



Rhode Island Airport Corporation

February 1, 2025

**ADDENDUM NO. 001
Invitation for Bids (IFB) No. 35849
Terminal Ramp Repairs
at
Rhode Island T. F. Green International Airport (PVD)**

Prospective proposers and all concerned are hereby notified of the following changes in the document(s) related to **IFB 35849**. These changes shall be incorporated in and shall become an integral part of the contract documents.

Questions & Answers:

1. Specs needed (depth). How much to take out?

Answer: Depth will vary but is assumed to be between 10"-16", as noted in the bid forms.

2. Who determines the level of remediation (repair or full replacement)?

Answer: The selected bidder will work with Airport staff and/or their representative to determine areas which will receive full replacement or repair.

3. Who is responsible for striping? Awardee, or will this RIAC's responsibility?

Answer: RIAC is responsible for pavement markings that are impacted due to this work.

4. Do we need to pour SAME day, if we remove a panel?

Answer: Once the concrete is removed it must be poured within 24 hours.

5. How long can removed asphalt/concrete section be out of commission?

Answer: Refer to the answer to question 5 above.

6. What is proposed workplan? Phasing will determine mobilization, and staffing / materials, which will affect cost.

Answer: Only 1 airline gate can be closed at a time. The maximum duration that an airline gate can be closed is 72 hours.

7. What are the hours of access? Scope only references "during day".

Answer: Work can accommodate 24 hours/day.

8. What is realistic start date, is the proposed schedule realistic?



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Answer: Work shall commence in February. The Contractor must submit a proposed schedule for review and approval by the Airport.

9. Difficult to pour concrete in this weather, do we expect to do work in Spring, or now?

Answer: Refer to the answer in Question 8 above.

10. Please clarify allowable durations and footprints of the temporary gate closures that will be implemented for repairs.

Answer: Refer to the answers in Questions 4 and 6 above.

11. Repairs could impact existing line-striping. Please clarify if re-striping these areas is required as part of this contract. If so, please clarify how this is compensated.

Answer: Refer to the answer in Question 3 above.

12. The concrete and asphalt mixes are required to meet FAA standards. There is a chance that these mixes will not be available in February. If RIAC wants the work to commence on February 7th, alternate mixes may need to be considered.

Answer: Concrete and asphalt mixes shall be FAA mix or approved equivalent, depending on availability.

13. Please clarify if lab testing and field testing of concrete is the responsibility of the contractor. If so, please clarify the frequency of testing needed.

Answer: Lab testing is the responsibility of the Contractor. Only one lab test for strength is required.

14. Can RIAC provide a completion date for this project?

Answer: Refer to the answer in Question 8 above.

15. How will the limits of concrete/asphalt repairs be determined in the field?

Answer: Refer to the answer in Question 2 above.

16. Where will the access point be to get equipment, machinery, and vehicles onto the terminal ramps?

Answer: The access point will be the Airport Gate off of Airport Road, via Delivery Drive.

17. What are the limits of work for each location for full depth repairs? Will we be removing the entire panel or saw cutting and removing just the necessary length and width of each crack?

Answer: Refer to the answer in Question 2 above. There will be a combination of full panel replacement, and saw cutting and removing the necessary length and width.

18. What is the completion date for this project?



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Answer: Refer to the answer in Question 8 above.

19. What is the thickness and composition required for concrete? Will there be a detail drawing and/or specifications provided?

Answer: Refer to the answer in Question 12 regarding the specification. The existing thickness of the concrete ranges from 6” to 8” closer to the terminal building to 16” further away from the building. A boring log from recent field investigations is shown below.

DEPTH, FT.		SYMBOL SAMPLES	SAMPLE NUMBER	DESCRIPTION OF MATERIAL	SAMPLE RECOVERY, IN.	BLOWS PER 6"	SPT-N VALUE	MOISTURE CONTENT %	LAB TESTS
0			S-1	CONCRETE PAVEMENT (6 inches). FILL; Sandy gravel, coarse to fine sand, little gravel, few silt, dark gray.	18	17 28 35 37	63		
5			S-2	SAND WITH SILT AND GRAVEL (SP-SM); Very dense, coarse to fine sand, little gravel, few silt, gray.	18	15 15 17 15	32		
10			S-3	SAND WITH SILT (SP-SM); Medium dense, wet, coarse to fine sand, few silt, brown.	2	10 10 8 8	18		
15			S-4		18	2 6 6 8	11		
20			S-5		18	5 8 12 12	20		
22.0				Bottom of exploration at 22.0'; Not refusal.					
30									

Notes: SPT N-values are uncorrected for hammer energy transfer ratio.

20. What will the allotted time per phase be? How long will each location be allowed to be shut down?



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Answer: Refer to the response in questions 4 and 6. Please note that if the specific area requires extensive repairs, the duration may be extended, however, must be reflected in the schedule and coordinated with the Airport.

21. Is striping included in our bids?

Answer: Refer to the response to Question 3 above.

22. What is the finishing method required for concrete repairs?

Answer: The finishing method must match the method used for the existing concrete apron.

23. What is the projected start date? Difficult to pour concrete in cold temperatures. It is a much higher costs which effects the sf price. Should winter conditions be included? That does not seem to make sense to me.

Answer: Refer to the response to Question 8 above.

24. What is the completion date?

Answer: Refer to the response to Question 8 above.

25. Concrete takes 28 days to reach full strength. How many areas can we realistically attack at once. It will create problems on continue use of the area. I assume one area at a time should be completed.

Answer: Refer to the responses in questions 4 and 6 above.

26. Should we use 5,000 psi with a high early so we can put the area back to service as soon as possible

Answer: 5,000 psi is acceptable.

27. Is rebar required in the new concrete?

Answer: Wire mesh and/or fiber is required for full depth replacements.

28. Asphalt repairs is 2 to 4 inches in depth. How do we just remove 2 inches in depth? Are you looking for it to be scarified which you can't do on small areas.

Answer: Mill 2" and replace with 2". Alternatively, sawcutting and patching.

29. When is the anticipated Notice to proceed?

Answer: Refer to the response to Question 8 above.

30. What is the completion date?

Answer: Refer to the response to Question 8 above.

31. What are the liquidated damages?



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Answer: There are no liquidated damages associated with this Contract.

32. What is the DBE requirements?

Answer: There is no DBE requirement associated with this Contract, RIAC always encourages DBE involvement.

33. Can you provide Specifications for each bid item indicating what work is included in the item?

Answer: Refer to the response to Question 12 above.

34. Who will be responsible to mark out repairs for size and type?

Answer: Refer to the response to Question 2 above.

35. Is contractor responsible for escorts and gate guards?

Answer: No. Airport operations will assist.

36. Is rebar or dowels required for the full depth concrete repairs?

Answer: Refer to the response to Question 27 above.

37. Which FAA Concrete spec is required for the full depth concrete repairs - P-610 or P-501?

Answer: P-501

38. Is a FAA mix design required for the asphalt repairs?

Answer: No. State mix or equivalent is acceptable.

39. What is min size anticipated for the asphalt repairs?

Answer: Approximately 790 SY is anticipated.

40. Is milling required to remove the asphalt or is it full depth removal?

Answer: Refer to the response to Question 28 above.

41. What type of concrete repair material is required for the concrete patch repairs?

Answer: Refer to the response to Question 12 above.

42. What repair size is anticipated for each full depth concrete repairs – entire panels, small areas, or a combination of both? What is the minimum size repair anticipated?

Answer: Refer to the response to Question 17 above.

43. Who is responsible for field testing the concrete and asphalt?

Answer: Field testing is not required.

44. The asphalt plants don't open until mid-April, do anticipate NTP starting before April?

Answer: Refer to the response to Question 8 above.

45. Can repair areas be blocked off to traffic until the repair is completed? If so, how long can it be blocked off to traffic?



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Answer: Refer to the response to Question 6 above.

46. If striping is removed due to repair removal. Who is responsible for restriping? An item should be added if the contractor is responsible.

Answer: Refer to the response to Question 3 above.

47. It looks like the sealant on the existing concrete joints have deteriorated. Is joint sealant filler required for the Joints where repairs are required? If so, an item should be included for the sealant by the Linear footage.

Answer: For full depth repairs, sealant shall be replaced, and shall be incidental to the concrete repairs.

48. What are the working hours during the day?

Answer: Refer to the response to Question 7 above.

49. For the full depth concrete repairs, will we be required to drill and set dowels and what size and type of dowel is required (Epoxy Coated, Galvanized, etc.)?

Answer: Refer to the response to Question 27 above. Dowels shall match existing.

50. Please provide details on the spacing and length of the dowels, if needed for the repairs (see attached for reference).

Answer: Dowels shall match existing should they be exposed and shall match existing spacing.

51. Do the full-deep concrete repairs require Wire Mesh or Fiber in the concrete?

Answer: Yes.

52. Can you please provide the Spec's for the concrete and HMA mixes that are to be used?

Answer: Refer to the response to Question 12 above.

53. Do the workers who will be on the Terminal Apron need to go through the typical vetting process of BCI checks and other required paperwork?

Answer: Yes, background screening will be required for anyone that works on the airfield.

54. Will any of the contractors' employees need to be badged?

Answer: At a minimum, one employee must get badged.

55. Do the contractors need an escort to get into and out of the work zones?

Answer: Yes. However, once an employee is badged, an escort will not longer be needed.

56. Are there any work restrictions, times, days, etc.?

Answer: Refer to the response to Question 7 above.



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57. If there is down time due to issues with Airport operations, Flight issues or force majeure should the contractor assume the cost as incidental to the project?

Answer: Yes, however, significant down time is not expected.

58. Will the weather restrictions that are outlined in Item P-501 PCC Pavement, Section 501-4.7 need to be adhered to?

Answer: Once a schedule is submitted, authorization to deviate may be given to Contractor.

59. Will the Concrete Protection requirements under Section 501-4.13 Curing; d. Concrete Protection for cold weather need to be adhered to. It calls for a 72-hour period where an ambient temperature of 50 degrees F is to be maintained?

Answer: Refer to the response to Question 58 above.

60. Will material testing be required and if so, will the contract need to carry the cost for the testing / QC of the materials and placement of them?

Answer: Refer to the response to Question 13 above.

61. Is there a substantial completion date?

Answer: Refer to the response to Question 8 above.

62. Will there be liquidated damages?

Answer: Refer to the response to Question 31 above.

63. How many gates are allowed to be closed at one time for work to be performed?

Answer: Refer to the response to Questions 4 and 6.

64. Are we to include any required line striping in the full depth concrete repairs cost?

Answer: Refer to the response to Question 3 above.

65. What is the scope of repair for the concrete patch work (Sawcut clean edges, /depth, width, reinforcing mesh, type of patch product)?

Answer: Refer to the responses in various questions above.

####END OF ADDENDUM###