

March 13, 2020

To: Plan Holders for Improvements to
Elton Hensley Memorial Airport
Fulton, Missouri
MoDOT Project No. 19-040A-2

Transmitted herewith is Addendum No. 1 to the Issued for Bid Contract Documents, Specifications, and Plans dated February 26, 2020 for improvements to the Elton Hensley Memorial Airport Schedules I - IV, Taxilane widening and Box hangars, including:

- Pre-Bid meeting minutes
- Pre-Bid meeting attendance list

As a reminder, bids are due Thursday, March 26, 2020 at 3:00 PM.

Sincerely,

Jviation, Inc.



Bryan Gregory, P.E.
Project Engineer

Meeting Agenda

Pre-Bid Conference

Minutes in Red

AIP Project No. 19-040A-2

Date: Thursday, March 12, 2020, 10:00 A.M.

Location: Fulton Elton Hensley Memorial Airport

1. RECORDING OF ATTENDEES

- A. Recording of attendees, firm represented, address and phone number.
- B. Meeting Minutes and Attendance list will be included as a project addendum.

2. INTRODUCTIONS & PROJECT DESCRIPTION

- A. Airport Representatives
Michael Teel, Project Engineer
Kyle Bruemmer, City Engineer
- B. Airport Engineering – Jviation, Inc.
Bryan Gregory, Project Engineer, Project Contact
Andy Remstad, Project Architect
- C. Project Schedules
Schedule I: Construct Taxiway Widening
Schedule II: Construct 4 Unit Box Hangar
Schedule III: Additional 1 Unit Box Hangar
Schedule IV: Additional 1 Unit Box Hangar

Note: Schedules are generally related to funding and do not necessarily correlate with phasing. It is anticipated that the airport will have enough funding to do all four schedules. However, in the event bid prices do not allow full award, Schedule IV and then Schedule III may be removed from the award. Split awards (separating schedules to award to two different contractors) will not be made. Award will be based on the lowest responsive and responsible bidder for all awarded schedules.

- D. Major Work Items:

Work Items are summarized in both the plans and contract documents.

Contingency may exist on some line items to account for unforeseen conditions. Payment will be made on actual quantities installed.

The City has funds for the project available. The City will not need to wait for MoDOT reimbursement before paying Contractor.

5% Retainage will be withheld on the project.

3. BID OPENING DATE & TIME

- A. Date: Thursday, March 26, 2020 at 3:00 P.M. (Local Time)
- B. Mailed to: City of Fulton
Fulton City Hall
18 East Fourth Street
Fulton, MO 65251
- C. Opened at: Executive Conference Room
Fulton City Hall
18 East Fourth Street
Fulton, MO 65251
- D. Bid security: 5% of bid amount – Section 1-2, Bid Security and Section 2-1, Item 4.
- E. Bid proposal: Section B (print, fill out, and submit Section B-1 thru B-21 pages).

4. DBE GOALS

- A. 0% of Contract Amount required, but DBE participation is encouraged. DBE firms must be on the MRCC Database. Good Faith Effort documentation will be needed if you cannot meet the goal. See Section 4 – Supplementary Provisions, Part B DBE Administration for DBE Requirements.

5. QUALIFICATION OF BIDDERS

- A. Qualifications shall be furnished per Section 20-02 of the General Provisions and as stated in paragraph 2 of Section 2, Instructions to Bidders. Each bidder shall furnish the Owner satisfactory evidence of his or her competency and financial responsibility to perform the proposed work. A copy of a current MoDOT pre-qualification letter fills this requirement.

6. CRITICAL CONTRACT DATES

- A. Contract Award: April 2020
 - a. The signature of the bidder on the proposal form indicates that within thirty (30) calendar days from acceptance of its bid offer it will execute a contract with the Owner and, if indicated in this solicitation, furnish a project specific Certificate of Insurance naming the Owner as Additional Insured, furnish Performance and Payment Bonds and any other documents required by the Contract Documents.
- B. **Notice to Proceed:** Anticipate April 2020. May be phased for building procurement
- C. Project Time: 90 Working Days plus 10 additional working days each for Schedules III and IV if awarded. Refer to Section 80-08 for more information.

7. BONDING

- A. Bid Guarantee: Section 20-10, 5% of Bid Amount.
- B. Payment Bond: Section 30-05 and 30-06, 100% of Bid Amount.
- C. Performance Bond: Section 30-05 and 30-06, 100% of Bid Amount.

8. INSURANCE REQUIREMENTS

Refer to Section 70-21, Insurance Requirements.

