

**OMAR N. BRADLEY AIRPORT  
MOBERLY, MISSOURI**

**MoDOT Project No. 15-034A-1 & AIR 156-034A**

**Schedule A**

**Construct 8-Unit T-Hangar and Taxilanes**

**Schedule B**

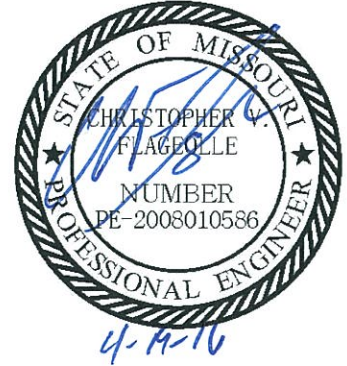
**Construct 10-Unit T-Hangar and Taxilanes**

**Schedule C**

**Construct 12-Unit T-Hangar and Taxilanes**

**ADDENDUM NO. 1**

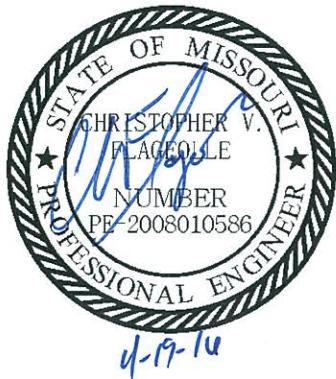
**April 19, 2016**



TO ALL PROSPECTIVE BIDDERS:

- A. You are hereby notified of the following amendments to the Construction Plans for the subject project.
1. Sheet C6, Typical Sections & Quantities. Revise Note 1 as follows:  
  
“All materials and work associated with the T-hangar slab and foundation will not be paid for directly and should be considered subsidiary to the respective hangar pay item. ~~Contractor will be responsible for floor and foundation design.~~ See Sheet S1, Hangar Foundation Plans & Details, for floor and foundation design. Plan shows floor and foundation design for 8-unit option. Expand as necessary for 10-unit and 12-unit options.”
  2. Sheet A1, Hangar Plans & Elevation. Delete Note 5. Louvers will not be required on this project.
  3. Sheet E1, Hangar Electrical Plans. Delete MEP General Note N. The electric utility contact for this project is located in the bottom right-hand corner of the sheet – Ameren of Missouri, Debbie Derboven, (660) 263-8115.
- B. You are hereby notified of the following amendments and clarifications to the Contract Documents/Specifications for the subject project.
1. Section 12, Item P-501, Portland Cement Concrete (PCC) Pavement. Section 501-2.1.c.(1) Aggregate susceptibility to durability (D) cracking shall be revised as follows:  
  
“(1) Aggregate susceptibility to durability (D) cracking. Aggregates that have a history of D-cracking shall not be used.

*Coarse aggregate may be accepted from sources that have a 20 year service history for the same gradation to be supplied with no durability issues. Aggregates that do not have a record of 20 years of service without major repairs (less than 5% of slabs replaced) in similar conditions without D-cracking shall not be used unless it meets the following:*



*(a) Material currently being produced shall have a durability factor  $\geq 95$  using ASTM C666 procedure B. Coarse aggregates that are crushed granite, calcite cemented sandstone, quartzite, basalt, diabase, rhyolite or trap rock are considered to meet the D-cracking test but must meet all other quality tests. Aggregates meeting State Highway Department material specifications may be acceptable.*

*(b) The Contractor shall submit a current certification that the aggregate does not have a history of D-cracking and that the aggregate meets the state specifications for use in PCC pavement for use on interstate highways. Certifications, tests and any history reports must be for the same gradation as being proposed for use on the project. Certifications which are not dated or which are over one (1) year old or which are for different gradations will not be accepted. Test results will only be accepted when tests were performed by a State Department of Transportation (DOT) materials laboratory or an accredited laboratory.”*

This section provides requirements regarding aggregate susceptibility to durability (D) cracking for coarse aggregates. The Contractor must show the aggregate proposed does not have a history of D-cracking. There are two ways to show this:

