

# ADDENDUM No. 1

FOR  
**GENERAL AVIATION NORTH APRON  
RECONSTRUCTION**  
AT  
**SCHENECTADY COUNTY AIRPORT**

**FAA AIP No. 03-36-0106-066-2023  
County Contract No. RFB-2024-60  
CHA Project No. 079443.000**

**NOVEMBER 22, 2024**

SUBMITTED BY:  
**SCHENECTADY COUNTY DEPARTMENT OF  
ENGINEERING AND PUBLIC WORKS**

100 KELLAR AVENUE  
SCHENECTADY, NEW YORK 12306  
(518) 356-5340



**TO ALL BIDDERS:**

The following information constitutes **Addendum No. 1** 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.

## CONTRACT DOCUMENTS

1. None

## TECHNICAL SPECIFICATIONS

1. None

## CLARIFICATIONS

### APPRENTICESHIP PROGRAM CERTIFICATION

Should the Contract be over \$200,000, the Prime Contractor must certify that they currently have a New York State Certified Apprenticeship Program. The Prime Contractor must also certify that all Sub-Contractors also have a currently certified New York State Apprenticeship Program.

## BIDDER QUESTIONS

1. **Should the Bid Bond be made payable to the "Schenectady County Airport" as the Owner?**  
All Bonds (i.e.- Bid Bond, Performance Bond, Labor and Material Bonds, etc.) are to be bound to the order of Schenectady County, and not the Schenectady County Airport.

2. **What is considered Unsuitable Material that will not be allowed in the Spoils Area?**  
Excavated material which would be deemed unsuitable for placement into the Spoils Area would be anything outside of clean fill. Unsuitable Material would be Asphalt Millings, Concrete, Subbase Stone, Shale, and/or excessive amounts of Clay.

3. **Can Pavement Removal be completed with a Milling Machine, and can the material be placed in the Millings Stockpile?**

The removal of existing Asphalt and Concrete can be completed by any means desired by the Contractor, pending prior discussion with and approval by the RPR.

Asphalt Millings which remain free of debris (Soil, Vegetation, Subbase Stone, etc.) may be placed in the On-Site Stockpile.

Asphalt Millings with extensive contamination must be removed from site.

4. **When will the Notice to Proceed be issued by the Sponsor?**

Once the Sponsor receives the Grant Offer from FAA for this project and all contractual requirements are met and fully executed, a discussion will be had with the Prime Contractor for starting construction.

The NTP will only be issued once a Start Date is agreed upon which works best for all parties.

It should be noted that while a conversation of start date will be had, the Contractor should expect for a Spring 2026 start of construction.

**5. Will the Proposed Surface of the Spoils Area be strictly enforced?**

The volume of the Spoils Area has been designed to accommodate only a percentage of the total spoils to be removed from the project site. It is expected that the amount of Cut available will accommodate the entire volume needed to accomplish the proposed surface of the Spoils Area.

If a larger than expected amount of Cut from the project site is considered unsuitable for the Spoils Area, the Contractor will be expected to remove it from site entirely. In this case, the Final Grading for the Spoils Area will be amended, and worked out in the field to accommodate the Cut which is available.

The Contractor will NOT be required to bring in additional fill to meet the finished surface of the Spoils Area.

**6. Will the Contractor be responsible for the adjustment of any existing structure within the Spoils Area (i.e. – Signage, Lighting, Structures, etc.)?**

The Contractor will not be responsible for adjustment of any existing structures within the Spoils Area.

However, the Contractor will be fully responsible for the protection of all structures within the Spoils Area. Damage to any structure within the Spoils Area caused by the Contractor shall be repaired or replaced at the Contractor's Expense.

**7. Will Off-Site Topsoil be required to accommodate a 3-Inch Topsoil replacement of the Spoils Area should insufficient amounts not be available currently?**

Existing Topsoil within the Spoils Area is expected to be sufficient for replacement over any disturbed areas. Should it not amount to a consistent 3-Inches, there will not be any requirement to bring in Off-Site Topsoil.

**8. Can Improvements be made to the Contractor's Staging Area, such as placement of Millings, Removal of Trees, etc.?**

The Contractor's Staging Area is expected to be in the same condition at the end of construction as it was found at the start of construction.

The Contractor is allowed to improve the staging area as they require (i.e. – create a millings pad for stabilization). It should be expected that any such improvements added to the area would have to be removed at the end of construction. Allowing of any improvements to remain is at the sole discretion of the Sponsor.

Removal of adjacent trees may be a consideration but cannot be determined until the Pre-Construction phase.

Any improvements to the staging area or its surroundings would be at the expense of the Contractor.

**9. What are the limits of removal for the existing building structure?**

The existing building structures are to be removed in their entirety; foundation included. No remnants of the building are allowed to remain. Associated concrete and other debris shall be taken off-site.

**10. Can you clarify what portions of the existing Power and Access Control infrastructure of the Cantilever Slide Gate is to remain?**

All Gate and Operator components outside of the adjacent Hangar are to be demolished and replaced. The contractor is required to run brand new power conductors to an existing Circuit Breaker within the Hangar but may utilize the existing conduit run through the Hangar to the Circuit Breaker.

**11. Are all demolished Fence and Gate components required to be taken off-site?**

All demolished Fence and Gate Components (including but not limited to: Fence Fabric, Barbed Wire, Foundations, Swing Gates, Bollards, etc.) are to be taken off-site and disposed of.

The Sponsor will retain the existing Cantilever Slide Gate and Gate Operator.

**12. Will a 5-acre maximum disturbance area Waiver be applied for?**

A waiver for disturbing more than 5-Acres at one time during this project will not be applied for by the Sponsor.

The Contractor may apply for a DEC Waiver if they desire. Should the Waiver be approved by NYSDEC, it shall be provided to the RPR prior to the start of construction.

**13. Is the Spoils Area a project requirement, or may the Contractor haul all excavated material off-site to a different location?**

The Spoils Area is NOT a requirement of the project. It has been established to help minimize the amount of trucking required for hauling material off-site. If the Contractor decides it is a better option for them to haul all excavated material off-site, they shall do so.

However, the Contractor shall be required to notify the RPR of this decision in writing a minimum of 7-Days prior to the Pre-Construction Meeting.

**14. Are there any Environmental concerns related to the removal of the Fuel Farm Components?**

The Fuel Farm and Components have been out of service for many years. They have been professionally cleaned and decommissioned. Paperwork for these activities can be provided to the Contactor upon request, prior to the start of construction.

**15. Is the 30-Day Gap between Final Paving and Permanent Pavement Markings included in the 90-Calendar Day project duration?**

The Contractor is provided with 90-Calendar Days to complete the project. As of the final “working day” where the contractor is on-site completing project tasks, the Calendar Days will be paused, and only resumed for Post Construction activities where the Contractor’s forces are on-site (i.e. – Punch List Items, Permanent Pavement Markings, etc.). The Contractor will not be charged for any of the days after Substantial Completion and the return to site to complete miscellaneous tasks.

**16. Are there height restrictions for Stockpiled Materials?**

The maximum height of Stockpiled Materials shall be 15-Feet.

This information is provided within the *Construction Safety Phasing Plan (CSPP) Report* which was provided with the Contract Documents, and should be reviewed by the Bidders/Contractors for any other requirements beholden to them.

**17. Is the volume of the Asphalt Pavement removed under Item P-101-5.1 included in the quantity of Unclassified Excavation under Item P-152-4.1?**

Item No. P-101-5.1 (Asphalt Pavement Removal) is assumed to be for a total of 18-inches in depth (on average). This assumed depth takes into account varying depths of asphalt, as well as a majority of the existing asphalt subbase.

