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Contracting Opportunity

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Title: Airport Master Plan/Airport Layout Plan (eALP) Update with GIS Guidelines and Wetland Delineation , at Westchester County Airport, New York

Agency: Westchester County Department of Public Works

Contract Number: A0071

Contract Term: 12/2011 to 12/2012

Date of Issue: 10/06/2011

Due Date/Time: 11/03/2011 4:00 PM

County(ies): All NYS counties

Location: White Plains, New York

Classification: Architectural, Engineering & Surveying - *Consulting & Other Services*

Opportunity Type: General

Entered By: jrm4@westchestergov.com

Description:

Notice is hereby given that the County of Westchester is seeking to retain a firm to provide professional airport planning, surveying, and engineering services for one federally funded project located in the County of Westchester at the Westchester County Airport (HPN).

The objective of the Airport Master Plan is to provide the County of Westchester, the community, public officials, airport tenants, environmental stewards as well as other regulatory agencies with proper guidance for future development at the Westchester County Airport to satisfy light and heavy general aviation demands and commercial aviation while continuing to improve environmental performance.

Basic Services:

The selected Consultant for this project shall perform the Scope of Services outlined below, as necessary, including the provision of all required professional engineering, surveying, planning, and project management services related to the completion of the Project. The Project will assist the County in defining the best course of action to ensure that the Airport continues to operate effectively and efficiently, as well as in the most environmentally sustainable manner. All work shall be in accordance with all Federal, State, County and local codes and

regulations. The Project shall consist of the following:

1. Prepare an Airport Master Plan for Westchester County Airport
2. Develop existing and future data to prepare an Airport Layout Plan (eALP) in electronic format
3. Provide wetland delineation and mapping at the entire airport facility

The primary goal for this project is to develop both an air and land side facilities plan and an infrastructure plan to meet the current and future operational needs of the airport. The County is seeking recommendations for new and innovative ideas to provide for the orderly future development of the Airport in a manner that will enhance and develop sound cost structures, improve customer service and ensure continued compliance with safety, security and environmental goals and objectives.

The Airport Master Plan will be a comprehensive study of the airport that identifies short-, medium-, and long-term needs and makes recommendations on ways to address those needs. The desired outcome will be a series of recommendations and a plan of the physical improvements for the future development of the Airport while cost-effectively satisfying aviation demand and considering potential environmental and socioeconomic impacts.

The Consultant will develop an electronic Airport Layout Plan (eALP) that describes existing conditions and planned improvements at the Westchester County Airport. The airport's existing ALP cannot be traced to the source at a 95% confidence level and is not to scale. The eALP will help guide future development of the airport, and reflect Westchester County's policies for the airport. The Consultant will be responsible for reviewing existing data, recommending additional data collection needs, collecting additional data and preparing an electronic Airport Layout Plan in accordance with applicable FAA standards and guidance.

A wetland delineation survey of the entire airport property will be required to revalidate previously mapped wetland boundaries and identify areas that may have changed.

Background:

The Westchester County Airport, owned by the County of Westchester, is located in the Towns of Harrison and North Castle, and the Village of Rye Brook, New York. It has been operating as a public-use airport since 1945. The airport encompasses an approximately 695-acre tract of land that is approximately 10,000 feet in length from north to south. The airport community offers a diverse mixture of business, commercial and private aviation services. It is conveniently located approximately five miles east of the City of White Plains and roughly 30 miles north of Manhattan.

The Westchester County Airport is located within the Rye Lake/Kensico Reservoir Watershed, a drinking water source for New York City and much of southern Westchester County. The airport is also located in the Blind Brook Watershed. Communities located downstream of the airport and in the Blind Brook Watershed experience flooding from the Blind Brook and are sensitive to storm water runoff

issues. Communities that surround the airport, including those in Connecticut, are sensitive to noise, vehicular traffic and other impacts generated from the airport.

Responding to the concerns of its neighbouring communities and its unique location, the airport has been a pioneer in the management of its environmental impacts caused by aviation operations. The Westchester County Airport is fully committed to achieving excellence in environmental protection by integrating environmental values into all airport activities. This is accomplished through the AEMS, an ISO 14001 certified Airport Environmental Management System through which the airport's environmental performance is monitored; airport-wide environmental management practices are continually improved; and employees receive environmental training. The Westchester County Airport was, in 2004, the third airport in the U.S. to achieve this level of environmental performance.

The last Airport Master Plan for Westchester County Airport was adopted on December 15, 1980. Subsequently, in December of 1985, the County Board of Legislators adopted a policy statement for the use of the Westchester County Airport. As a result, an Airport Master Plan Update was adopted by the Board of Legislators on May 18, 1987 that was consistent with this policy statement.

As a result, there is a codified limit 240 commercial passengers per half hour that may enplane/deplane at the airport. These issues will be important factors in determining the type and extent of future development at the airport. Westchester County Airport, as part of its effort to reduce the noise levels created by aircraft operations, also voluntarily maintains a noise abatement program at the airport. The airport has adopted a Voluntary Restraint from Flying Program (commonly referred to as the "voluntary curfew"), which asks that all operators refrain from flying between midnight and 6:30 a.m. when possible. The Consultant must consider these sensitive issues surrounding the airport and tailor the new Airport Master Plan with these unique circumstances in mind.

It has been many years since the last Airport Master Plan Update, and the County considers this an ideal time to take a new look at the airport facility given all of the technological, security, and environmental changes in the last 25 to 30 years. Also, the Federal Aviation Administration's (FAA) guidance on master plan studies has evolved since the last Advisory Circular (AC) was published in 1985. It now incorporates current industry methods and procedures commonly employed in the preparation and documentation of airport master plans. This initiative will help the airport set the baseline for the Next Generation Air Transportation System (NextGen) and will allow the airport to be proactive and to continue compliance with the FAA's initiatives.

For more information about the Westchester County Airport, please visit <http://airport.westchestergov.com>.

Project Tasks:

The Consultant's project approach should include a scope of work in adequate detail to identify the steps that will be taken to achieve the goals of the project and

provide a schedule for all work to be performed.

1. Prepare an Airport Master Plan for Westchester County Airport

The Consultant will prepare an Airport Master Plan in accordance with FAA AC 150/5070-6B that is tailored to Westchester County Airport's needs. The Consultant's project approach should include a scope of work in adequate detail to identify the steps that will be taken to achieve the airport's vision.

The anticipated services for the complete Master Plan, to be accomplished in phases, is to include those typically performed during the airport master planning process, as outlined in FAA AC 150/5070-6B, "Airport Master Plans," as well as with guidance from the FAA New York Airports District Office (NYADO) and Eastern Region guidelines. Any data collection and physical survey work shall be accomplished to meet standards in FAA ACs 150/5300-16,-17,-18.

Coordination between the County, the airport, local, regional, state and federal agencies, and the Consultant will be essential in bringing together all of the pieces needed to develop a mutual agreement and understanding for the future of the Westchester County Airport.

At a minimum, the Airport Master Plan should include the following elements:

- Pre-Planning Process
- Regular Meetings and Public Involvement Program
- Assessment of Airport needs
- Environmental Overview
- Airport Inventory
- Aviation Activity Forecasts
- Demand/Capacity Analysis and Facility Requirements
- Project Goals/Objectives and Vision
- Alternatives Development and Evaluation
- Airport Noise Compatibility
- Airport Layout Plan (see Project Task #2)
- Land Use Plan (airside and landside)
- Redevelopment of Air National Guard (ANG) site evaluation
- Pavement Management Program
- Implementation Plan, Phasing and Schedule
- Financial Plan and Estimates of Development
- Study Coordination and Reports
- Plan drawing sets and other product deliverables

The Consultant should always keep the environment, storm water management, water and air quality, and noise abatement in mind throughout the entire process. Also, the above list of elements is neither exhaustive nor absolute. The issues and elements at the airport are in no way discrete and should be thought of holistically in the planning process.

The Consultant will be responsible for preparing all forms necessary for NEPA and SEQR submission, review and approval. The County will provide review, direction

and comment on the form preparation.

The undertaking of this process and these elements will ultimately result in an Airport Master Plan that is acceptable to the airport, the County of Westchester, the State of New York Department of Transportation (NYSDOT), the Federal Aviation Administration (FAA) as well as all of those involved in the public process.

2. Develop existing and future data to prepare an Airport Layout Plan (eALP) in electronic format

The Airport Layout Plan (ALP) is a key document representing an understanding between the airport and the FAA regarding the current and future development of the airport and will be used by the FAA, the airport and other parties for planning and decision making purposes. Therefore, it should be kept current, reflecting changes in the physical features on the airport and critical land use changes in the vicinity of the airport that may affect the navigable airspace or the airport's development capability.

The goal of this task is to have a complete inventory of all airport facilities and design standards in an electronic format. It will also provide the airport with an electronic Airport Layout Plan drawing set as an element complementary to the Airport Master Plan. The work to be undertaken will result in the development of existing and future data to prepare an Airport Layout Plan (eALP) drawing set in electronic format, properly geocoded and registered to meet the appropriate survey accuracies (horizontal and vertical) at a 95% confidence level as stated in the FAA ACs 150/5300-16,-17,-18.

The use of the following Federal Aviation Administration (FAA) guidelines is mandatory by the Consultant for the collection of geospatial airport and aeronautical data:

- AC 150/5300-16 "General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey"

AC 150/5300-17 "General Guidance and Specifications for Aeronautical Surveys: Airport Imagery Acquisition and Submission to the National Geodetic Survey"

AC 150/5300-18 "General Guidance and Specifications for Aeronautical Surveys: Airport Survey Data Collection and Geographic Information System Standards"

AC 150/5300-13 "Airport Design"

FAA Eastern Region Airport Layout Plan Checklist

The final product will be required to be entered and successfully validated into the FAA Airport Surveying-GIS Program (AGIS) online portal.

The Consultant should make maximum use of existing data for the airport which is traceable to the source that meets the requirements before undertaking additional data collection. However, data collected or proposed for use in a project must meet

the tolerances specified in the above ACs at the 95 % confidence level (RMSE) before being used in the project or as part of the required deliverables.

The Consultant will be required to provide professional services, including but not limited to:

- Conduct an aeronautical and obstruction survey and airport airspace analysis for all runways in accordance with the latest version available of FAA ACs 150/5300-16,-17,-18;
- Collect Planimetric data for the airport and surrounding environment sufficient to develop an Airport Layout Plan (in anticipation of full deployment of the FAA's developing electronic Airport Layout Plan). All planimetric information in CADD format will be converted into GIS format with attribution;
- Collect and Convert existing airport cadastral and underground utility data to GIS format;
- Convert planned airport development imaginary design area and surfaces to GIS format; and
- Assemble an electronic ALP using GIS data and FAA-developed tools

The contracted surveyor will validate airport geodetic control use existing PACS (PID: LX7500), SACS (PID: AE2411) and SACS (PID: AJ8916). If the existing PACS/SACS are determined to be damaged, the project will establish temporary geodetic control as required.

For further information on compliance with the requirements of the FAA Airport Survey-GIS Program, see <https://airports-gis.faa.gov>.

3. Provide wetland delineation and mapping at the entire airport facility as necessary

The Consultant will review existing wetland survey delineations, site mapping and data provided by the County. Prior to any formal delineation, the Consultant will conduct a visual inspection at the airport to establish survey priorities.

The Consultant will perform a wetland delineation survey and digital mapping of the entire airport facility as necessary. The survey must be in accordance with all applicable Federal, State, County and local regulations and permitting agencies (e.g. USACE, NYSDEC, NYCDEP, etc.).

As a part of the overall airport surveying effort, the wetlands survey delineation will be used as a means to facilitate preparation of environmental review documents for future capital projects at the airport.

Geospatial Data:

The Consultant must provide data in the following 3D geospatial vector file format: Shapefile (ESRI format), referenced to North American Datum 1983 – New York State Plan East Zone 3101 feet and North American Vertical Datum 1988. Each feature must have corresponding metadata in accordance with Federal Geographic Data Committee (FGDC) metadata standards.

Vector data features to be captured should be developed in accordance with the Federal Aviation Administration (FAA) Advisory Circular AC 150/5300-18B. All features must have appropriate attribute fields, feature description setups, collection requirements, and corresponding data population.

The Consultant must provide an electronic copy of the digital terrain model that was used to create the contours. This DTM file should be readable in AutoCAD Civil 2008. An AutoCAD file of all TIN lines used to create the contours must also be provided.

Site Visit

Proposers will be permitted to examine the project site only under escort by the County's representative at 10 am on Wednesday October 19, 2011 at the Administration Offices at Westchester County Airport. Proposers shall indicate their interest by contacting Jorge Marmol, PE, Westchester County Department of Public Works and Transportation at 914-995-5584.

Consultant Selection

The County of Westchester will select the most highly qualified firm according with the following criteria, listed in order of decreasing importance:

1. Demonstrated understanding of the project
2. Approach and schedule
3. Experience with similar kinds of projects and/or work
4. Quality of staff for work to be done
5. Familiarity with the procedures for Federal Aid Projects
6. Logistics and familiarity with the project area.
7. Demonstrate knowledge of requirements and experience using FAA ACs 150/5300 -16,-17,-18.

Interested firms should submit six (6) copies of their Expression-of-Interest (EOI) to the address below, no later than 4:00 pm on Thursday, November 3, 2011. An EOI shall be composed of an (SF) 330 for the prime and all proposed sub-consultants. Instructions provided for completing the form must be followed.

Special Project Requirements: The selection and retention of a consultant will be contingent upon the availability of the proposed key staff, unless substitutes are approved by the County during negotiations. The top ranked firms may be requested to prepare and give oral presentations before the County selection committee.

Disadvantage Business Enterprises (DBE) are encouraged to submit proposals in response to this solicitation. Other proposers are encouraged to submit DBE sub-consultants where appropriate.

Designated firms must submit proof of authority to practice engineering/ land surveying in NYS immediately upon designation.

Subconsultants, Subcontracting and/or joint ventures are permitted.

Minority Owned Sub-Contracting Goal: 2.1%

Women Owned Sub-Contracting Goal: 2.1%

Contact Information

Primary contact: Department of Public Works and Transportation
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Submit to contact: Department of Public Works and Transportation
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Bid Results

Bid Results have not been entered



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