

**PERRYVILLE MUNICIPAL AIRPORT  
CITY OF PERRYVILLE, MISSOURI**

**ADDENDUM NO. 3**

for

**State Project No. AIR-11-063A-1**

**BASE BID  
AIRFIELD ELECTRICAL REHABILITATION,  
SHOULDER REMOVAL AND GRADING  
ADDITIVE ALTERNATE 1:  
RUNWAY SAFETY AREA GRADING**

**July 30, 2012**

**Prepared By:**



**ADDENDUM NO. 3**  
**AIRFIELD ELECTRICAL REHABILITATION, SHOULDER REMOVAL AND GRADING**  
**ADDITIVE ALTERNATE 1: RUNWAY SAFETY AREA GRADING**

This addendum is herewith a part of the Contract Documents of the above issued project, and is issued to amend and supplement the June 28, 2012 construction plan drawings and proposal, contract documents, and specifications.

The **CONTRACT DOCUMENTS** are revised as follows:

**SECTION 5 – TECHNICAL SPECIFICATIONS**

**ITEM SP-1 REMOVE ARRESTOR CABLE FOUNDATIONS, DESCRIPTION, 2-1.1 GENERAL**

ADD The following items:

The contractor has the option to remove only the top 2' of the existing foundations and backfilling with soil to the proposed elevation. A minimum of 12" of soil shall be placed over the top of any part of the foundation that is remaining.

**SECTION 5 – TECHNICAL SPECIFICATIONS**

**ITEM SP-1 REMOVE ARRESTOR CABLE FOUNDATIONS, CONSTRUCTION METHODS, 2-3.1 REMOVAL OF EXISTING ARRESTOR CABLE FOUNDATIONS AND ASSOCIATED STRUCTURES, DESCRIPTION**

ADD The following items:

The contractor has the option to remove only the top 2' of the existing foundations and backfilling with soil to the proposed elevation. A minimum of 12" of soil shall be placed over the top of any part of the foundation that is remaining.

**SECTION 5 – TECHNICAL SPECIFICATIONS**

**ITEM SP-2 DEMOLITION OF EXISTING VAULT BUILDING, 2-3.1 REMOVAL OF EXISTING BUILDINGS AND ASSOCIATED STRUCTURES, NOTIFICATION OF DEMOLITION.**

ADD The following items:

A hazardous material survey on the vault building has not been completed at this time. The existing structure is a metal building with an oriented strand board floor (OSB) and interior wood framing. If there is any suspicious material encountered by the Contractor in the building demolition process the Contractor shall notify the Engineer. The suspicious material will be tested by the City, at the City's cost. Removal of any items found to contain asbestos or other hazardous materials will be considered as an unforeseen condition and the Contractor shall be entitled to compensation under the provisions of the contract.

The **CONSTRUCTION PLANS** are revised as follows:

**SHEET 4 OF 74, 2. PHASING**

ADD the following note:

At least one taxiway shall remain open at all times during construction to allow continual access to the Sabreliner Ramp.



## **PREBID MEETING MINUTES**

**Pre-Bid Meeting Minutes**  
**Perryville Municipal Airport**  
**Airfield Electrical Rehabilitation, Shoulder Removal and Grading**  
**Additive Alternate 1: Runway Safety Area Grading**  
**Project No. 11-063A-1**  
**July 27, 2012 – 11:00 AM**

→ **Introductions / Sign-in sheet**

→ **Bids**

- Due Thursday **8/9/2012** at City Hall of Perryville – **10:00 AM CDT**
- DBE Goal of 6%
- Submit as part of the bid the following:
  - Entire Bound Green Project Manual (Spec Book)
  - Completed DBE Form
  - Bid Bond
  - Proper Signatures on last page of Proposal Form
    - *When submitting a bid for this work the Contractor shall turn in the original As-Bid Project Manual and Complete Addendum #1. The Proposal Form in Addendum #1 shall be completed and executed as the bid.*
- Include Bid Bond
- Addendums 1 and 2
- Buy American Certification
- Wage Rates – Use higher of State and Federal

→ **Contractor's Operational Requirements**

- FAA AC150/5370-2F – Operational Safety on Airports During Construction
- Contractor's Safety Plan Submittal
- All Vehicles and Equipment Shall Have Airport Orange and White Flags
- Contractor to provide Airport Radios for key personnel
  - Frequency 122.80
  - Personnel with Airport Radios should have way to communicate with all personnel
- Coordinate all Runway closures with City through the Engineer (CMT)

→ **Plans/Specifications**

- Site Access/Storage
  - General Aviation Ramp
- Proposed Improvements
  - Shoulder Removal/Grading
    - Shoulder Adjustments
    - Seeding and Mulching
  - Rotating Beacon
  - Primary and Supplemental Windcones
    - 12' Primary – 100' diameter, 6" aggregate base
    - 8' Supplemental – 12' diameter, 6" aggregate base
  - Unlighted Signs
  - Remove Arrestor Cable Foundations



- Existing ship anchor chain to be removed by others
  - Contractor responsible for removal and backfill of foundations
  - Foundations are approx. 8'x8'. Depth unknown
- Taxiway Edge Lights
- Install Taxiway Reflectors
  - Provided by MoDOT
- Runway Edge Lights
- Runway Threshold Lights
- PAPI Installation
- REIL Installation
- Vault Work
  - Prefabricated building on concrete slab
  - Installation of electrical equipment
  - Demolition of Existing Vault Building
    - Includes removal of building and existing regulator and circuit selector switch in existing Hangar building.
    - *Mr. Morris commented that specific forms for demolition are required by MoDNR.*
- RSA Grading (Additive Alternate)
  - Pipe removal
  - Erosion Control
  - SWPPP Inspections
    - *SWPPP must be posted on site at all times during construction.*
  - Seeding and Mulching

#### → Construction Phasing

- Phase 1 – Work in Phase 1 may occur at any time throughout the project.
  - Includes all work outside 400' RSA:
    - New Electrical Vault/Demo Existing Vault
    - Taxiway Reflectors
    - Airfield Signs
    - Circuit installation and homerun cables
    - Windcones
    - Beacon
- Phase 2 – Work in Phase 2 shall be allowed on an alternating week basis (*as described in Addendum No. 2*).
  - Includes all work located inside 400' RSA:
    - Remove existing shoulder pavement
    - Remove Arrestor Cable Foundations
    - Installation of new runway edge lighting circuit and lights
    - Taxiway reflectors
    - Threshold Lights
    - REIL's, PAPI's and associated circuit installation
    - RSA Grading (If Additive Alternate 1 is awarded)
  - Closed up to one full week (7AM Monday through 7PM Sunday)
    - *This results in 12 full weeks of runway closure time.*
  - Scheduling of closures to be coordinated with airport 7 days in advance
  - Runway shall be opened after it is approved by the Engineer and SabreLiner
    - No drop-offs greater than 3"
    - No slopes greater than 5%
    - Holes inside the shoulder or turf area shall be filled
    - All men, equipment and debris shall be removed from 400' RSA
    - Liquidated Damages = \$750 per day

### → Construction Time Frame

- 161 Calendar Days from NTP to final acceptance.
- If Additive Alternate 1 is awarded, the city will issue a separate NTP for work shown as Additive Alternate 1 in order to provide a minimum of 60 remaining consecutive calendar days to complete the work in the original contract time of 161 consecutive calendar days.
- NTP will be issued after materials are delivered to the jobsite.
- Shop drawings are to be submitted and materials ordered after contract is signed.
- No calendar days will be charged during the material acquisition process as long as the contractor proceeds in a timely manner.
- Calendar Days will be charged until all punch list work is complete and final acceptance is given by the City/MoDOT.
- No work allowed while project is suspended except for SWPPP inspections.
- Liquidated Damages of \$750 per day for each day over time allowed. This is to cover the extra construction inspection cost.

### → Questions / Comments

*Q. The plans state that the taxiway reflectors will be provided by MoDOT. Do they actually bring them to the site?*

*A. Yes. The taxiway reflectors will be brought to the site before construction starts. The contractor's cost shall only include installation.*

*Q. How thick is the existing shoulder?*

*A. A Geotechnical investigation was performed that included several cores through the existing shoulders, this information is provided in the specifications.*

*Q. Has funding been awarded?*

*A. The funds have been programmed and the City anticipates receiving a grant for at least the base bid funding upon receipt of bids. The additive alternate funding will be dependent upon the cost and fund availability.*

*Q. What was the engineer's cost estimate?*

*A. We cannot provide this.*

*Q. Is there an on-site disposal area of asphalt? Stockpile area? Can the material be buried on-site?*

*A. The Contractor shall have the option of disposing of asphalt pavements off site or on-site. If the Contractor chooses to dispose of asphalt pavements on-site the method of removal shall be milling and the Engineer will designate a location to stockpile the millings on the Airport.*

*Q. Is there a place to stockpile dirt if there is excess?*

*A. A location to stockpile excess dirt will be provided on the Airport if necessary.*

*Q. There was concern over the unknown depths of the existing arrestor cable foundations.*

*A. This has been addressed in Addendum 3.*

*Q. Can the existing arrestor cable foundations be removed to a certain depth and then covered up?*

*A. Yes. We will issue an addendum allowing the contractor to remove the top 2' of the foundations and backfill with soil to the proposed elevation. A minimum of 12" of soil must be placed over the top of any part of the remaining foundation.*

*Q. Is there any indication on whether or not there is asbestos in the existing vault building?*

*A. A hazardous material survey has not been completed at this time. The existing structure is a metal building with wood interior. Addendum 3 provides information on how any suspect material will be handled if it is encountered.*

*C. Sabreliner commented that they will need one taxiway open for access at all times, including the time during runway closure.*

*C. Contractors shall not park on the ramp opposite the GA building.*

*C. One contractor commented that it can take 6-8 weeks to receive materials.*

## **ACKNOWLEDGEMENT**

Each bidder shall acknowledge receipt of this **Addendum No. 3** of ***AIRFIELD ELECTRICAL REHABILITATION, SHOULDER REMOVAL AND GRADING ADDITIVE ALTERNATE 1: RUNWAY SAFETY AREA GRADING***, by his/her signature affixed hereto, and shall attach this Addendum to the original bid.

CERTIFICATION BY BIDDER

SIGNATURE \_\_\_\_\_

TITLE \_\_\_\_\_

COMPANY \_\_\_\_\_

DATE \_\_\_\_\_



## FAX TRANSMITTAL

To: Crawford, Murphy & Tilly, Inc

**Attention:** Ty Sander

Re: Addendum #3

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 6, 2012**.

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.