DALLAS/FORT WORTH INTERNATIONAL AIRPORT

TERMINAL C – HIGH C GATES DEMOLITION AND REBUILD (C33,35-37 and C39) AND ASSOCIATED FACILITIES

REQUEST FOR QUALIFICATIONS STATEMENTS FROM DESIGN-BUILD FIRMS

CONSTRUCTION CONTRACT # 9500728

JUNE 5, 2020
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1. NOTICE TO DESIGN-BUILD FIRMS

Statements of Qualification for the design and construction (design-build delivery method) of the Terminal C-High C Gates Demolition and Rebuild project, located at Terminal C at the Dallas/Fort Worth International Airport (DFW), Texas, will be received at the DFW Design, Code and Construction offices, 3003 South Service Road, DFW Airport, Texas 75261 until 11:00a.m. on July 2, 2020. All submittals will be publicly opened, and the names of the Respondents will be read aloud virtually via Skype. Join the meeting by calling (972) 973-6690, Conference ID# 718049.

A Pre-Submission Meeting will be held virtually via Skype at 2:00p.m. on June 12, 2020. Join the meeting by calling (972) 973-6690, Conference ID# 718049. The deadline for questions from prospective Respondents will be 4:00p.m. on June 19, 2020.

The project will include planning, programming, design and construction of the envelope (shell and core) of the new DFW Terminal C - High C Gates Demo and Rebuild. The estimated design-build cost is at approximately $96 Million Dollars (including all costs; design, construction, abatement and demolition of existing facilities). This is an estimate for informational purposes only. No assumptions should be made that the final amount will be at or near this amount. The new building will be located on the site of the existing DFW Terminal C building at 45 Access Road, DFW Airport, Texas, in the northwest quadrant of the Airport. The project terminal building size will be developed per the programming requirements includes up to a 110,000 square foot building, the project scope also includes abatement and demolition of the existing facility. The design-builder will coordinate space programming and requirements with the fit-out design/contractor to ensure that the base building services sizing, location and adequacy meets the fit-out design and construction requirements. The Design-builder will share and coordinate construction schedules with the fit-out contractor to ensure synchronized completion and access to meet the established project completion date. It’s expected that the design-builder will achieve coordination by continuous exchange of design layouts and calculations throughout the design process with the fit-out design and construction team up to a point where those services will be mutually agreed and approved by DFW and AA stakeholders.

The Minority Business Enterprise (MBE) goal for this solicitation/contract is established at twenty percent (20%) for the construction services (subcontractors, suppliers, etc.) and the Minority/Women Business Enterprise (M/WBE) goal for this solicitation/contract is established at thirty percent (30%) for professional services (architect, engineer, consultants, etc.). The MBE and M/WBE certifications and associated compliance documentation will not be required to be submitted with the Statement of Qualifications but will be required to be submitted by the shortlisted Responders in accordance with the Request for Proposal (RFP).
DFW will conduct a **two-phase process** to shortlist the Best Qualified design-build firms then select the Best Value design-build firm. After evaluating the Qualification Statements, DFW will shortlist the best qualified design-build firms (Phase One). The selected shortlisted firms will be notified to then submit supplemental information through an RFP for the design and construction of the referenced terminal facilities demolition and rebuild. After evaluating the additional information from the shortlisted firms, DFW will select the design-build firm that offers the Best Value (Phase Two).

After selecting the Best Value design-build firm in Phase Two, DFW will first attempt to negotiate a contract with the selected Respondent. If DFW is unable to negotiate a contract with the selected Respondent, DFW will, formally and in writing, end negotiations with that Respondent and proceed to the next Respondent in the order of the selection ranking until a contract is reached or all proposals are rejected.

Phase One Statements of Qualification (SOQ) will include an introductory letter, business information and experience with similar project history, office locations, list of comparable projects, professional qualifications, ability to meet schedules, familiarity of applicable rules and regulations, safety record, etc.

Phase Two will request Additional Information Request for Proposal (RFP) to be submitted for consideration during the selection phase.

The list of qualifications must include three projects that exhibit experience in the following categories:

1. **Work in an active, operational airport environment:**
   a. Work should include major renovation work in existing operating airport terminal facilities that are open for business in medium to large hubs, where passengers may be present, during the construction period.
   b. Work should exhibit knowledge of phasing in an active airport, maintaining the ongoing operations within a terminal facility as well as active curbside roadway. Work should also demonstrate evidence of how a positive passenger/stakeholder experience was maintained.

2. **Work on the secured side/airside of airport terminal:**
   a. Familiar with airport security requirements and ramp procedures
   b. Work that demonstrates understanding of airport security standards and coordination with DPS and additional DFW stakeholders.
   c. Ability to work with adjacent contractor performing construction on other projects.

Refer to DFW Specifications for more information regarding items 1 and 2 on the above list.
Refer to full “REQUEST FOR QUALIFICATIONS STATEMENTS” document on the DFW Airport website noted below.

The Request for Qualifications Statements and additional information will be posted on the DFW Airport website at https://www.dfwairport.com/business/solicitations under construction contract 9500728 - DFW Terminal C- High C Gates Demolition and Rebuild.

For additional information contact Scioscia Flowers, Contracts Administrator, at (972) 973-1744 or Email sflowers1@dfwairport.com .

Advertisement

The Dallas Fort Worth International Airport Board will receive Statement of Qualifications for the following items at the location stated below until the due date and time stated:

SOLICITATION: 9500728 Terminal C- High C Gates Demolition and Rebuild
PRE-QUALIFICATIONS CONFERENCE: June 12, 2020, 2:00pm (Central Time) Skype
STATEMENT OF QUALIFICATIONS DUE DATE AND TIME: July 2, 2020, 11:00am (Central Time)
MINORITY/WOMEN OWNED BUSINESS ENTERPRISE (M/WBE) GOAL: 30% design
MINORITY OWNED BUSINESS ENTERPRISE (MBE) GOAL: 20% Construction
CONTACT: Contract Administrator, Scioscia Flowers (972) 973-1744
LOCATION: DFW International Airport Board, Design, Code and Construction Offices, 3003 South Service Road, DFW Airport, TX 75261
Additional information is available on the DFW International Airport website at www.dfwairport.com/business/solicitations

The DFW Airport, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Advertisement: June 5, 2020
2. PROJECT DESCRIPTION/ SCOPE OF WORK/DESIGN CRITERIA

The Dallas/Fort Worth International Airport (DFW) is seeking design-build services necessary to implement construction of High C Gates Building. The project will provide capacity to meet current and future throughput demand.

The project will include planning, programming, design and construction of the new DFW Terminal C - High C Gates Demolition and Rebuild project for envelope (shell and core). The project will abate and demolish the existing facility, approximately 72,000 SF and be replaced with a 2 level, up to 110,000 square foot terminal building.

The extent of the Shell and Core works and additional items related to ramp level systems and operation, shall include, but not limited to:

- Demolition and removal of existing structure and all associated equipment;
- Construction of a full airtight and watertight envelope;
- Deliver all utilities (MEP) mains and sub-mains from the point of connection to the point where fit-out contractors can make final branching and point of use;
- Complete fire and life safety system;
- Complete Public Address and Voice Evacuation (PA/VE) system;
- Passenger Boarding Bridges (including PCAs and all associated ramp equipment), for narrow body and regional jets, will be provided by others and installed by the design-builder, including coordination of openings for installation of passenger boarding bridges;
- Baggage Handling System (BHS) solution provided by fit-out contractor, however shell and core design-builder will need to fully coordinate with fit-out contractor to allow adequate right-of-way for the BHS;
- Provide all conduit, routes and spaces to allow the fit-out contractors design solution/implementation for ITS, access control, FIDS and security systems to be constructed.

The Project is an extension of Terminal C and is expected to accommodate 4 to 5 gates, serving domestic flights, with 4 to 5 narrow body aircraft or 4 to 5 regional jets. Other support equipment will include, but not limited to; right-of-way for fit out contractor systems and equipment such as Baggage Handling System (BHS); re-installation of existing Passenger Boarding Bridges with associated ground support equipment, preconditioned air units (PCAs); 400 Hz ground power units (GPUs), aircraft auto-docking equipment and new jet fuel pits. The consultant shall fully coordinate the design of Gates to achieve continuity and consistency with the future renovations of Terminal C, design by others.

The Terminal C High Gates (Gates 33, 35-37,39) building will be designed with
adherence to DFW guidelines, current ARCP requirements, and initiatives for the following: restrooms, concession space, signage & wayfinding, IT & access control, dynamic glazing, and associated security systems, mechanical, electrical, plumbing and fire protection (electrical supplies will be provided from independent sources). Finishes and fit-out inclusive of restrooms, concessions, signage and wayfinding, and gate lounge sizing and design will be provided by others, coordination will be required. Other functional shell spaces such as ramp operations offices, gatehouse support, and storage will be included as part of the shell and core work. The physical connection to Terminal C will involve partial demolition and tie-in to the existing terminal building, and co-ordination of existing apron & airfield facilities.

The consultant will assess the shelf life of certain existing conveyances and associated support equipment and make recommendations to Owner for retaining or phasing out of these items, including providing a cost benefit analysis for systems.

The Project will also require site improvements that may include, but not be limited to, apron level modified paving with drainage, fire hydrants, fuel lines, chilled water/steam/condensate, control air lines, supply water, sanitary sewer, electric lines, storm water modifications and site lighting.

The Work will be inside the Airport’s Air Operations Area (AOA); however, the Design Builder will be required to propose construction phasing to create non-AOA project construction areas when and where this provides construction and operational efficiency, and must also plan for just in-time delivery due to laydown area size and constraints. The Design Builder must prepare a construction plan that ensures uninterrupted use of the Tug Road connecting the East-West Terminals during the construction.

The Project may require a dual feed communications network and power to maintain full facility functionality during power outage events.

The Project should achieve, at a minimum, DFW Green Building Standards, https://dfwairport.com/cs/groups/webcontent/documents/webasset/p1_040164.pdf, and provide a Building Information Modeling (BIM) protocol to achieve a Level of Development (LOD) 500 with complete building report attributes to be used for estimating and maintenance purposes. Cost loaded primavera earned value method will be required with monthly schedule submissions.

Consistent with DFW Permitting requirements, Terminal components/phases should be developed as separate Construction Documents package to be submitted to DFW for permit review and approval.
Services shall include all that are required for the complete design, demolition and construction of an operating airport terminal including, but not limited to, demolition and new construction, architectural and interior furnishing, structural, mechanical, electrical, HVAC, plumbing, sustainability, fire protection, security and access control, CCTV, telecommunications, controls and instrumentation, public address (PA/VE), environmental, site conditions assessment, cost estimating, project scheduling and phasing, construction quality control and materials testing.

As part of the environmental work, the Design-Build firm will be responsible for coordinating all hazardous and environmentally harmful material testing and remediation requirements with the Airport for any environmental aspects.

The consultant shall complete the NEPA checklist (inclusive of Noise and Emissions) for submission to obtain Environmental Assessment (EA) approval and to provide support to DFW and Authority having jurisdiction, until the NEPA approval is obtained.

The successful Design-Build firm will be responsible for coordinating this scope of services with those of other renovation and expansion projects that may have on-going construction in areas adjacent to the project locations.

All bidders must be fully aware that all work will be performed in a fully operational terminal. All work will be phased and performed at hours to be defined by DFW Airport, based on the flight schedule. The timing and availability of work areas will be subject to coordination with airport operations.

The Design-Build firm shall be responsible for performing full site verification of the existing spaces to ensure conformance with the schematic drawings.

The Design-Build firm shall be responsible for coordinating with DFW Airport for a list of special procedures to be followed for the completion of construction projects at the Airport. This includes coordination of items such as:

- Construction projects at the airport will be reviewed prior to the start of work to establish the parameters within which the work can be performed.
- Construction projects within the Security Identification Display Area (SIDA)AOA require that personnel display appropriate Airport Access Identification Badges.
- Prior to the beginning of the project, the Design-Build contractor must submit a security plan that describes how the contractor intends to provide for the security of the construction site, construction staging area, and property throughout the duration of the project.
- Contractor shall comply with all scheduling requests established by OAR, both prior to commencing work and during construction. Contractor shall provide a
detailed schedule of work to be performed. This schedule shall be submitted with the bid and if accepted will be used to track work status.

- Work should be scheduled not to interfere, disrupt or cease the day-to-day operations within the facility. Operations vary by area and should be given careful consideration in relation to the schedule

Other considerations include:

- **Time:**
  - The project should not impact a customer or employee's typical walk time to their destination.
  - Supplies/materials to complete the project should be readily available with minimum lead time to ensure it does not alter timeline.

- **Knowledge:**
  - DFW requires that changes to timeline or project execution in the location be communicated within a certain time from the changes will be enacted. This allows the Airport to partner with others to convey delays.

- **Mindset:**

  **Sensory Experiences:**
  - Should aesthetics be temporarily changed during the project, it should look as intentional as the other aspects of the terminal (i.e.: temporary walls with graphics rather than pipe and drape, laydown area and equipment is out of customer view, etc.). When restored, should look intentional and cohesive with other portions of the terminal (i.e.: cabling should not contrast with wall if visible).
  - In addition to the certain operational times to perform work, contractor should contain smell and noise from the construction site.

Additionally, the Design-Build contractor shall be responsible for coordinating the following procedures with DFW Airport to ensure that all security and access requirements are followed:

- Laydown area and general requirements for equipment access and material delivery
- Storage of materials, equipment and tools
- Employee access and vehicle parking
- Black-out dates that may impact the construction schedule
- After-hours work may be required to avoid impact to Airport and Airline operations
- Utility impairment requirements
- Security requirements – note that during construction SIDA wall will be breached and 24-hr DPS presence will be required
- Safety requirements
• AOA access requirements

As part of the overall Quality Control program, the Design-Build Firm will engage DFW code and construction inspectors to attend prefabrication assembly facility visits to observe and report on product quality and building code compliance before delivery of completed elements to the project site for installation. Attention needs to be focused on strategies for code compliance reviews and inspections during installation of prefabricated elements so that all required inspections can occur prior to and during installation to avoid covering of construction prior to review and approval by DFW inspectors. When considering prefabrication facilities, the Design-Build Firm needs to consider facilities that are convenient for access for quality inspections by all required entities.

All bidders must be fully aware that the Project Team intends to provide a design criteria specific to the project prior to Notice to Proceed, in appendix the bidders will find general design criteria manual and specifications for reference only.

3. DESIGN REQUIREMENTS

The Design-Build firm shall follow the milestones indicated below:

• NTP for 100% Design and Cost Estimate inclusive of agreed upon design milestones
• Submission of 100% Design and Cost Estimate
• DFW Review and Cost Validation
• Negotiate with DFW to agree on Guaranteed Maximum Price (GMP)
• Proceed with remaining design and construction. NOTE: construction can only commence after obtaining a permit. This requires a prior design submission for DFW review, followed by incorporation of comments and development of a permit design package.

4. SELECTION PROCEDURES

Statement of Qualifications (Phase One)

The Statement of Qualifications (SOQ) is limited to 20 pages, 10 to 12-point font. The SOQ may be submitted single or double sided, each printed side of any page will count as a numbered page. 11”x17” paper may be used for large exhibits; each printed side of an 11” x 17” page will count as 2 numbered pages. Resumes and forms (including attachments to such forms prepared by Respondent) do not count toward applicable page limits.

Submit 1 original and six (6) copies, plus one flash drive with a copy in pdf format saved to it.
The SOQ must be received at the DFW Design, Code and Construction offices, 3003 South Service Road, DFW Airport, Texas 75261 no later than 11:00 a.m. on July 2, 2020 (Central Time).

Each SOQ shall contain the following identified tabs with the corresponding tab number and title indicated below:

1. **Executive Summary** – The purpose of the Executive Summary is to provide an overview of Respondent’s and its Subconsultants/Subcontractors’ qualifications to perform the Services outlined in this RFQ. At a minimum, the Executive Summary must contain the following information:
   a. Respondent’s name, address, telephone number and fax number, signed by a person authorized to act on behalf of Respondent;
   b. The name, title, address, e-mail address, telephone number and fax number of the person signing the letter and to whom all future correspondence and/or communications may be directed by Board concerning this solicitation;
   c. The type of business entity that proposes to enter into an Agreement with DFW and the identity of any other business entities that will comprise Respondent;
   d. Complete legal name of Respondent and the name of the legal entities that comprise Respondent;
   e. Respondent must provide the domicile where each entity comprising it is organized, including entity name, brief history of the entity (including services provided), managing and corporate office location(s) (principal and joint venture firm), number of years in business (individually and joint venture with submitted firm(s)), contact name, address, phone number, email address, as well as the legal structure of the entity and a listing of major satellite offices.
   f. Each firm must certify that each professional that is a member of the firm was selected based on demonstrated competence and qualifications, in the manner provided by Section 2254.004.

2. **Overall Experience, Qualifications and Performance on Previous Projects.**
   a. Provide a description of the general and specific capabilities and experience of Respondent’s team members, including Subconsultants and Subcontractors, regarding executing similar design-build projects.
   b. Identify examples where team members have worked together to complete a similar project and discuss how the team was formed and how the team will function as an integrated unit in providing services to DFW.
   c. Provide a list of similar or comparable renovation projects at commercial service airport facilities and/or renovation projects utilizing prefabrication techniques completed by the proposed team. List projects in reverse chronological order beginning with the most recent and include project
description, project initial budget, project completed cost, project initial schedule, actual project duration, facility size (gross square feet), construction duration, and references with names and telephone numbers. Provide a minimum of three (3) projects that the Respondent and/or its team members have successfully completed, that best demonstrate the ability to apply innovative construction techniques and new use of materials. For each project listed, describe each team member’s specific contribution.