In areas of Asphalt Pavement Removal, Item No. P-152-4.1 (Unclassified Excavation) begins at that 18-Inch depth and proceeds to the full depth of the Proposed Pavement Section.

Contractor is expected to review the Method of Measurement and its relation to how Unclassified Excavation will be paid.

**18. Does Item P-152-4.2 include the requirement to replace the undercut volume with select granular fill?**

Per Technical Specification P-154, Section 152-2.2a – Undercutting, the contractor shall excavate “...to a minimum depth of 12 inches below the subgrade or to the depth specified by the RPR.” and goes on to say, “The excavated area shall be backfilled with suitable material obtained from the grading operations or borrow areas and compacted to specified densities.”

**19. If imported Topsoil is required, will it be paid for under Item T-905-5.1 Topsoil (On-Site)?**

Should Topsoil be required from Off-Site locations, a new Item Number will be created for Topsoil (Off-Site) and a Unit Cost will be obtained via methods described in the Contract Documents.

Off-Site Topsoil is not expected.

## MISCELLANEOUS

**1. None**

## ATTACHMENTS

PRE-BID CONFERENCE

Meeting Agenda and Presentation from **November 20th, 2024.**

# PRE-BID CONFERENCE

(MEETING MINUTES)

## GENERAL AVIATION NORTH APRON RECONSTRUCTION

AT  
SCHENECTADY COUNTY AIRPORT

FAA AIP No. 03-36-0106-066-2023  
County Contract No. RFB-2024-60  
CHA Project No. 079443.000

NOVEMBER 20<sup>TH</sup>, 2024

SUBMITTED TO:  
**SCHENECTADY COUNTY DEPARTMENT OF  
ENGINEERING AND PUBLIC WORKS**

100 KELLAR AVENUE  
SCHENECTADY, NEW YORK 12306  
(518) 356-5340



SUBMITTED BY:  
**CHA CONSULTING, INC.**

3 WINNERS CIRCLE  
ALBANY, NEW YORK 12205  
(518) 453-4500





TABLE OF CONTENTS

**PROJECT ENTITIES..... 3**  
 AVIATION SPONSOR - SCHENECTADY COUNTY DEPARTMENT OF AVIATION 3  
 FEDERAL AVIATION ADMINISTRATION – NEW YORK AIRPORTS DISTRICT OFFICE 3  
 ENGINEERING CONSULTANT - CHA CONSULTING, INC. 3  
**BIDDING REQUIREMENTS ..... 3**  
 BID ACCEPTANCE 3  
 BID SECURITY 3  
 BID OPENING 3  
 BID DOCUMENT AVAILABILITY 4  
 BID FORMS 4  
 BID QUESTIONS 4  
 ADDENDUMS 4  
 BID EVALUATION 4  
**CONTRACT DOCUMENTS ..... 5**  
 CONTRACT AWARD 5  
 STANDARD SERVICE AGREEMENT 5  
 PERFORMANCE BOND 5  
 LABOR AND MATERIAL BOND 5  
 INSURANCES 5  
 SUB-CONTRACTOR AGREEMENTS 5  
**GENERAL PROJECT SCOPE..... 6**  
 BASE BID SUMMARY 6  
 UNCLASSIFIED EXCAVATION – SPOILS 6  
 UNCLASSIFIED EXCAVATION – SHALE 7  
 UNCLASSIFIED EXCAVATION – MISCELLANEOUS STRUCTURES 7  
 P-154 AND P-209 SUBBASE COURSES 7  
 P-401 ASPHALT PAVEMENT 7  
**CONSTRUCTION PHASING ..... 8**  
**CONSTRUCTION SCHEDULE ..... 8**  
 OVERALL DURATION 8  
 WORK STOPPAGES 8  
 CONTRACT TIME 8  
**CONSTRUCTION SAFETY AND ACCESS ..... 8**  
 SAFETY 9  
 SITE ACCESS 9  
 ACCESS RESTRICTIONS 9  
**STORMWATER POLLUTION PREVENTION PLAN ..... 9**  
 SITE DISTURBANCE 9  
 SPOIL REMOVAL 9  
**MISCELLANEOUS CONSIDERATIONS ..... 9**  
 MAINTENANCE BOND / WARRANTY PERIOD 9  
 PREVAILING WAGE 10  
 LUMP SUM ITEMS 10  
 REQUIRED CONSTRUCTION PERSONNEL ON-SITE 10

## PROJECT ENTITIES

### AVIATION SPONSOR - SCHENECTADY COUNTY DEPARTMENT OF AVIATION

- Paul Sheldon – Commissioner of Aviation
- Peter Knutson – Director of Engineering
- Scott Barber – Airport Operations Manager

### FEDERAL AVIATION ADMINISTRATION – NEW YORK AIRPORTS DISTRICT OFFICE

- Evelyn Martinez - Manager
- Rob Costa - Assistant Manager
- Christine Sanchez - Program Specialist
- Sophia Parise - Airport Engineer
- Jose Moreno - Airport Planner
- Zack DeLaune - Environmental Specialist

### ENGINEERING CONSULTANT - CHA CONSULTING, INC.

- Jeremy Martelle - Aviation Design Team Leader
- Paul McDonnell - Aviation Planner
- Todd Ewell - Project Manager
- Matt Florell - Project Engineer / Construction Inspector
- Nicole Cullen - Project Engineer
- Jack Sims - Assistant Engineer

## BIDDING REQUIREMENTS

### BID ACCEPTANCE

- Received by the *Schenectady County Purchasing Department*
- Received in a Sealed envelope marked with the following information:
  - **BID**
  - **General Aviation North Apron Reconstruction**
  - **RFB-2024-60**
- Received No Later Than **December 19<sup>th</sup>, 2024 at 1:00pm.**
  - Received after 1:00pm will not be accepted

### BID SECURITY

Bidder shall provide *One* of the following options:

- Certified Security Check (5% of Total Bid Amount)
  - Payable to the **County of Schenectady**
  - Returned to Unsuccessful Bidders upon completion of Bid Analysis
- Bid Bond (5% of Total Bid Amount)

### BID OPENING

- Bids will be opened on **December 19<sup>th</sup>, 2024 at 1:00pm** at:  
*Schenectady County Purchasing Department*  
 County Office Building (Second Floor)  
 620 State Street  
 Schenectady, New York 12305



### BID DOCUMENT AVAILABILITY

- Electronic
  - BidNet Direct ([www.bidnetdirect.com/new-york](http://www.bidnetdirect.com/new-york))
- Hard Copy
  - Formal request to *Schenectady County Purchasing Department* ([purchasing@schenectadycountyny.gov](mailto:purchasing@schenectadycountyny.gov))
  - Non-Refundable \$10.00 Fee

### BID FORMS

- Bid Form
  - Acknowledge CSPP
  - Acknowledge SWPPP
  - Acknowledge Addendums
- Board of Directors Resolution
- Disadvantage Business Enterprise (DBE) Forms
  - SCH 2023-2025 DBE Goals = **2.7% of Total Bid Amount**
  - Good Faith Effort, if unable to meet DBE Goal
    - Submitted directly to and approved by Schenectady County EEO/AA.
    - Submitted and Approved prior to Low-Bidder Contract Offer
- Non-Collusion Form
- Iranian Energy Sector Divestment
- Russian Divestment Form
- Disclosure of Non-Responsibility Determination
- Sexual Harassment Certification
- Sexual Harassment Prevention Policy
- Sub-Contractors List
- Bidders Questionnaire
- Apprenticeship Program Certification
  - Apprenticeship Program required for all contracts over \$200,000
  - Approval and Waiver by Schenectady County EEO/AA.
- Buy American Certification

### BID QUESTIONS

- Deadline for Contractor Questions: **December 6<sup>th</sup>, 2024 at 5:00pm**
- Questions submitted electronically directly to [purchasing@schenectadyny.gov](mailto:purchasing@schenectadyny.gov)

### ADDENDUMS

- Expect a Minimum of 2 Addendums to be issued:
  - Addendum No. 1 – Issued by **November 22<sup>nd</sup>, 2024**
  - Final Addendum – Issued by **December 13<sup>th</sup>, 2024**
- Addendums will be disseminated by *Schenectady County Purchasing Department*.
- Addendums will be disseminated Electronically to all documented plan holders.
- All Bidders must acknowledge Receipt of Issued Addendums on the Bid Form.

### BID EVALUATION

- Bid Evaluation will take place immediately after Bid Opening
- Expected “Recommendation to Award” submitted to SCH by **December 20<sup>th</sup>, 2024**
- Apparent Low-Bidder will be contacted and officially notified of Low-Bidder status.

## CONTRACT DOCUMENTS

### CONTRACT AWARD

- Contract Funding
  - 90% Federal Aviation Administration (FAA)
  - 5% New York State Department of Transportation (NYSDOT)
  - 5% Schenectady County (SCH)
- Award of Contract
  - Dependent on FAA providing Grant Offer to SCH
  - Contractor may be asked to hold Bid beyond **45 Days**
  - FAA Grant Application will be submitted **January 2025**
  - FAA Grant Offer Window (June 2025 thru September 2025)
  - Expected Construction Start Date in **Spring 2026**
  - Contract Awarded to Low-Bidder meeting all requirements:
    - Responsive and Responsible
    - Providing Performance Bond (100% of Total Bid Amount)
    - Providing Labor Bond (100% of Total Bid Amount)
    - Meets DBE Goals (or accepted Good Faith Effort)
    - 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

### STANDARD SERVICE AGREEMENT

The *Standard Service Agreement* provided within the Contract Documents is for reference purposes only. Once the FAA provides the Grant Offer to Schenectady County, the County will then provide an official *Standard Service Agreement* to the Low-Bidder.

### PERFORMANCE BOND

With returning the *Standard Service Agreement* to Schenectady County, a *Performance Bond* must also be provided for 100% of the contract amount.

- Bond must remain in effect until the project is fully completed and accepted by the Sponsor.
- Bond must be executed by Sureties which are licensed to conduct business in New York State.

### LABOR AND MATERIAL BOND

With returning the *Standard Service Agreement* to Schenectady County, a *Labor and Material Bond* must also be provided for 100% of the contract amount. Bond must remain in effect until the project is fully completed and accepted by the Sponsor.

### INSURANCES

General Liability Insurance required for the duration of the project. Documentation shall be submitted with *Standard Service Agreement*.

### SUB-CONTRACTOR AGREEMENTS

Per Section 80 – Execution and Progress of the FAA General Provisions, the Contractor shall provide copies of all sub-contracts to the RPR 14 days prior to being utilized on the project.

## GENERAL PROJECT SCOPE

### BASE BID SUMMARY

The Base Bid scope of this project includes:

- **Full-Depth Reconstruction of the General Aviation North Apron**
  - Removal of the existing 125,000 SF of Apron bituminous pavement, subbase course, and existing aircraft tie-down anchors.
  - Placement of proposed P-154 Subbase Stone, P-209 Crushed Aggregate Base Course, and P-401 Hot Mix Asphalt.
  
- **Full-Depth Reconstruction of (3) Adjacent Taxilanes**
  - Removal of the existing 129,000 SF of Taxilane bituminous pavement, subbase course, and existing aircraft tie-down anchors.
  - Placement of proposed P-154 Subbase Stone, P-209 Crushed Aggregate Base Course, and P-401 Hot Mix Asphalt.
  
- **Construction of Airfield Stormwater Collection, Detention, and Treatment Systems**
  - Installation of (5) Pre-Cast Concrete Manholes, (4) Pre-Cast Concrete Catch basins, 1,120 LF of HDPE Pipe, and a 67,000 CF Detention System, which includes an Outlet Control Structure and Filter Treatment Unit.
  
- **Construction of Airfield Security Fence and Access Gates**
  - Removal of the existing 190 LF of Security Fencing, a 5-Foot Wide Single Swing Gate, a 22-Foot Wide Double Swing Gate, and a 32-Foot Wide Cantilever Slide Gate with associated Access Control components.
  - Installation of 150 LF of 6-Foot High Security Fencing with Barbed Wire, a 40-Foot Wide Cantilever Slide Gate with Access Control, a 16-Foot Wide Double Swing Gate, and (2) 4-Foot Wide Single Swing Gates with Access Control.
  
- **Rehabilitation of Asphalt Pavement of Taxiway D**
  - Milling of 20,525 SF of Asphalt Pavement along Taxiway D (North of Centerline)
  - Placement of P-401 Asphalt Pavement
  
- **Reconstruction of Existing Airfield Electrical**
  - Adjustment of (6), and Relocation of (6) Taxiway Edge Lights along Taxiway D
  - Installation of 2-Inch Sch. 40 PVC Conduit and 5kV Wiring
  - Installation of (2) Pre-Cast Concrete Handholes and associated Concrete Duct Bank
  
- **Reconstruction of Airfield Pavement Markings**
  - Placement of Temporary Pavement Markings (Yellow and White)
  - Placement of Permanent Pavement Markings (Yellow and White)

### UNCLASSIFIED EXCAVATION – SPOILS

- Spoils expected to include Asphalt Millings, Asphalt Pavement, Concrete, Soil, and Shale
  - Asphalt Millings shall be stockpiled On-Site
  - Asphalt Pavement shall be removed from site by Contractor
  - Concrete shall be removed from site by Contractor
  - Soil of a quality accepted by RPR shall be spoiled per location shown on plans
  - Soil of quality not accepted by RPR (including Shale) shall be removed from site by Contractor

**UNCLASSIFIED EXCAVATION – SHALE**

- Contractor may encounter Shale during Unclassified Excavation operations.
- Contractor is expected to review Soil Borings
- Estimate Shale Depth is shown for reference purposes only on Taxilane and Drainage Profile Plan Sheets.
- Shale Excavation shall not receive separate or additional compensation.
  - Shall be paid for under Item No. P-152-4.1; *Unclassified Excavation*

**UNCLASSIFIED EXCAVATION – MISCELLANEOUS STRUCTURES**

- 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 as directed by RPR, and considered incidental to Item No. P-152-4.1 *Unclassified Excavation*
- Potential structures that could be encountered are Light Cans, Junction Structures, etc.

**P-154 AND P-209 SUBBASE COURSES**

- Must meet ***current*** FAA Gradation requirements per SPEC
- Requests for modification of SPEC will not be entertained after Bid
- Material Submittals must be to-date and specifically for project.
- Control Strip required per Spec Section P-154-3.3
- Contractor responsible for all Material Testing
  - Proctor Number – Tested and Submitted for approval prior to delivery
  - Gradation Testing – Daily Tests of on-site/stockpiled material
  - Density Testing – Performed by Contractor, in presence of RPR
- Courses must be placed complete per Work Area.
  - Contractor expected to review requirements of Spec P-154-3.4 - Placement

**P-401 ASPHALT PAVEMENT**

- P-401 FAA Mix Asphalt – Must meet ***current*** FAA Gradation and Mix requirements per SPEC.
- Requests for modifying P-401 Job Mix Formula (JMF) will not be entertained after Bid.
- Material Submittals must be to-date and specifically for bided project.
- Payment based on Percentage Within Specification Limits (PWL)
  - FAA Technical Spec – C-110 *Method of Estimating Percentage of Material Within Specification Limits (PWL)*
  - Contractor expected to review prior to construction.
  - Contractors Testing Firm responsible for:
    - Asphalt Plant Testing
      - Sponsor Technician present to assist and document tests results.
    - In-Field Testing
      - Nuclear Guage Testing
      - Core Drilling (Laid out by RPR)
      - Delivery of Cores to Sponsor's Lab
  - Sponsors Testing Firm responsible for:
    - Asphalt Core Testing
    - PWL Calculations



**CONSTRUCTION PHASING**

The *Construction Safety and Phasing Plan (CSPP) Report* has been provided with the Bidding Documents. The Report must be acknowledged on the Bid Form. The Bidder is expected to review and understand the requirements of the report prior to Contract execution.

