



**Addendum No. 1  
Erie International Airport  
Rehabilitate and Expand Terminal Apron**

Rehabilitate and Expand Terminal

Project name: <u>Apron</u>	Client: <u>Erie Regional Airport Authority</u>
Project location: <u>Erie, PA</u>	Client representative: <u>Kimberlie Sharrer</u>
Project number: <u>3225600-201146.01</u>	Mead & Hunt, Inc. manager: <u>Sean Thompson</u>
Date: <u>March 5, 2021</u>	Mead & Hunt Inc. phone: <u>517.908.3103</u>

TO ALL BIDDERS: You are requested to make all changes and/or additions contained in this Addendum to the Bidding Documents. Failure to acknowledge this Addendum in Proposal may result in rejection of bid.

I. GENERAL

- A. Pre-bid meeting agenda from September 1, 2020 and sign in sheet attached.

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BID DATE AND TIME SHOULD CORRESPOND TO DATE AND TIME INDICATED IN ADVERTISEMENT FOR BIDS, UNLESS DATE AND TIME HAS BEEN CHANGED IN THIS OR PREVIOUS ADDENDUMS.

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II. GENERAL QUESTIONS AND ANSWERS

See attached question and answer log.

III. PROPOSAL DOCUMENTS

- A. Bid Form to be replaced in its entirety with Bid Form enclosed in Addendum No. 1

IV. DRAWINGS

- A. Modify C-341 to indicate that joint reservoir depths are 1.25" minimum including backer road and dimension D is depth of sealant.
- B. All Topsoil thicknesses should be indicated as minimum 4".

V. SPECIFICATIONS

- A. Revise asphalt binder for P-403 to 58-28.

END OF ADDENDUM



# Erie International Airport Pre-Bid Meeting Agenda For Rehabilitate and Expand Terminal Apron

## Meeting Agenda

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<b>Project name:</b>	Rehabilitate and Expand Terminal Apron	<b>Client:</b>	Erie Airport Authority
<b>Project location:</b>	Erie International Airport, Tom Ridge Field, 4411 West 12 <sup>th</sup> Street, Erie PA 16505-0393	<b>Client representative:</b>	Derek Martin Kimberlie Scharrer Ian Bogle
<b>Project numbers:</b>	M&H: 3225600-201146.01	<b>M&amp;H, Inc. Client manager:</b>	Sean Thompson
<b>Date:</b>	March 2, 2021	<b>Mead &amp; Hunt, Inc. phone:</b>	517-321-8334

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Items to be discussed are as follows:

**01. INTRODUCTIONS**

**02. OWNER'S REPRESENTATIVES**

- A. Erie International Airport
  - 1. Derek Martin – Executive Director
  - 2. Kimberlie Scharrer – Director of Administration
  - 3. Ian Bogle – Director of Public Safety and Facilities

**03. DESIGN TEAM**

- A. M&H Team contacts
  - 1. Sean Thompson: Project & Client Manager Mead & Hunt

**04. PROJECT BID DOCUMENTS**

- A. Bid Documents are available on the Erie International Airport website under Business Opportunities or [www.erieairport.org/doing-business-with-the-authority/businessopportunities](http://www.erieairport.org/doing-business-with-the-authority/businessopportunities).

**05. THE SCOPE OF WORK FOR THE PROJECT CONSISTS OF:**

This project consists of rehabilitation and expansion of the airport's concrete apron. This includes pavement demolition, excavation, storm sewer and detention bed, airfield lighting and signage, subbase and base course, concrete and asphalt paving, and pavement marking.

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**06. BID SUBMITTAL ITEMS:**

- A. Bid Guaranty in the form of proposal bond/cashier's check/certified check – 5%
- B. Bid Form
- C. Acknowledgements by Bidder
- D. Signature of Bidder
- E. Completed DBE forms "Utilization Statement" and "Letter of Intent" (DBE – 0%)
- F. Buy America Certification(s) - "Total Facility"
- G. Trade Restriction Certification
- H. Tax Delinquency and Felony Convictions
- I. Certification Regarding Lobbying
- J. Non-Collison Affidavit
- K. Contractor's Certification of Non-Segregated Facilities
- L. Commonwealth of Pennsylvania – Public Works Employment Verification Form
- M. Evidence of good faith efforts required by 49 CFR Part 26, Appendix A. If proposed DBE goal is met, submittal of evidence of good faith efforts is not required
- N. Evidence of BIDDER'S qualifications per the requirements of General Provisions, Section 20-02 Qualification of Bidders
  - 1. If PennDOT prequalification is submitted, work classifications of F, G, and H shall be required to be provided by the Bidder or Bidder's subcontractor(s).

**07. DBE GOAL 0%**

**08. DAVIS-BACON WAGE RATES**

**09. PROPOSED SCHEDULE**

- A. Pre-Bid Conference
  - 1. March 2, 2021 at 1 pm
- B. Project Site Walk thru following Pre-Bid Meeting
- C. Bid Document Workshop
  - 1. March 16, 2021 at 1 pm
- D. Bids Due
  - 1. March 18, 2021 at 10:30 am in waiting area at Erie International Airport
- E. Airport Authority Approval of Lowest Responsible Bidder
  - 1. March 24, 2021
- F. Construction Schedule (114 calendar days)
  - 1. Start May 2021
  - 2. Completion August 2021

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**10. PROJECT PHASING DEPICTED ON G-101 AND G-102**

- A. Phase 1: Construct NE portion of the terminal apron expansion.
  - 1. 49 calendar days
- B. Phase 2: Construct SW portion of the terminal apron expansion
  - 1. 63 calendar days
  - 2. Temporary relocated gate positions.
- C. Phase 2A: Work within the Twy D TOFA
  - 1. 14 calendar day within phase 2
- D. Phase 3: Final pavement markings
  - 1. 2 calendar days at least 30 days after final paving.
- E. 114 calendar days total for the project.
- F. Contractor supplied gate guard at construction entrance, AOA gate 3.
- G. Liquidated Damages Associated with each project phase are outlined in General Provisions Section 80-08 Failure to Complete on Time at \$2,000/calendar day and \$5,000/day for phase 2A.

**11. PROJECT PLANS**

- A. C-021 Overall Site Plan
- B. C-301 Typical Pavement Sections
- C. C-401 Drainage Plan
- D. C-652 Pavement Marking Plan
- E. E-211 Electrical Plan
  - 1. Owner supplied materials.

**12. SECURITY**

- A. Badging is required for this project. A badged person may escort unbadged personnel as long as they are in reasonable control. Badging information can be found at the airport's website. <https://www.erieairport.org/doing-business-with-the-authority/airport-badging/>

**13. SUMMARY**

- A. Questions or comments
- B. Next Steps
  - 1. Bid Document Workshop March 16, 2021 at 1pm. Teams meeting.
  - 2. Addendum 01 late this week.



## PRE-BID MEETING SIGN-IN SHEET

PROJECT: Rehabilitate and Expand Terminal Apron

DATE: Tuesday March 2, 2021

PLACE: Terminal Waiting Area.

NAME	REPRESENTING	E-MAIL ADDRESS	PHONE NO.
Dave Schumacher	WELINGTON POWER CORP	DSCHUMACHER@WELINGTONPOWER.COM	412-523-1002
Pete Douglas	Swank	pete@swankco.com	724-323-5095
Beau Luzzo	Swank	BeauL@swankco.com	724 594 3958
Bob Gwinna	CHIVERS CONSTR	bgwinna@chiversconstruction.com	(814) 474-2637
Ron Weary Jr	Chivers Constr	rweary@chiversconstruction.com	[814] 474-2637
KEVIN MERKER	INDEPENDENCE EXCAVATING	KMERKER@INDEXL.COM	216-379-2014
JEFF BAKER	LINDY PAVING	jeff.baker@lindy paving.com	814-449-8536
PATRICK TRAUT	LINDY PAVING	patrick.traut@lindy paving.com	814-392-4849
Jack Laver	Lindy Paving	jack.laver@lindy paving.com	814-434-1059
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Jim Hunter	Golden Triangle	jhunter@stepgh.com	412-867-5895
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MIKE SOCAST	NEWCO ELECTRIC	MSOCA@NEWCOELECTRIC.COM	8143976828