9. FEDERAL WAGE RATES (DAVIS BACON ACT)

- A. Federal wage rates are required for this project. Refer to Section 4, Part D Federal and State Wage Rates. The higher of the State or Federal wage rates apply. *Wage rates will be checked approximately 10 days prior to bid and revised via addendum if needed.*

10. BUY AMERICAN REQUIREMENTS

- A. See Section 4 – Supplementary Provisions, Part A Federal and State Provisions for Buy American Requirements. Buy American Certification is required to be submitted as part of the Bid Proposal Form.

11. CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

- A. Construction Safety and Phasing Plan (CSPP) – Refer to Appendix B.
- B. The Contractor shall review and adhere to the CSPP prepared by the Engineer.
- C. The Contractor shall submit a Safety Plan Compliance Document (SPCD) (Refer to Appendix A and B) to the engineer and airport operator for approval PRIOR to the issuance of Notice to Proceed as required by FAA Advisory Circular (AC) 150/5370-2G “Operational Safety on Airports During Construction”.

12. LIQUIDATED DAMAGES

Section 80-08 and Section 4, Part C, Local Provisions, Item 19.

As compensation for non-use, the Contractor shall be assessed a liquidated damage of **\$400/Working Day** for each day that the work remains uncompleted beyond the contract period. As compensation for expenses incurred for unscheduled employment of the Engineer, up to **\$1,800/Calendar day** for the construction manager plus up to **\$1,400/Calendar day** for each additional resident engineer plus any incurred expenses (per diem, lodging, etc.) will be charged to the Contractor for that time which exceeds the number of Calendar Days allowed in this paragraph. However, the Engineer expects to be able to accomplish inspection on a part-time basis and will consider efforts by the Contractor to minimize inspection time before assessment of such damages.

SCHEDULE	LIQUIDATED DAMAGES COST	ALLOWED CONSTRUCTION TIME
Schedule I	\$400 / Calendar Day	90 Working Days + 10 Working Days each for Schedules III and IV

The maximum construction time allowed for the overall project is **90 Working Days plus 10 additional working days each for Schedules III and IV if awarded.**

13. MISCELLANEOUS

- A. Airport Security- Contractor is required to monitor radios during construction. Radios for the project to be provided by Contractor.
- B. Review Construction Layout and Safety Drawing G050 and G052 – note the Staging Area & Airport Access gate. The Contractor shall install flasher barricades around the perimeter of the construction site bordering the airfield to isolate the Contractor from aircraft.
- C. Contractor shall stay within project boundaries.
- D. Construction Management Plan submitted by the Contractor. See Item C-100 (Section 3-51) & Section 4, Part C, Local Provisions, Item 20.
- E. Haul Route – the Contractor shall be responsible for any damage to existing facilities or roads regardless of legal load. Repairs shall be made at no additional cost to the sponsor. Haul route is shown on the phasing sheet. **The City understands that the existing asphalt entrance area/parking lot is in poor shape. In addition, Contractor turning movements on the County Road into the airport entrance road could lead to early deterioration or rutting of the county road pavement. Except in the case of gross negligence from the Contractor, the City accepts liability for fixing normal construction project wear-and-tear on the asphalt portion of the access way and the county road immediately in front of the airport access at the conclusion of the project. This work could potentially be incorporated as a change order under the project. It is up to the Contractor to ensure the access is passable for Contractor, county road, and airport user access during construction. If**

the Contractor elects to use the existing concrete access behind the t-hangers in lieu of building a parallel access as shown on the plans, the Contractor accepts all risk for concrete repairs and must keep the pavement clear of FOD.

- F. 24" Subgrade – Top 8" must be rock
- G. Earthwork – only excavation to be paid. The small amount of fill in the earthwork is incidental to excavation, using appropriate material excavated from the project.
- H. Excess excavated fill to be stockpiled in or near the contractor staging area for later airport re-use. Location to be coordinated with the Airport.
- I. It is anticipated that planned earthwork quantities will be paid for the earthwork indicated on the plans.
- J. Standard MoDOT concrete, except for the addition of ASR reactivity testing, see added section 501.2.1.1, Reactivity. Smoothness requirements were also adjusted. See section 502.8.
- K. Pay Factors/QLA/PWL not used for concrete. However, QC (Contractor) and QA (Engineer) testing of soils and concrete are required.
- L. 8" grate and frame inlets. Let me know if these can't be found or if a bidder wants to propose something different. A question was asked if Nyloplast products would be approved. Review of the Nyloplast website indicates H20 grates are available and would therefore be accepted. The City and Engineer will evaluate reasonable alternatives with as much leniency as possible, but it can be expected these inlets will receive vehicle and snowplow traffic.
- M. The City and Engineer are open to money-saving suggestions from bidders. However, to remain fair to all bidders, any significant deviations from the plans should be submitted for review prior to the bid.
- N. There are active hangars on the other side of the taxiway to be widened. The City is looking at options to minimize required access as much as possible, but requests Contractor cooperation in maintaining hangar access.
- O. The City indicated that a city building permit will be required, but the permit fee will be waived.
- P. Questions will be taken via written format to Bryan Gregory until Monday, March 23rd, 2020 at 7:30 a.m. (CST). However, detailed questions should be submitted as early as possible or they may not be answered in time to make it into the final addendum.

14. ADDENDUM UPDATE

Pre-bid meeting minutes and attendance will be distributed as an addendum. Any further addendums, including question responses, would be issued no later than Tuesday, March 24, 2020 at 4:30 p.m.

15. QUESTIONS/ANSWERS

See below previously received questions, with responses in red after the question.

- a) The building plans show a 6" wide x 8" deep gutter on the hangar building. While this will work on the rear wall of the hangar, it will not work on the bifold door side since our hangar doors are hinged right at the eave. The largest gutter that will fit on our hangars is a 4" deep residential gutter with downspouts on the corners. Is this acceptable? **4" is acceptable where necessary, but all other gutters shall be 8".**
- b) The plans show a 45' x 12' bifold door. While we can make a 45' door, it is custom work. We have 44' wide (43'8" clear) doors and 48' wide (47'8" clear) doors. Are either of these acceptable? **44' wide door is acceptable.**
- c) The specifications call for R30 insulation in the roof, R19 insulation in the exterior walls and R13 insulation in the bifold doors. With a screw down R panel system, the thickest insulation that can be installed practically is R13 (4"). Is this acceptable for all applications on the project? **R13 is acceptable for all wall applications.**

- d) [Established hangar manufacturer] is not accredited as required by the project specifications. Is this acceptable? **Yes, this is acceptable.**
- e) Standard hangar building interior walls are only sheeted on one side, not both sides as shown in the bid plans. The second side is used for bracing. Is this acceptable? **Standard interior walls with the second side exposed to bracing is acceptable.**
- f) Our hangar doors operate on 240V, single phase. Is this acceptable? **240V, single phase is acceptable.**
- g) The specifications indicates that warning bells, horns or strobes may be added to the hangar door. Please note that these options are not available with our door system. **Warning bells, horns, and strobes are not needed.**
- h) What makes the drainage islands non-aircraft pavement and can they be poured integrally with the remaining pavement? **This pavement exceeds grades allowed for aircraft use. If the Contractor can show a paving plan where these can be poured integrally while still maintaining grade control, that may be accepted. As designed, isolation joints surround these non-aircraft drainage islands, but reasonable alternative contractor jointing plans will be considered.**
- i) The electrical transformer connection is not shown. **The transformer is located across the access road from the westernmost t-hangar, approximately 50 feet from the building site. Note that flags indicate the existing electrical service to the westernmost t-hangar (and possibly other hangars) crosses the proposed drainage pipe. Extreme care should be exercised in locating the electrical lines. Any elevation conflicts with the pipe will be resolved in the field, with no additional Contractor payment.**
- j) Are the interior partition panels to be galvalume or color finish? **Galvalume**
- k) Specification 2.2.C indicates standing seam roof panels. Specification 2.5.A indicates a screw down roof system. Which is required? **Screw down roof**

16. PROJECT SITE TOUR



Meeting Date / Location:	March 12, 2020 / Fulton - Elton Hensley Memorial Airport	Project Name:	Schedules I-IV: Box Hangars and Taxiway Widening
Time:	10:00 a.m.	MoDOT Project #:	19-040A-2

Name	Company	Telephone No.	E-mail
Bryan Gregory	Jviation, Inc.	573-658-9476	Bryan.Gregory@jviation.com
Kyle Bruemmer	City of Fulton	573-592-3111	asstcityenginner@fultonmo.org
Kyle LePage	MoDOT	573-526-5571	Kyle.Lepage@modot.mo.gov
JAMES WIEBERG	VERSUES CONST. CO. INC.	573-395-4323	jameswieberg@versuesconstruction.com
JAMES WOODS	Emergy Sapp + Sons	573-445-8331	James.Woods@EmergySapp.com
SETH OLDS	City of Fulton	573-220-1035	engrtec4@fultonmo.org
DAVID HOLLABAUGH	KPA	573-220-8450	david.hollabaugh@gmail.com
Thermon Jenkins	Meca Excavating	573-418-6755	estimator@meconexcavating.com
TROY PINKERTON	SIRCAL	573-694-9990	bids@sircacontracting.com
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