



Addendum No. 2
For
Rehabilitate Runway 4-22 Pavement and Reconstruct Runway 4-22 Edge
Lighting and Airfield Guidance Signs
And
Rehabilitate Taxiway 'C' Pavement and Adjacent Run-up Apron and
Reconstruct Taxiway 'C' Edge Lighting and Airfield Guidance Signs

Schenectady County Airport
Contract No. RFB-2018-24
AIP No. 03-36-0106-53/54-17
NYS DOT PIN No. 1905.93/94

Date: April 27th, 2018



TO ALL BIDDERS:

The following information constitutes **Addendum No. 2** of the Contract Documents. Each bidder shall acknowledge receipt of this Addendum.

All revisions to the Drawings and Specifications called for in this Addendum shall be reflected in the Construction Drawings and Specifications issued to the successful bidder at the Pre-Construction Meeting.

The following addendum items modify, change, delete from or add to the requirements of the contract documents for this project. The articles contained in the addendum take precedence over the requirements of the previously published contract documents. Where any article of the contract specifications or any detail of the contract drawings is modified or any paragraph, subparagraph or clause thereof is modified or deleted by the articles contained in this addendum, the unaltered provisions of that articles, paragraph, subparagraph or clause shall remain in effect.



ITEM No. 1 – CLARIFICATIONS

None

ITEM No. 2 – CONTRACTOR’S QUESTIONS

1. **On some documents it says “Blast Fence outside TOFA to project construction zone (may be required)”. How do we know if it will be required?**
Blast Fence is mentioned only in Generic FAA Documents, and not on specific project documents. Blast Fence is NOT required per this project.
2. **Is there an Engineer’s Estimate or an Order of Magnitude that will be provided for the project?**
The estimated cost for this project ranges from \$6 - \$12million depending on awarded alternates.
3. **Could the Owner/Engineer please clarify the dimensions for the Air Force Aircraft Tie-Downs?**
Per Note 1 on sheet 32, “The details shown on this sheet are representative, and based on information shown in UFC 3-260-01. Contractor shall be required to submit Tie-Down Details and Calculations Signed and Sealed by a New York State Licensed Professional Engineer, in accordance with UFC 3-260-01 and per Technical Orders for Lockheed LC-130H.”
4. **Could the Owner/Engineer please clarify the timing of the submission of Item 11 – Standard Contractor’s Questionnaire?**
The “Standard Contractor’s Questionnaire” document shall be required with the Bid Proposal.
5. **Could the Owner/Engineer consider making items 5 through 8 due seven (7) days of the bid opening, which is in line with other state agencies/municipalities and page GSC-12?**
Per Schenectady County requirements, Items 5 through 8 will be required with the Contractors’ Bid Proposal, due on May 10th, by 2:00 pm.
6. **The sign schedule specifies Style 2 signs but the sign spec (L-125-3) calls for Style 3. Which is it?**
ALL Airfield Guidance Signs shall be Style 3 (3-Step, High Intensity) per Technical Specification L-125.
7. **Can ANY DBE listed on the NYS DBE Directory be utilized, or can only DBE’s authorized by certain agencies be used?**
ALL DBE’s that are listed on the NYS DBE Directory can be utilized, regardless of who the authorizing agency may be.



8. If the project extends into 2019, will the budget have to be re-addressed?

The final amount of Grants released by FAA in 2018, and for the Awarded Bid Price contracted by Schenectady County shall not be modified, nor would need re-issuing should construction starting in 2018 and be finished in 2019.

9. What will be the Contractor Staging Areas pertaining to the Work Areas?

Contractor Staging Areas shall be in the locations shown on the plans. Contractors shall be aware that the Staging Area for Work Area 1 shall only be usable during Work Area 1 and shall be completely vacated upon completion due to being located within the boundary limits of the ANG Drop Zone. Staging Areas shall be utilized to minimize impact to active airport pavements and Contractors shall be required to utilize perimeter haul routes for most travel and contact Air Traffic Control Tower (ATCT) for access to locations that require proceeding onto movement areas. A Construction Safety and Phasing Meeting will be held prior to the start of construction with the awarded contractor to review and clarify all requirements for operations on airport property.

10. What will be the Stockpiling procedure for the Asphalt Millings, and how will that affect Airport Operations?

Contractor shall be expected to stockpile the asphalt millings at a location immediately adjacent to Staging Area for Work Area #2 and #3 (Shown on Sheet 12 and 13). These millings will be kept by the airport and also used to repair damage and wear to the Perimeter Access Roadways at the completion of construction.

11. What precautions have been taken to protect the Air National Guard monitored Swale/Wetland area North of Taxiway 'C'?

Silt Fence has been proposed as a construction buffer and environmental protection measure of the wetlands in this area. Appropriate Air National Guard personnel will be notified prior to work commencing in this area and will be present for installation of Silt Fence and be able to monitor the protection of the Swale/Wetland.

12. Is the Performance and Labor Bond due at the time of Bid Proposal?

Performance and Labor Bonds are NOT required with the Contractors Bid Proposal. The Low-Bid Contractor WILL need to provide the Performance and Labor Bonds with the required Contract Documents.

13. Is the Apprenticeship Program due at the time of Bid Proposal?

Apprenticeship Program Certification IS required with the Contractors Bid Proposal.



- 14. Please provide clarity on the time frame for the runway grooving on the project. Is the P-621 Runway Grooving to be performed during the Base Bid duration of 120 Calendar Days? If so, is the requisite 30-day cure time (required prior to grooving) accounted for in that time frame?**

Runway Grooving and final Pavement Marking application is to be considered part of the 120 Calendar Day allowable duration. The Contractor will be allowed to stop the counting of calendar days upon substantial completion of the project with ONLY these two tasks remaining. Runway Grooving is required to be started 30 Calendar Days after the final paving application, to which the calendar days will begin to be deducted once again for each day of Grooving and Pavement Marking application.

- 15. If additional time for grooving and final marking will be offered, please provide duration and runway closure times.**

Grooving Contractor will be required to submit a proposed schedule for Grooving that is reviewed and approved by the Resident Engineer. Runway Grooving may be completed during the day depending on Airport Operations and ability to re-close the Airport. Grooving Contractor should anticipate the possibility of being required to complete work at night while the ATCT is not in operation (10:30pm – 7:00am) and the Runway is closed. Final Pavement Markings may be completed either during the Day, or at Night with a Runway closure depending on Airport Operational Impacts and schedule.

ITEM No. 3 – FRONT ENDS

- 1. Apprenticeship Program Certification**

The Apprenticeship Certification document was not provided in the original Bid Documents. Attached is the Apprenticeship Certification document that shall be required to be submitted by all bidders with their Bid Proposal.

ITEM No. 4 – SPECIFICATIONS

None



PRE-BID MEETING SIGN-IN

April 26th

Schenectady County Airport – Richmor Aviation Training Room

10:00 am

Schenectady County Airport
Rehabilitate Runway 4-22 Pavement
Reconstruct Runway 4-22 Edge Lighting and Airfield Guidance Signs
And
Rehabilitate Taxiway ‘C’ Pavement and Adjacent Run-up Apron
Reconstruct Taxiway ‘C’ Edge Lighting and Airfield Guidance Signs
AIP Project No. 03-36-0106-53 / 54-17
NYSDOT PIN No. 1905.93 / 94
CHA Project No. 33451 / 33528

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Pre-Bid Meeting Agenda

Schenectady County Airport
**Rehabilitate Runway 4-22 Pavement
Reconstruct Runway 4-22 Edge Lighting and Airfield Guidance Signs
And
Rehabilitate Taxiway 'C' Pavement and Adjacent Run-up Apron
Reconstruct Taxiway 'C' Edge Lighting and Airfield Guidance Signs**
AIP Project No. 03-36-0106-53 / 54-17
NYSDOT PIN No. 1905.93 / 94
CHA Project No. 33451 / 33528

Date: April 26th, 2018
Time: 10:00 am
Location: Schenectady County Airport – Richmor Aviation – Training Room

Attendees: See Sign-In Sheet

OWNER / SPONSOR:

- Schenectady County (Department of Aviation)
 - Joe Ryan – Commissioner of Aviation
 - Michael Schadewald – Airport Operations Manager

CONSULTING ENGINEER(S):

- CHA Consulting, Inc.
 - Paul McDonnell – Aviation Planner
 - Bob Schaefer – Project Manager
 - Chad Ackley – Senior Project Engineer
 - Matthew Florell – Project Engineer

CONTRACT / BID DOCUMENTS:

- Obtaining Plans and Specifications:
 - Empire State Purchasing Group (www.empirestatebidsystem.com)
 - Formal Request to *Schenectady County Purchasing Department* (purchasing@schenectadycounty.com)
 - Printed Plans and Specifications requested through *Schenectady County Purchasing Department* (Requires Non-Refundable \$10.00 Fee)
- Bid Opening:
 - All Bids must be delivered to the *Director of Purchasing*, No Later than **May 10th, 2018 @ 2:00pm**
 - Bids delivered after 2:00pm will **NOT** be accepted
 - Bids will be opened on **May 10th, 2018 @ 2:00pm** at:
Schenectady County Purchasing Department
County Office Building
620 State Street
Schenectady, New York 12305

BIDDING REQUIREMENTS:

- Acknowledgement of Addendums
 - A minimum of (1) Addendum will be issued prior to Bid Opening
 - Addendums will be disseminated by *Schenectady County Purchasing Department* to all documented plan holders
 - All Bidders must acknowledge receipt of issued addendum on Page 2 of the Bid Form
- Bid Security Check
 - Certified Check, Payable to **County of Schenectady** for 5% of total Bid amount
 - Security Check will be returned to unsuccessful Bidders once project is awarded
- Disadvantage Business Enterprise (DBE) Goals and Commitment
 - Federally Funded projects require DBE Goals
 - 6.9% DBE Goal (of Total Bid Amount)

CONTRACT AWARD:

- Anticipated Construction Cost
 - \$6 million - \$12 million
- Construction Funding
 - Base Bid Expected to be Fully Funded (FAA, ANG, NYS, SCH)
 - ADD ALT No. 1 Funding dependent on Bids and available FAA Funds
 - ADD ALT No. 2 and 3 Funding dependent on Bids and available ANG Funds
- Award of Contract
 - Award of Contract dependent on FAA issuing Construction Grant
 - Contractor may be asked to hold Bid beyond **45 Days**
 - Expect FAA Construction Grant by July 2018
 - Contract Awarded to Low Bidder meeting all requirements
 - Responsive and Responsible
 - Providing Performance Bond (100% of Bid Amount)
 - Providing Labor Bond (100% of Bid Amount)
 - Meets DBE Goals (or accepted Good Faith Effort; approved by Miriam Cajuste)
 - Apprenticeship Program Certification
- Notice to Proceed
 - NTP Issued to Low Bidder upon full execution of Contract with Schenectady County
 - Contractor shall start construction within **10 Days** of NTP

PROJECT DESCRIPTION:

- This project is broken up into a Base Bid, and an Add Alt No. 1, 2, and 3 portion. The Base Bid portion of the project encompasses the Rehabilitation of the pavement for Runway 4-22, with Reconstruction of the accompanied lighting and signage systems. The Add Alt No. 1 portion includes the Full-Depth Reconstruction of Taxiway 'C', with Reconstruction of the accompanied lighting and signage systems. The Add Alt No. 2 portion includes Assault Panel Foundations and Add Alt No. 3 includes the installation of Air Force Tie-Downs within the proposed adjacent run-up apron.
- This project will replace the asphalt pavement surface via milling and overlaying of FAA P-401 Hot Mix Asphalt (approx. 1,050,000 SF) for Runway 4-22, and for Taxiway 'C' Full-Depth Excavation of existing asphalt and subbase, with placement of NEW P-209 Subbase stone and P-401 Hot Mix Asphalt.
- New High Intensity Runway Lighting (HIRL) fixtures, 2" PVC conduit, 5kV wiring and a constant current regulator (CCR) will replace the existing lighting system for Runway 4-22.

- New Medium Intensity Taxiway Lighting (MITL) fixtures, 2" PVC conduit, 5kV wiring and a constant current regulator will replace the existing lighting system for Taxiway 'C'.
- All Airfield Signage associated with Runway 4-22 and Taxiway 'C' will either be replaced, or relocated.
- Placement of both Temporary and Permanent Pavement Markings will be included in this project, with a Displaced Threshold associated with Runway 4-22.
- Runway Grooving will be included in the project at the completion of all paving efforts for Runway 4-22.

DURATION AND PHASING:

- BASE BID

BASE BID DURATION TABLE		
Work Area	Closure(s)	Duration
Work Area #1A	Runway 4-22	90 Calendar Days*
Work Area #1B	Runway 4-22	90 Calendar Days*
Work Area #1C	Runway 4-22	90 Calendar Days*
Work Area #2	Runway 10-28	30 Calendar Days
TOTAL BASE BID CONSTRUCTION DURATION:		120 CALENDAR DAYS

*Work Area #1A, #1B, and #1C shall be constructed concurrently, making the entire duration of all work areas 90 Calendar Days in total

- Numerical sequencing of Work Areas not representative to construction sequencing. Order of Construction shall be dependent on Airport / Air National Guard Flight Activity during anticipated construction. Order of construction shall be coordinated at the Pre-Construction meeting.
 - If Work Area #3C under ADD ALT No. 1 is not awarded, Work Area #3C shall be constructed similar to the adjacent pavement of Taxiway 'F' - 2" Surface Mill and Overlay.
- ADD ALT No. 1

ADD ALT No. 1 DURATION TABLE		
Work Area	Closure(s)	Duration
Work Area #3A	Taxiway 'C'	45 Calendar Days
Work Area #3B	Runway 10-28, Taxiway 'C'	25 Calendar Days
Work Area #3C	Runway 4-22, Taxiway 'C'	20 Calendar Days
TOTAL ADD ALT No. 1 CONSTRUCTION DURATION:		90 CALENDAR DAYS

- Work associated with Add Alt No. 2 (if awarded) shall be constructed and completed within the amount of calendar days provided for the Base Bid.
 - Construction of this work shall take place at the same time as Base Bid and/or Add Alt No. 1 work within the same areas as Add Alt No. 2 work.
- ADD ALT No. 3
 - Work associated with Add Alt No. 3 (if awarded) shall be constructed and completed within the amount of calendar days provided for the Add Alt No. 1.
 - Construction of this work shall take place at the same time as Add Alt No. 1 work within the same areas as Add Alt No. 3 work.

DURATION AND PHASING:

- Runway and Taxiway Construction Phasing
 - Phasing as shown on the plans reflects the ability to construct (2) independent portions of the project.
 - FAA may Award a grant for each portion (1 – Runway 4-22, 1 – Taxiway 'C')

- Dependent on release of FAA Grant, Contractor may construct both portions in 2018, or contractor may construct Runway (or Taxiway) in 2018 and Taxiway (or Runway) in 2019.
- If Runway or Taxiway construction started, must complete in same season (No Winter Shutdown)
- Runway and Taxiway Construction Duration
 - Phasing as shown on the plans reflects the ability to construct (2) independent portions of the project.
 - Each portion has its own allowable Calendar Days (120 – Runway, 90 – Taxiway)
 - If each portion is constructed at the same time, Calendar Days do not compound
 - (120 Calendar Days + 90 Calendar Days ≠ 210 Calendar Days)
 - If each portion is constructed at different times, Calendar Days remain unique to the portion being constructed
 - Contractor required to begin Construction (at the latest) by May 1st, 2019 (Of one or both portions)

UNCLASSIFIED EXCAVATION:

- Contractor may encounter shale and is expected to review Soil Borings
- Shale Excavation shall be paid for under P-152-4.1 *Unclassified Excavation* and NOT Rock Excavation
- Contractor should expect encountering additional structures during construction, not shown on plans
- Any structures not shown on plans and found within excavation limits shall be removed ADBE and considered incidental to Item No. P-152-4.1 *Unclassified Excavation*
- Potential structures that could be encountered are Aircraft Tie-Downs, Light Cans, Junction Structures, etc.

P-401 ASPHALT PAVEMENT:

- P-401 FAA Mix Asphalt
- Payment based on Percentage Within Specification Limits (PWL)
 - FAA General Provisions – Section 110
 - Contractor expected to review prior to construction
 - Engineers Testing Firm responsible for QA at Plant, will calculate PWL with Contractor tester
- Contractor responsible for QC Testing (At Plant and In-Field)

OPEN DISCUSSION: