

**SARASOTA BRADENTON INTERNATIONAL AIRPORT
MASTER DRAINAGE IMPROVEMENTS
SMAA BID No. 03-2019-MDI**

ADDENDUM NUMBER TWO

May 2, 2019

The following Addendum is hereby made a part of the Plans and Specifications and shall be included with all Contract Documents:

BID FORMS

Bid Forms Page 1A-29. Corrected DBE goal to 6.0%. (See attached.)

SPECIFICATIONS

<u>Section No.</u>	<u>CHANGE</u>
Section 100	Page 100-20, last paragraph. Corrected DBE participation goal to six (6.0) percent. (See attached.)
D-755	Reissued D-755, modified for peak rate and average monthly inflow volumes.

ADDITIONAL INFORMATION

Pre-Bid Conference Meeting minutes. (See attached.)

QUESTIONS AND ANSWERS

Question: Is structure A4 on the plans the correct size.
Answer: No. The correct size is 15 feet by 15 feet and will be in Addendum One.

Question: What is the DBE Goal for the project?
Answer: As provided with this Addendum, the goal is 6%.

Question: Is there a base thickness change required if P219 is used instead of P211.
Answer: No. The base thickness is the same for either.

Question: Can you provide supplier information for the Recycled Crushed Concrete used for the gabions on a prior similar project done in Naples?

Answer: We have not found the supplier yet since they were third or fourth tier down on the project. If we do, we will publish it in Addendum No. 3 to be issued on Tuesday, May 7, 2019.

Question: Does the underdrain pipe run full length between the inlets and junctions.

Answer: No. The underdrain only extends 20 feet from each junction.

Question: Can materials other than recycled crushed concrete be used.

Answer: Not for Gabions, but alternates that do not contribute phosphorus load can be used for pipe bedding or graded aggregate filter. Refer Addendum No. 1.

Question: Can No. 57 stone be used for pipe bedding.

Answer: Yes, but it must be wrapped with geotextile fabric and the cost is incidental to the amount bid for the various pipe sizes.

Question: Is the No. 67 stone bedding beneath gabions mandatory.

Answer: No. As long as you have a good working surface the bedding may be eliminated.

BID FORMS

DISADVANTAGED BUSINESS ENTERPRISE ASSURANCE FORM

Project Name: **MASTER DRAINAGE IMPROVEMENTS**
SARASOTA-BRADENTON INTERNATIONAL AIRPORT

The Bidder shall complete the following statement by checking the appropriate box (check one only) Failure to complete this statement shall be grounds for rejection of Bid.

_____ The Bidder is able to assure meeting the requirements of the DBE Provisions, included under the DISADVANTAGED BUSINESS ENTERPRISE PROGRAM, and shall utilize not less than the prescribed **Contract Goal of six (6.0%)** DBE participation.

_____ The Bidder is unable to assure DBE participation of 6.0% in this Contract, but shall provide for a minimum of _____% (_____) percent DBE participation. (If this box is checked, Bidder shall fill-in the percentage blank and document on a separate attachment to this Assurance the Good Faith Efforts undertaken in attempting to meet the Contract Goals as instructed under the DISADVANTAGED BUSINESS ENTERPRISE PROGRAM.)

(Company Name of Bidder)
(Printed or Typed)

IRS FEI Number

(Printed Name of Person Signing)

By: _____
(Signature)*

Title: _____

Date: _____

* - Must be same signature of Bid Proposal.

THIS PAGE MUST BE COMPLETED AND SUBMITTED WITH OFFER

5. Sanctions for Noncompliance: In the event of a Contractor’s noncompliance with the Non-discrimination provisions of this contract, the Sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:
 - a. Withholding payments to the Contractor under the contract until the Contractor complies; and/or
 - b. Cancelling, terminating, or suspending a contract, in whole or in part.

6. Incorporation of Provisions: The Contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Contractor will take action with respect to any subcontract or procurement as the sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request the Sponsor to enter into any litigation to protect the interests of the Sponsor. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.

