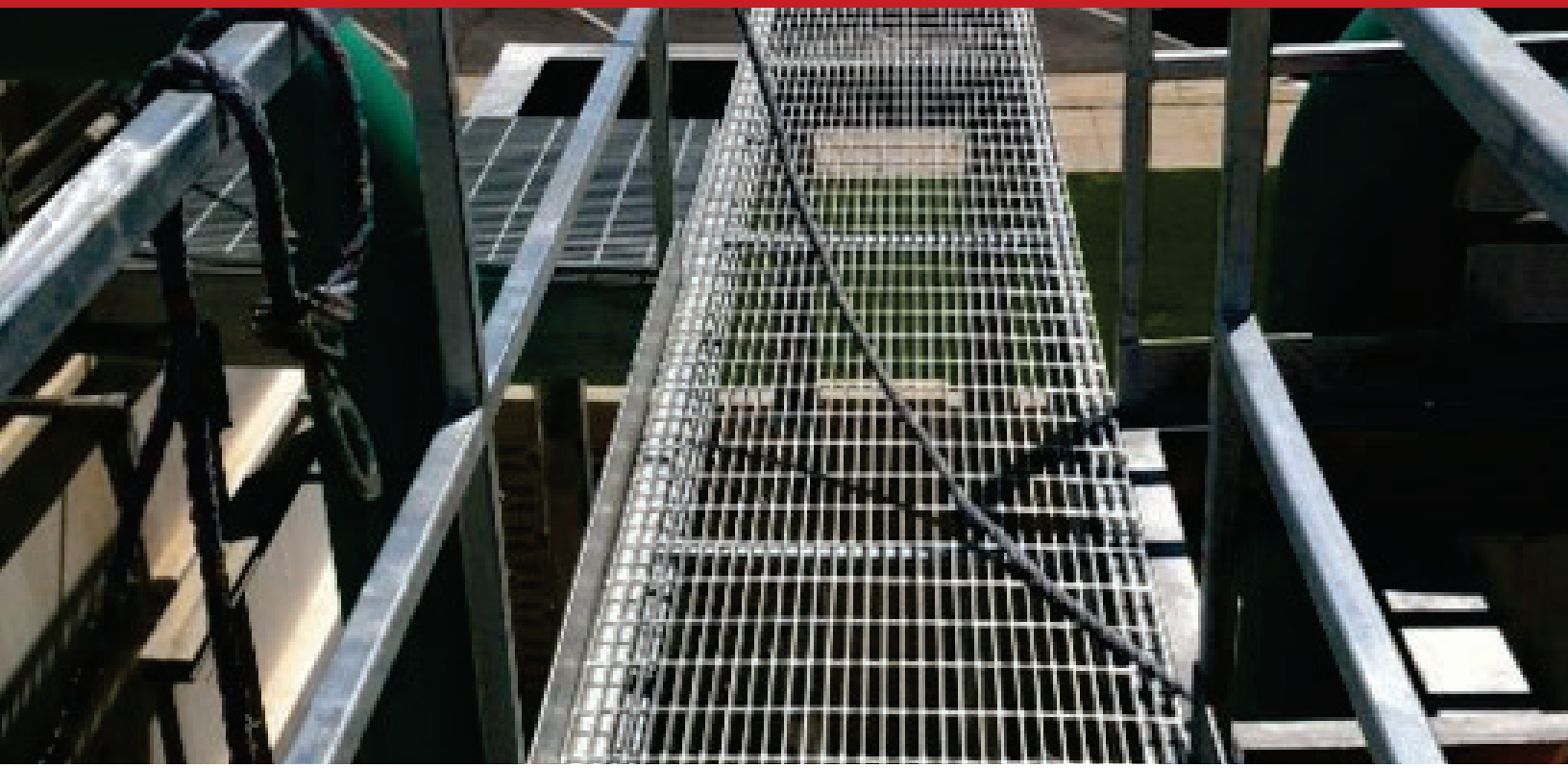
PROJECT CASE STUDY / FEDERAL · DESIGN-BUILD · IN-LINE AS PRIME

Los Angeles ARTCC Cooling Tower Catwalk

Palmdale, California · Federal Aviation Administration

Contract DTFAWN-12-C-00208 · Design-Build · SBA 8(a) · In-Line held the contract directly



The finished catwalk. Galvanized bar grating, guardrail both sides, running continuously between the cooling tower units — with the Antelope Valley behind it.

CLIENT

Federal Aviation Administration

CONTRACT

DTFAWN-12-C-00208, 14 September 2012

DELIVERY

Design-Build — design and construction

IN-LINE ROLE

Prime contractor

PROCUREMENT

SBA 8(a) set-aside, competed

PERFORMANCE

90 calendar days from NTP

WHAT THE LOS ANGELES CENTER ACTUALLY IS

The Los Angeles Air Route Traffic Control Center in Palmdale is one of the FAA's en route centers. It handles high-altitude traffic across an enormous block of airspace — the aircraft above you at thirty thousand feet are talking to that building.

