



**IFB NO. 19002-FY21-31
LEESBURG EXECUTIVE AIRPORT
NORTH HANGARS**

ADDENDUM NO. 2

APRIL 26, 2021

ITEM NO. 1: Steel Price Adjustment – 10%

Pages 39 and 40 of the IFB have been replaced with the attached Pages 39-A2 and 40-A2 (Attachment A). Revisions have been made in red.

ITEM NO. 2 PRE-BID MEETING AGENDA AND SIGN-IN SHEET

Please refer to the pre-bid meeting agenda (Attachment B) and in-person sign-in sheet (Attachment C) included with this addendum.

ITEM NO. 3: PRE-BID MEETING QUESTIONS AND CLARIFICATIONS

The Town's Engineer from Talbert and Bright gave a summary of the Project Scope and Bid documents, providing clarification on several items and answering several questions.

1. Clarification: Bids will be submitted via the eVA System.
2. Clarification: The project will be funded from three sources: Town funds, Federal Aviation Administration and Virginia Department of Aviation grant funds. Federal requirements for the grant funding are required for the portion of the project receiving Federal funds. The plans delineate the portions completed with grant funds. Federal Requirements include following Davis Bacon Wage Rates and showing good faith effort to meet a DBE goal of 11.34%. 11.34% is a goal. Paperwork provided in the bid documents must be completed to demonstrate that the goal was met or what was attempted if the goal could not be met.
3. Clarification: The bid documents include a Steel Price Adjustment and there is a typo in the bid documents that will be corrected as part of Addendum #2 (SEE ITEM NO. 1 OF THIS ADDENDUM). It was recommended that the language in this section be reviewed carefully.
4. Clarification: The Bid documents includes Appendix A – Construction Safety and Phasing Plan which is standard for all FAA and airport projects. The plan should be reviewed carefully as it contains specific requirements for the contractor to follow. It was noted that aircraft will be operating nearby.

5. Clarification: Appendix C provides Geotechnical Data important to the project. The study identified the potential presence of Karst soils. Additional study was completed which determined that there were no issues for the proposed project.

6. Question: Is there any additional soil testing needed besides the soil bearing?

Response: No. Requirements for quality control testing is included in each respective specification including but not limited to P-152, D-701, etc. The contractor shall develop the quality control plan to include all required testing. All geotechnical sub-surface data has been provided with the specifications. The contractor may, at his discretion, perform additional sub-surface investigation as needed for foundation design, retaining wall design, etc. should he want additional information.

7. Clarification: The staging area was pointed out across from Pink Azalea Lane, just on the other side of Old Tolbert Lane which is the access to the project site.

8. Question: So the staging area is offset from the site?

Response: The staging area abuts Old Tolbert Lane and the project site.

9. Question: How will the staging area be secured?

Response: It will be up to the contractor to secure the staging area. It is a level, graded area that has been used for staging for four different projects recently.

10. Question: Will the Hangars require any fire rated walls? If so, what fire rating?

Response: The executive hangars will not require fire walls. The T-hangar building does require fire walls which are identified in specifications. The rating is 2 hours.

11. Question: Is the NOVEC design and load letters completed?

Response: Yes

12. Clarification: The Safety plan was discussed including Area 1, Area 2A and Area 2B activities. Area 2A activities must maintain taxiway function at all times. Area 2A work will require coordination with the Airport on a weekly basis to ensure planes from the D Hangar area are able to access the runway when needed. There are several operators in the D Hangar that use their planes on a daily basis. At the end of each work day, the taxiway must be open and operational. Area 2B will require a shift to the taxiway to complete paving.

13. Clarification: The water line tie-in will require the contractor to obtain a Right of Way permit from the Town of Leesburg. No fee will be required for this permit. An example closure is provided in the plans.

14. Clarification: Building layouts are provided in the B-101 Specification and identify the bathrooms and required flood lights. There are two Bid Additives: one is for gas heating for the Executive hangar and the other is for Epoxy Coating on the floors.

15. Clarification: The Town will obtain the Grading Permit and will initiate the Building Permit with Loudoun County and the contractor will not be responsible for fees for either of these permits. The contractor will also not be responsible for the fee for the Town of Leesburg Right of Way permit. The contractor will be responsible for providing all the supporting documentation for the building permit and will be responsible for obtaining all other trade related permits required for the building including the electric and plumbing.

16. Question: Are there engineer drawings for the electric and plumbing in the buildings?

Response: No. This will be the responsibility of the contractor.

17. Question: Will the electric be single phase in and out? Will there be sub-meters required?

Response: The electric will be one meter, single phase in and out. No sub-meters are required for this project. There will be separate gas meters for each of the executive hangars and the contractor will be responsible for gas within the building. The gas company will bring the gas to the meter at the building.

18. Question: What is the contractor designing for the building?

Response: All plans and documents needed to submit to Loudoun County for the building permits. What has been provided in the bid documents for the building is a performance specification. All the site work has been fully designed. The erosion and sediment control has been fully designed.

19. Question: is there a specific requirement for hangar door openers and the grinder pump based on electric load?

Response: No. It will be based on what is chosen by the contractor. Equipment has been specified with the requirement of same or equal.

20. Question: What are the weight requirements for the hangars?

Response: Design loads for each building slab is included in B-101. The corporate hangar is to be designed for a 78,000lb aircraft. The T-hangar slab will be sized for a 30,000lb aircraft.

21. Question: Will helicopters be allowed in the hangars and will it affect the type of lighting to be used?

Response: Helicopters are allowed in hangars. They would land on a cart and be wheeled in and out of the hangar. There will be no obstruction lighting requirements.

22. Question: What will the security requirements be for the project?

Response: There will not be any badge requirements. Once the site area is established, everyone needs to stay within the site area.

23. Question: Will cranes be permitted?

Response: Yes, the required 7460 with the FAA has already been approved. NOTAMS will need to be coordinated with the Airport as necessary.

24. Question: Is the bid lump sum?

Response: No. There is a schedule of values for this Bid. The Buildings are broken into 5 different line items for bidding purposes. Before invoicing, the Town will ask for a breakdown for billing purposes.

25. Question: Will there be a follow up date for a site visit?

Response: There will be a site visit immediately following the prebid meeting. If you would like an additional site visit, contact the airport and staff will provide access, however staff will NOT be answering any questions as part of that site visit.

26. Clarification: Submittals will be required for all water and sewer items including the grinder pump system for review by the Town's Utility Department.

27. Clarification: Asphalt is going to be State Mix for this project. The aggregate will be as identified in the P-209 Specification.

28. Clarification: There is an existing gate at the entrance of Old Tolbert Lane. This gate will be relocated by the contractor to just past the entrance to the parking lot. Fencing will remain in some areas, will be relocated in others, and temporarily relocated in some other areas. There is a new manual slide gate for the parking lot entrance in addition to a pedestrian gate.

29. Clarification: There are 12 tie-downs on the project, centerline marking and parking lot painting.

30. Question: Will the project require Buy American, if so at what percentage?

Response: The FAA portion of the work will require Buy American at 100%. The other parts of the project NOT funded by FAA grants will NOT have the Buy American requirement.

31. Question: Will the asphalt design be static or dynamic? For both the taxiway and the tie-downs?

Response: All asphalt will be dynamic, even the tie-downs.

32. Question: What is the cure period for Asphalt?

Response: The amount of time from final asphalt placement to allowing traffic on the asphalt will be determined by the contractor. Generally 1-2 days is allowed before light traffic can be allowed on it (i.e. pickup trucks). It is anticipated that aircraft would not be allowed on it until after all work is complete which could be several weeks after paving is complete. It will be the contractor's responsibility to protect the finish surface prior to final acceptance from the owner.

33. Clarification: Contract time is 280 Calendar days, liquidated damages are \$1000/Calendar Day, Bid opening is May 13 at 3 PM and award of the contract is in 90 days. Last day for questions is April 27, at 5:00 PM via email to TOL. Any questions asked during the pre-bid should also be submitted to the Town via email at capitalprojects@Leesburgva.gov.

Bidders must take due notice and be governed accordingly. This addendum must be acknowledged as indicated in the Invitation for Bid or your bid may not be considered.

***For the Town of Leesburg,
Renée M. LaFollette, P.E.
Public Works & Capital Projects Director
Town of Leesburg, Virginia
Email: CapitalBidQuestions@leesburgva.gov
Bid Board: <http://www.leesburgva.gov/bidboard>***

END OF ADDENDUM NO. 2

Addendum #2, Item No. 1, Replacement Pages 39 & 40

STEEL/IRON PRICE ADJUSTMENT

This section will provide for additional compensation to the Contractor for increases, or repayment by the Contractor for decreases, in the price of steel/iron products. It will allow the Town to make price adjustments to account for changes in steel/iron product prices for materials eligible and identified by the Contractor, which will be permanently incorporated into the work. The Contractor will be entitled to this price adjustment on the structural components of the hangar buildings only and must submit the estimated weight of steel and average price per pound of steel including supporting bid documents to verify the price per pound, with the shop drawing submittals for the structures.

No adjustment will be provided for any new or additional work paid for on a time and materials basis. Additional quantities of existing contract pay items at original bid prices will be considered eligible work. Additional work added by agreed price will be considered eligible work. Work performed by the Contractor at its own expense will not be eligible for price adjustment.

No adjustment will be provided if the Contractor fails to provide the estimated weight of steel and average price per pound of steel with his shop drawing submittals for the hangar building structures.

The monthly average for steel cost basis and steel index values will be based on the U.S. Bureau of Labor Statistics Mid-Atlantic Information Office Producer Price Index – Metals and metal products – Fabricated structural metal products. The cost basis, benchmark steel index, monthly steel index, and the percentage change are defined as follows:

Cost Basis (CB): An average price of steel products in dollars per ton used solely as a cost basis from which to calculate steel/iron price adjustments. The cost basis for original contract bid price items and additional work at the original contract bid price will be the cost basis listed for the month of the bid letting. The cost basis for additional work at agreed price will be the value of the cost basis for the month the agreed price was submitted to the Engineer.

Benchmark Steel Index (BI): The benchmark steel index for original contract bid price items and additional work at the original contract bid price will be the value of the preliminary Producer Price Index (PPI) for the month of the bid letting. The benchmark steel index for additional work at agreed price will be the value of the preliminary PPI for the month the agreed price was submitted to the Engineer.

Monthly Steel Index (MI): Value of the preliminary PPI for the month the material is invoiced, by the supplier to the contractor. If a preliminary PPI is not posted for a given month, the value will be the average of the preceding and following months that are posted.

Percent Change: The percent change in any given month will be determined as follows:

$$\text{Percent Change} = \left(\frac{MI - BI}{BI} \right) \times 100$$

The quantity of steel for adjustment for each contract pay item, will be measured to the nearest 0.1 Ton. This price adjustment is capped at 60%. This means that the maximum value for the increase or decrease that can be used is 50% (60% - 10% threshold). Adjustments will be made by percentages as follows:

Percent Change Greater than +10%: If the Percentage Change is greater than **10%** from the benchmark steel index, Price Adjustments will be made for materials invoiced by the supplier to the contractor for that month. The Contractor shall provide to the Engineer a detailed list of the weight of eligible materials within 60 calendar days after installation, including: the contract pay item, the weight of the steel, the month of invoice when the material is shipped to the fabricator, the source used to determine the weight, and copies of the invoices to verify the month of invoice from supplier to fabricator.

Percent Change -10% to +10%: If the Percentage Change is between **-10%** and **+10%**, inclusive, from the benchmark steel index, no adjustments will be made for materials invoiced that month.

Percent Change Lower than -10%: If the Percentage Change is lower than **-10%** from the benchmark steel index, a Price Adjustment will be charged to the Contractor for materials invoiced that month from the supplier to the Contractor. The Contractor shall provide to the Engineer a detailed list of the weight of eligible materials within 60 calendar days after installation, including: the contract pay item, the weight of the steel, the month of invoice when the material is shipped to the fabricator, the source used to determine the weight, and copies of the invoices to verify the month of invoice from supplier to fabricator.

No adjustment will be allotted for the time that the material is stored, staged or shipped. The adjustment for the steel pricing will be made for the materials included in the structural components for the hangar buildings, based on the following formulas:

When Price Increases:

$$Price\ Adjustment = \left[\left(\frac{MI - BI}{BI} \right) - 0.10 \right] (CB) Qty$$

When Price Decreases:

$$Price\ Adjustment = - \left[\left(\frac{MI - BI}{BI} \right) + 0.10 \right] (CB) Qty$$

This price adjustment will be measured on a dollars and cents basis. The adjustment will be based on the monthly steel index in effect at the time of the invoice between the supplier and Contractor, calculated using the price adjustment formula shown above.

END OF INSTRUCTIONS TO BIDDERS

PRE-BID MEETING AGENDA

PROJECT: North Hangar Development
 Leesburg Executive Airport
 Leesburg, Virginia
 AIP Project No. 3-51-027-042-2019
 DOAV Project No. CF0027-42
 TBI Project No. 3108-1901

MEETING DATE: April 22, 2021 @10:30 a.m.

LOCATION: Leesburg Executive Airport Terminal Conference Room

SCOPE OF WORK:

- Construct one T-hangar (26 units)
 - Two bathrooms
 - Vestibule
 - Storage Room
 - Maintenance Storage
- Construct three 60' x 60' Corporate Hangars
 - Bid Additive – Hangar Infrared Heating – Washington Gas
 - Bid Additive – Epoxy Coated Floor
- Construct aircraft parking apron
- Construct auto parking area
- Erosion and Sediment Control Installation
- Utility Installation (Water, Sewer, Power)
- Retaining Wall
- Drainage Improvements
- Landscaping

1. Contract Time: 280 Calendar Days
2. Liquidated Damages: \$1,000.00/ Calendar Day
3. Bid Opening Day: May 13, 2021 @ 3:00 p.m.
Award of contract in 90 calendar days
4. Last Day for Questions: April 27, 2021 @ 5:00 p.m. via email to TOL
5. Project Funding: Combination of FAA, DOAV and Town
6. Earliest Start Month: July 2021

General overview of table of contents. (Contractor is encouraged to read all specifications.)

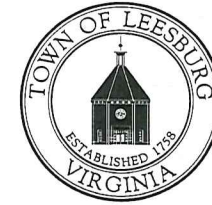
1. Advertisement
2. Required Bid Responses
3. Federal Requirements
 - a. Davis Bacon Wage Rates
 - b. DBE – Goal 11.34%
4. Instructions to Bidders
 - a. Steel Price Adjustment – 10%
5. Tree Protection Specifications
6. Sample Agreements (Bonds)
7. General Conditions
8. General Provisions
9. Project Special Provisions
10. Technical Specifications
11. Appendix A - Construction Safety & Phasing Plan
12. Appendix B - Safety Inspection Checklist
13. Appendix C - Geotechnical Data
14. eVA Guides

Building Performance Specification

1. Eave height (T-Hangar) = 18'
2. Hangar doors
 - a. Corporate – 60' x 18'
 - b. T-Hangar – 42' x 14' and one 48' x 14' (end unit)
3. Insulation
 - a. Corporate – Yes
 - b. T-hangar - No
4. No windows required.
5. No cooling required.
6. No vent fans or motorized dampers
7. Liner panel in Corporate Hangar
8. This building will be for the storage of aircraft only. No hazardous materials stored.
9. Electrical and plumbing in the building.
10. Gutters are required for both buildings.

Construction Plan Review

1. Staging Area
2. Leaf Storage

Project: Leesburg Executive Airport North HangarsOffice of
CAPITAL PROJECTS

We build it right!

Date & Time: Thursday, April 22, 2021, 10:00 a.m.

	Name	Organization	Phone	Email
1	Karin Franklin	Town of Lovettsville	703-771-6674	kfranklin@leesburgva.gov
2	Steve Peterson	TBI		
3	Walid Qutaineh	Town of Leesburg	703 737 7055	wqutaineh@leesburgva.gov
4	Jeff Tan	CTL Engineering	703 919 0008	jtan@ctleng.com
5	Haley Samson	Kiewit	470 372 2359	haley.samson@kiewit.com
6	Michael Bellusi	CRISAK	540-295-5545	mike@crisak.com
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8	Rickey Schooley	FUOS		
9	Brendan Hesselbein	Whiting-Turner	410-365-4627	brendan.hesselbein@whitingturner.com
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12	Zach Browning	Athena Construction Group	703-870-3729	estimating@athenaconstructiongroup.com
13	LARRY RICE	GEI	540-439-2282	L.Rice@GEI-VA.COM
14	MIKE ROSS	ROSS CONTRACTING INC.	301-831-5500	MIKER@ROSSCONTRACTING.COM
15	Scott Coffin	Town of Leesburg	703-737-7125	scott@leesburgva.gov

	Name	Organization	Phone	Email
16	BRIAN VANN	MADIGAN CONSTRUCTION INC	703 777 6204	BRIAN@MADIGANCONSTRUCTION.COM
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