Title VI Solicitation Notice

The Owner, in accordance with Title VI of the Civil Rights Act of 1964, (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation issued pursuant to such Act, hereby notifies all bidders that the Owner will affirmatively ensure that, in any contract entered into pursuant to this solicitation, disadvantaged business enterprises will be afforded the full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the basis of race, color, or national origin in consideration for an award.

Prohibition of Segregated Facilities

- a. The Contractor agrees that it does not and will not maintain or provide for its employees any segregated facilities at any of its establishments, and that it does not and will not permit its employees to perform their services at any location under its control where segregated facilities are maintained. The Contractor agrees that a breach of this clause is a violation of the Equal Opportunity Clause in this contract.

- b. “Segregated facilities,” as used in this clause, means any waiting rooms, work areas, rest rooms and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees, that are segregated by explicit directive or are in fact segregated on the basis of race, color, religion, sex, or national origin because of written or oral policies or employee custom. The term does not include separate or single-user rest rooms or necessary dressing or sleeping areas provided to assure privacy between the sexes.

- c. The Contractor shall include this clause in every subcontract and purchase order that is subject to the Equal Opportunity clause of this contract.

Disadvantaged Business Enterprises

This contract is subject to compliance with 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs. Pursuant to this regulation and the Owner’s duly adopted DBE Program, the Authority has established a DBE participation goal of six (6.0) percent for this contract. Accordingly, all submittals in response to this solicitation shall demonstrate DBE participation sufficient to meet the DBE contract goal or, thoroughly documented good faith efforts to obtain that level of participation. DBE participation shall be documented using the DBE Form Set included in Bid Forms – Pages 1A-28 to 1A-38.

Item D-755

Pond Dewatering

DESCRIPTION

755-1.1 This item shall consist of temporary, full or partial dewatering of the existing water management ponds, swales and/or canals to facilitate the plan modifications. The item is optional as to the dewatering level (full or partial) or may be excluded entirely in the area should the Contractor elect to conduct wet operations. The work is specific to the ponds and other surface waters and does not include dewatering that is incidental to other construction activities.

DEWATERING REQUIREMENTS

755-3.1 Permit Conditions, Pollution Prevention and Existing Water Quality. The project construction and dewatering requirements are subject to the Environmental Resource Permit (ERP) conditions of the Southwest Florida Water Management District (SWFWMD) and the National Pollution Discharge Elimination System (NPDES) construction permit from the Florida Department of Environmental Protection (DEP). The Contractor is responsible to secure his own NPDES permit for the work and to prepare a Surface Water Pollution Prevention Plan (SWPPP) for the project. The SWPPP shall include the Contractor provisions for discharge water quality management from pond dewatering operations. The permit conditions are performance based, and the Contractor is responsible for meeting the performance standards of the permits. These measures are considered incidental to pond dewatering and no separate measurement or payment will be made. Should the Contractor fail to meet the standards, he shall be solely responsible for paying any fines or penalties that may be levied as a result.

The background quality of the receiving water shall be sampled by the Contractor to establish baseline conditions that must be met for permit compliance. These measures are considered incidental to pond dewatering and no separate measurement or payment will be made.

755-3.2 Normal Condition Inflow Estimates. The following surface water inflow estimates are provided for Contractor use in designing the dewatering system.

Pond(s) Listed by Phase	Typical Wet Season Estimated Monthly Inflow Volume (gallons)
North Pond, Phase 2	60 million
Runway 4 Ponds, Phase 3	28 million
Apron Ponds, Phase 4	5 million

The information is estimated from the test data and from computer simulations done for the ponds for an “average” rainfall year. They do not represent extreme storm events (see 755-3.5) or wetter than average conditions.

