

**Bowling Green Municipal Airport**  
**Base Bid: Reconstruct and Widen Runway 13-31; Reconstruct Connecting Taxiway**  
**Additive Alternate No. 1: Reconstruct Apron**  
**State Project No. 19-051A-1**

**Questions and Answers**

**12/18/2019**

**Q.** The NTB reads like we will be able to submit the bid using a print out of the bid form rather than a bound book. Please confirm if this is correct and that we do not need to purchase a printed set to bid this project as a prime bidder.

**A.** For submitting a bid, yes you can print off the pages that say “**RETURN WITH BID**” at the top of the page and submit that along with the bid bond and E-Verify memo. This will eliminate the need to submit a 600 page book. Purchasing a hard copy is only needed if you want a printed set to look at and don’t want to print it yourself.

**1/7/2020**

**Q. Re: BID ITEMS FOR ADD. ALT. NO.1** – Plans indicate there will be some excavation required to complete the work in Add. Alternate No. 1, but there are no excavation bid items in the Add. Alt. section of the Bid Proposal Form. There are also no bid items in the Add. Alt. section for Lime Stabilization. ***Was this an oversight or is all excavation & topsoiling for the Add. Alt. No. 1 work incidental to other bid item(s)? Is Lime Stabilization required under the Apron Pavement?***

**A.** The existing pavement structure for the apron based on records is estimated to be 5.5” to 6.5” of bituminous on 4” of aggregate base. This results in a total thickness of 9.5” to 10.5”. The new pavement structure is 6” PCC on 6” aggregate base for a total of 12”. After pavement removal, the remaining excavation will be minimal. The only full excavation will be where the footprint of the apron is widened which is a small area. The intent of the design is for the excavation to be included with the pavement removal. This will be clarified in an addendum.

For the lime stabilization, including a pay item under Additive Alternate No. 1 was inadvertently omitted. This was discovered shortly after the project was advertised. However, since the base bid quantity has been doubled to account for wet or unsuitable areas beyond the area immediately below the base bid pavement, payment for the Add. Alt. work will be covered under the base bid quantity unless there is a need to issue an addendum that will require a new bid form. We will consider adding a pay item in an addendum or clarify how payment is to be handled in an addendum.

**Q. Re: Acceptance Testing for Strength in P-501 Specification** - It appears that the pavement design for this project is for aircraft with a gross weight well under 60,000 pounds. ***Can the FAA provisions for using compressive strength for Material Acceptance be added to the project specifications?*** (As outlined in the engineer notes within FAA - AC 150/5370-10H under Sections 501-3.3 and 501-6.6.)

**A.** We will issue an addendum to change the strength requirement from flexural to compressive.

**Q.** The Bid Quantity of 64,000 SY & 1,700 TN Lime for 12” Lime Stabilization appears to be about double the quantity needed. ***Please confirm or clarify.***

**A.** Please see the item description under P-155-1.1. The intent is to issue the NTP in the March 2020 to April 2020 timeframe as noted in 2.8. of Plan Sheet 4. We recognize that grading operations during this time of year can lead to wet soil conditions. The additional quantity is to allow for the use of lime to dry/stabilize areas so that work can proceed. An existing ag spraying business based at the airport is being

impacted by this project so we want to get as much work done as possible early in the year to limit the impacts to the business. Mobilization costs for the lime stabilization should be included in either the unit price, mobilization pay item, or combination of both, as the bidder sees fit. For areas outside of the stabilization areas shown on the typical sections that are not being tested, if the Contractor chooses to spread lime but not process it (i.e. disc but not till), we would pay for the lime tonnage but not the soil processing which would lead to an underrun on the soil processing.

**Q.** There is no bid item for Airfield Traffic Control to cover the Lighted Runway Closure X's, low Profile Barricades, etc. shown on Plan Sheet 6 –Construction Phasing Plan. ***Is this incidental to Mobilization or will a Bid Item be provided for this?***

**A.** Currently this is incidental to mobilization but we will consider adding a pay item for airfield traffic control through an addendum.

**Q. Re: P-501-4.2 a. Plant and Equipment** (page 201 of the Project Manual) This section requires the use of a placer/spreader to transfer concrete from the transport equipment to the paving lane in front of the paver. The way I read this a placer/ spreader is required even if the concrete is being delivered in Ready Mix trucks. It also appears that this will be required on all future FAA projects subject to the 10H specifications. ***Please confirm or clarify.***

**A.** Yes, a placer/spreader that can evenly distribute and evenly strike off the concrete in front of the paver is required per the FAA specification.

#### **1/13/2020 (@ Pre-bid Meeting)**

**Q.** The specification calls for a lime slurry. For the additional lime quantity, what type of lime will be allowed?

**A.** We will take a look at the specification and clarify. After the meeting the specification was reviewed and it was determined that the lime used for the P-155 work shall meet the requirements found in P-155-2.1 OR P-155-2.2. The lime slurry is one of the options listed but the options listed in P-155-2.1 are also acceptable. Furthermore, P-155-6.2 references a dry application and the Method of Measurement includes dry methods. Therefore, a dry application method will be allowed.

**Q.** Do we anticipate topsoil being needed to be hauled in?

**A.** We will stockpile topsoil that is onsite and spread it out until we run out. No additional topsoil will be hauled in from offsite.

**Q.** What is the typical schedule for the crop dusting season?

**A.** This was best answered during the site visit. According to the crop dusting operator, there is some work in April and can be as early as March. May usually has one busy week. The busy season is June and July when three planes will be operated at the same time. The schedule then starts to slow down in August and continues to drop off in September with all work completed by no later than Thanksgiving.

**Q.** Does the P-208 aggregate need to have gradation testing done every day that the aggregate is onsite even if stockpiled?

**A.** The QC gradation testing is only required for days when the aggregate is being placed.

**Q.** Will there be a pay item for the lighted X?

**A.** We will consider adding a pay item for this as part of the addendum.

**Q.** Where will the power come from for the field office?

**A.** There is a power pole with transformer located near the gravel parking lot and existing airport beacon tower. Power for the field office and new vault will come from this pole. For the field office, conduit may be laid on top of the ground and temporary power run through the conduit. After the site visit, additional discussion with the City determined that the field office may be placed in the existing parking lot. Staging and storage of equipment will continue to be as shown on the plans.

**Q.** Who is the contact person for Ameren?

**A.** The contact is listed in Section 70 of the General Provision and on Plan Sheet 4. The Ameren contact is David Graviett. His phone number is (573) 754-4628 (office) and (636) 358-7801 (mobile).

**Q.** Who gets the existing edge lights that are being removed?

**A.** The contract calls for the Contractor to dispose of these. After additional discussion with the City and Airport Manager, it was determined that the fixture should be turned over to the airport. The angle iron stake will still be disposed of by the Contractor. This will be revised in an addendum.

**Q.** What happens to the existing airport beacon light?

**A.** The contract calls for the Contractor to dispose of it. After additional discussion with the City and Airport Manager, it was determined that the beacon light should be turned over to the airport. The tower will still be disposed of by the Contractor. This will be revised in an addendum.

#### **1/14/2020**

**Q.** For the runway paving, the jointing plan calls for a doweled construction joint down the centerline. Can we alter the paving plan and pave three passes at 25' wide each, use a tied contraction joint along the centerline, and set the paver to create the crown?

**A.** The Contractor may propose this alternate method. As long as the Contractor can demonstrate the ability to meet the grades shown on the staking plan using the proposed method, we will not take exception to the proposed method.

**Q.** For the apron paving, do we need to match the type of jointing shown or can we propose an alternate method to allow for more flexibility with the paving lane widths?

**A.** As long as the proposed grades are met, the contractor will have flexibility determining the means and methods for completing the paving. If the paving width is different, the tied joints can be switched to doweled and the doweled can be switched to tied. The length to width ratio of each panel and the overall panel size shall meet the requirements of FAA AC 150/5320-6F, Airport Pavement Design and Evaluation as determined by the Engineer.

**Q.** Can we wait to start construction until August 2020?

**A.** We want to award the project as quickly as possible and get the grant executed. The intent is to begin construction as soon as practical. However, if the Contractor wants to delay the start, once we have the grant and construction contract signed, we will work with the Contractor, City and Airport operators to determine the best schedule.

#### **1/15/2020**

**Q.** Is the regulator an L828 or L829? L-109 spec page 313 109-1.1B shows L828 but page 318 109-3.20 shows L829.

**A.** The regulator shall be L828. We will correct this in an addendum.

**Q.** There appear to be 3 new wind cones shown on the drawings, but only 2 on the bid form. 2 are shown on sheet 49 and 1 on sheet 51

**A.** The “extra” one on sheet 49 is the existing one to be removed. The symbol is from the background drawing and should have been turned off. Only the wind cones with power shown running to them and called out as proposed are new ones to be installed.

**Q.** Is a spare regulator to be provided on this project? See note on drawing 53

**A.** No, there is not a spare regulator. We took this out of the project and called it space for a future spare on sheet 52 but missed the note on sheet 53. We will correct this in an addendum.

**Q.** Are runway edge lights for the vault part of this project? See note 5 on drawing 53

**A.** The runway edge light called on sheet 53 is part of the regulator and vault installation and is not part of the quantity for MIRL LED Base Mounted or Spare MIRL LED. There is no specific pay item for this light but it is part of the installation.

**Q.** There is a detail for a 30” splice can on drawing 54 but not a bid item for this can.

**A.** No splice cans are shown on the electrical layout plan sheets. If the Contractor cuts a new cable after installation or chooses to use a splice to facilitate the installation, the splice can detail shall be followed for making the splice. Otherwise, the splice can will not be needed.

**Q.** Drawing 56 states the L806 wind cone as externally lighted, the bid form states internally lighted; which type should be provided?

**A.** Both are internally lighted. The detail was changed from externally lighted to internally lighted but the detail label was not updated. We will correct this in an addendum.

**Q.** Are both wind cones voltage powered?

**A.** ~~Yes~~ No, the supplemental wind cone is current powered from the runway edge light circuit and requires an L-830 isolation transform.

**Q.** What is the height of the tip down tower for the beacon? Drawing 57 shows both 35’ and 50’ in the detail

**A.** After reviewing the airspace and proximity to the runway, a 35’ tall tower was specified. However, the detail did not get fully updated. An addendum will correct this to show Hali-Brite, Inc, 8000-35TP, 35-Foot Steel Airport Beacon Tipdown Pole, or equivalent.

**Q.** The spec says the reil is style E, drawing 60 says type C. Which type is to be provided?

**A.** The specification is correct. It should be Style E. We will correct the detail in an addendum.

#### **1/16/2020**

**Q.** The spec says the Contractor shall install on the top of the beacon tower or mounting platform two L-810 obstruction lights on opposite corners, mounted on conduit extensions. Drawing 57 shows 1 dual L810; which is required?

**A.** The specification in L-101-3.12 states unless otherwise specified. The detail on the plans is what is specified. It should be one dual L810 installed on a single conduit.

**Q.** Per drawing 60 baffles are required for the reils, are they required for the papi as well?

**A.** No

**1/17/2020**

**Q.** Specification P-208 under item 208-3.4 Placement calls for the use of a spreader box or other devices as approved by the RPR. It also states that dumping from vehicles that require re-handling shall not be permitted. Does the re-handling refer to stockpiling onsite and then placing or dumping in place and blading it just one time.

**A.** The use of a spreader box such as a paver shall be required. The aggregate is not allowed to be dumped from a truck to directly on the ground and then bladed into place as this is considered re-handling. A spreader box that places the rock to a uniform thickness and width in a single pass is required.

**Q.** Does the pavement removal include the underlying aggregate base or just the pavement?

**A.** The demolition plan sheets show the approximate thickness of the pavement to be removed and includes the underlying aggregate base. The method of measurement in P-101 states that no distinction will be made for pavement and aggregate thickness for payment purposes. The cross sections show the existing pavement and the existing aggregate. The earthwork calculation is based on removal of both the asphalt and the aggregate prior to starting the earthwork. The intent of the pavement removal work is to include the underlying aggregate as part of the removal. The unit price will include both asphalt and underlying aggregate as a single item of work.

