project previously included approximately 19,000 square feet of new construction and 8,000 square feet of renovation of the existing baggage claim, ticket counters and rental car counters. The construction budget was previously estimated at approximately \$11,200,000.

AMENDED PROJECT UNDERSTANDING

The terminal will be expanded to increase the facility's ability to meet passenger demands. The new size of the terminal expansion portion of the project is approximately 30,000 square feet of new construction and 8,500 square feet of renovation. Additionally, a separate design and construction procurement for an expansion of the tensile hold room, including new toilet room construction, will be required. The expanded project is anticipated to have a construction cost of approximately \$20,000,000 and a total project cost of approximately \$27,000,000. The construction cost assumes a design-bid-build or construction manager at-risk (CMAR) model of project delivery.

The Project is now anticipated to include the following work, as illustrated in Exhibit B, Option 1C: *Maximum Footprint w/ Modular Holdroom Re-use* and as described below:

Element 1, Tensile Holdroom Structure: New structure to accommodate a portion of the holdroom and the temporary location of the security checkpoint. A tensile structure or similar modular building allows for continued airport operations during construction. The modular structure is being implemented in two phases – Phase A is an approx. 4,200 sf structure to accommodate existing holdroom overflow needs. Phase B is an additional 3,800 sf addition to Phase A to accommodate all holdroom needs during construction, as well as a temporary security checkpoint. Design scope of work for Phase A was previously contracted under Task

Order 2. Phase B is to be bid as a separate bid package, with an anticipated construction start of September 2019.

Element 2, New Holdroom Construction: Construction of new passenger holdroom, permanent security checkpoint, baggage claim, baggage handling system, rental car area, circulation corridor, and

baggage screening area.

Element 3, New Holdroom Finishes: Renovation of existing bag claim/rental car area for new airline ticket counters and addition to outbound baggage screening room. Finishes and furnishings added to new holdroom. New baggage makeup area constructed. Electrical service relocated to current baggage screening area.

Element 4, Existing Terminal Renovations: Renovation of existing ticketing area, addition to and renovation of front lobby, removal of original pre-secure restrooms and conversion to additional administrative support space, and renovation of front façade, as well as minor renovations to ATO office areas at existing outbound bag belt. Reconfigure of modular holdroom to include additional seating. Remodel of the existing ticketing modular building into additional office space.

Design will not include renovation of existing restaurant or kitchen, existing TSA offices, or pre-secure restrooms.

Element 1 will be built using two individual sets of construction documents and construction contracts. The remaining elements, elements 2 through 4, described above will be designed as a single project and will use a single construction contractor. However, elements 2 through 4 will be built over multiple construction phases to allow for continual use of the airport and to match incremental funding. The contractor may be procured using a construction manager at-risk (CMAR) method. If so, that contractor may issue separate bid packages for various elements of the work.

The Project will be competitively bid, meeting Federal and County guidelines.

BASIC SERVICES

The Project scope is amended to add the following basic services to the scope included in Task Order 5:

Element 1A, Phase A of Tensile Holdroom Structure

- Conventional design of the holdroom, in lieu of a performance specification. Additional scope of services includes the following:
 - Addition of (4) airline stations to modular holdroom, associated electrical, IT, & FIDS.
 - Detailed design, drawings and specifications of HVAC system.
 - Detailed design, drawings and specifications for interior power and lighting systems.
 - Engineering of supports for FIDs.
 - Engineering of HVAC supports.
 - Accessibility design of ramps.
- Additional detailed design and coordination during construction due to fast-track procurement
- Preparation of a separate set of contract documents for the expansion of the holdroom
- Bidding support for the separate procurement of the tensile holdroom expansion.
- Construction administration services for the tensile holdroom expansion.
- Separate construction phasing and safety plan
- Additional site utility investigations, survey and services
- Redesign effort to allow for a two-lane temporary security checkpoint and related cueing

Element 1B, Phase B of Tensile Holdroom Structure

- Conventional design of the holdroom, in lieu of a performance specification
- Addition of site-built toilet room addition to modular holdroom.
- Initial expansion of modular holdroom, from 4,200 sf to 8,000 including provisions for concessions.

