

RUNWAY SAFETY AREA GRADING (RUNWAY 17 APPROACH)
IFB NO. 11502-FY14-01
Addendum #1
July 2, 2013

The pre-bid meeting started at 10:00 am at the Leesburg Executive Airport Conference Room. Renée LaFollette, Director of Capital Projects started the meeting by reviewing the bid due date, question deadline, email address for questions, etc.

Bid Due Date: July 17, 2013 at 3:30 pm

Question Deadline: July 10, 2013 at 5:00 pm

Email for questions: CapitalBidQuestions@leesburgva.gov

All addenda issued for this project will be posted to the bid board and it is the individual bidders responsibility to register for the project in order to receive the requisite addenda issued for this project.

The meeting was then turned over to Chris Jaeger, Talbert and Bright for a brief description of the project. The project includes the site work necessary to bring the airport's Runway 17 extended safety area into compliance with FAA safety standards, as well as to remove a ground obstruction to the Runway 17 aircraft approach surface. The main construction items involved in the project are pavement demolition, erosion control, grading, drainage improvements, fence relocation, and utility relocation.

Specifications:

P-152 -2.1 General

Revise the 2nd sentence of the 2nd paragraph to read: **All rock and Excavated rock that can not be placed as embankment in conformance with 152-2.6 and all unsuitable material shall be disposed of off-site** by the contractor.

P-152-2.2 Excavation

Revise the 3rd sentence of the 1st paragraph to read: **All rock and Excavated rock that can not be placed as embankment in conformance with 152-2.6 and all unsuitable material shall be disposed of off-site** by the contractor.

Plans:

Sheets 9, 10, 11 Grading Plan

Revise the 2nd sentence of Note 6 to read: Excavated Rock **That Can Not Be Placed As Embankment In Accordance to P-152-2.6** Shall Be Removed And Disposed Of Off-Site.

Questions:

Question 1. Please provide an estimated or a targeted budget value for the project, if there is one available.

Answer 1. The estimated value of the project including design and construction is \$1,030,000.

Question 2. Can we obtain a bidder's list for the project?

Answer 2. There is no formal bidder's list for the project, as the bid documents are available for download from the Town's Bid Board. The sign-in sheet from the pre-bid meeting is attached to this Addendum #1.

Question 3. Who is funding the project?

Answer 3. The project will be funded by three sources: the Town, FAA, and Virginia Department of Aviation. The FAA funding requires the project to include a DBE participation goal (10%), certified payrolls (Davis Bacon wage rates), and other federal certifications. There is a federal certification section in the project specifications which must be included with the Contractor's bid proposal.

Question 4. When is construction anticipated to start?

Answer 4. Funding is anticipated to be in-place and approved by Town Council by the end of August 2013, allowing the project to start by mid to late September 2013. The notice-to-proceed date is pending Town approval of the Construction Agreement between the Town and Contractor.

Question 5. Are there work hour restrictions?

Answer 5. Construction will be permitted Monday through Friday during daylight hours, anticipated to be 7:00 a.m. through 7:00 p.m. Weekend work will be permitted (daylight hours only) upon notification to Airport Management. No work will be permitted on the weekend of the Annual Leesburg Airshow, currently scheduled for September 27-29, 2013.

Question 6. Being that the job-site is at an active airport, are there any specific safety requirements?

Answer 6. Yes, the runway will remain open for aircraft use throughout the duration of the project. While there are no badging requirements for the Contractor, there are safety related items required by the project. Sheet 3 of the plan set is the Safety & Phasing Plan for the project. This plan requires a specified staging area location, construction area flagging (detail Sheet 16), 3'x3' orange and white checkered flags and/or amber strobe lights for all equipment, and two-way radios (Contractor provided) capable of operating on the Airport's UNICOM frequency. Also identified on Sheet 3 is a specific area that has a 13' above-ground height restriction for construction equipment. Included in the project specifications is a written Construction Safety & Phasing Plan, which relates to Sheet 3, as well as a Construction Project Daily Safety Inspection Checklist that the Contractor will be expected to complete each working day.

Question 7. Section 20-02 of the specifications notes that VDOT prequalification may be included with the bid as "evidence of financial responsibility" in lieu of certified financial statements. Does VDOT prequalification also count for the "evidence of competency"?

Answer 7. VDOT prequalification can be used in lieu of providing an Accountant's certified financial statement of the Contractor's last fiscal year or the last calendar year. The VDOT prequalification does not count towards the "evidence of competency". The Contractor will still need to document, through a list of projects and their associated descriptions, values, and clients, plus a list of available equipment for the proposed project, that they are capable of performing the proposed project at the Leesburg Executive Airport.

Question 8. It is noted that the contract duration is 75 Calendar Days, does this include filling of the temporary sediment basin?

Answer 8. Yes. Please review the construction sequence identified on the phased erosion control plan, Sheets 4-6. It is noted that contract time is in calendar days, which includes weekends and holidays.

Question 9. Where is the engineer's trailer to be located and what are its requirements?

Answer 9. The location of the engineer's trailer is shown on Sheets 4-6, however the trailer may be located along the closed portion of Tolbert Lane if it is easier for a temporary power connection. The

trailer location will need to be coordinated with the Engineer to ensure that it is located outside of existing Runway Protection Zone. The requirements of the trailer are noted in the specifications, Project Special Provision PSP-4.

Question 10. Are there any public utilities to be relocated with the project?

Answer 10. The only known utility requiring relocation with the project is the underground power to the Airport's Glideslope navigational aid. The Contractor will be required to install new conduit, and the utility provider (NOVEC) will be pulling the wire and splicing for connections. Coordination has been made by the Town and Engineer with NOVEC, and the proposed routing for the relocated (deeper) power line is shown on the Sheets 7-8. Please also review Sheets 4-6 for sequence of construction.

Question 11. Are there any other utilities present?

Answer 11. Underground utilities are present within the project location, namely on the north side of Tolbert Lane. The Town, through the Engineer, has contracted to have a limited number of test pits performed and it appears that the proposed project will not impact these utilities (other than as noted in Question/Answer 10 above). The Contractor is still required to perform its own test pits as per Town requirements, the locations are noted on Sheets 4-6 of the plans.

Question 12. What permits will the Contractor be required to obtain?

Answer 12. The Town will obtain the Grading Permit from Loudon County as well as the Stormwater Discharge Permit from Virginia DCR. The Contractor will be considered the operator of the job-site and will need to provide the Responsible Land Disturber as well as maintain the Stormwater Pollution Prevention Plan (SWPPP) that is associated with the Stormwater Discharge Permit. The Contractor will need to research and provide all other permits required for the project, such as but not limited to blasting, hauling, temporary electric, etc.

Question 13. Will chemical stabilization measures be considered?

Answer 13. Yes, chemical stabilization will be considered by the Engineer if needed or recommended by the quality control or quality acceptance testing agencies.

Question 14. Who provides the earthwork testing for the project?

Answer 14. The Contractor is responsible for its Quality Control, and the Town will provide the Quality Acceptance testing firm.

Question 15. Is there an on-site borrow source for earthwork and are the earthwork compaction requirements standard proctor or modified proctor?

Answer 15. There is no identified on-site borrow source identified on the plans, the Contractor should anticipate obtaining borrow material from an off-site source. The P-152 specification requires modified proctor due to the weights of the aircraft using the airport.

Question 16. Is blasting allowed?

Answer 16. Yes, the requirements are noted in the P-152 specification and further safety related requirements are noted in the written Construction Safety & Phasing Plan (Part VIII of the specifications). Should a vibration consultant be employed by the Contractor as per the P-152 requirements, there will be no additional compensation for the vibration consultant. All costs for the vibration consultant shall be incidental to the bid price for "rock excavation".

Question 17. Is there an over-excavation requirement if rock is encountered?

Answer 17. Yes, the P-152 specification requires the rock to be undercut to a depth of 12" below the subgrade.

Question 18. Specification P-152 discusses the requirement for removal of rock from the job-site in sections 152-2.1 and 152-2.2, however language in section 152-2.6 appears to be in conflict. Can you please clarify?

Answer 18. Addendum #1 has revised the P-152 specification.

Attachments:

1. Pre-Bid Meeting Sign-In List

END OF ADDENDUM #1



Pre-bid : RSA Grading 10:00 6/27/2013

<u>Name</u>	<u>Company</u>	<u>Contact</u>
Melissa Gieras CRAIG MILLER	Branch Highways Branch Highways	melissa.gieras@branchhighways.com craigm@branchhighways.com
LARRY RIVER AARON TIDD Tracy Feather Ben Phillips FRED ASK	General Excavations SARGENT CORPORATION Mountaineer Contractors, Inc Bay Country Contractors PERRY ENGINEERING	L.RIVER@GEI-VA.COM ATIDD@SARGENT-CORP.COM tracy.feather@mcivw.com bphillips@baycc.net fash@perryeng.com
Coney Sullivan Mark Pyseil	Sault Seismic Laurita Ex.	Sullivan@SAULTSEISMIC.COM Mark@Laurita.com

Addendum #1

Attachment #1