



B41-132 COLLEGE PARK AIRPORT TAXIWAY REHABILITATION

Maryland-National Capital Park and Planning Commission

PRE-BID MEETING MINUTES

DATE: Wednesday, June 30th, 2021
TIME: 11:00 A.M.
LOCATION: 1909 Corporal Frank Scott Drive, College Park, MD 20740
College Park Airport

SUBJECT: Pre-Bid Meeting

ATTENDEES: See attached Sign-In Sheet.

1. Introduction (All M-NCPPC, Urban, MAA project members introduced themselves)
 - i. Attendance is mandatory for all bidders. Bidders shall check the box on the sign in sheet. This sign in sheet will be issued as part of an Addendum.

2. Invitation for Bids
 - i. Bidders questions shall be submitted to Natasha.newton@pgparks.com on or before July 14, 2021 3:00 p.m.
 - ii. Bids must be submitted through ProcureNow.com, not later than 3:00 p.m. on July 28, 2021.
 - iii. Pages 14 and 15 of IFB – Bid Requirements. Bids shall include Bid Declaration, Statement of Responsibility, Nondiscrimination in Subcontracting Form, Insurance Check List, Bid Forms, Proposed Subcontractor Utilization Form, Bid Bond, and References, and a Bid Bond.
 - iv. Page 17 of IFB – See Section 20. Bid Guaranties, Payment and Performance Bonds - Performance bond and a labor and material payment bond shall each be in the amount of 100% of the contract amount, which shall be required by the lowest qualified bidder for the construction contract.

Reference Bid Bond. 5% of total (aggregate) bid must be submitted with the bid through ProcureNow. Refer to J. Forms Section 1 for the list of required forms as part of your bid response. This list includes the bidder's checklist.

- v. The Minority Female and Disabled (MFD) subcontracting level of participation of 16% has been established for this bid. Reference Non-discrimination in Subcontracting Bid Form.
- vi. Review the special conditions included in the bid document, starting on Page 93 of IFB.
- vii. The Minority Female and Disabled (MFD) subcontracting level of participation of 16% has been established for this bid. Reference Non-discrimination in Subcontracting Bid Form.
- viii. Special Conditions Item 10 lists the contractor qualifications and requires at least three (3) references for projects completed in the past three (3) years of a similar size and nature, located within a 200-mile radius of Prince George's County, Maryland. The reference projects must include:
 - a. Airport Airfield Electrical including or similar to Runway/Taxiway LED Lighting, Current Driven System, Precision Approach Path Indicators (PAPIs), and Runway End Light Identifiers (REILs).
 - b. Airport Runway/Taxiway or State Highway Administration highway paving using "Superpave Asphalt Mix".
 - c. Full Depth Reclamation (FDR) Asphalt Aggregate Base Course for pavement rehabilitation.
- ix. Liquidated Damages (LDs) will be assessed for this project due to the time sensitivity of the runway closures. Refer to Page 93 of the IFB and below.
 - a. The completion days shall be consecutive calendar days beginning ten (10) days after the date given in the Commission's written notice to commence work. If the Contractor refuses or fails to complete such work within the period herein above stated, subject to the conditions named in the specifications and drawing, the Commission may deduct from the final payment the sum of **\$1,000 per day** as fixed and agreed liquidated damages, but not as a penalty, for each calendar day delay after the expiration of such period until the final physical completion of the work and its acceptance by the Commission.
 - b. If the Contractor fails to conclude construction / rehabilitation operations at the close of each closure period and leave the runway, taxiway and other airside pavements in a condition that allows normal airport operations, the Commission may deduct from the final payment the sum of \$1,000 per day or partial day that the airport is prevented from normal operations during non-work periods as fixed and agreed liquidated damages, but not as a penalty.
- x. Bids
 - a. Base Bid includes Airfield Electrical, Erosion and Sediment Control, Staging Areas, and Temporary Haul Routes
 - b. Pavement Rehabilitation Unit Price Schedule includes Pavement Rehabilitation and Pavement Markings
 - c. Unit Price Schedule items and quantities may be accepted either at time of award or via a change order.
 - d. Variations in Quantities: Quantities may change based on budget and SOW (Either full depth reclamation or mill and overlaying).
- xi. Award
 - a. Award will be based on low bid after verification of minimum qualifications.
- xii. Project Completion

- a. 60 Calendar Days for Phase 1 and 45 Calendar Days for Phase 2
- b. Additional 5 working days for Mobilization, Initial E&S Control, and Survey Work prior to Phase 1.
- c. Pavement Markings shall not be subject to liquidated damages and shall be completed 30 days minimum after paving, with a duration of 2 working days.
- d. Phasing Durations will remain the same for both bidding scenarios:
 - 1. Base Bid Only
 - 2. Base Bid + Pavement Rehabilitation Unit Price Schedule

xiii. Closure Periods

- a. It is imperative that the runway, taxiway and other airside pavements crucial to maintaining aircraft operations and schedule integrity be opened on time following each closure period. Each runway closure period shall be coordinated with the Airport Manager.
- b. Closure periods shall run from 9:00 AM to 4:00 PM on each scheduled closure day, Monday through Friday.
- c. The airport shall be opened to the public for normal operations starting at 4:00 p.m. on each closure day.
- d. The Contractor shall be allowed up to ten (10) runway closure days in Phase 1 and five (5) runway closure days in Phase 2.
- e. Performance of all work shall be between the hours of 7:00 a.m. and 9:30 p.m. Monday through Thursday and 7:00 a.m. until 7:00 p.m. on Fridays.

3. Drawings (Attachment 3)

- i. The Base Bid electrical work associated with this project includes:
 - a. Upgrade of the runway and taxiway lighting system to a current driven LED system
 - b. Installation of Precision Approach Path Indicators (PAPIs) and Runway End Identifier Lights (REILs) at each runway end.
 - c. In order to serve the new current driven airfield circuits, an existing outdoor storage room within the existing operations building will be converted into an airfield electrical equipment room.
 - d. Architectural improvements to this building include ventilation, door modifications, and core drilling conduits. This room will be used to house the following equipment:
 - 1. New 208Y/120V 3-phase 4-wire electrical panel served by the terminal building distribution equipment and utility service.
 - 2. Three (3) new 4kW 5-Step constant current regulators (CCRs)
 - 3. New L-821 airfield lighting relay control panel.
 - 4. New L-854 pilot radio controller using the same frequency as the existing L-854 panel within the FLV.
 - 5. Exterior mounted photocell connected to the L-821 airfield lighting relay control panel.
 - 6. New ventilation fan and existing unit heater to limit ambient temperatures.
 - 7. New Ground bar for surge arrestor ground connections.
- ii. Pavement Rehabilitation Unit Price Schedule

- a. Rehabilitation of the parallel taxiway and connector taxiways at College Park Airport.
 - b. Full depth reclamation (FDR) of the existing pavement and base course stone section, followed by a bituminous asphalt overlay.
 - c. The scope will also include new pavement markings.
- iii. Plan Discussion
- a. G-102/ G-103 – Airport/ Airfield Specific Construction Notes
 - b. C-101/ C-102 – Phasing Plans
 - c. C-201 thru C-203 – Paving Limits
 - d. C-207 Paving Details
 - e. C-208 Building/ Utility Interface
 - f. C-209 Fence Modifications
 - g. C-301 thru C-304 Pavement Markings
 - h. C-401 thru C-505 Erosion and Sediment Control
 - i. E-001 thru E-003 Electrical General Notes
 - j. E-101 thru E-306 Electrical Demo & Proposed
 - 1. Light Bases outside of T/H's to remain. They were installed under previous contract.
 - 2. Fixtures to be replaced.
 - 3. New light bases between thresholds
 - k. E-307/ E-401/ E-402 Terminal Equipment Room Connection. E-401 shows the IT Room. E-402 shows the Electrical Equipment Room.
 - l. E-501 thru E-506 Light Details
 - m. E-507 thru E-511 PAPIs/ REILs Details
 - n. **Pavement Studies/Reports will be issued under Addendum.**
4. Technical Specifications (Attachment 2)
- i. Paving – MD SHA Sections 504, 505, 904, including Materials Testing
 - ii. Pavement Markings – P-620 – FAA Based
 - iii. Full Depth Reclamation – P-207 – Requirement for milling down to stone and placing millings on top before pulverization/ mixing (P-207-3.1).
 - iv. Electrical – FAA Based
5. Bidder's Questions:

The following questions were asked at the end of the pre-bid meeting presentation. Responses are included:

- i. Q: Is it permissible for subcontractors to have the qualifications listed under Special Conditions Item 10 in lieu of the Prime?
A: Yes
- ii. Q: When will contract award occur?
A: 45 to 60 days from Bid Opening. NTP however will be issued after permits are secured. We are in the process of securing permits.
- iii. Q: Asphalt plants typically shut down in late November. What happens if NTP isn't provided until later in late Fall 2021, thus impacting ability for paving?
A: If NTP occurs too late in the year, 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.

- iv. Q: Where is concrete encased ductbank?
A: See Sheet E-005 Cable/Conduit/ Ductbank Trench Schedule and sheets E-301 thru E-307 for locations. Concrete Encased Ductbank includes Trench ID Types 5#, 6#, 7#, 8#. At the Pre-Bid Meeting, the main run to the terminal building was pointed out on E-307. In addition to this, there are other locations with concrete encased ductbank not specifically called out at the pre-bid. These include the pavement crossings.

These minutes are not considered to be an exact recordation of the conversations which transpired at the meeting and site visit but are intended to convey the essence of items discussed at the meeting. Any corrections should be received promptly.

Respectfully submitted,

URBAN ENGINEERS, INC.



Eric J. DeDominicis, PE

Cc: Attendees

Enclosures: