

ADDENDUM NO. 1
CITY OF FREDERICK
PURCHASING DEPARTMENT
111 Airport Drive East
Frederick, MD 21701
(301) 600-1194

July 16, 2019

To: All Potential Bidders

Re: IFB 19-17 Extend Runway 5 – Phase 1

Consisting of: Meeting Minutes, Sign-in Sheet, RFIs and City Response

This addendum is made part of the solicitation documents to the same extent as though it was originally included therein. In the event of conflict with the original contract documents, the addendum shall govern over all other contract documents to the extent specified. Subsequent addendums shall govern over prior addenda only to the extent specified.

The bidder shall be required to acknowledge receipt of the informational addendum by signing the addendum and including it with the bid. Failure of a bidder to include a signed informational addendum in their bid shall deem their bid non-responsive, however, the City may waive this requirement if determined to be in its best interest. The City will not be responsible for any other explanation or interpretation made verbally or in writing by any other city representative.

We look forward to receiving your bids.

Sincerely,

Keisha L. Brown, CPPB
Purchasing Manager



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ACKNOWLEDGEMENT OF ADDENDUM # 1

The undersigned acknowledges that Addendum No. 1 for IFB 19-17 has been received by the undersigned and will be incorporated in all copies of said solicitation in the possession of the undersigned.

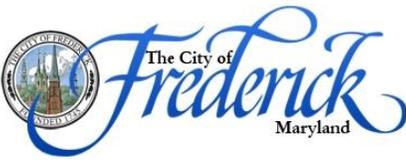
It is understood that all bids submitted in response to this project will be presumed to be based upon full knowledge of the contents of Addendum No. 1.

(Company Name)

(Signature-Authorized Official)

(Title)

(Date)



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PRE-BID MEETING MINUTES

July 9, 2019 - 10:00 am at DPW

Project: Bid 19-17, Extend Runway 5 – Phase 1

Attendees: Keisha Brown The City of Frederick – Purchasing Manager

Abbey Moser The City of Frederick – Procurement Coordinator

Rick Johnson The City of Frederick – Airport Manager

Andrew Moore The City of Frederick – Assistant Airport Manager

Adam Switzer Delta Airport Consultants

Prospective Bidders See sign-in sheet issued by The City of Frederick

A. Comments by Purchasing

1. This is a non-mandatory pre-bid meeting and site visit for all interested parties.
2. All questions pertaining to this solicitation should be sent to Keisha Brown in writing. She may be reached via email klbrown@cityoffrederick.com or fax at 301-600-3871, with email being the preferred method.
3. All addenda pertaining to this solicitation will be posted on The City of Frederick’s Purchasing website and e-Maryland Marketplace.
4. Minutes of this meeting and responses to submitted RFI’s will be part of an addendum.
5. The last day for questions prior to the submittal date is July 19, 2019 by 12:00 p.m.
6. This Project is FAA-AIP funded. The DBE goal is 7.9%. Please pay the utmost attention to the requirements stated on page 52 (the 1st page of the DBE Participation Form). MDOT’s website (<http://mbe.mdot.state.md.us>) serves as a resource.
7. Local Preference is not applicable to this bid.



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8. All forms in the bid package must be completed in their entirety and returned.
9. The bid opening will be 7/25/19 at 2:00 p.m. in this building.

B. Comments by the Airport

Delta Airport Consultants generally described the project. The goal of the project is a 600 foot extension to Runway 5. The extension will also include an extension of the parallel taxiway. There are 2 Alternates, with the difference between the Alternates being the length of the parallel taxiway being extended. Bidders must bid both Alternates.

The phasing was briefly discussed. There is a 60 day window (for Alternate 1; Alternate 2 is 50 days) for work which will not impact airport operations. After that, the runway will be displaced to allow for additional work within formerly-protected areas to complete the extended runway pavement. The transitions to and from the displaced threshold will require 24-hour per day work per the project phasing.

It was emphasized that this project includes specialized FAA items relating to asphalt pavement and electrical items, and bidders (and/or their subs) should be familiar with them.

The project schedule was discussed. The City of Frederick anticipates receiving the FAA grant towards the end of the summer of 2019, and the Award will be made within 150 days of the bid opening. However, because of the lead time to procure materials and because the project does not lend itself to a winter stop, the project must be started and concluded in a single season, which means construction is anticipated for the spring/summer of 2020.

Davis-Bacon wage rates apply to the project and these are included in Section 200.



