



# Rhode Island Airport Corporation

June 20, 2014

## **ADDENDUM NO. 01**

### **Invitation for Bids No. 23898**

Runway 16-34 Repair and Culvert Replacement  
Quonset State Airport, North Kingstown, Rhode Island

Prospective Bidders and all concerned are hereby notified of the following changes in the Invitation for Bids document for the Runway 16-34 Repair and Culvert Replacement at Quonset State Airport, North Kingstown, RI, IFB No. 23898. These changes shall be incorporated in and shall become an integral part of the contract documents.

### **Addendum Item No. 01**

Please see attached addendum.

**Approved by:**



---

Jeffrey P. Goulart  
Manager of Finance & Administration

**ADDENDUM NO. 1**

**Bidding and Contract Documents**

For

Runway 16-34 Culvert Replacement  
Quonset State Airport  
North Kingstown, Rhode Island

**RHODE ISLAND AIRPORT CORPORATION**

June 20, 2014

PREPARED BY:  
Parsons Brinckerhoff  
10 Dorrance Street, Suite 700  
Providence, Rhode Island 02903

**NOTICE TO PROSPECTIVE BIDDERS**

**ADDENDUM NO. 1**

**Prospective Bidders and all concerned are hereby notified of the following changes in the Contract Documents for RUNWAY 16-34 CULVERT REPLACEMENT at the QUONSET STATE AIRPORT. These changes shall be incorporated in and shall become an integral part of the contract documents. The number (No. 1) and date (6/20/14) of this addendum must be entered into the space provided on Page P-4 of the Proposal Form. These changes will be incorporated into the Conformed Contract Documents to be issued to the successful bidder.**

### BIDDER QUESTIONS

- Q1. In the invitation for bid (page 00010-1) and at the Prebid conference it was stated that dewatering *and* support of excavation for the 54" pipe installation shall be paid for on a time and materials basis, against item M-100-1 Dewatering – 54" RCP Culvert, however, specification M-200-4.1 states, "*that no separate measurement shall be made for the design or implementation of the excavation support system. It shall be considered incidental to the construction of the various work items.*" Please clarify what items of work are paid for under the Dewatering allowance item
- A1. **The work covered under the Dewatering Allowance shall be the costs incurred for activities directly related to Dewatering and Support of Excavation along the alignment of the new and existing culverts. The allowable costs shall be per the approved Dewatering and Support of Excavation Plan and approved Schedule of Values for the work related to those efforts. See ADDENDUM ITEMS NO. 1-5, NO. 1-6, NO. 1-7 AND NO. 1-8 for information related to Method of Measurement and payment for Support of Excavation.**
- Q2. Is the asphalt removal for the VSR located west of Taxiway A paid as P-152-2 – Bituminous Pavement Excavation or as P-152-1 – Unclassified excavation?
- A2. **The asphalt removal for the VSR located west of Taxiway A shall be paid for as P-152-2 Bituminous Pavement Excavation.**
- Q3. Is the VSR located west of Taxiway A to be restored in kind as asphalt or as loam and seed as shown on drawing C-10?
- A3. **The VSR located west of Taxiway A shall be restored in kind as asphalt.**
- Q4. Is crushed bituminous concrete acceptable as backfill material?
- A4. **All material shall meet the specifications listed for their intended use, ie P-152, P-154 or P-209.**
- Q5. Due to former and current land use, regulated soils and groundwater are suspected. Have the soils been precharacterized? What is the contractor responsible for regarding management and disposal of regulated soils and groundwater?
- A5. **Soils have not been precharacterized beyond the information provided by borings and infiltration testing. The contractor should plan to segregate suspected materials in the stock pile area for further characterization. Suspected material shall be managed in accordance with applicable federal and state laws. Should subsequent characterization allow, materials shall be reused on site.**
- The contractor shall expect to manage creosote preserved timbers. RIAC expects the contractor to employ appropriate management measures to handle and store timbers and associated soil on site. The contractor shall employ appropriate dewatering methods to ensure no visible sheen.**