755-3.3 Erosion and Raveling Prevention. Dewatering operations without proper surface and subsurface (raveling) erosion control can violate permit conditions and can cause slope failures and underground erosion resulting in sinkholes. The Contractor’s dewatering operation shall include surface

Item D-755 Pond Dewatering

and subsurface erosion protection features in this item that are additional to those of Item P-156. As a minimum, they shall include filters for sumps or well points to prevent subsurface erosion/raveling; an active program to look for quick conditions or “boils” along slope toe and pond bottom; and silt fencing along the slope face. The Contractor shall take action to correct erosion and/or raveling should it occur.

755-3.4 Adjacent Structure Monitoring and Protection. Dewatering operations can result in slope stability, soil movement and erosion (see 755-3.3) that affects adjacent structures. The Contractor’s dewatering operation shall include a monitoring program to detect ground surface movement within one half pond width of the dewatering area. The program may consist of instrumentation, specifically designed to detect such movement or of discrete survey points that can be monitored to 0.01 feet vertical and 0.1 feet horizontal position. Monitoring shall be done weekly beginning before dewatering operations start and continuing for 4 weeks after dewatering operations cease.

755-3.5 Bypass Requirements. The Contractor’s dewatering system shall include provision to either breach the system or to bypass extreme storms up to the 100-year, 72-hour storm event. The inflow rates ~~and volumes estimated~~ for the event ~~and the allowable bypass or breach outflow rates for each~~ by pond(s) by phase are provided below.

Pond(s)	100-Year, 72-hour Peak Inflow Rate (CFS)
North Pond, Phase 2	500
Runway 4 Ponds, Phase 3	500
Apron Ponds, Phase 4	110

The Contractor shall be responsible for any flood damage that occurs due to failure to provide for the bypass of the flood event.

AUTHORITY OF THE ENGINEER

755-4.1 The Engineer has the authority to limit the rate of drawdown if earth movements occur during the process. He may also order dewatering operations to cease if the Contractor fails to control erosion, fails to prevent subsurface erosion/raveling, fails to comply with permit conditions, or if the operation is damaging adjacent structures. Dewatering will not resume in these cases until the Contractor develops an action plan to correct the problem that is acceptable to the Engineer and to regulatory agencies.

METHOD OF MEASUREMENT

755-6.1 Partial or full dewatering to include all the above requirements will be considered as a single, lump sum activity for a pond and no additional measurement beyond confirmation of the dewatering will be made.

BASIS OF PAYMENT

755-7.1 Payment for dewatering shall be made as one lump sum for each pond. The price shall be full compensation for furnishing all materials, labor, tools, permits, tests, submittals, and incidentals necessary to complete the item.

Adjustments to the payment lump sum amount will be made for the following conditions. If the dewatering volumes exceed the Normal Conditions Inflow Estimates by more than 100% for the period

Item D-755 Pond Dewatering

of dewatering on a per pond basis, the lump sum price for the affected pond or ponds will be increased 50% to account for the wetter than projected conditions. This is the sole adjustment that will be made to the dewatering cost. The adjustment will be made whether the increase is due to an extreme event, due to higher rainfall or due to higher soil and rock porosity.

Payment will be made in two installments. The first payment of 50% of the lump sum price will be made when the pond dewatering level is stable at the level proposed by the Contractor, construction work in the dewatered pond is started, and the emergency bypass provision is accepted by the Engineer. The second and final payment will be made when four weeks after the dewatering operations have ceased, the equipment is demobilized from the pond and the monitoring data from the post-dewatering recovery of the pond is submitted.

Payment will be made under:

Item D-755-7.1 Pond Dewatering -- per each, per pond

END OF ITEM D-755

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Pre-Bid Conference for Master Drainage Improvements

Sarasota Bradenton International Airport (SRQ)

Meeting Minutes

Mr. Kent Bontrager, Senior Vice President Engineering, Planning and Facilities, opened the meeting with introductions of the Sarasota Manatee Airport Authority (SMAA) staff and the Engineer of Record, Mr. Scott Brady. Mr. Bontrager reminded everyone to sign the sign-in sheet for the meeting.