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C. Questions

Question 1: Why is this project being rebid?

Answer 1: No bids were received during the initial bid cycle, and so the project has been re-advertised to provide additional time to bid.

Question 2: Did anything change with the plans and specifications on the rebid?

Answer 2: The plans are unchanged from the initial bid.

The specification changes include the following general items:

- Updates to bidding dates
- Revisions to sections which deal with contractor information to be submitted with this bid. Information relating to contractor finances is no longer required. These changes are found in:
 - Section 1.16 Award
 - Section 2.9 Bidder Qualifications
 - Bidder's Qualification Statement
 - Section 20-02 Qualification of Bidders
- The Bid Form has been reissued with the new bid IFB number 19-17. Bidders shall utilize the new Bid Form labeled IFB 19-17.

Question 3: Have the bid quantities or descriptions changed with the rebid?

Answer 3: No. However, bidders shall submit the new Bid Form from IFB 19-17 contained in the re-issued specifications book, which is also labeled IFB 19-17 on the cover.

Question 4: There were three Addenda issued during the initial bid, are these still valid?

Answer 4: No, they are not still valid. Relevant changes from those Addenda have been made to the contract documents with the new IFB 19-17 specifications, or are included with this Addendum.



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Question 5: In addition to completing the forms and schedules included in pages 1 through 71 of the Invitation to Bid, what other information is required to be submitted with the bid?

Answer 5: Special Conditions – *Section 2.9 Bidder Qualifications* list additional information about the bidder’s firm which must be submitted with the bid. In addition, a Bid Bond (page 73), company insurance certificate, and a generic project schedule are to be submitted.

Question 6: Will full financial documentation be required with the bid in order for the bid to be considered responsive?

Answer 6: No, these requirements have been removed in the IFB 19-17 specifications.

Question 7: Will bid securities be returned to the unsuccessful bidders?

Answer 7: The City will hold the low 2 bidder’s bid bonds until such time as an award is made, and then return those bonds. All others will be returned after the low bidder determination is made.

Question 8: Specification Document Special Conditions 2.26 Insurance Requirements, it is unclear whether the city should be named as additional insured on the insurance documentation to be submitted with the bid.

Answer 8: The bidder shall submit a generic insurance certificate with their bid indicating the levels of coverage the bidder currently carries and commits to carrying for the project. At the time the successful bidder executes the Contract add provides the requisite Bonds, only then must The City be named as an additional insured on the insurance certificate provided with those executed documents.

Question 9: Can the proposal form be provided in Excel format and the requirement for unit prices written in words be eliminated?



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Answer 9: The proposal forms are provided in Excel format on the City website. Note that all mathematical formulas have been removed from the Excel forms, and the summation and extension of all quantities is the sole responsibility of the Contractor.

The Contractor shall not alter other information on the form. The City will not be responsible for changes made to the Bid Form arising from the Contractor's data input. The requirement to list the unit prices in words remains in force, and the Contractor will need to type in this information.

Prior plan holders should ensure they obtain the new Excel file with the heading indicating IFB 19-17.

Question 10: Please provide an Engineer's Estimate for the project.

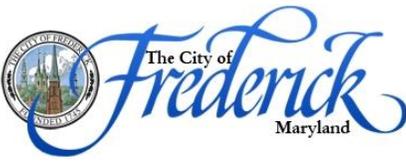
Answer 10: An Engineer's estimate will not be provided in advance of the bid opening.

Question 11: Please provide a "Cut-off" date for pre-bid questions. Will the Contactor be permitted to ask follow-up questions after receipt of the bid addenda?

Answer 11: The final date and time to submit questions is **12:00 PM (noon) on July 19, 2019**. Questions pertaining to bid addenda may be asked up until this time. Questions submitted after this date may not be answered.

Question 12: Please confirm the anticipated date for the Notice to Proceed. As noted within the Pre-Bid conference, the Award may be 150 (+/-) days from the bid date. Please clarify.

Answer 12: The Award may only be issued upon the City securing the requisite FAA and MAA grants, followed by required City administrative processes. All grants must be in place by the end of the federal fiscal year (September 30, 2019), while the City administrative approvals may extend to after this day. The City will endeavor to complete the Award as soon as possible. As discussed, the project phasing may not lend itself to a winter stop and the City reserves the right to issue the Notice to Proceed at such time as the weather may allow the work to be completed without a winter stop. This timeframe for the NTP is anticipated to be the spring/summer of 2020.