- Pre-Construction Phase
  - Does not count towards 90 Calendar Days
- Construction Phases
  - 3 Work Areas
  - 1 Spoils Area
  - 1 Stockpiling Area
- Post Construction Phase
  - Begins upon *Substantial Completion* of Project
  - Punchlist and Permanent Markings count towards 90 Calendar Days

**CONSTRUCTION SCHEDULE**

**OVERALL DURATION**

- Total Project Duration is **90 Calendar Days**
- Construction Start is targeted for Spring 2026, dependent on FAA Grant Offer to Schenectady County.

CONSTRUCTION DURATION		
Work Area	Closure(s)	Duration
1	-	60 Calendar Days
2	Taxiway D	21 Calendar Days
3	Taxiway D	30 Calendar Days
<b>Total Construction Duration =</b>		<b>90 Calendar Days</b>

**WORK STOPPAGES**

- Permanent Pavement Markings
  - Require a 30 Calendar Day delay from last day of paving.

**CONTRACT TIME**

- Liquidated Damages
  - \$2,000 per Day
  - Deducted from payment due for work completed by Contractor
- Contract Time Extension
  - Formal request by Contractor required prior to exhaustion of available time.
  - Justification for *Time Extension* required with backup for needing additional time.

**CONSTRUCTION SAFETY AND ACCESS**

The Bidder is expected to review and understand both the *Construction Safety and Phasing Plan (CSPP) Report*, associated CSPP Sheets, and the FAA AC 150/5370-2G; *Operational Safety on Airports During Construction* for Contractor requirements and expectations during construction.

**SAFETY**

- *Occupational Safety and Health Act* (20 CFR Part 1910)
  - All employees to be on-site must be OSHA-30 Certified.
  - Submission of OSHA-30 cards required for all employees prior to construction.
- *Safety Plan Compliance Document* (SPCD)
  - Contractor compliance with the CSPP

**SITE ACCESS**

- Project entirely located within the Air Operation Area (AOA)
- Access provided through (1) dedicated access gate.
- Contractor shall include their own Key/Combo padlock to existing locks.
- Contractor responsible for maintaining security during construction.

**ACCESS RESTRICTIONS**

- Contractor POV's limited to Contractor's Staging Area
- Construction Vehicles must be properly identified with Company Logo and Amber Beacon.
- Deliveries of any kind must be met at gate, allowed in, and escorted while on-site.
- Gate Guard's required during instances of frequent deliveries (Stone, Asphalt, Spoils, etc.)

**STORMWATER POLLUTION PREVENTION PLAN**

The Bidder is expected to review and understand the requirements of the *Stormwater Pollution Prevention Plan (SWPPP)* and it's impacts on construction and responsibilities of the Contractor.

- Contractor shall identify a trained individual responsible for the implementation of the SWPPP.
- Submission of the "SWPPP Certification" found in the SWPPP shall be submitted prior to construction.

**SITE DISTURBANCE**

- 14.58 +/- Acres of Disturbance
- Disturbance shall be limited to 5-Acres at one-time
- Temporary Stabilization required after exposure more than 7-Days.
  - No separate payment. Cost inclusive to project.

**SPOIL REMOVAL**

- Contractor shall ensure all Soils removed from the project site are spoiled in a manner consistent with all Local, State, and Federal Regulations.
- Contractor shall be responsible for any requirements associated with off-site spoiling
  - Application of GP-0-20-001 Permit
  - Submission of associated Stormwater Pollution Prevention Plan (SWPPP)

**MISCELLANEOUS CONSIDERATIONS****MAINTENANCE BOND / WARRANTY PERIOD**

The Contractor shall submit a Maintenance Bond for 1-Year from the date the project is considered **Satisfactorily Completed**.

### PREVAILING WAGE

As part of a Federally Funded project, the Prime Contractor and all Sub-Contractors must meet the requirements of *Davis-Bacon and Related Acts (DBRA)* and the *Contract Work Hours and Safety Standards Act (CWHSSA)*.

- Pay those employed on project site not less than the Prevailing wage Rates (and Fringe Benefits) listed either in the Davis-Bacon Wage Determinations, or the NYSDOL Prevailing Wage Rates (whichever is higher).
- Pay those employed on project site no less than one and on-half times their basic rate of pay for all hours over 40 worked on a covered contract in a workweek.
- Must submit Weekly Certified Payrolls

### LUMP SUM ITEMS

This project incorporates many items to be paid as a Lump Sum. The Apparent Low-Bidder shall:

- Provide backup and justification for the Unit Cost of any Lump Sum items which may be deemed unbalanced during the Bid Evaluation.
- Submit backup and justification documents within **7 Calendar Days** of the official request.

### REQUIRED CONSTRUCTION PERSONNEL ON-SITE

**Superintendent:** A designated superintendent is required to be on-site at all times during construction to oversee the work of all Foreman, Operators, and Laborers.

- Per the *General and Supplementary Conditions*:
  - Section F (GSC-28 of 43) – *The superintendent will be the contractor’s representative at the site and shall have authority to act on behalf of contractor.*
- Per FAA General Provisions:
  - Section 10 (Page 8) – *The Superintendent shall be The Contractor’s executive representative who is present on the work during progress, authorized to receive and fulfill instructions from the RPR, and who shall supervise and direct the construction.*
  - Section 50 (Page 22) – *The Contractor shall have a competent superintendent on the work at all times who is fully authorized as their agent on the work. The superintendence shall be capable of reading and thoroughly understanding the plans and specifications and shall receive and fulfill instructions from the RPR or their authorized representative.*
  - Section 80 (Page 42) – *The Contractor shall at all times when work is in progress be represented either in person, by a qualified superintendent, or by other designated, qualified representative who is duly authorized to receive and execute orders of the Resident Project Representative (RPR).*

**Licensed New York State Surveyor:** A Licensed NYS Surveyor shall be required to complete the following activities during construction:

- Field Condition Confirmation
- Proposed Design Stakeout
- Alignment Stakeout (Maintained during Construction)
- Pavement Section Lift Survey



# PRE-BID CONFERENCE

## Sign-In

Schenectady County Airport

### General Aviation North Apron Reconstruction

FAA AIP No. 03-36-0106-066-2023  
 Schenectady County Contract No. RFB-2024-60  
 CHA Project No. 079443.000

NAME	COMPANY	PHONE No.	E-MAIL
Matthew T. Florell	CHA Consulting, Inc	518-453-4519	mflorell@chasolutions.com
*Todd Ewell	CHA Consulting, Inc	585-270-0106	wewell@chasolutions.com
*Nicole Cullen	CHA Consulting, Inc	585-270-0164	ncullen@chasolutions.com
Jack Sims	CHA Consulting, Inc	585-270-0136	jsims@chasolutions.com
Jeremy Martelle	CHA Consulting, Inc	518-453-3931	jmartelle@chasolutions.com
Peter Knutson	Schenectady County	518-356-5340	peter.knutson@schenectadycounty.gov
Sophia Parise	FAA	718-995-5749	sophia.m.parise@faa.gov
Joyce Newkirk	ESAM	518-377-2181	<a href="mailto:esam.c0025@gmail.com">esam.c0025@gmail.com</a>
Mason Munger	Rifenburg Construction	518-598-8962	<a href="mailto:mmunger@rifenburg.com">mmunger@rifenburg.com</a>
David Buono	Richmor Aviation	838-839-1426	<a href="mailto:Dbuono1@richmor.com">Dbuono1@richmor.com</a>
Olivia Whyte	Daisy Ventures	518-391-1864	<a href="mailto:daisyventure2018@gmail.com">daisyventure2018@gmail.com</a>
Joshua Dennison	JH Maloy	518-365-0106	<a href="mailto:jdennison@jhmaly.com">jdennison@jhmaly.com</a>
Don Quay	WM J Kellar	518-837-2668	<a href="mailto:dquay@wjkellar.com">dquay@wjkellar.com</a>
Michael Walsh	Callanan Industries	518-854-6871	<a href="mailto:mwalsh@callanan.com">mwalsh@callanan.com</a>

**\*Attendee was present via Microsoft Teams**



# PRE-BID CONFERENCE

Schenectady County Airport



## General Aviation North Apron Reconstruction

FAA AIP No. 03-36-0106-066-2023  
Schenectady County Contract No. RFB-2024-60  
CHA Project No. 079443.000

**November 20<sup>th</sup>, 2024**








1

## INTRODUCTIONS

AVIATION SPONSOR (Schenectady County Department of Aviation)	FEDERAL AVIATION ADMINISTRATION (New York Airports District Office)	ENGINEERING CONSULTANT (CHA Consulting, Inc.)
<b>Paul Sheldon</b> <small>(Commissioner of Aviation)</small>	<b>Evelyn Martinez</b> <small>(Manager)</small>	<b>Jeremy Martelle</b> <small>(Aviation Design Team Leader)</small>
<b>Peter Knutson</b> <small>(Director of Engineering)</small>	<b>Rob Costa</b> <small>(Assistant Manager)</small>	<b>Paul McDonnell</b> <small>(Aviation Planner)</small>
<b>Scott Barber</b> <small>(Airport Operations Manager)</small>	<b>Christine Sanchez</b> <small>(Program Specialist)</small>	<b>Todd Ewell</b> <small>(Project Manager)</small>
	<b>Sophia Parise</b> <small>(Airport Engineer)</small>	<b>Matthew Florell</b> <small>(Project Engineer / Construction Inspector)</small>
	<b>Jose Moreno</b> <small>(Airport Planner)</small>	<b>Nicole Cullen</b> <small>(Project Engineer)</small>
	<b>Zack DeLaune</b> <small>(Environmental Specialist)</small>	<b>Jack Sims</b> <small>(Assistant Project Engineer)</small>



2

2

## BIDDING REQUIREMENTS

### ➤ BID ACCEPTANCE

- To *Schenectady County Purchasing Department*  
Schenectady County Office Building  
Purchasing Department – Second Floor  
620 State Street  
Schenectady, New York 12305
- Due *December 19<sup>th</sup>, 2024 at 1:00pm*

### ➤ BID SECURITY

- Provide *one* of the following:
  - Certified Check, payable to County of Schenectady for 5% of total Bid Amount  
(Returned to unsuccessful Bidders once project is awarded)
  - Bid Bond equal to 5% of total Bid Amount

### ➤ BID OPENING

- *December 19<sup>th</sup>, 2024 at 1:00pm*
- At *Schenectady County Purchasing Department (Address Above)*

### ➤ BID FORMS

- Disadvantaged Business Enterprise (DBE)
  - 2.7% DBE Goal (of Total Bid Amount)
  - Good Faith Efforts required based on Contract Documents, submission to Schenectady County
- Additional Bid Documents Listed on Agenda

### ➤ BID QUESTIONS

- Due *December 6<sup>th</sup>, 2024 at 5:00pm*
- Submitted to [purchasing@schenectadyny.gov](mailto:purchasing@schenectadyny.gov)

### ➤ ADDENDUMS

- Minimum of 2 Addendums
  - Addendum No. 1 – Issued by *November 22<sup>nd</sup>, 2024*
  - Addendum No. 2 – Issued by *December 13<sup>th</sup>, 2024*



3

3

## CONTRACT DOCUMENTS

### ➤ CONTRACT FUNDING

- Funded by FAA (90%), NYS (5%), and SCH (5%)

### ➤ AWARD OF CONTRACT

- Dependent on FAA Grant Offer
- FAA Grant Application submitted *January 2025*
- FAA Grant Offer Window (*June 2025 thru September 2025*)
- Expected Construction Start Date **Spring 2026**

### ➤ 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

### ➤ STANDARD SERVICE AGREEMENT

- Provided to Contractor Upon FAA Grant Offer
- Contractor to Include:
  - Performance Bond (100% of Contract)
  - Labor and Material Bond (100% of Contract)
  - Proof of General Liability Insurance (For Duration of Project)

### ➤ SUB-CONTRACTOR AGREEMENTS

- The Contractor Shall Provide Copies of all Sub-Contracts to RPR 14 Days Prior to Being Utilized



4

4

# GENERAL PROJECT SCOPE

## BASE BID

- **Full-Depth Reconstruction of General Aviation North Apron**
  - 125,000 SF Asphalt Pavement & Subbase Removal
  - Placement of Subbase Stone, Aggregate Base Course, and Hot Mix Asphalt
- **Full-Depth Reconstruction of (3) Adjacent Taxiways**
  - 129,000 SF Asphalt Pavement & Subbase Removal
  - Placement of Subbase Stone, Aggregate Base Course, and Hot Mix Asphalt
- **Construction of Airfield Stormwater Collection, Detention, and Treatment systems**
  - Installation of 5 Pre-Cast Concrete Manholes, 4 Pre-Cast Concrete Catch Basins, and 1,120 LF HDPE Pipe
  - Detention & Treatment continued in later slide
- **Construction of Airfield Security Fence and Access Gates**
  - 190 LF Fence Removal
  - Removal of 5 FT Single Swing Gate, 22 FT Double Swing Gate, and 32 FT Slide Gate
  - Installation of 150 LF of 6-Foot-High Security Fencing with Barbed Wire, a 40-Foot-Wide Cantilever Slide Gate With Access Control, a 16-Foot-Wide Double Swing Gate, and (2) 4-Foot-Wide Single Swing Gates With Access Control
- **Rehabilitation of Taxiway D Asphalt Pavement**
  - 20,525 SF Variable Depth Asphalt Milling
  - Placement of Hot Mix Asphalt
- **Reconstruction of Existing Airfield Electrical**
  - Adjustment of 6, and Relocation of 6 Taxiway Edge Lights
  - Installation of 2 Inch SCH. 40 PVC Conduit and 5kV Wiring
  - Installation of 2 Pre-Cast Concrete Handholes and Associated Duct Bank
- **Reconstruction of Airfield Pavement Markings**
  - Placement of Temporary and Permanent Markings (Yellow and White)



# UNCLASSIFIED EXCAVATION

## EARTHWORK QUANTITIES

- 22,300 CY Excavation via Civil3d
- Assumed 18" Depth of Removal for Existing Asphalt and Subbase Sections (Item No. P-101-5.1; *Pavement Removal*)
- 18,000 CY (Approximate) to be Removed From Project Site (Net Cut)
  - 4,900 CY Infield Grading
  - 500 CY Edge Grading
  - 12,450 CY Pavement Reconstruction

## SPOILS

- Expected to Include Asphalt Millings, Asphalt Pavement, Concrete, Soil, and Shale
  - Asphalt Millings – Stockpiled On-Site
  - Asphalt Pavement – Removed From Site
  - Concrete – Removed From Site
  - Soil (Quality Accepted by RPR) – Spoiled per Location on Plans
  - Soil (Quality Not Accepted by RPR) – Removed From Site

## SHALE

- Expected During Unclassified Excavation Operations
  - No Additional Compensation, Inclusive to Item No. P-152-4.1; *Unclassified Excavation*
- 14 Soil Borings Completed
  - Soil Classified as Sandy Silt / Sandy Silty Clay
  - 12 of 14 Borings Rejected Prior to 10' Depth
  - Assumed Shale Depth Shown on Taxiway and Drainage Profiles
- Contractor Expected to Review and Understand Soil Borings Prior to Construction

## MISCELLANEOUS STRUCTURES

- Expected During Unclassified Excavation Operations
- No Additional Compensation, Inclusive to Item No. P-152-4.1; *Unclassified Excavation*
- Potential Structures Include Light Cans, Junction Structures, etc.



# SPOILS AREA

## EARTHWORK QUANTITIES

- 18,000 CY (Approximate) to be Removed From Project Site (Net Cut)
  - 10,000 – 11,000 CY to be Placed in Spoils Area
  - 7,000 – 8,000 CY to be Hauled Off-Site

## SUMMARY OF WORK

- Install Construction Entrance (*Incidental to MST-02*)
- Install Silt Fence (*Accounted in C-102-5.1*)
- Strip and Stockpile Topsoil (*Accounted in T-905-5.1*)
- Place and Grade Spoils from Project Area (*Incidental to P-152-4.1*)
- Replace Topsoil (*Accounted in T-905-5.1*)
- Seed and Mulch (*Accounted in T-901-5.1, T-908-5.1*)



# STORMWATER SYSTEM

## COLLECTION (*Individual Pay Items*)

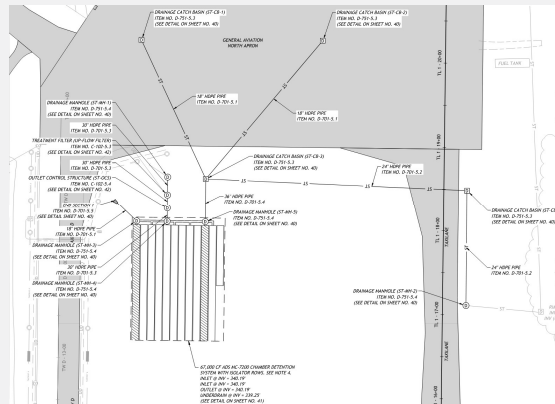
- 18-Inch Through 36-Inch HDPE Storm Pipe
- 18-Inch Concrete Flared End Section
- 4-Foot Square Catch Basin (Aircraft Rated)
- 4-Foot Square Manhole (Aircraft Rated)

## DETENTION (*LS Item C-102-5.4*)

- ADS Stormtech MC-7200 Chamber System
  - 67,000-Cubic Feet Capacity
  - 230 Chambers
  - 24 End Caps
  - 2 Flared End Ramps
  - 24-Inch HDPE Manifold Pipe
  - 6-Inch Perforated Underdrain Pipe
- Outlet Control Structure

## TREATMENT (*LS Item C-102-5.3*)

- Hydro International Filter Unit
  - 8-Foot x 15-Foot Precast Filtration Chamber
  - Site Specific Drawings Provided by Manufacturer



### STORM SYSTEM NOTES

THE ADS<sup>®</sup> AND HYDRO INTERNATIONAL<sup>™</sup> STORM SYSTEMS (CONVEYANCE, TREATMENT, AND DETENTION) AS SHOWN ON THESE PLANS HAVE BEEN USED AS THE BASIS OF DESIGN. SHOULD THE CONTRACTOR CHOOSE TO USE AN ALTERNATE VENDOR OR SYSTEM, THE PROPOSED SYSTEM MUST BE PROVEN TO MEET THE BASIS OF DESIGN. THE PROPOSED SYSTEM MUST BE DESIGNED, SIGNED, AND SEALED BY A NEW YORK STATE LICENSED PROFESSIONAL ENGINEER. THE PROPOSED SYSTEM WILL NOT BE CONSIDERED AN ACCEPTABLE SUBSTITUTION UNTIL SUBMITTED TO, REVIEWED BY, AND APPROVED BY THE BRP. ANY IMPACTS TO THE OTHER COMPONENTS OF THE PROJECT AS A RESULT OF THE CONTRACTOR'S PROPOSED SYSTEM SHALL BE ADDRESSED BY THE CONTRACTOR, ONLY AFTER RECEIVING APPROVAL BY THE BRP. ANY ADDITIONAL COSTS DUE TO THESE CHANGES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.



## SUBBASE COURSES *(P-154 and P-209)*

### ➤ MATERIAL REQUIREMENTS

- Must **meet Current** FAA Gradation Requirements per SPEC
- Requests to Modify Spec will not be entertained after Bid
- Material Submittals must be to-date and Specifically for Project
- On-Site Control Strip Required per Spec Section P-154-3.3

### ➤ CONTRACTOR'S TESTING REQUIREMENTS

- Contractor Responsible for all Material Testing
  - Proctor Number – Tested and Submitted prior to Delivery
  - Gradation Testing – Daily Tests of On-Site/Stockpiled Material
  - Density Testing – Performed by Contractor (In presence of RPR)
- Survey of Each Finished Aggregate Section (Inclusive to MST-03)



9

9

## ASPHALT PAVEMENT *(P-401)*

### ➤ MATERIAL REQUIREMENTS

- Must **meet Current** FAA Gradation and Mix Requirements per SPEC
- Requests to Modify P-401 Job Mix Formula will not be entertained after Bid
- Payment Based on Percentage Within Specification Limits (PWL)
  - Air Voids
  - Mat Density
  - Joint Density
- FAA Technical Spec – C110
- Additional Acceptance Requirements
  - Grade
  - Profilograph Roughness

### ➤ SPONSOR'S TESTING REQUIREMENTS

- Testing of Asphalt Cores
- PWL Calculations

### ➤ CONTRACTOR'S TESTING REQUIREMENTS

- Asphalt Plant Testing
  - Sponsor's Technician Present to Assist and Document Results
- In-Field Testing
  - Nuclear Gauge Testing
  - Core Drilling (Laid Out by RPR)
  - Delivery of Cores to Sponsor's Lab
- Survey of Each Pavement Lift (Inclusive to MST-03)

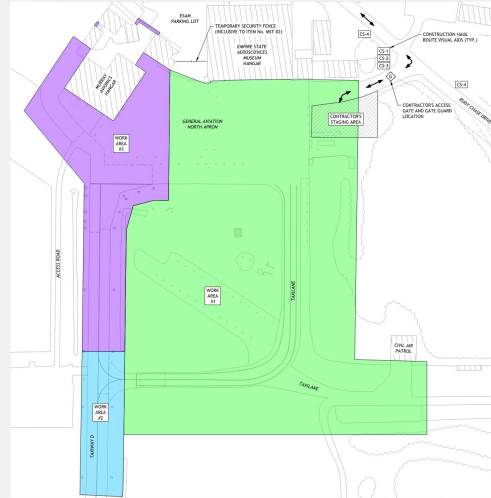


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# CONSTRUCTION PHASING

- **CONSTRUCTION PHASING**
  - Construction Safety Phasing Plan (CSPP) Report Included in Bid Documents
  - Contractor must Acknowledge CSPP Report on Bid Form
  - Construction Phases:
    - 3 Work Areas
    - 1 Spoils Area
    - 1 Stockpiling Area
  - Pre-Construction Phase
  - Post-Construction Phase



# CONSTRUCTION SCHEDULE

- **OVERALL DURATION**
  - Total Duration is 90 Calendar Days
  - Target Start Date Spring 2026
- **WORK STOPPAGES**
  - Permanent Pavement Markings
    - Minimum 30 Days After Paving
- **CONTRACT TIME**
  - Liquidated Damages
    - \$2,000 per Day
  - Time Extension
    - Formal Request and Justification Required

DURATION AND PHASING TABLE			
WORK AREA(S)	CLOSURE(S)	TIME	DURATION
WORK AREA #1	-	Day	60 CALENDAR DAYS
WORK AREA #2	Taxiway D	Day	21 CALENDAR DAYS
WORK AREA #3	Taxiway D	Day	30 CALENDAR DAYS
<b>TOTAL CONSTRUCTION DURATION:</b>			<b>90 CALENDAR DAYS</b>



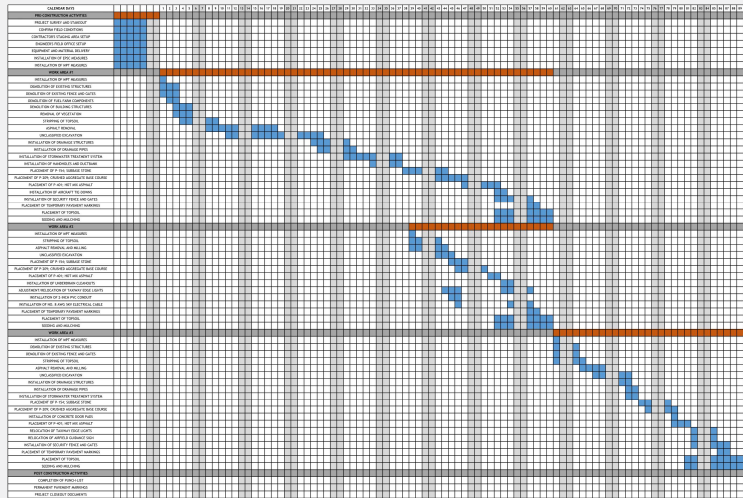
# CONSTRUCTION SCHEDULE

## ➤ PRE-CONSTRUCTION

- 1 Week Prior to Construction Start
  - Project Survey And Stakeout
  - Confirm Field Conditions
  - Staging Area / Field Office Setup
  - Equipment / Material Delivery
  - Install EPSC And MPT Measures

## ➤ POST-CONSTRUCTION

- Upon Satisfactory Completion of Project
  - Completion of Punchlist
  - Permanent Pavement Markings
  - Project Closeout Documents



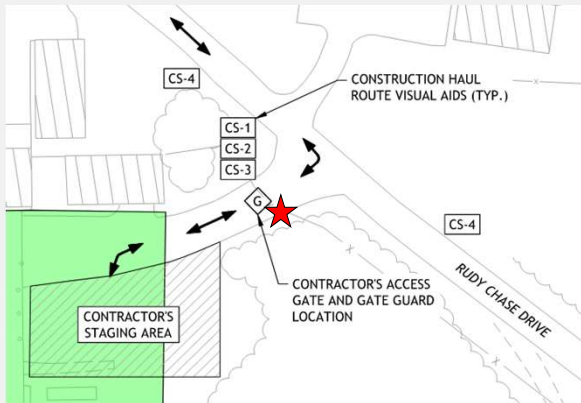
# CONSTRUCTION SAFETY AND ACCESS

## ➤ SAFETY

- Review and Understand Documents Below Prior to Construction
  - FAA Advisory Circular; *Operational Safety on Airports During Construction*
  - *Construction Safety and Phasing Plan (CSPP)*
- Safety Plan Compliance Document (SPCD)
  - Contractor Compliance with CSPP
- Occupational Safety and Health Act (20 CFR Part 1910)
  - All Employees On-Site Must be OSHA-30 Certified
  - Submission of OSHA-30 Cards Required Prior to Construction

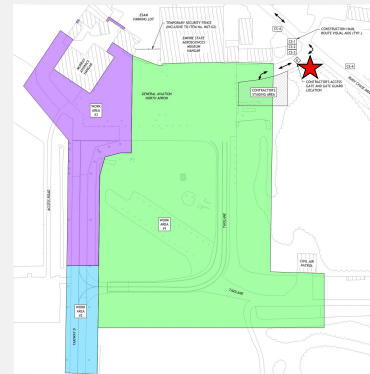


## CONSTRUCTION SAFETY AND ACCESS



### ➤ SITE ACCESS

- Project entirely within Airport Operations Area (AOA)
- 1 Gate available for Contractor Access
- Contractor shall include their own Key / Combo Pad-Lock
- Contractor responsible for maintaining Security



### ➤ ACCESS RESTRICTIONS

- No POV's beyond Contractor's Staging Area
- Construction Vehicles identified and contain Amber Beacon
- Deliveries Must be Met at Gate and Escorted
- Gate Guard Required During Instances of Frequent Deliveries



15

15

## STORMWATER POLLUTION PREVENTION PLAN (SWPPP)

### ➤ REQUIREMENTS

- Contractor to Review and Understand SWPPP
- Identify Trained Individual Responsible for SWPPP
- Submission of *SWPPP Certification* Prior to Start of Construction

### ➤ SITE DISTURBANCE

- 14.58 ± Acres of Disturbance
- Limited to 5-Acres at one-time
- Temporary Stabilization Required after 7-Day Exposure  
(*Inclusive to Project*)

### ➤ SPOIL REMOVAL

- Material Removed from Project Site shall be spoiled in a manner consistent with all Local, State, and Federal Regulations
- Contractor to Coordinate Application for GP-0-20-001 Permit



16

16



# MISCELLANEOUS CONSIDERATIONS

## ➤ MAINTENANCE BOND / WARRANTY PERIOD

- Contractor to Submit Maintenance Bond for 1-Year from *Satisfactory Completion* of Project

## ➤ PREVAILING WAGE

- Prime and Sub-Contractors Must Abide by *Davis-Bacon and Related Acts & Contract Work Hours and Safety Standards Act*
- Federal (*Davis-Bacon*) or State (*NYS DOL*)
  - Whichever is Higher
- Overtime Rate (1.5x) Required for all Hours in Excess of 40
- Submit Weekly Certified Payrolls

## ➤ LUMP SUM ITEMS

- Engineer may Request Justification for Unit Cost(s) if Deemed Unbalanced
- Contractor Required to Submit Backup and Justification Within 7 *Calendar Days* of Request

## ➤ REQUIRED CONSTRUCTION PERSONNEL

- Superintendent
  - Required to be On-Site at All Times
- Licensed NYS Surveyor
  - Required to be On-Site for the Following Tasks: Field Conditions Confirmation, Proposed Design Stakeout, Alignment Stakeout, Pavement Section Lift Survey