Mr. Brady gave an overview of the project. The project includes filling an existing pond and constructing a new pond northeast of the Runway 14 approach/threshold that will be crenellated with gabions filled with recycled crushed concrete. An access road will also be constructed adjacent to that pond. The pond will include new, double 60-inch diameter concrete culverts crossing Runway 14 to connect to the west side of the Airport. Construction work on the culverts will be done while the runway is active but with limitations published for aircraft using the runway. The project also includes crenellating existing ponds located on either side of the Runway 4 approach/threshold with gabions filled with recycled crushed concrete. The final elements of the project are to fill and culvert ponds located on the south edge of the air carrier apron.

Mr. Brady indicated that there are three potential FAA funding grants the project may receive and, depending on which grants become available, the award and start time of the project will change. The project is competing for grants that will be offered in May 2019 that will enable a start of construction in September 2019. For the project to receive this grant, the bid opening date of May 13, 2019 cannot be extended. Other potential FAA grants for the project, if the May 2019 grant is not forthcoming, are not available until after the new Federal fiscal year, which begins October 1, 2019.

Mr. Brady indicated that since the project will be constructed with majority funding from an FAA grant, the standard FAA specifications for airport construction are used without modification for the project. Three specifications that have no FAA counterpart are added to the standards. These are D-755 Pond Dewatering, D-756 Gabions (Galvanized) and D-757 Graded Aggregate Filter.

General Provisions 10 through 90 for the contract are FAA standards. Mr. Brady indicated that the primary change in the new FAA standards applicable to this Project relate to the authority of the Resident Project Representative which mirrors the previous authority of the Engineer section. The sole impact may be a slightly faster decision time on problems that may arise in the field during construction.

Section 100 Compliance with Federal Laws and Regulations was briefly discussed by Mr. Don Farr, Manager, Internal Audit and Civil Rights Compliance Officer for the Sarasota Manatee Airport Authority. Requirements are also included in the bid forms. Mr. Farr noted that pages 1A-30, 1A-38 and 1A-39 do not need to be turned in with the bid but that all other forms do. These 3 pages are submitted during project construction. Mr. Farr indicated that Davis Bacon wages apply and that certified payrolls are required with each pay estimate before it will be processed. Mr. Farr called the bidders attention to the Disadvantaged Business Enterprise (DBE) requirements for the Project. He indicated that the DBE requirements are a material provision of the contract. Further he indicated that if the goals are not met,

that a true good-faith effort must be made, documented and submitted with the bid in order for the bid to be considered responsive. Bidders not meeting the goal but failing to make and document the good-faith effort will be and have been rejected from further consideration. Mr. Farr also indicated that Sarasota Manatee Airport Authority uses the FDOT Unified Certification Program for DBE qualification. He cautioned contractors to verify that any DBE they intend to use on the project are listed by FDOT as a DBE or the firm participation will not count toward the DBE goal. During the discussion an attendee indicated that there were two different DBE goals listed in the specifications, one at 11% and one at 8%. Several attendees also indicated the 11% goal may not be achievable on the project. Mr. Brady indicated that the discrepancy would be cleared up with an addendum and that he would coordinate the DBE goal with Mr. Farr and Mr. Bontrager. Also during the discussion one attendee requested clarification of the Equal Employment Opportunity (EEO) versus the Disadvantaged Business Enterprise (DBE) goals. Mr. Farr explained the EEO goals apply to the contractor's workforce and the DBE goals apply to the subcontracting opportunities on the project.

In response to a question from one of the attendees, Mr. Bontrager clarified that the bid forms are for the bid submittal and the contract forms are only executed with the successful bidder.

Mr. Brady initiated a discussion of the technical specifications beginning with section C-105 Mobilization. Mobilization is limited to 7½% of the total bid including Mobilization. As an example, if the total bid were \$1 million, the maximum amount bid for mobilization would be around \$81,080 and not \$75,000 since the amount bid for mobilization is included in the total bid price.

Item P-211 was discussed and Mr. Brady pointed out that some limerock meeting the previous P-211 specification, and meeting FDOT specifications, can fail under aircraft loads with small changes in the in-place moisture. The current specification includes additional criteria to minimize that possibility and is more stringent than the previous specification. Mr. Brady then indicated that the bid form should be filled out for P-211 limerock or P-219 recycled crushed concrete base course, but not both. There was also clarification that there are different pavement sections with different base course thicknesses. In response to a question about Structural Numbers (SN), Mr. Brady indicated that the designs are not based on Structural Numbers, but rather on a computer analysis using elastic moduli and finite elements. The CBR or the LBR of the base course is the design basis, not the SN.

Item P-401 was briefly discussed to emphasize that no RAP is allowed in the surface course of P-401 in the airfield paving. RAP is allowed in lower courses of airfield paving and in the roadway pavement.

Mr. Brady indicated that surface water inflows estimated for the ponds during normal rainy season (June through September) and during the 100-year, 3-day storm would be provided as indicated in D-755 in an upcoming addendum.

D-756 Gabions and D-757 Graded Aggregate Filter were discussed. In response to a comment from an attendee, Mr. Brady indicated that the quantity for D-757 Zone 3 would be provided in an addendum. Mr. Brady discussed the importance of using recycled crushed concrete in accordance with the specifications for the water quality treatment functions of the project. In response to concerns over the availability of sufficient recycled crushed concrete, Mr. Brady indicated that alternate materials would be allowed for the graded aggregate filter and for all but 20 feet of the bedding required on either side of inlets and junction boxes where underdrain lines are required. In response to a question over the length of underdrain required, Mr. Brady indicated that 20 feet of underdrain pipe on either side of

inlets or junction boxes is all that is required. The underdrain pipe does not run full length between inlets and junctions. As clarification in these meeting minutes, the gabion baskets must be filled with recycled crushed concrete per the specifications.

The Construction Safety and Phasing Plans were discussed. Phase 1B is particularly critical since the work will take place on the Airport's primary runway and the runway will be in service while work is underway. It was emphasized that no people or equipment may approach closer than 600 feet to the Runway 14 threshold, where the runway is open. Doing so will be considered a runway incursion with a fine of \$5,000 for the first event and of \$10,000 for any subsequent event assessed against the contractor. Personnel causing incursions may be removed from the Airport. It was emphasized that work in Phase 1B is 24 hours per day continuous and liquidated damages will be assessed if Phase 1B is not complete within the allotted time unless unusual events such as a hurricane occur. Mr. Lionel Guilbert Manager, Airport Operations, indicated that during Phase 1B the airport will close the runway between the time of the last arrival each day and the first flight out each day of the scheduled airlines. During those times the 20-foot height restriction in Phase 1B can be relaxed. In response to a question about equipment height in Phase 1B Mr. Brady indicated that that the maximum equipment height allowed is 20 feet above the pavement surface elevation.

Phase 4A work was also emphasized. Phase 4A requires closure of Taxiway A on a daily basis and is done at night. Liquidated damages apply for failure to reopen on schedule each morning.

Mr. Kenneth Hinkle, Senior Project Manager, discussed the requirements for badging and for access to the project. Badges are not required for each person, but escorts must be in close proximity in areas where they have control of any unbadged persons. Gates may be manned by either badged contractor personnel or by a badged/approved security firm. During work in Phase 4, one red badged person must escort no more than 6 unbadged persons. The red badge has an additional security and stringent background check requirement. Badges cost \$25 for blue airside access and an additional \$29 for red, secure area access with escort privilege. Lost or non-returned badges cost \$100 each additional to the initial fees.

Questions must be submitted to Ms. Elisa Traub no later than 4:00 PM on Monday, May 6, 2019. The contact information is in the advertisement and will be provided in Addendum No. 1. The final addendum containing answers to questions will be available online by close of business on Tuesday, May 7, 2019.

The meeting was adjourned and interested attendees participated in the tour of the Airport showing the various work areas and access points for the project.