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Question 13: Will electronic CAD files be available to the bidding contractors?

Answer 13: Yes. An electronic file release form is included in the new IFB 19-17 specifications. This form should be executed by the bidder and emailed to Adam Switzer of Delta Airport Consultants at aswitzer@deltaairport.com.

Question 14: The Contract Documents indicates this project is a FAA-AIP funded project with a DBE goal of 7.9%. Since there are full service contracting companies capable of bidding and providing the scope of work, will the bidding contractor(s) be required to increase their bid costs in order to insure and include the DBE goals of 7.9%? Further, will these bids be rejected if the DBE goal is not obtained?

Answer 14: A Contractor's ability to self-perform all services does not remove the obligation to attempt to meet the DBE goal. Per the Disadvantaged Business Enterprise Regulation – Bid Solicitation form, Bidders shall show a good faith effort to incorporate DBE subcontractors in their proposal. Failure to commit to meet the DBE goal or to provide a good faith effort to meet the goal may be grounds for the rejection of a bid. Good Faith Effort for federal contracting is defined in 49 CFR 25.53 (reference Section 200, subsection A12 of the Technical Specifications).

Question 15: Please confirm the Contractor is responsible for third part Quality Control Inspection.

Answer 15: The Contractor is responsible for their own quality control and shall complete this work in compliance with a Quality Control Program prepared by the Contractor per Section 100 of the Specifications. A third party is not specifically required provided the Contractor can provide personnel who meet the requirements specified in the Quality Control Program.

Question 16: The pay items under the P-199 section are described as Major Sinkhole Treatment. Will each of the pay items be utilized concurrently with the repair of the sinkhole, or will these pay items be used individually as determined by the engineer-of-record?

Answer 16: The selection of materials in quantity and type to address sinkholes will be determined on a case by case basis depending on the specific size and structure of any sinkholes encountered.



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Question 17: Please confirm the time requirements for employees to obtain the “Airfield Driver Familiarization Training”.

Answer 17: This will take on average 2 to 4 hours.

Question 18: In accordance with the Sediment and Erosion Control Plans, please clarify if the sediment traps, check dams, and diversion dikes are to be completely removed (outfall pipes, stone outlet structures and backfilled) or will they to remain in place upon completion of the earthwork operations.

Answer 18: All sediment traps, check dams, and diversion dikes shall be removed at the conclusion of the work.

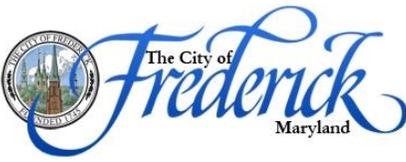
Question 19: Will the site contractors be able to access water for dust control from the on-site fire hydrants?

Answer 19: The bidders should consult with the City Engineering Department for this. On previous projects at the Airport, that Contractor was able to utilize water directly from City-owned hydrants. Applicable fees and appurtenances (meter, backflow preventer, etc.) may be required.

Question 20: Section 60, Control of Work, 60-05, is DSL available currently on the site to be able to connect to the engineer’s trailer, for the engineer’s use. If so, what is the proposed access point to tie into?

Answer 20: Unknown. A wireless air card may be the most efficient option. Contractor shall ensure the chosen carrier can provide reliable service and may be required to replace the carrier if service is insufficient.

Question 21: Reference SP-6, It is indicated that the contractors have radios capable of receiving ground control frequency.... It also indicates that these radios are “two-way”.... Please confirm that these radios are to be transceivers as well as receivers.



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Answer 21: Correct, a 2-way aviation band radio would be referred to as a transceiver. The radio must allow the personnel to both speak to and hear from ATC.

Question 22: Can additional site visits be scheduled?

Answer 22: Yes, by contacting the airport manager, Rick Johnson, at 301-600-1423.

Question 23: In Specification Item P-620 Runway and Taxiway Marking, paragraph 620-2.2a specifies TT-P-1952E Type III paint. However, the Application Table 1 only specifies Type I or II paint. Please clarify.

Answer 23: This Addendum has revised the required paint to Type II. See changes to the Specifications noted below.

Question 24: Will the contractor be permitted to ask follow-up questions upon receipt of answers within the addendum?

Answer 24: Yes, up until the deadline noted in this addendum (July 19 by noon).

Question 25: In the spec book, what is meant on the Minority participation? Can we use MBE's who aren't DBE's?