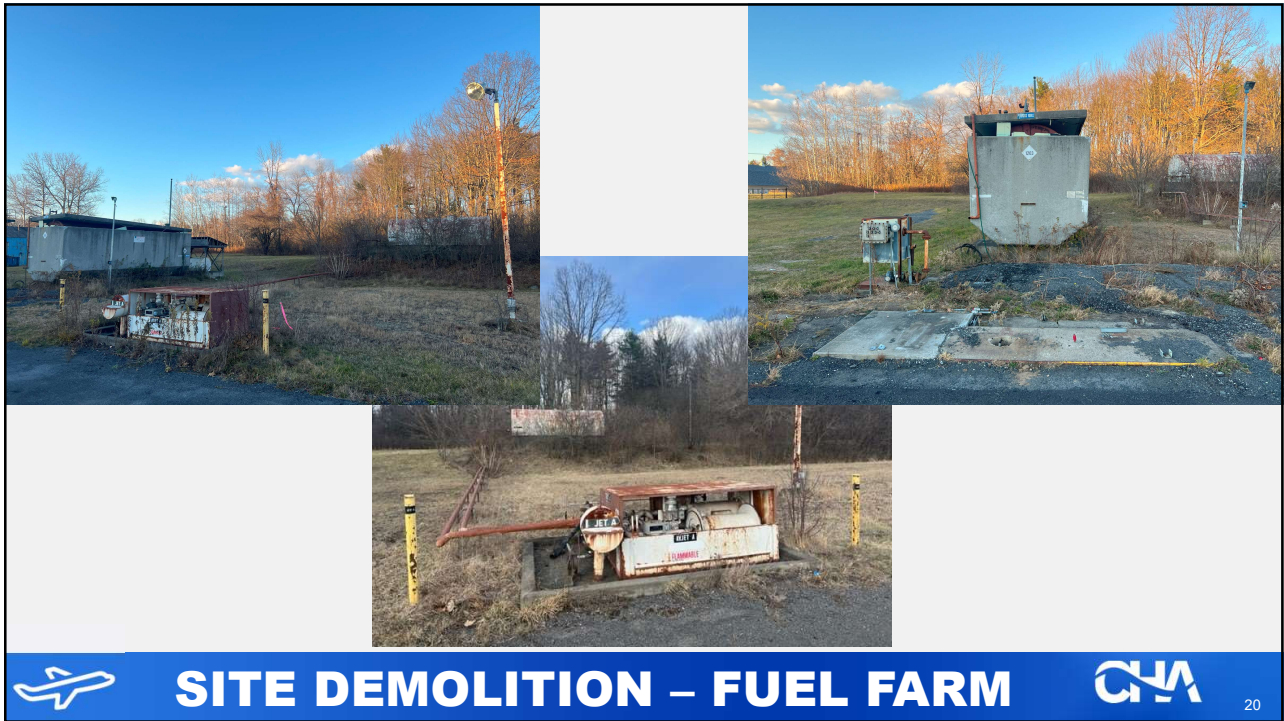


# SITE DEMOLITION - PAVEMENT





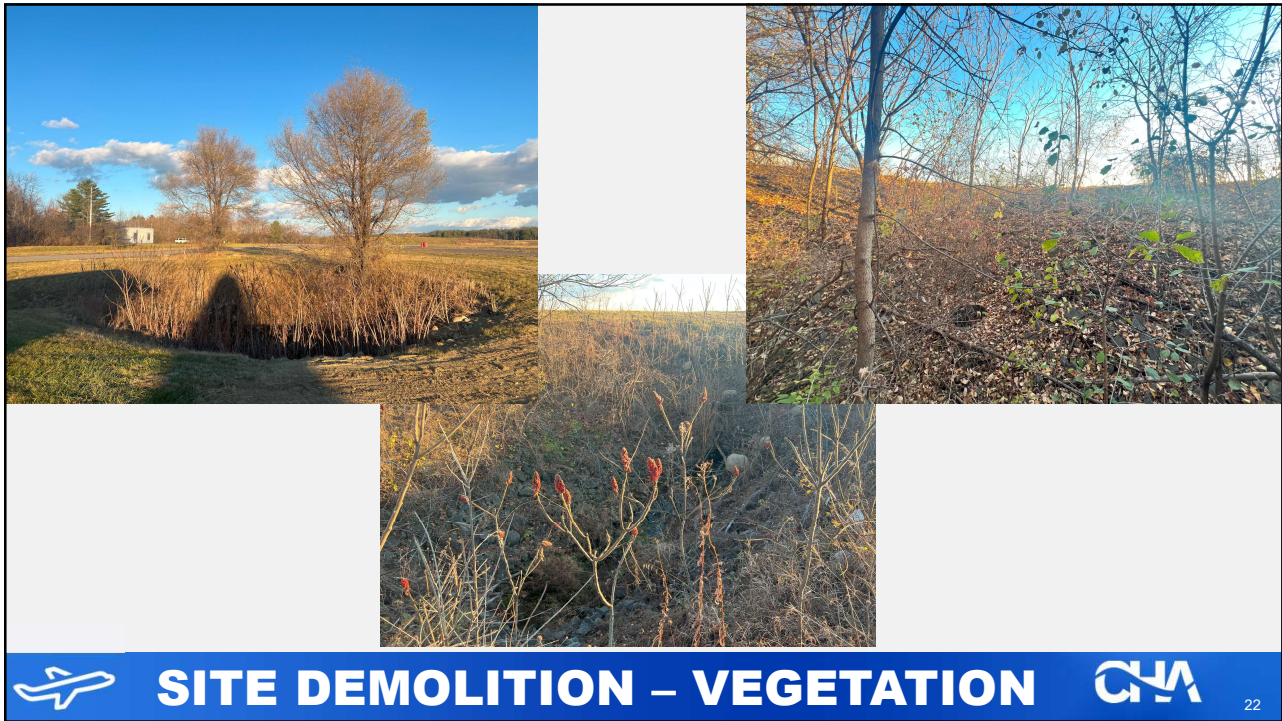
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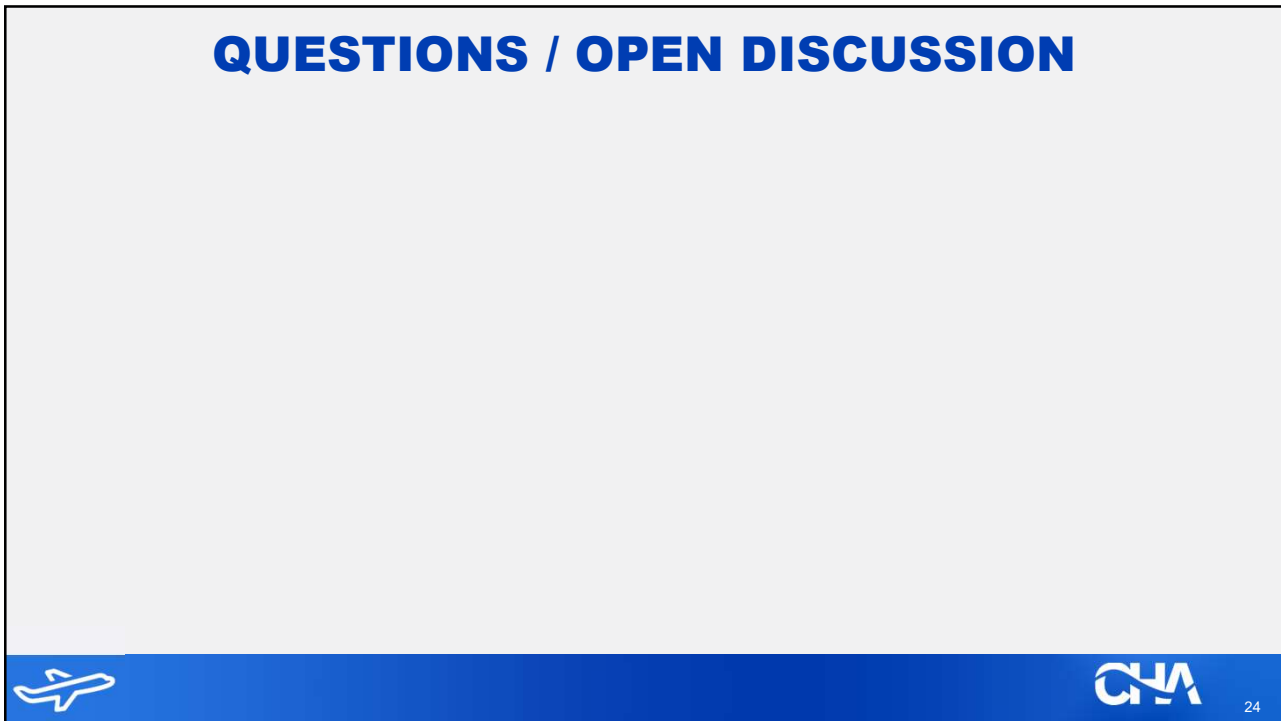
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