DMVA 42240114 – ASPHALT APRON AND CONCRETE PARKING PAD REPAIRS

MUIR AIRFIELD – AREA 19

FORT INDIANTOWN GAP

17 JULY 2025

RFI inquiry received 11 JULY 2025

Q1. During today's site visit, it was observed that there is a significant grade difference between the two trench drains. This may make it infeasible to achieve proper drainage into the trench drain to remain within the current project scope. Could the owner provide additional survey data to confirm that the placement of the 2.5" wearing course will ensure positive drainage to the remaining trench drain?

Answer: The Contractor shall regrade to maintain positive drainage to the remaining trench drain as noted on the plan. Additional survey data is being compiled and will be provided via addendum on or about 22 July 2025.

RFI inquiries received 14 JULY 2025

Q2. Please confirm excess spoils are to remain stockpiled on site.

Answer: Milling spoils shall be used to construct the perimeter airfield roadway. The Contractor may not cross the airfield to construct the perimeter road. Millings will need to be removed from the airfield through the gates on the north-east side of the hanger (19-101) and transported via FTIG roads to the south side of the airfield. The Fire Station Gate and the Northwest Gate may be used for access to construct the roadway.

Additional milling spoils and concrete trench drain shall be disposed of at the Johnson Trail site, east of the project. Spoils shall be placed in the stockpiles indicated by DIM and should not be mixed.

Please see attached sketches.

Q3. Please provide a specification for the grounding rod, detail 5 on sheet C.1.0.

Answer: nVent Erico part numberLPC681 – or equivalent BABA compliant grounding receptacle with spring clips and ¾-inch (nominal) threaded grounding rod.

Q4. Please provide a proposed line striping plan. The existing lines are difficult to read on the plans.

Answer: A PAINTING EXHIBIT, specification, and standard detail are attached. UFC-3-260-04 (Dated 16 May 2018) Figure 7-13 Type 1 Parking for all Rotary Wing Aircraft Except CH-47. Continue the yellow taxiway line all the way through the parking pads, since our parking layout allows pull-through to the adjacent interior taxi lane.

Q5. Will the entire area be available to be milled at once?

Answer: The area will be required to be milled and paved in four phases in order to maintain airfield operation. Please see the attached sketch.

Q6. For the concrete mooring pad detail, the wire mesh and dowel bars do not call out epoxy coating however there are references to epoxy coated steel wire and joint dowel bars within the specification section 321313, part 2.3. Can you please confirm if epoxy coating is required?

Answer: Wire mesh and dowel bars shall be epoxy coated, per Section 321313, Part 2.3, Paragraphs C through H.

Specification Section 321313, 2.3 – *delete* paragraphs A and B. All project concrete steel reinforcement to be epoxy coated per paragraphs C thru H.

Q6. For the grounding device shown on page 2 of the drawing details. Is there a model number and manufacturer that can be provided?

Answer: Please see the response to Q3, above.

RFI inquiries received 15 JULY 2025

Q7. For the approximately 10,000 LF of sealing along seams of prior paving, the joint sealant detail on page 2 shows between 2 concrete sections however there is no detail for the bituminous abutting bituminous. Can a detail be provided?

Answer: Apply sealant per PennDOT Publication 408, Section 469.

Q8. Please confirm what material is to be used for the bituminous crack seal.

Answer: Use crack sealant conforming to ASTM D6690 (polymer modified), Type II, approved PennDOT sealant. See PennDOT Publication 408, Section 705, Part 705.4 (b).

Q9. Will PennDOT's standard procedure for the equitable adjustment of paving materials at the time of placement be part of the contract?

Answer: No.

RFI inquiries received 16 JULY 2025

Q10. Can a pavement marking layout sheet be provided for the airfield?

Answer: Please see the response to Q4, above.

Q11. Is the entire airfield being repainted or just the newly paved surface under this contract?

Answer: Newly paved surface. Please see the response to Q4, above.

Q12. Due to the unknown quantity of sealing, can a LF unit price be added for quantities exceeding 10,000 LF?