Number	Question	Answer
1	Is a concrete slip form required?	The project has less than 10,000 CYD of P-501 concrete and can be constructed with fixed-forms per 501-4.2(b)(2)
2	P-605 specification calls for joint sealing material meeting ASTM D5893, silicone joint sealing material. Will a self-leveling silicone meeting this standard be allowed for sealing all (conc/conc & conc/asph) joints for the project?	Sealant shall be in compliance with P-605 which requires material meeting ASTM D5893.
3	Sheet C-341, joint sealing details. There's a note referencing joint w/d dimension as recommended by manufacturer. Would a joint width and depth please be provided for bidding purposes?	Joint sealant dimensions vary by manufacturer. Coordinate joint sawing with sealant manufacturer.
4	Sheet C-341, joint sealing details. I believe the minimum depth for the joint reservoir should reflect from the top of the pavement to bottom of the sawed reservoir (including the backer rod), not to the top of the backer rod as shown. Please review and advise if this detail is correct.	Revise joint reservoir details to indicate 1.25" deep for total reservoir including backer rod. Dimension D refers to depth of sealant.
5	Can a crane greater than 25' in height be used?	Heights greater than 25' may be permitted in accordance with the construction safety phasing plan and notes. This may require the Contractor submit a revised airspace case.
6	Are cast in place drainage structures allowed?	Yes. However, P-610 concrete is required for cast in place structures.
7	What topsoil thickness is required?	4" minimum depth is required in turf areas.
8	The local Road (Shenk Avenue) is in poor condition. With 30,000 YDS of waste and bringing in new material the road will get damaged. Say approx. 4,000 plus Triaxle loads. Also the access from the township road thru Gate 4 to the apron will also get damaged. On sheet G111 sheet 5, 2.9 Contractors Access Note 3 Repair haul routes at the contractors expense. Can the airport revisit this item and provide a define scope of work for the repair?	The Contractor's requirements for haul route restoration and coordination are included on sheet G-111 section 2.9 Contractor Access.
9	The May anticipated NTP appears to be aggressive since the bid date is March 18, 2021. The mix design process will be a minimum of 90 days. Then it will need to be reviewed and approved by the engineer. Another 90 day item is the shop drawing preparation, approval and fabrication of the detention facilities. Will the airport consider adjusting the anticipated NTP?	The revised anticipated NTP will be June 2021
10	P152-2.1 states clearing and grubbing per P-151. There is no P-151 spec.	P-151 is not included since there is no heavy vegetation in the project area.
11	P152-2.2.b Undercutting will be paid as SUBGRADE UNDERCUT which includes excavation and backfill with suitable material obtained from grading operations. Where rock cuts are made, backfill with select material. There is 500 CY of AASHTO No.1. Undercut item is 2,000 CY. So is 1,500 being assumed as material from grading operations? Also bid schedule is missing "1" is just says AASHTO No. Stone. Also, P152-4.2 states to backfill with P-209. Please clarify.	Undercutting under detention beds shall be backfilled with AASHTO No. 1 Stone. Undercutting under pavement areas shall be backfilled with P-209 crushed aggregate. Update bid form is included.
12	P152-2.14 Topsoil No direct payment will be made for topsoil under P-152. Topsoil to be paid for as provided in item T-905. T-905 states no direct payment as it is incidental. Spec says 2" depth and plans say 4" depth. Also T-905 description states top soil on site or from an approved off site. Is there sufficient on site material?	It is anticipated there is sufficient topsoil from on-site grading
13	P-153 Controlled Low Strength Material. Description : as flowable backfill in trenches or other locations shown on plans or directed by RPR. P-101 states deconstruction of existing electrical Structures uses the CLSM. Any other locations?	P-153 CLSM is also an acceptable trench backfill for cable and conduit.
14	P-701-2.3 states pipe cradles shall have a minimum strength of 2,000 PSI at 28 days. No detail to show where it is to be used.	Pipe cradles are not required but concrete collars are where pipes connect to inlets and is incidental to the pipe installation.
15	Sheet G111 Sheet 5  All personnel shall possess an airport ID. Drivers attend training. It was stated at the prebid meeting that each employee would need to drop off their demographic paper work which would take about 10 minutes. Then once the employee is approved for a badge then they would have to revisit the airport to participate in a 45 minute training. Can you clarify if all employees need the 45 minute training or if it is only for the individuals that will be driving.  Also, would the airport consider permitting the project manager from the successful contractor to submit the demographic information for all of our employees including subcontractors? This would reduce cost for sending a high volume of personnel for the initial step.  It was stated at the prebid meeting that there is a fee of \$75.00 for each badge. Is there a requirement for vehicle passes along with any fees?	All individuals requesting a badge will need to be present for badge application to verify their identity with original documents. In addition, all individuals requesting a badge are required to attend the 45 minute training. There are no vehicle passes required.
13	C022 and C023 Weighted sediment tubes 12" with metal posts. Normally they are 9.5" by 10 feet long. Is the 12" approved by DEP and the Erie Conservation District?  The sheets show select areas for erosion control matting. Please confirm only the areas shown are to be matted and not the entire seeding area.	Yes and Yes.

Number	Question	Answer
17	C-401 Contractor to locate structure, verify pipe invert. The drawing shows an 18" pipe going into 12". Drawing shows to replace 12" RCP but it looks like it is tabbed as 18" RCP. Please clarify.	Bid form has been updated to 12".
18	C-463 sheet 30 It appears the information in the middle of the page is provided for informational purposes. Notes 1-5. Do they apply to the contractor?  Critical stages of construction. Who is the PE inspecting the detention facility? Contractor or municipality? If it is the municipality then is there any paper work the contractor has to fill out and certify?	Infiltration testing is for informational purposes only and notes 1-5 do not apply to the contractor. The consultant will have someone on site during critical stages of construction. The contractor will not need to certify any paperwork.
19	Sheet C-401, C-402 26 and 27  Pipe runs: What is the spacing between pipes? For instance. Inlet 3 (Station 3+15) has four 12" pipes coming in and five 12" pipe exiting. And is a Type 10 which is 10' by 10' max. Side by side 4 is 5.5 feet and 5 is 6.88 feet. Assuming 1 foot in between and between the outside walls it will lead to an additional 5 and 6 feet respectfully. Which will make the inlets 10.5' and 12.88' wide.  Note 12" RCP wall thickness is 2.25" and 18" is 2.75".  Also the specifications refer to precast. Is cast in place an option if precast are too heavy? Also equipment size is limited to 25 feet. If precast is chosen can a larger crane be approved to set the units? What is the maximum height without affecting airport operations?  Also, between the plans and bid schedule believe I was able to identify inlets 1, 2, 4 and 5. 4 out of 7 inlets. Can the structures be numbered on the plans and bid schedule?  At each 4 corners of the Detention facility shows MH. Was the intent of the note to reference clean out locations? What is the intent of "align with PCC Joint"?	The spacing is 6" between pipes and 6" to the inside face of the inlet box on the ends. There are no 18" parallel pipes. Cast in place is an option, but P-610 concrete will be required. 751001 is at Sta.9+92.30, 751002 is at Sta. 3+88.32, 751003 is at Sta. 7+85.71, 751004 is at Sta. 1+05.00, 751005 is at Sta. 3+15.00, 751006 is at Sta. 4+35.00, and 751007 is at Sta. 1+95.00. "Align: PCC joint SW" refers to the alignment name in the drawing file to which the stations and offsets are referenced. Heights greater than 25' may be permitted in accordance with the construction safety phasing plan and notes. This may require the Contractor submit a revised airspace case.
20	Sheet C-321 (23) and C-322 (24): The first joint south of the Type A joints is labeled as a Type C Doweled Contraction. Should this joint be a Type E Doweled Joint?	Type C and E joints are used interchangeably.
21	Is there a particular manufacturer or system model that can be provided for the detention beds?	No. Any manufacturer who can meet the specifications may be used.
22	On sheet C-461, the typical retention / detention cross section detail specifies a Class 1 or 2 material to be placed and compacted. Is there a specific aggregate size that can be provided	No. 57 stone is generally used. However, any stone meeting ASTM D2321 class I or II can be used.
23	On Sheet C-463, the note above the tables state, "IMPORTANT NOTE: PRIOR TO PROJECT CONSTRUCTION, THE CONTRACTOR MUST OVEREXCAVATE BELOW THE ELEVATION OF THE PROPOSED BMPS TO ENSURE THERE IS A 2-FOOT CLEARANCE ABOVE THE REGULARLY OCCURRING SEASONALLY HIGH-WATER TABLE AND DEPTH TO BEDROCK TO ASSURE ADEQUATE POLLUTANT REMOVAL. A REGISTERED DEIGN PROFESSIONAL MUST BE PRESENT, AND ALL RESULTS MUST BE REPORTED TO THE ERIE COUNTY CONSERVATION DISTRICT.", - a. Will Mead and Hunt be the Design Professional for this operation? Or will the contractor be responsible to hire a Design Professional?	The consultant's design professional will be present.
24	On sheet C-401, the pipe size/material is not stated for pipe runs connecting BMP-1 to BMP-1 outlet manhole or BMP-2 to BMP-2 outlet manhole. Please specify.	It is the same material as the detention beds.
25	Using the detention system table on C-461, the elevations that are given in this table calculate to 9.5" stone bedding for BMP-1 and 8.25" stone bedding for BMP-2 (includes pipe thickness). However, the cross section detail on the same sheet shows a 6.00" minimum, and note #6 in the same detail states 4.00" minimum for 4.00"-24.00". Please clarify	The elevations are to be used. Bedding is 9.5" and 8.25"
26	The drainage plans call for various pipe runs to have multiple pipes per trench (up to 6). The plans only provide a single conduit trench detail. Is there a detail that can be provided for multiple pipe trenches that includes the spacing between pipes?	The spacing is 6" between pipes and 6" to the inside face of the inlet box on the ends.
27	Item 701006 on the bid form (18" Corrugated Polyethylene Pipe – 64 LF) is not shown on the plans? Please advise.	This should be 15" CPP.
28	Spec Section D-701-3.7 call out post installation conduit inspection requirements. Please see the following questions regarding this section: a. The specifications state the RPR (Resident Project Representative) will perform the post installation inspection. Is there any post conduit inspection that is responsible by the contractor (Video/Deflection/Cleaning or Flushing)? Please advise b. Does this section pertain to the detention beds	The contractor is responsible to perform the camera inspection and laser profiling. The detention beds are included.
29	On sheet C-052, the plans show pavement sawcutting from approximate Station 17+32 to Station 19+73.99. At this location, it appears to be the edge of the existing apron. Is there sawcutting to be performed at this location? Please advise.	Yes. Sawcutting is required to provide a straight edge for connection to proposed pavement.
30	The safety phasing plans call for the contractor to install runway closure markings and remove after the conclusion of phase 2, then repaint RW 2-20 numerals. Is the intent to paint RW Closure markings? Or can fabric closure marking be utilized with sandbags/anchors be utilized in lieu of paint? This would avoid disrupting paint markings.	A painted closure cross is required. This area will be utilized for air traffic which would preclude weighted closure crosses
31	Who is responsible for the compaction testing of the embankments/subgrade/aggregate subbase and aggregate base? The RPR or contractor? Please advise.	The Contractor is required to employ a quality control program as specified in C-100 and individual specifications. The RPR will perform quality acceptance testing.