3. **Technical qualifications and experience of key project team members.**

   a. Describe the professional qualifications and experience of key personnel in executing design-build projects utilizing prefabrication techniques (design firm, construction firm, project manager, superintendent).

   b. Describe the Organizational Structure/Staffing Plan. The Respondent's Organizational Structure Section of the Qualifications Statement should introduce the proposed Respondent team (including Subconsultants/Subcontractors) by:
      
      i. Providing Respondent's Management Organizational Chart both graphically and in narrative format. The Organizational chart and narrative should provide a description of Respondent's views on how it will organizationally provide the Services, as well as depict the relationship of its key personnel roles to that of the Principal-in-Charge and other key members of the management team.
      
      ii. Describing how this organizational structure will facilitate managing the Services requested and how an efficient flow of information will be realized from the organizational structure.
      
      iii. Describing how the organizational structure will incorporate the role of Subconsultants/Subcontractors in a well thought out approach to providing the Services.

   c. Provide the names of proposed candidates for each function on the Management Organizational Chart. Indicate architects and/or engineers licensed to practice in the State of Texas.

   d. Consultant Key Personnel/Resumes:
      
      i. Identify and provide resumes for the individuals that the Respondent (including Subconsultants/Subcontractors) will use to provide the Services.
      
      ii. Resumes should be organized as follows:
         
         1. Name and Title;
         2. Professional Background;
         3. Current and Past Relevant Employment;
4. **Capability to perform as demonstrated by past project performances of similar type projects including budget, time management, and project size.**
   a. Provide a description of the procedures/processes Respondent (including joint venture firms) used on previous projects to manage the overall Services and discuss budget, schedule and function. Include a description of any metrics used to measure performance regarding budget and schedule as well as to ensure quality.
   b. Provide a detailed description of Respondent’s (including joint venture firms’) ability and processes used to work with all involved parties (i.e. owner, contractor, subcontractors, stakeholders.)
   c. Provide a detailed narrative that demonstrates Respondent’s (including joint venture firms’) capacity to provide services according to applicable schedules and budgets.

5. **Current Capacity and workload backlog:**
   a. Describe the Respondent’s (including joint venture firms’) ability to meet schedules and commit resources based on current and projected workload.
   b. Describe additional resources to be utilized, in the event they are needed.

6. **Knowledge of applicable regulations, professional standards, applicable regulations regarding Airport facility projects.**
   a. Describe Respondent’s (including joint venture firms’) experience in understanding the issues and processes required to provide Services at airport facilities.
   b. Describe Respondent’s (including joint venture firms’) familiarity with applicable rules, regulations, professional standards, etc. regarding airport facility projects.

7. **Safety Program/Quality Control.**
   a. Provide the Respondent’s (including joint venture firms’) safety record on all previous projects within the past five years and describe the team’s approach to safety.
   b. Describe the Respondent’s (including joint venture firms’) approach to Quality Control.
   c. Describe respondent’s experience in coordinating off-site inspections of ongoing prefabrication construction elements. Include examples of off-site quality control practices, including access for Owner’s representatives and
inspectors to observe and inspect these elements.

8. **Other Requested Information** (This information will not be included in the total page count)

   Respondent should provide specific information concerning any of the following events that may have occurred in the last five (5) years. Respondent’s response should fully describe the circumstances surrounding any events described:

   a. A detailed description of Respondent’s litigation history, including the identification of all legal claims, threatened litigation, demands, and lawsuits against Respondent (or any of Respondent’s team members, including its subcontractors and subconsultants, and/or any of their respective principals/officers/directors) and their resolution (including the determination of liability and amount of any judgment, settlement or fine/penalty) within the last 5 years.

   b. A detailed description of all investigations, administrative actions or warnings taken, pursued or issued by any federal, state, or local governmental agency involving the Respondent (or any of Respondent’s team members, including its subcontractors and subconsultants, and/or any of their respective principals/officers/directors) and their resolution (including the determination of liability and amount of any judgment, settlement, or fine/penalty) within the last 5 years.

   c. Whether Respondent has ever filed a petition in bankruptcy, taken any actions with respect to insolvency, reorganization, receivership, moratorium or assignment for the benefit of creditors, or otherwise sought relief from creditors.

   d. Whether Respondent was subject of any order, judgment or decree not subsequently reversed, suspended or vacated by any court permanently enjoining Respondent from engaging in any type of business practice.

   e. Whether Respondent was the subject of any civil or criminal proceeding in which there was a final adjudication adverse to Respondent which directly arose from activities conducted by Respondent which submitted a bid, proposal or qualifications statement for the subject project.

   f. Whether Respondent has been debarred or suspended from the participation in any procurement conducted by any governmental entity or other legal entity engaged in competitive public procurements.
Evaluation and Selection (Phase One)

Evaluation Factors for Phase One (Statements of Qualification)

Submittals will be ranked on the following factors:

<table>
<thead>
<tr>
<th>Evaluation Criteria (Phase One)</th>
<th>Weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Experience, Qualifications and Performance on Previous Projects in the following categories:</td>
<td>40%</td>
</tr>
<tr>
<td>a. Work at large major airport facilities.</td>
<td></td>
</tr>
<tr>
<td>b. Work on the secured side/airside of airport terminal.</td>
<td></td>
</tr>
<tr>
<td>c. Projects that have utilized innovative techniques to facilitate an efficient and safe construction process.</td>
<td></td>
</tr>
<tr>
<td>Technical qualifications and experience of key project team members</td>
<td>20%</td>
</tr>
<tr>
<td>Capability to perform as demonstrated by past project performances of similar type projects including budget, time management, and project resources.</td>
<td>15%</td>
</tr>
<tr>
<td>Current capacity and Backlog – Demonstrate capacity (Current Company Backlog – start date, finish date)</td>
<td>5%</td>
</tr>
<tr>
<td>Knowledge of applicable rules, professional standards, applicable regulations specific to Airport facility projects.</td>
<td>10%</td>
</tr>
<tr>
<td>Safety Program/Quality Control, including off-site procedures with Owner’s representatives and inspectors.</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Following evaluation of Statements of Qualification, DFW will rank and shortlist a maximum of five Respondents for Request for Additional Information and Interview (Phase Two).

Request for Additional Information and Interview (Phase Two)

Shortlisted Respondents will be invited to submit additional information (Request for Proposal) and may be required to interview for final selection. The additional information will be evaluated for a potential final award determination for Construction Contract Number 9500728 (the “Project”). Sealed additional information documents that are addressed to Design, Code and Construction Department, Attention: Contract Manager must be received on or before **11:00 a.m. on July 24, 2020** at DFW Design, Code and Construction Offices, 3303 South Service Road, DFW Airport, Texas 75261.

Respondent is not required to include architectural or engineering designs as part of the additional information. Respondent is encouraged to provide any additional information it
deems relevant for consideration, including any qualifications that it believes are relevant to the Project that have not been disclosed previously. Additional information will be limited to 20 pages with 10 to 12-point font. This may be submitted single or double sided, each printed side of any page will count as a numbered page. 11”x17” paper may be used for large exhibits; each printed side of an 11”x17” page will count as 2 numbered pages. Resumes and forms (including attachments to such forms prepared by Respondent) do not count toward applicable page limits.

Submit one (1) original and six (6) copies, plus one flash drive with a copy in PDF format saved to it.

Additional information will contain the following identified tabs with the corresponding tab number and title indicated below.

1) Project Narrative
2) Innovation
3) Costing Methodology
4) Diversity and Inclusion

Respondent will not be reimbursed for costs related to the preparation of Additional Information or Interview/Presentation. DFW reserves the right to, if it chooses, to interview the Respondents.

**Phase Two Additional Information Submission Requirements**

The additional information DFW seeks from Respondents is described in each of the four (4) scoring categories below:

**A. Project Narrative**

Respondent should provide information related to the design and construction of the Project and address all critical items necessary to successfully deliver the project from award through completion, including the following:

1) DFW has established an estimated design-build cost approximately at $96 Million Dollars. Describe the feasibility of designing to budget.

2) Discuss staging of equipment and materials and coordination with terminal management adherence to limited work hours and ensuring completion and departure within work hours to allow airport operations to commence every day as scheduled.

3) Provide written observations, based upon previous experiences in similar projects, addressing any anticipated problems and propose solutions.

4) Respondent should describe its quality control plan for the Project and how it meets
or surpasses DFW’s quality control specification.

5) Discuss the phasing approach and anticipated coordination and detail how at no time during construction impacts to tug road and adjacent gates will affect ongoing operations.

B. Innovation

Respondent should provide the following information and incorporate innovative solutions where possible for each item:

1) A proposed Project schedule in updated Primavera P6.xer file, which shall be transmitted electronically in a format compatible with the current version of primavera, demonstrating a sufficient level of understanding of technical aspects of the project, illustrating relevant phases of the Project and how Respondent will successfully complete each phase by the proposed deadline.
   a. Address the various phases of design and construction and the number of days following notice-to-proceed the Project would be substantially complete. The current baseline schedule is 680 consecutive calendar days from notice to proceed to substantial completion because the Owner desires to deliver this Project before end of May 2022. However, also of paramount importance to the Owner is to minimize customer inconvenience and thereby minimize existing gate closure duration. Describe any challenges to meet the 680 days. The schedule should detail an approach to best balance and achieve DFW Airport objectives by meeting schedule, quality and cost effectiveness.
   b. Approach using methods for schedule recovery, and its philosophy regarding establishment and use of total float on the Project to achieve the desired substantial completion date.
   c. Approach to design and construction phasing needed to provide anticipated early delivery or fast-tracked design and construction packages.
   d. As part of the schedule, include solution for DFW review and approval durations and milestones for those packages.

2) Other Innovations or betterment alternatives for consideration by Owner

C. Costing Methodology

1) Respondent should provide its “costing methodology," addressing the following:
   a) policies on subcontractor markup;
   b) definition of general conditions;
   c) range of cost for general conditions;
d) policies on design and construction contingencies;

e) expected staffing for administrative duties.

_The term “costing methodology” does not include a guaranteed maximum price or bid for overall design or construction._

2) Respondent should provide proof of its financial ability to perform and execute the Project if selected, including proof of available bonding capacity, and audited financial statements for the past 2 years.

D. Diversity and Inclusion

1) Respondent should provide a narrative in its Additional Information document describing the following:

a) Affirmative Action Plan: Respondent's Affirmative Action Plan and/or policy statement, including goals with respect to hiring staff for the Project. Such plan must include, but not be limited to goals for women and minorities for management and non-management positions.

b) Description of Commitment: How will the Respondent manage expectations and commitment to firms that have been identified in the Additional Information that will be utilized to fulfill Respondent's M/WBE requirements? In addition, explain the selection of Respondent's team composition, including diversity within the team and any opportunities given to team members that may be new to Respondent's team and why they were selected.

c) Description of Business Development, Technical Assistance, and/or Capacity Building Initiatives: Description of Respondent’s commitment to programs, assistance or support to enhance the capacity or facilitate the participation of M/WBEs, including outreach and a proposed mentoring program.

d) Private Sector Participation: Describe Respondent’s ability to demonstrate M/WBE participation on private sector work or on contracts that require no goals. How is the overall effectiveness of Respondent’s diversity and inclusion initiatives measured? Is it tied to a goal or metric? If so, what is the goal/metric and how has Respondent performed in relation to the goal historically?

e) Assurance: What steps will Respondent take to ensure it meets the M/WBE participation goal and does Respondent have a dispute resolution/mediation plan in place for modification, elimination or termination of a M/WBE? In addition, who will oversee Respondent’s M/WBE program and at what level are they within Respondent’s organization? Also describe this individual's commitment to M/WBE programs, assistance or support to enhance the capacity or facilitate the participation of M/WBE firms under the Agreement and any Delivery Orders issued.
pursuant to it. What systems does Respondent have in place to reach its M/WBE participation and is Respondent familiar with Board’s B2GNOW system and, if not, what steps will Respondent take to learn the system?

f) For the MWBE (Design) goal of 30%, provide a completed Preliminary Schedule of Subcontractors, including submitting appropriate, currently valid, Certification Certificates for all proposed MWBE firms.

g) For the MBE (Construction) goal of 20%, provide a completed Compliance Plan.

**Phase Two Evaluation Criteria and Process**

Following submission of the additional information requested, it may be required to interview for final selection. The additional information submitted, and subsequent interview if required, will be evaluated utilizing the following weighted evaluation criteria:

<table>
<thead>
<tr>
<th>Evaluation Criteria (Phase Two)</th>
<th>Weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statement of Qualifications</td>
<td>30%</td>
</tr>
<tr>
<td>Project Narrative</td>
<td>25%</td>
</tr>
<tr>
<td>Innovation</td>
<td>20%</td>
</tr>
<tr>
<td>Costing Methodology</td>
<td>5%</td>
</tr>
<tr>
<td>Diversity and Inclusion</td>
<td>20%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Following evaluation of the additional information and interview (if required), DFW will rank and select the Respondent that offers the Best Value. DFW will attempt to negotiate with the selected Respondent a lump sum contract inclusive of all design services and construction work to complete the project. If DFW is unable to negotiate a contract with the selected Respondent, DFW will, formally and in writing, end negotiations with that Respondent and proceed to the next Respondent in the order of the selection ranking until a contract is reached or all submittals are rejected.

**Phase Two Interview Format**

Following submission of the additional information requested, should DFW require to interview for final selection, the interview format and requirements are described below. Respondent may provide additional information in the interview at their discretion, provided the below requirements are also addressed.

- **Media:** Power point presentation in DCC conference room.
- **Duration:** One-hour total. Consisting of a 40 minutes presentation with 20
minutes questions and answers period.

**Interview Outline:**

i) Introductions

ii) Project team,

   (a) Any changes since the Qualifications Package submittal.

iii) Project approach and innovation

   (a) Describe your understanding of the overall project.
   (b) Discuss your understanding of Airport security requirements and their impact to project logistics.
   (c) Describe the overall phasing approach proposed to be followed for the project in order to fulfill operational requirements.

iv) Schedule

   (a) Design
   (b) Permit
   (c) Materials Ordering / Delivery
   (d) Construction - Identify any potential advantages or challenges presented in meeting the project schedule
   (e) Closeout

Questions and Answers

1) Has there been any changes to the Project Team since the Qualifications Package submittal and what is your approach to diversity and inclusion?

2) How do you incorporate security in your approach for the overall project?

3) What is the anticipated Design Schedule?

4) What is the anticipated date the Design will be delivered for Permit Review?

5) What materials are anticipated to be long lead items and what is the strategy to order materials including anticipated delivery time and where materials would be stored?

6) What are the potential advantages or challenges presented in meeting the project schedule or reducing adjacent operational closure duration?

7) How would your Design Build Team closeout the project and would your closeout approach benefit the Airport gate closure duration?
5. SOLICITATION SCHEDULE

<table>
<thead>
<tr>
<th>SOLICITATION SCHEDULE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Request for Qualifications Initial Advertisement</td>
<td>June 5 &amp; 7, 2020 and June 12 &amp; 14, 2020</td>
</tr>
<tr>
<td>Qualifications Pre-Proposal Conference via Skype Call (972) 973-6690, Conference ID# 718049</td>
<td>June 12, 2020, 2:00pm</td>
</tr>
<tr>
<td>Deadline for RFQ Questions</td>
<td>June 19, 2020, 4:00pm</td>
</tr>
<tr>
<td>Issue Addendum <em>(if needed)</em></td>
<td>June 25, 2020</td>
</tr>
<tr>
<td>Statement of Qualification’s Due, Opened via Skype Call (972) 973-6690, Conference ID# 718049</td>
<td>July 2, 2020, 11:00am</td>
</tr>
<tr>
<td>Committee Review</td>
<td>July 6-10, 2020</td>
</tr>
<tr>
<td>Shortlist Notification and request Additional Information <em>(RFP)</em></td>
<td>July 13, 2020</td>
</tr>
<tr>
<td>Deadline for RFP Questions</td>
<td>July 16, 2020, 4:00pm</td>
</tr>
<tr>
<td>Issue Addendum <em>(if needed)</em></td>
<td>July 20, 2020</td>
</tr>
<tr>
<td>Request for Proposal Due</td>
<td>July 24, 2020, 11:00am</td>
</tr>
<tr>
<td>Tentative Interview Dates</td>
<td>July 27-31, 2020</td>
</tr>
<tr>
<td>Notification of Selected Respondent</td>
<td>August 3, 2020</td>
</tr>
<tr>
<td>Selected Respondent Cost Proposal Due</td>
<td>August 7, 2020, 2:00pm</td>
</tr>
<tr>
<td>Airport Board Action</td>
<td>September 3, 2020</td>
</tr>
<tr>
<td>Estimated Notice to Proceed</td>
<td>September 24, 2020</td>
</tr>
<tr>
<td>Estimated Substantial Completion of Shell and Core Construction</td>
<td>May 6, 2022</td>
</tr>
<tr>
<td>Estimated Substantial Completion of Fit-Out Construction</td>
<td>August 6, 2022</td>
</tr>
</tbody>
</table>

**Required Forms** as follows:

- COMMITMENT TO M/WBE FORM
- COMMITMENT TO MBE FORM
- GOOD FAITH EFFORT PLAN
The M/WBE goal for Solicitation/Contract # 9500728 is 30%.

NOTE: The BDDD will only credit M/WBE participation that is certified by an approved certification entity at the time of bid/proposal submission. DBE certificates will no longer be accepted for M/WBE credit. Effective 10/1/12, in addition to having a valid certification, MWBEs must also have a place of business in the Airport’s market area at the time of bid/proposal submission for credit towards meeting a contract goal.

The undersigned Contractor has satisfied the requirements of the bid/proposal specifications in the following manner (Please check (✓) the appropriate space):

_____ Self-Performance: The proposer, a certified M/WBE firm, is committed to meeting or exceeding the M/WBE goal through self-performance.

_____ Self-Performance & Percentage Participation: The proposer, a certified M/WBE firm, is committed to meeting or exceeding the M/WBE goal, with a minimum of _____% self-performance and a minimum of ____% M/WBE subcontracting participation on this contract.

_____ Percentage Participation: The proposer is committed to meeting or exceeding the M/WBE goal, with a minimum of ____% M/WBE subcontracting participation on this contract.

_____ The Contractor is unable to meet the M/WBE goal of _____% and is committed to a minimum of ____% M/WBE utilization on this contract and submits documentation demonstrating good faith efforts.

_____ The Contractor is unable to meet the M/WBE goal of _____% and submits documentation demonstrating good faith efforts.

Name of Prime Contractor: ________________________________________________________________

Signature ___________________________ Title ___________________________

Printed Name _________________________ Date ___________________________

M/WBE Commit Form Updated 12/2015

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1 The Airport’s market area is defined as the North Texas Commission twelve-county area of Dallas, Tarrant, Collin, Delta, Denton, Ellis, Hunt, Johnson, Kaufman, Parker, Rockwall, and Wise counties.
COMMITMENT TO MINORITY BUSINESS
ENTERPRISE (MBE) PARTICIPATION FORM - CONSTRUCTION
(This form is required as part of the bid/proposal submission.)

The MBE goal for Solicitation/Contract # 9500728 is 20%.

NOTE: The BDDD will only credit MBE participation that is certified by an approved certification entity at the time of bid/proposal submission. DBE certificates will no longer be accepted for MBE credit. Effective 10/1/12, in addition to having a valid certification, MBEs must also have a place of business in the Airport’s market area² at the time of bid/proposal submission for credit towards meeting a contract goal.

The undersigned Contractor has satisfied the requirements of the bid/proposal specifications in the following manner (Please check (✓) the appropriate space):

_____ Self-Performance: The proposer, a certified MBE firm, is committed to meeting or exceeding the MBE goal through self-performance.

_____ Self-Performance & Percentage Participation: The proposer, a certified MBE firm, is committed to meeting or exceeding the MBE goal, with a minimum of _____% self-performance and a minimum of ____% MBE subcontracting participation on this contract.

_____ Percentage Participation: The proposer is committed to meeting or exceeding the MBE goal, with a minimum of _____% MBE subcontracting participation on this contract.

_____ The Contractor is unable to meet the MBE goal of _____% and is committed to a minimum of ____% MBE utilization on this contract and submits documentation demonstrating good faith efforts.

_____ The Contractor is unable to meet the MBE goal of _____% and submits documentation demonstrating good faith efforts.

Name of Prime Contractor:____________________________________________________________________________________

________________________________________________________

Signature                                      Title

________________________________________________________

Printed Name                                   Date

MBE Commit Form Updated 12/2015

---

² The Airport’s market area is defined as the North Texas Commission twelve-county area of Dallas, Tarrant, Collin, Delta, Denton, Ellis, Hunt, Johnson, Kaufman, Parker, Rockwall, and Wise counties.
GOOD FAITH EFFORT PLAN

NOTE: Include a response to GFE criteria and support documentation in bid/proposal only if the D/S/M/WBE goal is not achieved.

The following factors are taken into account when assessing a Good Faith Effort (GFE) response. These factors are minimally considered as good faith efforts and demonstrate specific initiatives made in attempting to achieve the applicable contract-specific Disadvantaged/Small/Minority/Women Business Enterprise (D/S/M/WBE) goal. These factors should not be considered as a template, checklist or some quantitative formula. Proposers are required to meet all factors outlined below and provide support documentation in order for the good faith effort plan to be assessed. Mere pro forma efforts are not good faith efforts to meet the D/S/M/WBE contract requirements. This means that a bidder/proposer must show that it took all necessary and reasonable steps to achieve a D/S/M/WBE goal or other requirement of this GFE which, by their scope, intensity, and appropriateness to the objective, could reasonably be expected to obtain sufficient D/S/M/WBE participation, even if they were not fully successful. Dallas Fort Worth Airport (DFW) will evaluate the GFE on quality, quantity, and intensity of the different kinds of efforts that the bidder/proposer has made, based on the regulations and the guidance in Code of Federal Regulations.

NOT SUBMITTING PROPER SUPPORT DOCUMENTATION IS NOT EVIDENCE OF A PROPER DEMONSTRATION OF GOOD FAITH EFFORT. SUBMITTAL OF THE CRITERIA, WITH NO ADDITIONAL DOCUMENTATION, WILL NOT BE CONSIDERED ADEQUATE DEMONSTRATION OF GOOD FAITH EFFORT. Proposers are not limited to these particular areas and may include other efforts deemed appropriate. Complete form and attach support documentation only if the D/S/M/WBE goal is not achieved. For additional guidance concerning Good Faith Efforts, please refer to the Electronic Code of Federal Regulations (CFR 49 part 26 Appendix A).

