BIDDING AND CONTRACT DOCUMENTS
ADDENDUM NUMBER ONE
PROJECT NO. 22-109A-1

DATE: MAY 17, 2023

LEE'S SUMMIT MUNICIPAL AIRPORT

CRAWFORD, MURPHY, TILLY, INC.
1627 MAIN STREET, SUITE 600
KANSAS CITY, MISSOURI 64108

TO: ALL PLANHOLDERS AND POTENTIAL BIDDERS

SUBJECT: ADDENDUM NUMBER ONE TO THE BIDDING DOCUMENTS FOR:
REHABILITATION OF RUNWAY 11-29, TAXIWAY B AND TAXIWAY C

This addendum forms a part of the bidding and contract documents, and modifies the original bidding documents dated May 9, 2023. This addendum must be signed on the last page and included with the submitted Bid Package uploaded to the QuestCDN website (Project No. 8501065).

FAILURE TO NOT RECOGNIZE THE ADDENDUM ON THE PROPOSAL FORM MAY SUBJECT THE BIDDER TO DISQUALIFICATION.

Information to Bidders The following is provided to Bidders for information only:

1. A pre-bid conference was held via Zoom on May 16, 2023. The minutes from this conference are attached and provided to Bidders for information only

2. Several questions were submitted already, these questions and their associated answers are summarized below. Unless stated otherwise, answers are clarifications and do not require changes to the specifications, drawings or contract.

   Q1: Will it be possible for the GC to begin construction in spring of 2024 or does this project need to be started and completed this year? Our schedule is full at this time and doesn't show any signs of letting up until mid to late November where it will probably be too cold to start and finish this project.

   A1: This project must be be completed by end of the 2023 calendar year, so NTP will be provided Fall 2023.

   Q2: The P-605 spec discusses using silicone sealant around the non-movement area of some fuel pumps, but I don't see that area marked on the plans. Can you provide a LF quantity of joints that will get silicone sealant?

   A2: This is an error in our specs. None of the work area is near fuel pumps, references to the fuel pumps are not applicable.

Q3: Are you requiring the use of hot pour sealant or silicone to reseal all joints? Or are you allowing the contractor to decide what to bid with?

A3: We will be requiring silicone for all joints. This will require a change to the specification so we will formally revise this through an Addendum

Q4: Will it be possible to combine the pavement marking removal and replacement in phase 1 with phase 2? It will be expensive to bring in a pavement marking crew for that small amount of paint.

A4: We cannot combine Phase 1 and Phase 2 because that effectively shuts down the whole airport. We would allow the contractor to save the Phase 1 remarking effort for the Phase 3B full airport closure, as long as this is communicated in advance.

Q5: The special provision for the partial depth repairs discusses grinding concrete pavement, but I don't see a pay item for this. Will grinding be required for all partial depth repairs as described in the SP and is this considered incidental to the partial depth bid item?

A5: No grinding is required in this project

The Contract Documents are revised as follows:

CONTRACT DOCUMENTS:

The purpose of this revision is to clarify that silicone joint sealant is required. The revised P-605 specification is attached to this Addendum.

Section 605-2.1 Joint Sealants

Delete the following paragraph:

605-2.1 Joint sealants. Joint sealant materials shall meet the requirements of ASTM D6690 Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt for all runway, taxiway and apron pavement outside the non-movement line located near the fuel pumps and either ASTM D7116 Standard Specification for Joint Sealants, Hot Applied, Jet Fuel Resistant Type for Portland Cement Concrete Pavements or ASTM D5893 Standard Specifications for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements for pavement within the non-movement line located near the fuel pumps as shown on the plans or determined by the RPR.

Insert the following paragraph in place of the deleted paragraph:

605-2.1 Joint sealants. Joint sealant materials shall meet the requirements of ASTM D5893 Standard Specifications for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements.

CRAWFORD, MURPHY & TILLY, INC.

This Addendum consists of 3 pages, plus the Pre-Bid Meeting Minutes and the Revised P-605 specification attached.

_____ _____

Signed (Contractor) Date

CONTRACTOR TO SIGN AND DATE THIS ADDENDUM #1 TO ACKNOWLEDGE RECEIPT. THIS SIGNED ADDENDUM MUST BE UPLOADED TO THE QUESTCDN WEBSITE AS PART OF THE SUBMITTED BID PACKAGE

MINUTES
Pre-Bid Meeting
Lee's Summit Municipal Airport
Rehabilitation of Runway 11-29, Taxiway B and C
State Block Grant Project No. 22-109A-1
May 16, 2023 – 2:00 PM
Minutes compiled by CMT 5/17/23

✈ **Introductions / Sign-in sheet**

CMT: Tyler Horn, Wade Cumpton
Lee's Summit Municipal Airport: Joel Arrington, Jeff Penfield
City of Lee's Summit: Mike Anderson, Michael Friedrich
MoDOT Aviation: Darrell Goth, Millicent Parker

Bob Wesner, NSC
Cody Phillips, Ideker
Brad Boyles, MegaKC
Sean Leppert, ISC
Brandien Robinson, A1 Professional Asphalt and Sealing

✈ **Bids**

- ✈ Due **Tuesday 5/30/23** via the QuestCDN.com (Project No. 8501065) – **2:00 PM CDT**
- ✈ DBE Goal is 0%
- ✈ Prevailing Wage higher of either State or Federal.
- ✈ Submit as part of the bid the following:
  - Bid Bond
  - Bid Worksheet
  - Proposal Form
  - Buy American Certification
  - Worker Eligibility Affidavit and E-Verify Memorandum of Understanding
  - Disadvantaged Business Enterprise (DBE) Participation Form
  - Proper Signatures on last page of Proposal Form
- ✈ Addendum 1 if needed will be issued no later than May 26th, the Friday before the bid opening

✈ **Contractor's Operational Requirements**

- ✈ FAA AC150/5370-2G – Operational Safety on Airports During Construction
- ✈ Contractor shall submit a Safety Plan Compliance Document (SPCD) in accordance with FAA AC 150/5370-2G.
- ✈ All Vehicles and Equipment Shall Have Airport Orange and White Flags
- ✈ All work shall stay clear of the runways when the runways are active
- ✈ Contractor shall provide his/her own airport radio capable of receiving frequency 122.80.