- Additional expansion of the holdroom design (after 90% design complete) to make provisions for a second checkpoint that would be required earlier and for a longer duration that originally anticipated.
- Addition of fire sprinkler system to entire modular holdroom and associated restroom, including site utility and permitting work.
- Addition of aircraft lavatory dump to project, including associated utility design
- Revise plans to alter construction access route
- Preparation of a separate construction phasing and safety plan for the extension
- Preparation of a separate set of contract documents and bidding support for the separate procurement of the tensile holdroom expansion.
- Addition of new electrical service for GSE Storage and ARFF with PG&E coordination.
- Addition of ramp lighting for GSE and new airline parking spot.
- Revise power and communication from temporary aerial feeds to underground permanent installation for Tensile Holdroom Structure.
- Revise below grade GPU connections to above grade rack mounted GPU connections.
- Revised access to site, including removal of existing berm and new pavement.
- 3rd Party review of CalGreen Calculations
- Construction administration services for the tensile holdroom expansion

Elements 2 and 3, Phases 0A and 0B

Schematic Design, Design Development and Contract Documents for the following:

- Remodel of existing ticketing modular building.
- Landscaping around ticketing modular.
- Additional screens/canopy.
- Addition of temporary baggage claim tent to facilitate construction.
- Expansion of new holdroom and security checkpoint, from 8,650 SF to 12,625 SF.
- Expansion of new baggage claim area, from 4,750 SF to 7,425 SF.
- Expansion of TSA baggage screening room, from 470 SF to 1,400 SF.
- Expansion of landside toilet rooms, from (5) fixtures to (15).
- Doubling of outbound baggage conveyor.
- Addition of 900 SF baggage makeup space adjacent to new baggage screening room.
- Re-grading/ paving of area adjacent to baggage makeup.
- Addition of baggage belt to facilitate expansion of TSA screening room.
- Concession space within new holdroom expansion.
- New post-secure outdoor seating area.
- Post-secure pet relief station.
 - Additional services to cover expanded project for the following building systems:
 - fire alarm system for new building areas
 - mechanical system(s)

- electrical power, lighting and control system(s)
- security system
- data system(s)
- Replace / Upgrade existing PA system
- Power and data supply to FIDS increased, from (3) gates to (4).
- Terminal monitors for public address / advertising.
- IT/electrical designs for automated security lanes.
- Revised building massing and elevation studies based on area increases.
- Bidding (add alternates), based on two funding sources.
- Studies of alternative development on the site of the existing ARFF
- Additional meeting and management for the items above
- Ramp Lighting
- 3rd Party review of CalGreen Calculations
- Foundation for relocation of the existing modular holdroom building (no remodel).

The Project scope will no longer include the following items outlined in Task Order 5:

- Bidding services. Bidding now to be led by construction manager. Architect to attend preconstruction meeting and support with bid review

Element 4

- Design of new vestibule at front of building to accommodate entrance and ticketing kiosks
- Revised site circulation to provide accessible routes to new vestibule.
- Design of structural repairs to existing roof beams.
- Pedestrian canopy in front of terminal.

ADDITIONAL SERVICES

The Project scope is also amended to add the following additional services to the scope outlined in Task Order 5:

- Addition of apron area improvements associated with larger building footprint.
- Support with preparation of passenger facility charge application
- Application support for FEMA funded backup generator for terminal.

COMPESATION FOR ADDITIONAL SERVICES

As compensation for the additional services set forth in this Amendment to Task Order 5, the Consultant shall be compensated in an amount not to exceed One Million Four Hundred Fifty-Two Thousand One Hundred Thirteen Dollars (\$1,452,113) in accordance with the Terminal Design Project Fee Breakdown, attached to this scope as Exhibit A. Specific tasks and fees will be authorized by the County prior to start of work. This fee shall not be exceeded without the prior written authorization from the County.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment to Task Order 5 as of the effective date.

CONSULTANT:

Mead & Hunt, Inc.

By: _____

Name: _____

Title: _____

Date: _____

COUNTY: COUNTY OF SONOMA

CERTIFICATES OF INSURANCE ON
FILE WITH AND APPROVED AS TO
SUBSTANCE FOR COUNTY:

By: _____
Department Head

Date: _____

APPROVED AS TO FORM FOR COUNTY:

By: _____
County Counsel

Date: _____

By: _____
Chair
Board of Supervisors

Date: _____

ATTEST:

Clerk of the Board of
Supervisors