

**BIDDING AND CONTRACT DOCUMENTS**  
**ADDENDUM NUMBER ONE**  
**STATE PROJECT NO. 13-026A-1**

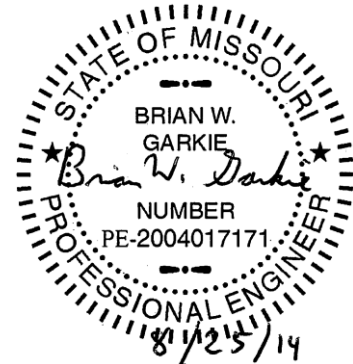
DATE: AUGUST 25, 2014

MEMPHIS MEMORIAL AIRPORT

CRAWFORD, MURPHY, TILLY, INC.  
ONE MEMORIAL DRIVE, SUITE 500  
SAINT LOUIS, MISSOURI 63102

TO: ALL PLANHOLDERS AND POTENTIAL BIDDERS

SUBJECT: ADDENDUM NUMBER ONE TO THE BIDDING DOCUMENTS FOR:  
T-HANGAR TAXILANE CONSTRUCTION



This addendum forms a part of the bidding and contract documents, and modifies the original bidding documents dated August 13, 2014. This addendum must be signed on the last page and included with the submitted Bid Package. An acknowledgement sheet is also attached. This must be signed and returned to Crawford, Murphy, & Tilly, Inc via fax or mail by August 27, 2014. FAILURE TO NOT RECOGNIZE THE ADDENDUM ON THE BID FORM MAY SUBJECT THE BIDDER TO DISQUALIFICATION.

The Contract Documents are revised as follows:

**CONTRACT PROPOSAL:**

**Page 194, ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT**

REPLACE in the second paragraph of section 501-4.1.c. with the following:

On projects requiring less than 900 sq yd of cement concrete pavement or requiring individual placement areas or paving lanes of less than 900 sq yd, or irregular areas at locations inaccessible to slip-form paving equipment, cement concrete pavement may be placed with approved placement and finishing equipment using stationary side forms. A roller screed or a vibratory truss screed of sufficient length to reach the full width from stationary side form to stationary side form shall be used when for these small areas when a slip-form paver is not used. The maximum width allowed to be poured at one time without the use of a slip form paver is 21 feet. Fill-in lanes not to exceed 21 feet in width and 900 sq yd in area may also be placed using a roller screed or vibratory truss screed. Hand screeding and float finishing may only be used on small irregular areas as allowed by the Engineer.

**Page 197, ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT**

REPLACE in the first paragraph of section 501-4.8.a. with the following:

**a. Slip-Form Construction.** The concrete shall be distributed uniformly into final position by a self propelled slip-form paver without delay. The alignment and elevation of the paver shall be controlled by a positive grade control system using stringlines or guide wires. A guide wire shall be required on both sides of the paver on the initial paving lane and thereafter a wire shall be required on the free edge. In lieu of the guide wire an electronically controlled stringless paving control system using robotic total stations and/or GPS to control the grade and location of the paver may be used provided the grade requirements of paragraph 501-5.2e(4) can still be met. The paver shall vibrate the concrete for the full width and depth of the strip of pavement being placed and the vibration shall be adequate to provide a consistency of concrete that will stand normal to the surface with sharp well defined edges. The sliding forms shall be rigidly held together laterally to prevent spreading of the forms.

**Page 198, ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT**

ADD after the second sentence of the fifth paragraph of section 501-4.8.b. the following:

The Contractor shall provide to the Engineer a survey of the top of the forms at each location that a grade is provided on the staking plan sheet of the plans for the outside edge of the paving lane prior to placing concrete within the formed area. Each elevation shall be within 0.01 feet of the proposed grade shown on the plans. For any area where the grade tolerance is not met, the forms shall be adjusted until the grade tolerance can be met.

**Page 233**

REPLACE the section 701-4.1 with the following:

**701-4.1** The length of reinforced concrete pipe shall be measured in linear feet of pipe in place, complete, and approved. It shall be measured along centerline of the pipe from end or inside face of structure to the end or inside face of structure, whichever is applicable. The length of flared end sections shall not be included in the measurement for pipe length.

**CRAWFORD, MURPHY & TILLY, INC.**

**This Addendum consists of 2 pages plus a fax transmittal sheet.**

\_\_\_\_\_  
Signed  
(Contractor)

\_\_\_\_\_  
Date

Contractor to sign and date this Addendum #1 to acknowledge receipt. This signed Addendum must be included with the submitted Bid Package.

# FAX TRANSMITTAL

To: Crawford, Murphy & Tilly, Inc

Attention: **Brian Bloodworth**

Re: Addendum #1

Fax 314.436.0723

From:

(name)

(company)

Date:

To verify that all contractors are in receipt of this addendum, Contractors are asked to sign and date this acknowledgement sheet. The Contractor should fax or mail to Crawford, Murphy, & Tilly, Inc. at the number listed below by **August 27, 2014**.

Crawford, Murphy, & Tilly, Inc.  
One Memorial Drive, Suite 500  
Saint Louis, Missouri 63102

Fax: (314) 436-0723  
Phone: (314) 436-5500

BY: CRAWFORD, MURPHY, & TILLY, INC.