

Addendum No.1

April 12, 2013

Contract Documents
Entitled: Linn State Technical College Airport
Pavement Maintenance & Grading Improvement Project
MoDOT Project #AIR 12-044A-03

Dated: February 27, 2013
Construction Documents

Owner: Linn State Technical College
Linn, Osage County, Missouri

Engineer of Record: Parsons Brinckerhoff, Inc.
Jennifer Kuchinski, P.E., Project Manager

TO ALL PLANHOLDERS:

This Addendum is herewith made a part of the Contract Documents of the above-issued project, and is issued to amend and supplement the February 27, 2013 Bid, Contract Documents and Specifications as follows:

SPECIFICATION MODIFICATIONS

Section I – Notice to Bidders

1. Contract Work Items. **Contractor shall mark each of these modifications below on his executed bid form submitted in the original bound project manual.**
Modify the following bid items:
 - i. Class A Excavation – change quantity of 15,300 to **16,300**.

Proposal Forms

2. Contract Work Items. **Contractor shall mark each of these modifications below on his executed proposal form submitted in the original bound project manual.**
Modify the following bid items:
 - i. MO-152-4.1, Class A Excavation – change 15,300 S.Y. to **16,300 C.Y.**
 - ii. MO-152-4.2, Class C Excavation – change units from S.Y. to **C.Y.**

DRAWING MODIFICATIONS

1. No changes

All bidders shall acknowledge receipt and acceptance of Addendum No. 1 by signing in the space provided on the Proposal Form, Paragraph 1 (page Proposal Form - 3). Bids submitted without Addendum No. 1 being acknowledged will be considered non-responsive.

The Pre-bid meeting minutes are attached to this Addendum.

No formal questions have been submitted by the close of questions time.

END OF DOCUMENT

PRE-BID MEETING MINUTES
LINN STATE TECHNICAL COLLEGE AIRPORT
LINN, MISSOURI, OSAGE COUNTY

12-044A-03 Pavement Maintenance & Grading Improvements
12-044A-04 REIL Replacement

PREBID MEETING

Linn State Technical College Admin. Office
Conference Room
Tuesday April 9th, 2013, 11:00 AM – 12:45 PM

1. Introduction / Roles / Responsibilities
 - A. Owner/Sponsor
 - B. Engineer (sign-in sheet)
 - C. Attendees
 - *Owner/Sponsor – Jeff Fletcher and Dennis Sallin (Linn State Technical College)*
 - *Engineer of Record and Construction Administrator – Jennifer Kuchinski, P.E. (Parsons Brinckerhoff)*
 - *Darrell Goth, MoDOT Aviation (Granting Authority)*
 - *Pre-bid is not mandatory*
 - *Sign in Sheet will be made available to all that attend with meeting minutes and made part of addendum*
 - *Questions in writing through April 10th (Wednesday) noon/12pm*
 - *Addenda, if needed, will be issued by close of business April 12th (Friday)*
 - *Bids are due April 16th, 11am at Admin Office; publicly opened and read aloud*
2. Description of Projects
 - A. Scope of Work
 - 1) Project Description
 - 2) Existing Conditions & Haul Routes
 - 3) Site Work, Paving, Electrical
 - *Pvmt Maint/Grading is to address spalls with epoxy fill-ins and cracked slabs with Removal & Replacements plus to partially fill in a pond off the end of the runway (for safety reasons as well as to prepare the airfield for future expansion)*
 - *REIL work is to remove aged REIL units and replace in kind*
 - *Both will require temporary runway/airfield closures requiring coordination with Sponsor for NOTAMs. Sponsor will issue NOTAMs.*
 - *Existing conditions will be noted prior to start of construction. Contractor will be expected to restore site to original condition including correcting any damage done to turf areas and haul route.*
 - *Haul route to borrow areas and work areas will be along existing access roads. It was noted in the pre-bid that the existing asphalt pavements of the airfield (taxiways and aprons) are not strong enough for concrete trucks or dump trucks. All heavy construction equipment will be restricted from utilizing the existing airfield asphalt pavements. Access to the concrete runway and ramps can be achieved by driving along side the bituminous taxiways (off edge of pavement but protecting existing edge lights) or the contractor, at his cost and choice, may*

break a small section of existing fence to provide him direct access from the college parking lot to the runway site. Fence line to be restored at end of construction.

- *Some restoration of haul road is included in contract as a pay item for rock access road at north end of airport property. Haul traffic will need to allow for safe passage of college traffic at all times.*
- *Work within the Runway Safety Area requires Rwy closure – coordinate closely with Sponsor/Engineer*
- *Barricades and Rwy Markers for closure are required for closed work areas*
- *Boring logs, geotechnical report included in Appendix of Pvmt/Grading manual*
- *Contractor required to use a radio to monitor aircraft activity.*

- B. Part 77 (Airspace) Surface Protections
- C. Phasing & Closures
- D. Anticipated Construction Schedule
- E. Submittals