Answer 25: The FAA DBE goal is 7.9% which is from the airport's approved DBE plan. The FAA considers someone to be a DBE if they are certified as one by their state agency – there is no country-wide federal certification. In this case, that is MDOT, and the link listed is lists in Section 1.13 – *DBE Policy*. Possibly the confusion is Maryland calls these MBE, but FAA terminology is DBE. They are the same for our purposes.

Question 26: What permits will be required by the Contractor?

Answer 26: The City will obtain the NPDES permit in the summer of 2019 and will name the awarded Contractor as a co-permittee. The Contractor shall be responsible for any permits associated with



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placing the field office trailer (local City zoning permit) as well as any electrical permits for temporary power to the trailer (a generator is also acceptable).

Question 27: Are As-Built surveys required of the Contractor upon completion of the project?

Answer 27: The Contractor is to maintain a set of marked-up drawings during the project. The Contractor is not required to complete full as-built survey of the project. However, intermediate as-built surveys are required by the Contractor as follows:

- P-209-3.6b – Contractor provide as-built survey of the final P-209 surface to demonstrate tolerances have been met
- P-401-5.2b(5) – Contractor to provide survey of each Lot placed.

Question 28: Project Paving Note 65 on Plan Sheet 4 states, “Runway 5-23 shall be paved with a maximum of three (3) cold joints or four (4) lanes. Taxiway “A” shall be paved with a maximum of one (1) cold joint or two (2) lanes. Additional cold joints may be used on stub taxiways, fillet widening and transition section. A 25-foot paver or smaller pavers pulled in tandem with a hot joint shall be required. No more than thirty (30) minutes shall elapse between 2 pavers pulled in tandem for a joint to be considered hot.” Can any of these requirements be waived?

Answer 28: This Addendum adds a provision to allow for reduced lane widths in the asphalt pavement below the top 4” of paving. The requirement for a 25’ spacing of cold joints for the upper 4” of the runway paving remains. This requirement for 25’ may be met by smaller pavers in echelon with a hot joint.

Question 29: Can the P-209 stone be placed with a spreader box?

Answer 29: Section P-209-3.3 notes “*The aggregate base material shall be spread by spreader box or other approved devices.*” The goal in the material placement is to avoid segregation, and so “*other approved devices*” may be acceptable so long as segregation can be adequately managed.

Question 30: On the unit price list for the bid, there is a listing for “*unit can plaza*”. Can you tell me what that is exactly? Does it have anything to do with any of the electrical systems or electrical utility systems?



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Answer 30: The bid schedule includes lines items for “2 Unit Can Plaza”, “4 Unit Can Plaza”, and “Electrical Pullcan, L-867”. These are L-867 electrical pullcans installed as either a single unit, or in a 2-unit or 4-unit configuration. The details for these installations are on Sheets 64 and 65 of the plans.

Question 31: Is a bidder required to visit the project site at the pre-bid meeting(s), or at any other time, in order to submit a bid?

Answer 31: Section 2.3 Pre-Bid Meeting indicates that a site visit is *encouraged*, but is not *required*.

Question 32: The project phasing might require many materials to be procured in advance of construction so that they are on-site for the first day of construction. Are there contract provisions to pay for this?

Answer 32: Yes. Specification section 90-07 Payment for Materials On Hand allows for the payment for the acquisition costs of materials prior to them being installed. Such payment may be made between the project Award and the Construction Notice to Proceed, subject to approved shop drawings and the requirements of 90-07.

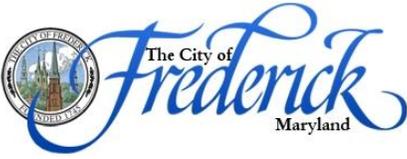
D. Site Visit

The pre-bid meeting concluded at 10:45 p.m. and attendees proceeded to the Airport for the site visit. No questions were to be asked or answered during the site visit.

E. Plan Changes

1. **ADD** the following statement to the end of note 65 on Sheet 4:

“Asphalt pavement on the runway which is below the top 4” may be paved in lanes with a width not less than 12’-6” with cold joints between them.



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F. Specification Changes

1. **REVISE** the first sentence of Section P-620-2.2a to read as shown below. The intent is to change the paint from Type III to Type II:

“a. Waterborne. Paint shall meet the requirements of Federal Specification TT-P-1952E, Type II.”

End of Addendum No. 1 for IFB 19-17