- a. The material supplier has performed a durability test on the coarse aggregate to be used in accordance with ASTM C666, Procedure B, and the durability factor is greater than or equal to 95.
  - b. The material supplier shall provide the past Missouri Department of Transportation (MoDOT) quality reports stating the durability factors for the coarse aggregate to be used are greater than or equal to 95.
2. Section 12, Item P-501, Portland Cement Concrete (PCC) Pavement. Section 501-2.3, paragraph a. shall be revised such that the allowable Calcium Oxide (CaO) content of fly ash will be less than 16% as shown below:

*“a. Fly ash. Fly ash shall meet the requirements of ASTM C618, Class F or N with the exception of loss of ignition, where the maximum shall be less than 6%. Class F or N for use in mitigating alkali-silica reactivity shall have a Calcium Oxide (CaO) content of less than ~~13%~~ **16%** and a total available alkali content less than 3% per ASTM C311. Fly ash produced in furnace operations using liming materials or soda ash (sodium carbonate) as an additive shall not be acceptable. The Contractor shall furnish the previous three most recent, consecutive ASTM C618 reports for each source of fly ash proposed in the mix design, and shall furnish each additional report as they become available during the project. The reports can be used for acceptance or the material may be tested independently by the Engineer.”*



3. Section 07 2100, Item INS, Building Insulation. Section 2.1.A. shall revise the minimum thickness from 2” to 3” as follows:

“Roof Insulation: Provide in 2” 3” minimum thickness as indicated in Tee Hangar specification.”

4. CLARIFICATION: Section 09 9100, Item PAI, Painting. Interior finish painting will NOT be required.

5. Section 13 3401, Item TEE, Tee Hangar With Electric Bi-Fold Doors. Delete the last sentence of Section 2.3.O. as follows:

“Partition sheet shall be 26 ga. galvalume. Panel configuration shall be 5/8” minimum with major ribs 9” on center and 36” panel coverage. Sheeting should have a minimum yield of 80 ksi. Partition sheeting to be full-height or as specified. Panel shall be furnished in full height and include bird-proofing trim between partition sheet and roof decking. Minimum 20-year limited warranty. ~~Finish as selected by Owner from manufacturers standard colors.~~”

The intent of this revision is to reiterate that interior painting will not be required.

6. Section 13 3401, Item TEE, Tee Hangar With Electric Bi-Fold Doors. Section 2.5.E. requires that the motor for the electric bi-fold door be 3/4 H.P (minimum) 230 V.A.C. single-phase thermally protected and supplied with a reset button, and the power connection shall be by heavy-duty 230-volt plug. Please note that a 115 V.A.C. motor with 115-volt plug will be an acceptable alternative.

7. Section 13 3401, Item TEE, Tee Hangar With Electric Bi-Fold Doors. Section 3.1.A. shall be revised as follows:

~~“Erection of metal building, accessories and insulation shall be by an experienced erector authorized by the manufacturer as trained and qualified to erect that manufacturer’s product. The manufacturer shall inspect the Work and certify its correctness with a history of metal building construction. A manufacturer’s representative shall perform the final adjustment of the bi-fold doors.”~~

The intent of this revision is to allow contractors with metal building experience to perform the construction of the building. However, a manufacturer’s representative must be on site to perform the final adjustment to the bi-fold doors.

8. Contract Agreement. The first paragraph of “Article 5 – Contract Time” shall be revised as follows:

“The CONTRACTOR agrees to commence work within ten (10) calendar days of the date specified in the OWNER’S Notice to Proceed. CONTACTOR further agrees to complete said work within ~~one hundred twenty (120)~~ **ninety (90)** calendar days of the **Construction Start Date** stated within the Notice to Proceed.”

To clarify, the Contractor will have ninety (90) calendar days from the Notice to Proceed for submittals, concrete mix design tests, material delivery, etc. A Construction Start



Date will then be established, at which point the Contractor will have an additional ninety (90) calendar days for construction of the t-hangar and taxilanes.

- C. All bidders must acknowledge receipt of this addendum in the space provided on page PF-5 of the Proposal Form. **Failure to acknowledge receipt of an addendum may cause for rejection of the bid.**