- Q6. Please confirm that 100% compaction is required for the Runway and Taxiway restoration areas within the alignment of the existing culvert to be removed.
- A6. **Compaction of 100% is required within the limits of the Runway and Taxiway restoration areas per the plans and specifications.**
- Q7. Are the drainage manhole structures, as drawn, designed for the 100,000 lb. dual wheel load, as required by note 7 on sheet S-8?
- A7. **The intent of the detail shown is a structure in general that would meet the 100,000 lb. dual wheel load. It is the Contractors responsibility per Note 8 to provide Shop Drawings of each individual structure for review and approval. The shop drawings for the structures shall bear the stamp of a Professional Engineer registered in the State of Rhode Island.**
- Q8. Note 1.02-B. on page 01010-2 states that the “*Contractor shall provide all labor, equipment and materials necessary to perform the Building Renovations for the Incident Command Center identified and shown in the Contract Documents,*” however there is no incident command center located on the plans. Please clarify.
- A8. **Note 1.02-B on page 01010-2 will be removed from the Section. See ADDENDUM ITEM NO. 1-4 for further information.**
- Q9. Is the Site Specific Dewatering Permit, that is required in note 3.1A on page 01561-1 being obtained by RIAC or is this the contractors responsibility?
- A9. **The CRMC Maintenance Assent that is being obtained by RIAC incorporates Dewatering . A Site Specific Dewatering Permit through RIDEM is not required.**
- Q10. Please confirm that a vacuum sweeper is required to be on site at all times for the duration of the project
- A10. **No. It is the Contractors responsibility to maintain the haul route per Note 4 under Haul Routes shown on Drawing G-3. The Contractor shall provide vacuum sweeper and operator to clear all debris from the runway and taxiway pavements within the work area prior to re-opening the facilities.**
- Q11. Please confirm that field office is required for both the engineer and the contractor as stated in note 001-19 on page M-001-9 of the specifications.
- A11. **A field office is required for the Engineer. The Contractor is not required to have a field office.**
- Q12. Is there a power drop available for powering the required field offices or will a generator be required for the duration of the project to provide temporary power?
- A12. **There is not a power drop available. The Contractor shall supply , maintain and fuel a generator for temporary power of the Engineer’s field office for the duration of the project.**

- Q13. Can standard 28" traffic cones be used in lieu of the lighted cones and barricades detailed on sheet C-4?
- A13. **Standard 28" traffic cones can be used to delineate the haul route. The Contractor shall supply the Aviation Channelizer Cones and Barricades shown in Detail on Drawing C-4 and placed as shown on Drawings C-1 and C-2 of the plans. Lighted cones and barricades shall be utilized when delineating the work area as well as areas of open trench left overnight.**
- Q14. Will the cones, barricades, lights and hazard markings that are to be furnished and installed, as shown on sheets C-1 & C-2 remain the property of the contractor or will they be turned over to RIAC upon completion of the project?
- A14. **Cones, barricades, lights and hazard markings shall remain the property of the contractor.**
- Q15. Is the Safety Plan Compliance Document required to be stamped by a PE?
- A15. **The Safety Plan Compliance Document does not require the stamp of a PE.**
- Q16. Is Emergency Storm Protection Contingency Plan required to be stamped by a PE?
- A16. **The Emergency Storm Protection Contingency Plan does not require the stamp of PE.**
- Q17. Will RIAC be providing the airborne transportation required for taking the aerial photographs?
- A17. **No, the Contractor shall be responsible for providing the means necessary for aerial photographs.**

### **PRE-BID CONFERENCE**

#### **ADDENDUM ITEM NO. 1-1**

Attached is a copy of the Pre-Bid Attendance Sign-In Sheet for the Pre-Bid Conference held on June 19, 2014 at Quonset State Airport.

### **PROJECT MANUAL DIVISION 0**

#### **ADDENDUM ITEM NO. 1-2**

In Division 0, Section 00320, Page 00320-2, Item No. 3, M-100-1, Dewatering – 54" RCP Culvert, **CHANGE** the Allowance Unit Bid Price and Bid Amount from \$200,000.00 to \$400,000.00.

**ADDENDUM ITEM NO. 1-3**

In Division 0, Section 00950, **REMOVE** Page 00950-22 and **REPLACE** with the revised Pages 00950-21, 00950-22, 00950-23 and 00950-24

**DIVISION 1**

**ADDENDUM ITEM NO. 1-4**

In Division 1, Section 01010, Page 01010-2, **REMOVE** Paragraph 1.02.B. in its **ENTIRETY**.

**DIVISION 2**

**ADDENDUM ITEM NO. 1-5**

In Division 2, Item M-001, Page M-001-5, Paragraph 001-10, after the final paragraph, **INSERT** the following:

“During construction, particularly of the outlet headwall structure on Narragansett Bay, the Contractor shall install and maintain approximately 200 LF of temporary snow-type fence and “NO TRESSPASSING” Signs, “Job Site” Signs, and “Personnel Protection Equipment Required” Signs perpendicularly from the existing chain link fence through the beach area toward the Bay in order to delineate the work area to only those authorized individuals performing the work. The extent of this work shall be considered a subsidiary obligation of the Contractor and shall be included in the various unit prices bid in this contract.”

