

CITY OF DES MOINES
ENGINEERING DEPARTMENT

RESPONSE TO QUESTIONS

**PROFESSIONAL SERVICES FOR
AIRPORT TERMINAL LOBBY UPGRADES
Activity ID 01-2010-008**

The City of Des Moines received the following questions during the Presubmittal Conference on November 10, 2009.

1. What are the names of Architectural Firms currently doing work in the Terminal and Concourse Buildings?
2. Will security badges be required for consultant employees?
3. What brand of fire alarm system is used in the Terminal Building?
4. What brand of temperature controls is used in the Terminal Building?
5. Is the existing ticket counter line to be renovated as a part of this project?
6. Can you clarify the limits of the terrazzo floor at the base of the Stem Building's elevators and escalators?

Responses to the above questions are as follows:

1. Brooks Borg Skiles Architecture Engineering LLP is Project Architect for the Airport Concourses A & C Remodeling. RDG Planning and Design is the Project Architect for the Airport Baggage Handling System.
2. Security background checks and security badges are required to access secured areas of the Airport. Costs are \$178.00 per individual with \$100.00 refunded at project completion with the surrender of the badge.
3. Simplex
4. Siemens
5. No
6. Existing rubber floor remains. Existing carpet tile and edge strip in the designated "Meet and Greet" seating area will be replaced with new carpet tile and edge strip as a part of this project.

The City of Des Moines received the following questions from RDG Planning & Design on November 11, 2009.

1. Signage. Can you please provide a more detailed outline of the scope of services you are seeking for Signage? Will this be for the entire Airport? Will it be phased for gradual implementation? Will this include both electronic and static signage? Will physical areas outside the current designated work scope (attachments 4 & 5) plan be included?
2. Are the 6 included canopies to be refinished and painted the ones which are over 'vestibules' and attached to the east face of the terminal building?
3. Regarding power and voice/data access points for terminal seating will this coordination work be for the Ticket Lobby area only as defined by Attachment 4 Scope of Services? Or will it include other areas in the greater Airport area?
4. In the Project Scope area defined in Attachment 5 are the existing mechanical controls pneumatic or electronic?

Responses to the above questions are as follows:

1. The signage system will be a part of this project's scope (Attachment 4 area only) and will be based upon the design sign types from ASI Modulex used on Concourses A & C. Modifications to existing electronic signage will be included as part of this project.
2. Yes

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3. Power and voice/data connections to new seating systems will need to be provided in the portion of the Terminal east of the “Meet and Greet” seating area in front of the escalators, north of Baggage Claim and south of Ticketing Lobby. In addition, power and voice/data outlets will need to be added within the Terminal restaurant/bar bounded by Grids 3S – 2 and Grids D – G shown on Attachment 4.
4. The existing mechanical controls to be replaced are currently pneumatic.

The City of Des Moines received the following questions from Brooks Borg Skiles Architecture Engineering LLP on November 12, 2009.

1. Are there any plans to convert heating elements and systems on 1st and 2nd floor from steam to hot water while 1st floor ceilings are open?
2. Are there any plans to remove or replace the fin tube heating elements along the east windows of the main ticketing area?
3. Will the new DDC control wiring be run in the ceilings of the 2nd floor spaces or run above the ceiling of the 1st floor and drilled through the floor to serve each thermostat?
4. Will the City Permit and Development Center and/or Fire Marshal's Office require that sprinklers be added on 2nd floor?
5. Will the Fire Marshal's office require an upgrade to the fire alarm system in the project area?
6. Please clarify the intent for floor finishes in the waiting area at the base of the escalators. It was mentioned at the walk-through that the existing rubber floor and carpet will be removed to expose terrazzo. In the RFP it mentions carpet in this entire area.
7. Please clarify the extent or general locations of the new terminal seating system that requires electrical power.
8. Will the upgrade of the existing camera security system be handled by an outside consultant?
9. The RFP is due Friday the 20th and firms would be notified Monday the 23rd. It was mentioned during the meeting that the City may hold interviews either Tuesday November, 24th or Wednesday the 25th. Would the City consider allowing more time for interview preparation?

Responses to the above questions are as follows:

1. No
2. No
3. The preferred routes for new control wiring are to follow the existing pneumatic lines. Routes for control wiring serving the south side of 2nd. floor will be in the 2nd. floor ceiling. The air handling unit that serves this portion of the floor is located on 3rd. floor. Routes for control wiring serving the north side of 2nd. floor will come up a chase from first floor. Please note all existing pneumatic tubing is to be removed as part of this project.
4. No
5. Yes
6. Existing rubber floor remains. Existing carpet tile and edge strip in the designated “Meet and Greet” seating area will be replaced with new carpet tile and edge strip as a part of this project.

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7. Power and voice/data connections to new seating systems will need to be provided in the portion of the Terminal east of the Stem and escalators, north of Baggage Claim and south of Ticketing. In addition, power and voice/data outlets will need to be added within the Terminal restaurant/bar bounded by Grids 3S – 2 and Grids D – G.
8. Yes. The selected A/E consultant will need to provide time for coordination issues with the security system consultant.
9. Notification to potential consultants will be no later than Wednesday, November 25, 2009, with interviews on Wednesday, December 2, 2009.