<table>
<thead>
<tr>
<th>GOOD FAITH EFFORT FACTORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whether the contractor/vendor/bidder conducted market research to identify small business contractors and suppliers and solicit through all reasonable and available means the interest of all certified D/S/M/WBEs that have the capability to perform the work of the contract. This may include attendance at any pre-bid or pre-proposal meetings to discuss subcontracting and supplier opportunities (acceptable documentation shall include copies of the meeting sign-in sheets with contractor name noted as signed-in) and business matchmaking meetings and events, advertising and/or written notices, posting of Notices of Sources Sought and/or Requests for Proposals, written notices or emails to all D/S/M/WBEs listed in the State and/or Local respective directories of firms that specialize in the areas of work desired (as noted in the D/S/M/WBE directory) and which are located in the area or surrounding areas of the project.</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder advertised in general circulation, trade association, and/or D/S/M/WBE focused media concerning subcontracting and supplier opportunities (acceptable documentation shall be copies of advertisement, newspaper page where advertisement was posted or print media confirmations);</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder should solicit this interest as early in the acquisition process being at least five (5) business days prior to bid opening as practicable to allow the D/S/M/WBEs to respond to the solicitation and submit a timely offer for the subcontract. The bidder/proposer should determine with certainty if the D/S/M/WBEs are interested by taking appropriate steps to follow up initial solicitations at least three (3) business days prior to bid opening to determine with certainty whether the DBEs were interested (appropriate steps may be demonstrated by second contact attempts by letter, facsimile transmission, telephone communication or email, if bidder/proposer failed to make contact on its first attempt).</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder selected portions of the work to be performed by D/S/M/WBEs in order to increase the likelihood that the D/S/M/WBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units (for example, smaller tasks or quantities) to facilitate D/S/M/WBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces. This may include, where possible, establishing flexible timeframes for performance and delivery schedules in a manner that encourages and facilitates D/S/M/WBE participation.</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder provided interested D/S/M/WBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation with their offer for the subcontract. The ability or desire of a contractor/vendor/bidder to perform the services of a contract with its own workforce does not relieve the contractor/vendor/bidder of the responsibility to meet the contract goal or demonstrate good faith efforts to do so (The bidder/proposer shall make a moderate and reasonable adjustment to the normal and practiced industry standard that demonstrates a reasonable willingness to divide up scopes of work to provide more opportunities for D/S/M/WBEs to bid/quote).</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder negotiated in good faith with interested D/S/M/WBEs. It is the bidder's/proposer's responsibility to make a portion of the work available to D/S/M/WBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available D/S/M/WBE subcontractors and suppliers, so as to facilitate D/S/M/WBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of D/S/M/WBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional Agreements could not be reached for D/S/M/WBEs to perform the work.</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including D/S/M/WBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using D/S/M/WBEs is not in itself sufficient reason for a bidder's/proposer's failure to meet the contract D/S/M/WBE goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder/proposer of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from D/S/M/WBEs if the price difference is excessive or unreasonable.</td>
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<tr>
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<tr>
<td>Whether the contractor/vendor/bidder did not reject D/S/M/WBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union status) are not legitimate causes for the rejection or non-solicitation of bids in the contractor's efforts to meet the project goal. Another practice considered an insufficient good faith effort is the rejection of the D/S/M/WBE because its quotation for the work was not the lowest received. However, nothing in this paragraph shall be construed to require the bidder/proposer or prime contractor to accept unreasonable quotes in order to satisfy contract goals.</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder prime contractor's inability to find a replacement D/S/M/WBE at the original price is not alone sufficient to support a finding that good faith efforts have been made to replace the original D/S/M/WBE. The fact that the contractor has the ability and/or desire to perform the contract work with its own forces does not relieve the contractor of the obligation to make good faith efforts to find a replacement D/S/M/WBE, and it is not a sound basis for rejecting a prospective replacement D/S/M/WBE's reasonable quote.</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder make efforts to assist interested D/S/M/WBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or contractor.</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder make efforts to assist interested D/S/M/WBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder effectively uses the services of available minority/women community organizations; minority/women contractors' groups; Local, State, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of D/S/M/WBEs.</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder in determining whether a bidder/proposer has made good faith efforts, it is essential to scrutinize its documented efforts. At a minimum, DFW will review the performance of other bidders/proposers in meeting the contract goal. For example, when the apparent successful bidder/proposer fails to meet the contract goal, but others meet it, DFW may reasonably raise the question of whether, with additional efforts, the apparent successful bidder/proposer could have met the goal. As provided in §26.53(b)(2)(vi), the bidder must submit copies of each D/S/M/WBE and non-D/S/M/WBE subcontractor quote submitted to the bidder when a non-D/S/M/WBE subcontractor was selected over a D/S/M/WBE for work on the contract to review whether D/S/M/WBE prices were substantially higher; and contact the D/S/M/WBEs listed on a contractor's solicitation to inquire as to whether they were contacted by the prime. Pro forma mailings to D/S/M/WBEs requesting bids are not alone sufficient to satisfy good faith efforts under the rule.</td>
</tr>
<tr>
<td>Whether the contractor/vendor/bidder promise to use D/S/M/WBEs after contract award is not considered to be responsive to the contract solicitation or to constitute good faith efforts.</td>
</tr>
</tbody>
</table>

**AFFIRMATION**

_I HEREBY AFFIRM THAT THE ABOVE INFORMATION IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE. I FURTHER UNDERSTAND AND AGREE THAT, THIS DOCUMENT SHALL BE ATTACHED THERETO AND BECOME A BINDING PART OF THE CONCESSION CONTRACT._

**NAME AND TITLE OF AUTHORIZED OFFICIAL:**

| SIGNATURE: ____________________________ | DATE: ____________ |

**FOR DFW BUSINESS DIVERSITY & DEVELOPMENT USE ONLY:**

Plan Reviewed by: ____________________________ Date: ____________________________

Signature of D/S/M/WBE Liaison: ____________________________

Recommendation: Approval: ____________ Denial: ____________
Appendix

A. Existing Conditions Report

Exhibit A: Terminal C High Gates Area Map

Exhibit B: Terminal C Site Plan

Exhibit C: Limited Asbestos Report
https://youtu.be/uBhKCDOxrR8
https://youtu.be/8fwg99ZGy9Q
https://youtu.be/-sV2bfcyr9c

Exhibit D: Interior and Exterior Drone Footage

B. Basis of Design (For Reference Only)
Design Criteria Manual:
Other Resources:
https://dfwairport.com/development/index.php

C. Specifications (For Reference Only)
Latest Standard Specification Book: