



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING
COMMISSION
Department of Parks and Recreation
6600 Kenilworth Avenue Riverdale, Maryland 20737

July 20, 2021

For The Attention of All Proposers:

**RE: RFP Number: B41-132
COLLEGE PARK AIRPORT TAXIWAY REHABILITATION AND AIRFIELD
LIGHTING IMPROVEMENTS**

Subject: Addendum Number One (1)

The following information related to the above project is provided to all prospective Proposers:

1. The due date for the receipt of proposals has been **CHANGED** to August 3, 2021, on or before 3:00 p.m.
2. The Mandatory Pre-proposal Conference was held on June 30, 2021, at 1909 Corporal Frank Scott Drive, College Park, MD 20740.
3. For your reference, transmitted herewith are:
 - A. Attachment # 1 - Pre-Proposal Conference Sign-In Sheet
 - B. Attachment # 2 - Pre-Bid Meeting Agenda Minutes
4. Transmitted herewith are the following documents:
 - A. Appendix 1- Geotech Report
 - B. Appendix 2 – College Park Runway and Taxiway Rehabilitation Letter Report
 - C. Appendix 3 – College Park Airport Taxiway and Connector Letter Report

The following are questions received and M-NCPPC responses.

Q1. Please confirm that the General Contractor can meet the Airport Airfield Electrical, Airport Runway/Taxiway asphalt paving, and Full Depth Reclamation experience requirements with the use of named subcontractors that are

submitted with the bid on the Proposed Sub-Contractor Form.

A1. Confirmed.

Q2. Please confirm if three projects and corresponding Contractor Reference Questionnaire Form J.8 are required for each scope category (Airfield Electrical, Runway/Taxiway Asphalt Paving, and Full Depth Reclamation) or if just one is required for each, totaling three each.

A2. Three project references are required for each trade/task.

Q3. Can the 16% MFD requirement be met with using both the base bid and alternates? Or does the base bid also need to meet the 16% goal as a stand-alone contract? Allowing the alternate scope of work to count toward the 16% goal would lead to more opportunities and likely more competitive bid pricing.

A3. Yes. The alternate (paving) can be considered to achieve the desired percentage.

Q4. Starting and completing Phase 1 and Phase 2 work before the winter when the asphalt plants shut down seems very aggressive considering the open permits, long lead electrical procurements, and potential additional FAA reviews. Allowing this project to be constructed starting in the Spring 2022 may provide the Client with a more realistic approach and competitive pricing. This project already has a short construction duration and allowing until the spring would ensure a well-planned out project that can meet the deadlines.

A4. Our intent is to start construction in Fall 2021, but this is dependent upon securing permits, which are needed prior to issuing NTP. If NTP occurs too late in the year at which time paving is not feasible in 2021, paving work will pick up in the following Spring. Please refer to Unit Bid Price Item 14, which is a Calendar Year 2022 escalation due to MD SHA Liquid Asphalt Prices. Calculation of escalation/de-escalation shall be based on change between bid due date and Taxiway Rehabilitation asphalt work Notice to Proceed.

Q5. The General Conditions discuss a public bid opening where bids are read aloud. We are concerned that the way Page 100 of General Conditions discusses combining unit prices and extended items to fit a budget and determine an award may prove difficult for a public opening. The Alternate bid items are combined for Full Depth Reclamation and Mill and Resurface and it would be difficult to understand which option is more competitive. We recommend separating this into two separate, stand along, add alternates

(Alternate 1 – Mill and Resurface, Alternate 2 – FDR). That would allow the owner read bid results for the base bid and each alternate on bid day and provide a clear summary of the low bidder for each Base+Alternate.

A5. Bids shall be submitted electronically via ProcureNow. There will be no public bid opening and bids read aloud. Immediately upon opening, MNCPPC will post the bid amounts on ProcureNow for accessing by all bidders.

Q6. Spec 109-3.16 Has the owner verified the lead time for the Constant Current Regulators and other ALCMS components? It may be at least 12 weeks from release (not including review/and approval of submittals). Will the contract time be increased to accommodate the procurement of long lead items?

A6. Contract time increases will be considered to accommodate the procurement on long lead items.

Q7. Has the owner considered the scheduling issues related to cold weather - winter shutdown for paving?

A7. Yes. Please refer to Q4/A4.

Q8. Does escalation apply to any item other than Asphalt pricing?

A8. No. Advanced submittal review after Contract Award and prior to NTP will allow for ordering materials. The contractor will be required to store any materials prior to construction.

Q9. Is the current airfield lighting system in operation? Can the owner provide test reports?

A9. The current airfield lighting system is in operation. Test reports are not available.

Q10. Are there any hazardous or contaminated soils on site? Is there asbestos or other material requiring abatement in the interior building areas?

A10. There are no known contaminated soils on site. Asbestos Abatement is not anticipated on this project as the Terminal Building was constructed within the past 20 years.

Q11. Is it correct that work within the runway and taxiway safety areas may be done on a "pull back basis" during times when the runways are open?

A11. Yes, work can be performed on a pull back basis as long as all equipment and vehicles are removed from the safety area when an aircraft is landing or taking off. Additionally, open excavation pits or piled soil in the RSA is prohibited during landing/ take-off. Airport Operations always takes priority over construction work when the runway is open.

Q12. Is the owner responsible for issuing and maintaining NOTAMS during construction?

A12. The Contractor will coordinate needs with the Owner and CM Staff at weekly coordination meetings. The Owner will issue NOTAMS.

Q13. G-102 Note 12; E-001 Note 36 - Is there any other work planned during the expected time of performance of this contract? Is this contractor responsible for maintaining access for other contractors?

A13. No other work is planned during the expected time of performance of this contract. The contractor is not responsible for maintaining access for other contractors.

Q14. G-102 Note 25 What permits are required by the contractor for the project work?

A14. The Contractor shall secure all contractor permits required by DPIE, which include but not limited to Electrical Trade Permit.

Q15. Has the owner obtained the required environmental permit?

A15. M-NCPPC is currently coordinating with DPIE, PG SCD, and MDE to secure environmental permits. Plans are under review.

Q16. G-103 Communications Note 1 - Are standard airfield radios sufficient for communicating with Airport Escort? What is the frequency?

A16. Yes, standard airfield radios are sufficient for communicating with Airport Operations. The frequency is 122.975. Please refer to G-103 Communication paragraph for additional information.

Q17. Are "Airport Escorts" required for work within the RW or TW Safety Areas or Object Free zones? Are the Escorts provided by the owner at Owner cost?

A17. Airport Escorts are not required. Airport access, vehicles, and travel requirements will be discussed at the Pre-Construction Meeting. After Initial

Safety Training on Airport Protocols, the Contractor will be granted access to move about the airfield. Radio communication will be required in the active safety areas.

Q18. Is contractor required to provide Security guards at fence perimeter or gates during construction?

A18. Gates shall be always locked by the Contractor when not in use. When gate use is frequent (i.e. paving days), it is recommended that the contractor use a gate guard instead of continuously locking the gate. Please refer to the Phasing Plans C-101 & C-102 Notes Number 3.

Q19. Do contractors personnel and vehicles require security badging or background checks & approval prior to entry?

A19. Security Badging is not required. Background check and approvals are required. A copy of IDs/drivers licenses will be provided to the Airport.

Q20. Does the contractors road need to be removed after completion of project?

A20. Yes, contractor roads shall be removed and area restored with topsoil, seed, and mulch. Refer to Phasing Plan C-101 & C-102 for the contractor access road specifying shall be restored.

Q21. Can work take place, or closures occur, when the airport is in IMC conditions?

A21. Yes

Q22. E-001 Note 44. Do local utility companies mark underground utilities on the airfield?

A22. No. Per Note 44, surveying existing underground utilities is the Contractor's responsibility. Costs for locating services shall be incidental to mobilization.

Q23. E-003 Note 216 Will the owner schedule the FAA Flight test? Is this part of the scheduled project duration? Can the contractor demob before this flight test? How much time should the contractor assume between project completion of construction and the FAA Flight check?

A23. The M-NCPPC will schedule the FAA Flight Test. This is not required to be part of the scheduled project duration and the contractor may demobilize prior to flight test; however the contractor must be present and ready to adjust installation

during flight test. Deficiencies in installation that cannot be remedied during the scheduled flight test will require subsequent flight test(s). Costs for additional flight test(s) due to deficiencies in installation will be the responsibility of the contractor. If the installation cannot be adjusted before the flight test is concluded, the contractor must remobilize to address deficiencies. Assume a maximum of 3-months between end of construction and flight test. No additional payment will be made for remobilization.

Q24. E-501 In order to meet the indicated project schedule, is it permissible to provide & install precast concrete light can assemblies?

A24. Precast concrete light base can assemblies are permissible.

Q25. Are there any existing lighted guidance signs or distance markers fed by existing circuits? If so, is there a provision to maintain these circuits?

A25. There are no existing lighted guidance signs or distance markers.

Q26. E101 - Is the scale of 1" equals 40' correct?

A26. The graphic scale for sheet E101 should be revised to 1" = 150'. This sheet is not intended to be scaled.

Q27. May I obtain the budget or estimated value?

A27. M-NCPPC does not provide budgets or estimated costs.

Q28. The Special Conditions Para 10.b addresses Contractor Qualifications. We have a strong local presence in the Maryland/Virginia area and extensive experience on similar airport projects across the country and. (See below experience list.) These projects are not within 200 miles of Prince George's County, MD or do not meet the time requirement. Will we qualify for this project based on the attached experience? Also attached, please find a more extensive look at our company and the work we do at airports nationwide.

A28. Refer to A2.

Q29. I did not see any prevailing wages. Is this project subject to prevailing wages?

A29. No

All other terms and conditions apply.

Proposers must acknowledge receipt of this amendment by:

1. Signing below and returning this letter with our proposal submittal; or
2. Indicating receipt of this Addendum by identifying Addendum Number and date.

**Receipt Acknowledged by
Authorized Company Official**

Natasha Newton-Bryson
**Natasha Newton-Bryson
Sr. Procurement Specialist**

END OF Addendum One (1)