**ADDENDUM ITEM NO. 1-6**

In Division 2, Item M-100, Page M-100-4, Paragraph 100-5.1, **REMOVE** the first paragraph and **REPLACE** with the following paragraph:

**100-5.1 – Dewatering and Support of Excavation.** Payment for dewatering and support of excavation required for the installation of the twin 54” RCP culvert and associated drainage manhole structures and the removal of the existing 54” pipe shall be paid for from the specified allowance item. The amount to be paid shall be approved by the Engineer based upon the actual effort and method of dewatering and support of excavation used by the Contractor per the approved schedule of values.

**ADDENDUM ITEM NO. 1-7**

In Division 2, Item M-200, Page M-200-6, Paragraph 200-4.1, **REMOVE** the paragraph and **REPLACE** with the following paragraphs:

**200-4.1 –** No separate measurement shall be made for the design or implementation of the excavation support system under this item. The Support of Excavation shall be considered part of the allowance item for Item M-100-1 Dewatering – 54” RCP Culvert.

The Support of Excavation for the inlet headwall structure, outlet headwall structure and the Bulkhead Assembly shall be considered part of those work items.

**ADDENDUM ITEM NO. 1-8**

In Division 2, Item M-200, Page M-200-6, Paragraph 200-5.1, **REMOVE** the paragraph and **REPLACE** with the following paragraphs:

**200-5.1** – No separate payment shall be made for the design or implementation of the excavation support system under this item. The Support of Excavation shall be considered part of the allowance item for Item M-100-1 Dewatering – 54” RCP Culvert.

The Support of Excavation for the inlet headwall structure, outlet headwall structure and the Bulkhead Assembly shall be considered part of those work items.

**ADDENDUM ITEM NO. 1-9**

In Division 2, Item P-151, Page P-151-2, **REMOVE** Paragraph 151-2.3 and **REPLACE** with the following:

**151-2.3 CLEARING AND GRUBBING.** In areas designated to be cleared and grubbed, all stumps, roots, buried logs, brush, grass, and other unsatisfactory materials shall be removed, but sound trees, stumps, and brush can be cut off within 6 inches above the ground and allowed to remain. All trees, stumps and brush less than 6” diameter that has been cut can be left in place. All trees, stumps and brush greater than 6” in diameter shall be removed from the site.

**ADDENDUM ITEM NO. 1-10**

In Division 2, Item P-152, Page P-152-2, **REMOVE** Paragraph 152-2.1 and **REPLACE** with the following:

**152-2.1 - General.** The suitability of material to be placed in embankments shall be subject to approval by the Engineer. All unsuitable excavated material shall be stockpiled in fill/waste areas within project site or airport property as directed/approved by the Engineer. Any waste areas shall be graded to allow positive drainage of the area and of adjacent areas and meet the requirements as stated in Section P-156 to control pollution and/or erosion. The surface elevation of waste areas shall not extend above the surface elevation of adjacent usable areas of the airport, unless specified on the plans or approved by the Engineer.

**ADDENDUM ITEM NO. 1-11**

In Division 2, Item P-152, Page P-152-2, **REMOVE** Paragraph 152-2.2 and **REPLACE** with the following:

**152-2.2 - Excavation.** No excavation shall be started until the work has been staked out by the Contractor and the Engineer has obtained elevations and measurements of the ground surface. All

suitable excavated material shall be used in the formation of embankment, subgrade, or for other purposes shown on the plans. All unsuitable excavated material shall be stockpiled in fill/waste areas within project site or airport property as directed/approved by the Engineer.

**ADDENDUM ITEM NO. 1-12**

In Division 2, Item P-152, Page P-152-3 and P-152-4, **REMOVE** Paragraph 152-2.2(a) and **REPLACE** with the following:

- (a) **Undercutting.** Rock, shale, hardpan, loose rock, boulders, or other material unsatisfactory for runway safety areas, subgrades, roads, shoulders, or any areas intended for turfing shall be excavated to a depth below the subgrade indicated in the details/plans and/or as directed by the Engineer. Muck, peat, matted roots, or other yielding material unsatisfactory for subgrade foundation shall be removed to the depth indicated in the details/plans and/or as directed by the Engineer. Unsuitable materials shall be stockpiled in fill/waste areas within project site or airport property as directed/approved by the Engineer.. The excavated area shall be refilled with suitable material, obtained from the grading operations or from offsite borrow and thoroughly compacted by rolling. The necessary refilling will constitute a part of the embankment. Where rock cuts are made and refilled with selected material, any pockets created in the rock surface shall be drained, filled with suitable material and thoroughly compacted in accordance with these specifications and/or as approved/directed by the Engineer.

**ADDENDUM ITEM NO. 1-13**

In Division 2, Item P-152, Page P-152-5, **REMOVE** Paragraph 152-2.5 and **REPLACE** with the following:

**152-2.5 - Drainage Excavation.** Drainage excavation shall consist of excavating for drainage ditches such as intercepting, inlet or outlet, for temporary levee construction; or for any other type as designed or as shown on the plans. The work shall be performed in the proper sequence with the other construction. All satisfactory material shall be placed in fills; unsuitable material shall be placed in fill/waste areas within project site as directed/approved by the Engineer. Intercepting ditches shall be constructed prior to starting adjacent excavation operations. All necessary work shall be performed to secure a finish true to line, elevation, and cross section.

**PROPOSAL FORMS**

**ADDENDUM ITEM NO. 1-14**

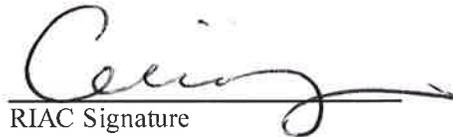
In the Proposal Forms, **REMOVE** and **REPLACE** Page P-5 with the revised Page P-5 attached with this addendum.

Note that Addendum No. 1-1 consists of 8 pages of text, the Pre-Bid Attendance Sign-In Sheet from the Pre-Bid Conference attachment consisting of 1 page, Section 00950 pages 00950-21 to 00950-24 consisting of 4 pages and the Proposal Page P-5 attachment consisting of 1 page.

Fully conformed contract documents incorporating the items included in this Addendum will be provided to the successful Contractor upon the award of contract.

APPROVED BY: Eric R. Seabury

Date: 6/20/2014

  
RIAC Signature

**END OF ADDENDUM NO. 1**

**RHODE ISLAND AIRPORT CORPORATION**  
**IFB No. 23898 RW 16-34 Repair and Culvert Replacement - Quonset**  
**Pre-Bid Attendance Sign-In**  
**June 19, 2014 9:00AM**

*(Please print clearly)*

Company Name:	<u>John Rocchio Corp</u>	Name:	<u>Robert Pion</u>
Address:	<u>26 Lank Ind. Parkway</u>	Telephone:	<u>401-999-5565</u>
City, State, Zip	<u>Smithfield RI</u>	E-Mail:	<u>Bob.Pion@JohnRocchioCorp.com</u>
Company Name:	<u>D'Ambra Const. Inc</u>	Name:	<u>Richard Williams</u>
Address:	<u>800 Patterson Blvd.</u>	Telephone:	<u>401-737-1300</u>
City, State, Zip	<u>Warwick RI 02887</u>	E-Mail:	<u>RWilliams@D-Ambra.com</u>
Company Name:	<u>J.H. LYNCH &amp; SONS, INC.</u>	Name:	<u>SCOTT O'CONNOR</u>
Address:	<u>50 LYNCH PLACE</u>	Telephone:	<u>(401) 333-4300</u>
City, State, Zip	<u>CUMBERLAND, RI 02864</u>	E-Mail:	<u>SOCONNOR@JHLynch.com</u>
Company Name:	<u>J. H. Lynch &amp; Sons</u>	Name:	<u>Jason LaForge</u>
Address:	<u>50 Lynch Place</u>	Telephone:	<u>401-333-4300</u>
City, State, Zip	<u>Cumberland, RI 02864</u>	E-Mail:	<u>JLaForge@JHlynch.com</u>
Company Name:	<u>NARRAGANSETT TRUP CO.</u>	Name:	<u>Jon Toegemann</u>
Address:	<u>223 Allens Ave</u>	Telephone:	<u>401 331 7420</u>
City, State, Zip	<u>PROVIDENCE RI 02903</u>	E-Mail:	<u>JTOEGEMANN@NICORI.COM</u>
Company Name:	<u>Parsons Brinckerhoff</u>	Name:	<u>Jim Falvey</u>
Address:	<u>10 Dorrance St., Suite 700</u>	Telephone:	<u>401-345-7360</u>
City, State, Zip	<u>Providence, RI 02903</u>	E-Mail:	<u>Falvey@pbworld.com</u>
Company Name:	<u>HUGO K&amp;P + SON</u>	Name:	<u>Bowen Duke</u>
Address:	<u>554 Ten Rod Rd</u>	Telephone:	<u>401-847-7350</u>
City, State, Zip	<u>North KINGSTOWN, RI</u>	E-Mail:	<u>info@hkanet.com</u>
Company Name:	<u>Thielsch Engineering</u>	Name:	<u>Wendy KerKhoff</u>
Address:	<u>195 Frances Ave</u>	Telephone:	<u>401-966-3514</u>
City, State, Zip	<u>Cranston, RI 02910</u>	E-Mail:	<u>WKerKhoff@Thielsch.com</u>
Company Name:	_____	Name:	_____
Address:	_____	Telephone:	_____
City, State, Zip	_____	E-Mail:	_____

Rhode Island Airport Corporation Runway 16-34 Culvert Replacement Quonset State Airport North Kingstown, Rhode Island RIAC Construction Contract No. 23898 AIP No. 3-44-0006-XX-2014 SCHEDULE OF PRICES							
Item No.	Pay Item No.	Estimated Quantity	Item of Work With Unit Prices Written in Words	Figures			
				Unit Bid Price		Bid Amount	
				Dollars	Cents	Dollars	Cents
1	M-001-1	1 LS	<u>Mobilization</u> at _____ _____ Dollars and _____ Cents per Lump Sum				
2	M-003-1	550 LF	<u>Saw and Seal</u> at _____ _____ Dollars and _____ Cents per linear foot				
3	M-100-1	1 ALL	<u>Dewatering – 54" RCP Culvert</u> at _____ _____ Dollars and _____ Cents per Allowance	\$400,000	00	\$400,000	00
4	P-151-1	0.25 AC	<u>Clearing and Grubbing</u> at _____ _____ Dollars and _____ Cents per acre				

- a. That any facility to be used in the performance of the contract or subcontract or to benefit from the contract is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities;
  - b. To comply with all the requirements of Section 114 of the Clean Air Act, as amended, 42 U.S.C. 1857 et seq. and Section 308 of the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. relating to inspection, monitoring, entry, reports, and information, as well as all other requirements specified in Section 114 and Section 308 of the Acts, respectively, and all other regulations and guidelines issued thereunder;
  - c. That, as a condition for the award of this contract, the contractor or subcontractor will notify the awarding official of the receipt of any communication from the EPA indicating that a facility to be used for the performance of or benefit from the contract is under consideration to be listed on the EPA List of Violating Facilities;
  - d. To include or cause to be included in any construction contract or subcontract which exceeds \$100,000 the aforementioned criteria and requirements.
- 

## **CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS**

### **Application**

Incorporate into all construction contracts and subcontracts that exceed \$100,000 and are financed under the AIP program.

### **Reference**

29 CFR Part 5.5

Advisory Circular 150/5100-6d

#### 1. Overtime Requirements.

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

#### 2. Violation; Liability for Unpaid Wages; Liquidated Damages.

In the event of any violation of the clause set forth in paragraph (1) above, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 above, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 above.

3. Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 above.

4. Subcontractors.

The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section.

---

## **BREACH OF CONTRACT TERMS**

### **Application**

The FAA does not prescribe the exact language to be incorporated. The above clause represents sample language that addresses the requirements of 49 CFR Part 18.36(i)(1). This provision requires grantees to incorporate administrative, contractual or legal remedies in instances where contractors violate or breach contract terms. Grantees should consult with their legal counsel to develop the appropriate clause that meets the minimum requirements of 49 CFR Part 18.36.

This provision is required in all contracts that exceed the simplified acquisition threshold, presently set at \$100,000.

### **Reference**

49 CFR Part 18.36

Any violation or breach of terms of this contract on the part of the contractor or their subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement. The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law.

---

## **TEXTING WHEN DRIVING**

### **Application**

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving" (10/1/2009) and DOT Order 3902.10 "Text Messaging While Driving" (12/30/2009), FAA encourages recipients of Federal grant funds to adopt and enforce safety

policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or sub-grant.

**Reference**

Executive Order 13513  
DOT Order 3902.10

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving" (10/1/2009) and DOT Order 3902.10 "Text Messaging While Driving" (12/30/2009), FAA encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or sub-grant.

The Contractor must promote policies and initiatives for employees and other work personnel that decrease crashes by distracted drivers, including policies to ban text messaging while driving. The Contractor must include these policies in each third party subcontract involved on this project.

**END OF SECTION 00950**

**(THIS PAGE IS INTENTIONALLY BLANK)**