A building full of radar processing and communications equipment produces an extraordinary amount of heat. The cooling towers outside are not a comfort system. **They are what keeps the centre operating.**

Which means FAA technicians have to be able to get to every one of those towers — to inspect them, service them, and fix them — safely, in any weather, at any hour.

The FAA competed a contract to solve that: *design and construct an elevated catwalk supported from the ground, in an outdoor location, for safe continuous walkway access to all of the cooling towers at the Los Angeles ARTCC facilities.*

In-Line won it, and held the contract directly with the Federal Aviation Administration.

Not a subcontract. Not a supplier order. A federal design-build construction contract, competed and awarded to In-Line as prime.

WHY IT WAS HARD

Design-build means we owned the engineering, not just the steel

This was not a set of drawings handed to us to fabricate. The solicitation required design *and* construction as separate contract line items — In-Line was responsible for the labour, materials, equipment, transportation, inspection, testing, and the design itself.

In-Line produced a **75% design submittal** for FAA review, then a full structural drawing set — **fourteen sheets, S-1 through S-14** — and finished with as-built drawings at close-out. The project management team carried a **registered professional engineer** and a certified quality control manager.

Ground-supported, around live equipment

The catwalk is supported from the ground rather than hung off the cooling towers — so the structure had to be designed, founded and erected in and around operating mechanical equipment that could

not be shut down for the convenience of a construction schedule.

The high desert does not care about your schedule

Palmdale sits in the Antelope Valley. Wind, heat, and blowing dust are the working conditions, not the exceptions — the project file contains a photograph of the site in a dust storm during construction. Everything on that catwalk is **galvanized** because there is no version of this asset that gets repainted on a working air traffic control facility.

Anchors that had to be proven, not assumed

The structure's connections were made with **epoxy anchors — tested and reported** rather than simply installed. On a walkway carrying technicians above grade at a federal facility, an anchor is a life-safety component, and the FAA received a report saying so.

Ninety days, and a federal close-out

Performance was capped at 90 calendar days from notice to proceed, with prevailing wage under Davis-Bacon and full federal contract administration. The job closed with a punch list worked to completion, a **written warranty**, as-built drawings, and a final contractor's release.

WHAT IN-LINE DELIVERED

- **Complete structural design** of a ground-supported elevated catwalk — 75% design submittal through to a fourteen-sheet stamped drawing set.
- **Fabrication of the entire structure** in In-Line's own shop.
- **Bar grating walkway surface** with guardrail to both sides, continuous between all cooling tower units.
- **Access gate** and shop-drawn details including cover plates at electrical.
- **Galvanized finish throughout** for high-desert service.
- **Epoxy anchor installation with testing and a written report.**
- **As-built drawings, punch list completion, written warranty and final release.**
- **Full federal contract administration** — Davis-Bacon prevailing wage, progress payments, modifications and close-out, handled directly with the FAA.

SCOPE AT A GLANCE

Design-build | Structural design | Elevated catwalk | Bar grating | Guardrail | Ground-supported structure | Epoxy anchors, tested | Hot-dip galvanized | SBA 8(a) | Davis-Bacon

Prime
In-Line contracted directly with the FAA

14
Structural sheets designed and issued

90 days
Total performance period

45,000 SF
In-Line fabrication facility

Competed under SBA 8(a) with NAICS 332312 Fabricated Structural Metal Manufacturing and 332323 Ornamental and Architectural Metal Work Manufacturing. Awarded 14 September 2012 by the FAA Acquisition Management Branch, Western Service Area.

THE RESULT

FAA technicians walk to every cooling tower at the Los Angeles Center on a galvanized structure In-Line designed, drew, fabricated, anchored, tested and warranted — start to finish, under one contract, with nobody in between.

The centre kept running the entire time.

The FAA did not hire a fence company to build a walkway. They hired a design-builder, and we were it.

WHY FEDERAL AGENCIES AWARD TO IN-LINE DIRECTLY

Four federal clients have put a contract in In-Line's name rather than a prime's: the Department of the Navy, the Marine Corps, the Coast Guard's builder — and the FAA.

- **We design-build.** Engineering, drawings, submittals, fabrication, erection, testing and as-builts — inside one company, under one contract number.
- **We hold federal contracts as prime.** Twentynine Palms basewide fence, the Martial Arts Training Pit, NAB Coronado Pier 6 design-build, and this. We know what a contracting officer needs and when.
- **We are 8(a), HUBZone, SB, SBE, SLBE and DBE certified** — and we compete on capability, not only on set-aside status.
- **We work on operating federal facilities.** Air traffic control centres, active airfields, military installations, Coast Guard bases. The mission does not pause for the contractor.
- **We close out properly.** Punch list, as-builts, test reports, warranty, release. Federal close-out is where small contractors fail, and it is the part we are best at.
- **We are certified, bonded, signatory, and safe.** Union affiliated, Local 89 & Local 12. CSLB C-13, C-51, C-32. Bonded through Old Republic Surety, rated A+ XV. **EMR 0.68.**

Federal Aviation Administration, U.S. Navy, U.S. Marine Corps, U.S. Air Force, U.S. Coast Guard, Caltrans, SANDAG, MTS, SDG&E, the University of California, cities, counties and school districts. One standard.

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