- *Airspace (7460-1) and MoDNR/MoDOT permits have been obtained for work.*
- *Pvmt Maint/Grading schedule – 75 consecutive calendar days to complete. Phasing such that runway and apron can be in series or concurrent.*
- *REIL schedule – 15 consecutive calendar days to complete.*
- *Both contracts contain LD clauses (\$1,750 per day) – for total performance period and for runway/apron closures*
- *It is envisioned that both projects will be concurrent and started in June or July with completion being either in July/August (REIL) or by September/October (Pvmt/Grading).*
- *Closures of Rwy requires placement of “closed runway markers” – both projects. Sponsor will issue NOTAMs. Contractor required to coordinate with Sponsor a minimum of 14 days in advance of closure and up to daily during closure regarding when runway can be reopened permanently.*
- *Submittals include schedule, safety plan, quality control documents, contact/coordination information (supervisor, etc.), product/material submittals. Schedule, safety plan (SPCD), contact information, and quality control submittals are required prior to issuance of NTP.*
- *Safety plan shall conform to the required SPCD (see Appendix 1 for FAA/MoDOT requirements and Appendix 2 for CSPP).*
- *For REIL, will work with contractor regarding NTP issuance dependent on ordering of REIL parts.*
- *For the Pavement project, NTP will also be dependent on approval of concrete mix design. See Section 110 for how concrete payment will be calculated – strict formula from cylinder break data.*
- *MO-501 requires ASR testing for mix design materials – beware these tests can take time to get approved.*
- *Storage of equipment/stockpile will be as defined in Section 3-36 (250-ft from runway centerline, 66.5-ft of a taxiway or 57.5-ft of the apron taxilane marking).*

3. Procedure for Bid Submittals, Insurance, Bid Security, Addendums and Inquiries/Question Form

- *Bids must be submitted in original bound project manual, sealed envelope prior to specified time and marked as indicated on Page Section 2-1*

- *Owner reserves the right to reject any and all bids as determined in the best interest of the Owner*
- *Bid Security is 5%*
- *Performance/Payment bonds are 100%*
- *Statement of Qualifications are required. Read instructions carefully. Incomplete bids may be rejected.*
- *Only written questions (email or fax) will be responded to.*

4. Other Issues

- A. Safety / Security
- B. FOD
- C. Coordination w/Owner & Engineer

- *All aircraft have right-of-way at all times.*
- *All gates are to be locked after working hours – coordinate with Sponsor.*
- *Aircraft prop wash can throw rocks/debris – be aware of danger. Damage can be done to airport facilities and/or aircraft.*
- *Trash and site cleanliness required for FOD (foreign object debris) control as well as wildlife control.*
- *The pavements must be swept clean of all debris, mud, rocks or other forms of potential FOD prior to reopening each day.*
- *Engineer and Sponsor will conduct quality assurance testing and site observations on daily basis. These will be the basis of payments and acceptance of work.*
- *All work will be required to be coordinated with Engineer and Sponsor on a daily basis. Work not coordinated in advance with Engineer may not be accepted and paid for (MO-152, MO-209, MO-501)*

5. Questions and Answers with Closing Comments

- *No heavy construction equipment (concrete trucks, dump trucks, etc.) are allowed on the existing asphalt pavements within the airfield fence line. These pavements consist of only 3" thick bituminous surface course and will not withstand heavy vehicle loads.*
- *Contractor can haul and access runway/PCCP areas along edge of existing bituminous airfield taxiway pavements (as long as care is taken to cause no damage to edge lights and turf is restored).*
- *Contractor may elect to cut a section through the existing fence line to create a direct haul path from the college parking lot to the concrete runway and work area or from the wire 3-strand fence on the north side towards the 27 turn-around end. Contractor may do this at his choosing, his cost to repair to its original condition.*
- *Contractor may waste large (greater than 6" nom. dia.) boulders at a site within college property to be determined at pre-construction meeting. Boulders less than 6", as specified in MO-152, can be incorporated into fill structure at pond fill-in area. Wasted concrete pavements can also be incorporated into fill structure as long as meet MO-152 size requirements or can be wasted on airport site as determined at pre-construction meeting.*
- *Sponsor/College will drain pond to lowest point possible with existing gravity outlet pipe. It is anticipated that the pond level, should it not evaporate on its own prior to start of construction, may potentially be up to 2-ft deep after gravity*

draining is complete. Contractor may elect to pump remaining volume, anticipated to be less than 1 acre-foot. Pumping discharge to be either over dam/berm toward the property line to the East or contractor may be asked to pump over "diversion" berm bordering the pond area to the West which then drains across the access road, via a pipe near the access road gate, toward the creek located to the north of the property. Sponsor will work with Contractor to determine which direction (East or North) for discharge to balance the volume discharged and not overwhelm a downstream pond/system. No siltation control of discharge or special permits are needed.

- *Contractor may dredge and aerate material from the bottom of the pond, at his choice and at his cost, in order to dry out the material for moisture adjustment to achieve workability and compaction. Contractor may use existing areas to the North of pond area (North and to the sides of the 27 turn-around end), as needed, for aeration activities.*

6. Site Visit

A site visit was conducted after the pre-bid meeting.

SIGN IN LINN PRE-BID

4/9/13

1	JENNIFER KUCHINSKI	PB	314-210-0887	KUCHINSKI @pbworld.com
2	Cole Cannon	Cannon General Contractors	636-462-8277	cannon@CannonCompanies.com
3	Ron Hecmic	ApLux Inc	573-897-4604	ron@apluxinc.com
4	Brian Patterson	BHP Patterson LLC	573-690-1249	patterson LLC @ lctm.com
5	Ryan Porter	Lehman Const.	573-796-8101	quotes@lehmanconstructionllc.com
6	Darrell B. GoTH	MoDOT	573-526-7913	Darrell.GoTH@MoDOT.missouri.gov
7	Dennis SALLer	LSTC	573-619-4578	DENNIS.SALLer@LSTC.com
8	KEN Balkenbusch	Balkenbusch Exc.	573-690-1432	KBalkenbusch@GMAIL.COM
9	Jeff Fletcher	LSTC	573 897 5126	Jeff.Fletcher@linnstate.edu
10	Don Rhea	Don Schnieders Excavating	573-893-2251	drhea@dsecompany.com
11	Greg Muenks	MCRA EXC	573-694-9300	Joan @ Mera EXCAVATING.
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