**Q.** What is the intent of the jointing around the trench drain? Is there supposed to be an expansion joint?

**A.** The Apron Jointing Plan sheet will be updated to show the trench drain and the proposed jointing around it.

**Q.** Is there a water source available at the airport? Is a meter and backflow preventer required?

**A.** Water is available from a hydrant located on the south side of Airport Road directly across from the hangar. The contractor will be required to set up a water account with the City of Bowling Green and pay for any water usage. The City will provide a meter for use. The Contractor shall provide a backflow preventer, if required. The Contractor will be responsible for any traffic control required during filling of water tanks.

**1/20/2020**

**Q.** Can the concrete slump at time of placement be adjusted to a maximum of 2" for machine paving and 4" for handform paving to allow more workability of the concrete during placement?

**A.** FAA does not normally allow us to modify the slump requirements in their spec. However, per P-501-3.3, the maximum slump for slip-form placement is 2", for fixed-form is 3" and hand placement is 4" which I believe matches what you are asking.

**Q.** Bid item 50 – 7.5kW CCR – is the new spare 7.5kW CCR to be paid under the same bid item? Spec page L-109-1.1 letter B calls out for only 1, but plan page 53 of 99 – Vault Legend #2 calls out for a new spare. Please advise.

**A.** The project only has one new regulator. The intent is to have space for a spare but not to include the spare under this project. An addendum is being prepared that will correct this.

**Q.** Bid item 50 - Spec page L-109-1.1 letter B calls out for L-828 CCR but Spec page L-109-3.20 CCR calls out for L-829. Which is correct? Please advise.

**A.** The regulator shall be L-828. The addendum will correct this.

**Q.** Bid item 54 – PAPI – L-881 2 box system. Spec page 125-2.10 calls out for a L-881, Style A, Class 1 PAPI but the bid schedule calls for LED PAPI. Plan page 59 of 99 – Runway 13 PAPI plan note 1 calls for LED. Which is correct? If it is LED then is the airport providing the LED PAPI, as it would be a sole sourced item per the AC 150/5345-53D Nov 2019 addendum.

**A.** The bid item description was a typo as many other items are LED. The specification is correct. However, the addendum is going to revise this to read “L-881 or L-881(L), Style A, Class 1” as we will accept any FAA approved 2-Box System. The note on Plan Sheet 59 is also typo. We will correct this to read L-881 or L-881(L) PAPI LIGHT BOX.

### **1/21/2020**

**Q.** L-108-5.1 is for 8800’ of 5kv cable in conduit but then L-110-5.2 is for 8800’ of 2” pvc conduit direct bury. Seems like the conduit should be removed from L-108-5.1 or delete L-110-5.2.

**A.** The intent of the pay item description for L-108-5.1 is that 5KV cable is being installed in 2” conduit where the conduit is paid for separately under L-110. This is to distinguish the cable from being installed in unit duct or direct bury. We will eliminate the “in conduit” wording from the pay item in the addendum.

**Q.** Would you consider a fiberglass bldg instead of only concrete precast?

**A.** For the electrical vault, a fiberglass building is not suitable for the intended use per NEC.

**Q.** Are we required to do our own surveying?

**A.** All construction layout and staking is the responsibility of the contractor. See the last sentence of the second paragraph of Section 50-07 of the General Provisions.

**Q.** Are we required to include a FAA flyover certification on lighting when project is complete?

**A.** The addendum will address this by adding the following to the end of 125-1.1 on page 335.

This item also includes attending a flight check of the PAPI and REIL installations to be conducted by the FAA and any costs charged by the FAA if a second or more flight check(s) is needed due to improper installation. The flight check for the PAPI and the flight check for the REIL may be conducted at the same time or on different days, as determined by the FAA.

**Q.** L-108-5.1 says 1/C #8 , 5KV cable but the plans ( sheet 51 ) note 5 and note 6 both say 2 runs of #8

**A.** The 5KV cable will be measured twice in those spots. We will adjust the quantity in the addendum accordingly.