



PURCHASING DEPARTMENT
DIVISION OF BUDGET & FINANCE

PUR-1695
ADDENDUM NO. 3
INVITATION TO BID

ARFF BUILDING DEMOLITION;
AOA FENCE/ACCESS GATE REALIGNMENT

DATE: Tuesday, July 9, 2024

BIDS DUE: Wednesday, July 10, 2024
2:00 P.M.(EDT/EST)

To Bidders:

This Addendum is hereby made a part of the Contract Documents on which all bids will be based and is issued to correct and clarify the original documents.

Please acknowledge receipt of this Addendum at the appropriate space on the Proposal Form. This Addendum consists of three (3) pages.

NOTE: All Bidders must enter the Washington County Administration Complex through either the front door at the 100 West Washington Street entrance or through the rear entrance (w/blue canopy roof) which is handicap accessible and must use the elevator to access the Purchasing Department to submit their bid and/or to attend the Pre-Bid Conference. Alternate routes are controlled by a door access system. The general public will be subject to wand search and will be required to remove any unauthorized items from the building prior to entry. Prohibited items include but are not limited to: Weapons of any type; Firearms, ammunition, and explosive devices; Cutting instruments of any type - including knives, scissors, box cutters, work tools, knitting needles, or anything with a cutting edge, etc.; Pepper spray, mace, or any other chemical defense sprays; and Illegal substances.

ITEM NO. 1: *Inquiry:* The gate manufacturer strongly recommends the addition of “heat cable” to the gate track for any gate installed in a region prone to freezing temperatures, to prevent build-up of ice / snow inside the gate track. The addition of heat cable would require additional electric / dedicated circuit to provide power. We feel adding heat cable to the entire length of both gate tracks is a necessary part of the gate installation – but doing so would be a significant change to the electrical and gate scope. Please confirm if heat cable should be added to the gate track.

Response: A heat cable is required and previously called out in detail 3 on plan sheet CF505. Furthermore, there were also dedicated circuits called out as heat tracing in the panelboard detail on plan sheet E0.4. This work is incidental to the 160’ electric Telescoping Gate Installation.

ITEM NO. 2: *Inquiry:* After closer investigation, the existing grades are not consistent, and undulate up & down several inches over the length of the proposed gate track. The proposed gate track can be installed to follow the overall grade as long as it doesn't exceed 1.2% slope— but will be installed “straight” and will not match up to the existing uneven grade conditions. This will leave multiple locations where the concrete track foundation will leave a noticeable “step up” or “step down” from existing pavement. It is our opinion this will require more than simple “patching / repair” of the pavement. Please advise how pavement prep / replacement should be addressed.

Response: In reviewing the existing grades, the Contractor shall assume the south gate track will be installed at existing ground elevation (approximately 697-feet at Sta. 0+00) and slope upwards to the north at 0.15% to Sta. 1+26.5 where the second 80-foot opening would begin. At Sta. 1+26.5 the elevation shall start at 697.19' and slope upwards to the north at 1.2%. Utilizing these proposed grades, an asphalt overlay and transitional milling would be required over an area of approximately 2,600 square feet to tie the proposed foundation grades into the existing grades. The approximate tonnage of asphalt is 35 tons. Maryland Department of Transportation State Highway Administration Sections 504 Asphalt Pavement and 904 Performance Graded Asphalt Binders and Asphalt Mixes specifications must be followed. A 9.5mm PG 64-22 asphalt with compaction level 1 should be utilized. The transitional grades from the gate foundation to the existing pavement within the 160-foot gate opening can have a maximum grade of 2%. The foundation outside of the 160-foot gate opening can be installed above grade since it is outside the taxiway safety and object free areas. Should the Contractor decide to utilize different grades than those listed above due to manufacture tolerances, any additional costs shall also be incidental to the Gate Installation line item. All work components mentioned above are incidental to the 160-foot Electric Telescoping Gate Installation.

ITEM NO. 3: *Inquiry:* Is it the intention of the airport to be able to move the concrete barrier fence if needed...or will this fence be permanent?

Response: The intention of the concrete barrier fence is to be a permanent fence and will not be moved.

ITEM NO. 4: *Inquiry:* Is the thickness of the existing asphalt known, in the area of the proposed gate track foundation?

Response: We do not have any historic as-built information on the asphalt thickness in the area of the proposed gate track foundation.

ITEM NO. 5: *Inquiry:* The existing grade at the north-end of the gate track drops approximately 4' in a 12LF span, which means the concrete gate foundation at this end will be above grade. Please provide a detail on how this section of the foundation should be installed

Response: The existing foundation can be installed above grade outside the 160' gate opening since this is outside all safety areas and object free areas.

By Authority of:



Rick F. Curry, CPPO
Director of Purchasing