Answer: Revised bid form attached.

Q13. The paving specs for the bituminous material state in the plan details that 64E-22 <3.0 material is to be used. In the technical specs it states HMA 64S-22. Which are we to use for pricing.

Answer: 64E-22 19mm (2-1/2")

On page 321216-4, Section 2.4, the surface course shall be 64E-22 19mm and base course shall be 64E-22 25mm.

DMVA Addendum 17 JULY 2025

On page 010100-1/010100-2 – remove Maj. Derrick Bunja from the contacts and insert

Jeremy Warner
Building 0-10, Fort Indiantown Gap
Annville, PA 17003
Ph: (717)861-8430
Email: c-jerwarne@pa.gov

Respectfully,

DOROTHY A. STERNER, P.E.

DMVA – Engineering and Architecture

Attachments:

DUMP SITE AND GATE ACCESS EXHIBIT (4 SHEETS)

MUIR AIRFIELD SITE PLAN PHASING PLAN (1 SHEET)

PAINTING EXHIBIT (4 SHEETS)

REVISED BID FORM (2 SHEETS)

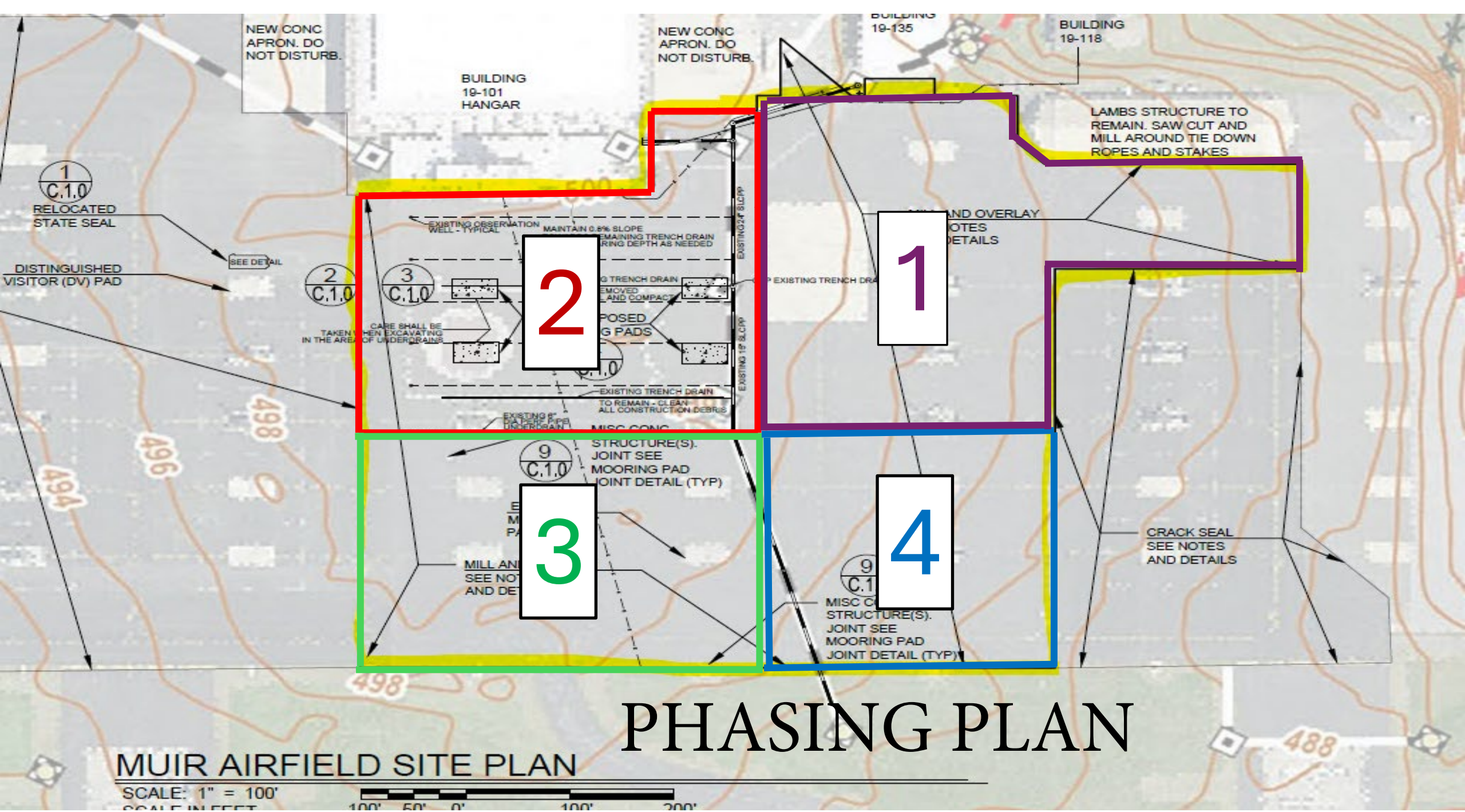
MUIR AF

DMVA Project # 42240144 MUIR AIRFIELD APRON AND PARKING PAD REPAIR

1. The dump site for the excess millings is located on Johnson Trail and identified by the YELLOW STAR.
Directions from AF:
Use East exit from AF.
Turn Right onto Range Rd.
Turn Right onto Johnson Trail. Dump site on the Left.

2. The South Gate Entrance (Fire Dept Ent) is identified by a BLUE ARROW.
Directions from AF:
Exit from AF. Turn Left onto Range Rd. Turn Left onto Utility Rd. Turn Left onto Clements Ave. Merge Left onto Fisher Ave. Gate is on the Left Across from the Fire Dept.

3. The West Gate Entrance is identified by an ORANGE ARROW.
Directions from AF:
Exit from AF. Turn Left onto Range Rd. Turn Left onto Unnamed Gravel Rd. Turn Left to the gate.


NEW CONC APRON. DO NOT DISTURB.
NEW CONC APRON. DO NOT DISTURB.
BUILDING 19-101 HANGAR
BUILDING 19-135
BUILDING 19-118
LAMBS STRUCTURE TO REMAIN. SAW CUT AND MILL AROUND TIE DOWN ROPES AND STAKES
1 C,1,0
RELOCATED STATE SEAL
DISTINGUISHED VISITOR (DV) PAD
SEE DETAIL
2 C,1,0
3 C,1,0
EXISTING OBSERVATION WELL - TYPICAL
MAINTAIN 0.6% SLOPE
EXISTING TRENCH DRAIN
TO REMAIN - CLEAN ALL CONSTRUCTION DEBRIS
9 C,1,0
STRUCTURE(S). JOINT SEE MOORING PAD JOINT DETAIL (TYP)
CRACK SEAL SEE NOTES AND DETAILS
1
2
3
4
PHASING PLAN
MUIR AIRFIELD SITE PLAN
SCALE: 1" = 100'

42240114 – MUIR AIRFIELD APRON AND PARKING PAD REPAIRS

PAINTING EXHIBIT

See plan sheet C.1.0 detail 1/C.1.0 for schematic and dimensions of state seal.

Paint Specifications

3-1.1 Tolerances for New Markings and Remarking. Apply all markings in the standard dimensions provided in the drawings. New markings are allowed to deviate a maximum of 10 percent larger than the standard dimension. The maximum deviation allowed when painting over an old marking is up to 20 percent larger than the standard dimension. Do not use less than standard dimensions

3-1.2 Paint. Mark flexible and rigid pavements with lead-free pavement-marking paints, available under Federal Specification TT-P-1952. Select Type I for use under normal conditions, Type II for use under adverse conditions, or Type III for increased durability. See the latest revision of Federal Specification TT-P-1952 for additional information on applications. Apply glass beads to the paint immediately after application of paint to incorporate retro-reflective properties into the markings.

3-1.2.1 Permanent Painted Markings. Apply markings at 12 to 14 mils (0.310 to 0.360 millimeters) wet-film thickness for coverage of 121 (± 6) square feet per gallon (2.970 square meters [± 165 square millimeters] per liter). Apply beads to permanent painted markings at the rate recommended for the type beads used.

3-1.3 Obliteration of Extraneous Markings. Remove extraneous paint completely by hydro-blast, grinding, or some other method, or pave over the marking to eliminate potential confusion from extraneous surface markings.

3-2 COLORS FOR PAVEMENT AND OBSTRUCTION MARKINGS.

3-2.1 Airfields and Roadways. For airfield pavement applications, use the following color chip numbers from SAE-AMS-STD-595 when ordering or specifying paint.

3-2.1.1 White – 37925. retro-reflective white

3-2.1.2 Yellow – 33538. retro-reflective yellow

3-2.1.3 Red – 31136.

3-2.1.4 Black – 37038.

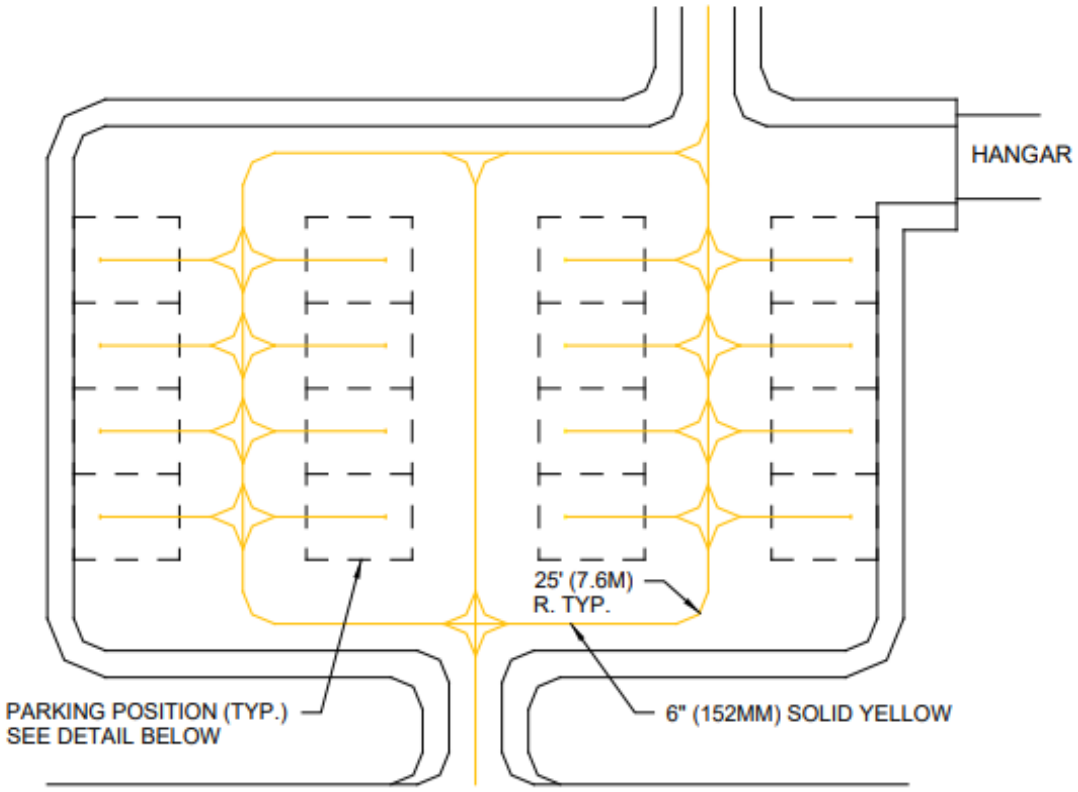
3-2.1.5 Green – 34108.

3-2.2 Colors for Marking Obstructions. For obstruction marking applications, use the following color chip numbers from SAE-AMS-STD-595 to mark obstructions. • White – 17875 • Orange – 12197.

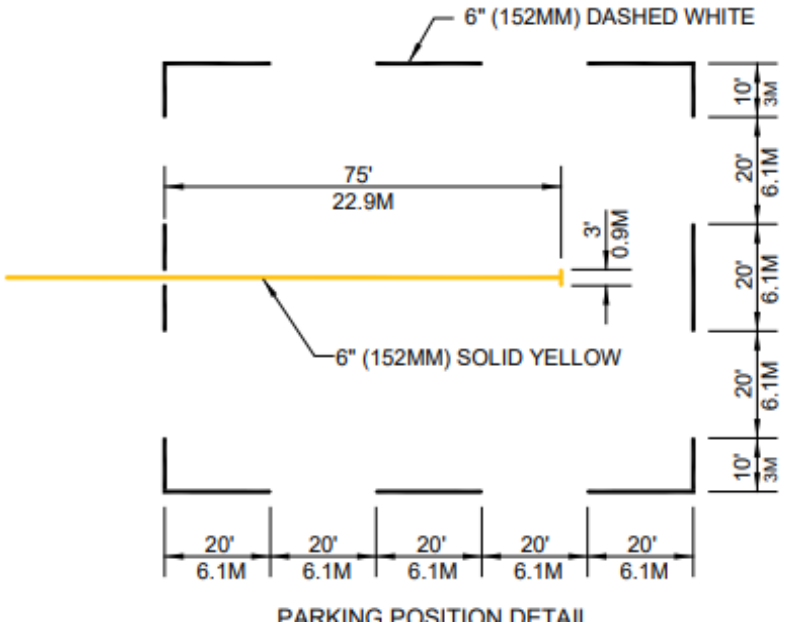
3-3.1 Post Applied Retro-Reflective Media. Post-apply retro-reflective media (glass beads) specified under Federal Specification TT-B-1325D (or later revision) to make surface painted markings retro-reflective.

Standard detail:

Figure 7-13. Type 1 Parking for all Rotary Wing Aircraft Except CH-47



TYPE 1 PARKING FOR ALL ROTARY-WING AIRCRAFT EXCEPT CH-47



PARKING POSITION DETAIL

Existing airfield painting – for reference

PAINTING EXHIBIT

SCALE 1" = 100'

YELLOW

WHITE

NOTES:

1. SEE PLAN FOR STATE SEAL
2. SEE PAINT SPEC AND TYPICAL HELIPORT PARKING APRON MARKINGS FOR EXACT DIMENSIONS AND THICKNESSES

Pennsylvania
Department of Military and Veterans Affairs

BID PROPOSAL

Department of Military and Veterans Affairs
Bldg 0-47, Fort Indiantown Gap
Annville, PA 17003

Do not write in space below

Date: _____

Bid Opening Witness:

_____

Legal Review:

CONTRACT NO. 42240114
GENERAL CONSTRUCTION
ASPHALT APRON
AND CONCRETE
PARKING PAD
REPAIRS
FORT INDIANTOWN
GAP, ANNVILLE, PA

Bidder Name and Address:

_____

_____

_____

Bidder Phone #:

_____

Bidder FAX #:

Bidder Email:

_____

Bidder Federal ID #:

Vendor ID #:

_____

BULLETIN INFORMATION: Bidder acknowledges receipt of the following Addenda(s) and agrees they are part of this Bid Proposal.

Addenda #___Issue Date:_____ Addenda #___Issue Date:_____

Addenda #___Issue Date:_____ Addenda #___Issue Date:_____

Addenda #___Issue Date:_____ Addenda#___Issue Date:_____

BASE BIDS

THE BIDDER MUST TYPE/WRITE ITS TOTAL BID PRICE FOR EACH SEPARATE BASE BID ON THIS "BASE BID" SHEET. DO NOT SOLELY WRITE ANY ADDITIONAL OR DEDUCTED AMOUNT ON THE BASE BID LINE.

For all **GENERAL CONSTRUCTION** the sum of

_____Dollars
($_____).
(Written) (Figure)

For crack sealing beyond 10,000 LF in the areas not being repaved –

Unit Price per Linear Foot _____Dollars ($ _____).
(Written) (Figure)