✈ **Plans/Specifications**

- ✈ Proposed Improvements
  - Concrete Crack Sealing
  - PCC Joint Resealing
  - PCC Expansion Joint Resealing

- Pavement Marking Removal
- Marking/ Remarking of Taxiways and Runways
- PCC Spall Repair
- Full Depth PCC Pavement Repairs – Panel Replacements

✈ Specifications

- All FAA Standard Specifications
- P-101 Preparation of Existing Pavements
- P-501 PCC Paving: PCC will utilize hard aggregates and PCC aggregates must be tested for reactivity with alkalis in accordance with ASTM C 1260 at 28 days. This must be completed and approved prior to approval of the mix design.
- P-605 Joint Sealants for Pavements
- SP-1 PCC Pavement Repair – Partial Depth Repairs
- Quality Control Plan must be submitted and reviewed prior to paving.
- Runway closures require a set of two lighted runway closure markers, per runway per the plans.

P-605 specification language will be revised to only allow silicone sealant (no hot pour) this will be addressed in Addendum 1

✈ **Construction Time Frame**

✈ Base Bid: 21 Consecutive Calendar Days.
✈ City may hold the bids for up to 120 Days prior to award.

✈ Phase 1 is for rehabilitation (joint seal replacement, marking replacement) of sections of Taxiway A2 and Taxiway A3 inside the R18-36 OFZ. This requires a closure of Runway 18-36. The contractor will have 1 day to perform this work.

✈ Phase 2 consists of rehabilitation (crack-seal, spall patch, joint seal replacement, panel replacement, panel replacement and marking replacement) of sections of Runway 11-29, Taxiway B and Taxiway C. This requires a closure of Runway 11-29. The contractor will have 19 calendar days to perform this work.

✈ Phase 3 is for runway marking replacement of sections of Runway 11-29. Phase 3 is separated into two subphases: phase 3A and 3B.

✈ Phase 3A shall be completed in 1 calendar day and serves as a continuation of the Runway 11-29 closure but with varying taxiway closures.

✈ Phase 3B involves replacing the two runway centerline strips on Runway 11-29 inside the Runway 18-36 OFZ's. This Phase shall require a full airport closure and shall be completed during an evening shift the same calendar day as 3A, conducted from 6:00PM to 8:00PM. This operation must be coordinated with the airport 48-hours in advance.

✈ **Questions / Comments**

No questions asked by bidders during meeting

✈ Site Visits: Per request, to be discussed in Meeting.

A few bidders expressed interest in a site visit, I asked all bidders to email me directly - CMT will coordinate a one-time site visit with interested bidders and airport

- ✈ All questions must be submitted at least 5 days prior to the bid opening. The cutoff time is 5:00 PM on May 25, 2023. Questions may be submitted by e-mail.

Direct questions to:
Mr. Andy Bodine, P.E.
Project Manager
Crawford, Murphy & Tilly, Inc.
abodine@cmtengr.com

Part 9 – Miscellaneous

Item P-605 Joint Sealants for Pavements

DESCRIPTION

605-1.1 This item shall consist of providing and installing a resilient and adhesive joint sealing material capable of effectively sealing joints in pavement; joints between different types of pavements; and cracks in existing pavement.

MATERIALS

Proof of Buy American Notice: All tier contractors and subcontractors shall provide proof of Buy American compliance for all manufactured products in accordance with statutes established under Title 49 U.S.C. Section 50101. The AIP Buy American preference does not recognize US trade agreements such as NAFTA or the American Recovery & Reinvestment Act. If sufficient information to confirm compliance is not included upon submittal, the submittal will be returned with no action.

~~**605-2.1 Joint sealants.** Joint sealant materials shall meet the requirements of ASTM D6690 Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt for all runway, taxiway and apron pavement outside the non-movement line located near the fuel pumps and either ASTM D7116 Standard Specification for Joint Sealants, Hot Applied, Jet Fuel Resistant Type for Portland Cement Concrete Pavements or ASTM D5893 Standard Specifications for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements for pavement within the non-movement line located near the fuel pumps as shown on the plans or determined by the RPR.~~

605-2.1 Joint sealants. Joint sealant materials shall meet the requirements of ASTM D5893 Standard Specifications for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements.

Each lot or batch of sealant shall be delivered to the jobsite in the manufacturer's original sealed container. Each container shall be marked with the manufacturer's name, batch or lot number, the safe heating temperature, and shall be accompanied by the manufacturer's certification stating that the sealant meets the requirements of this specification.

605-2.2 Backer rod. The material furnished shall be a compressible, non-shrinking, non-staining, non-absorbing material that is non-reactive with the joint sealant in accordance with ASTM D5249. The backer-rod material shall be 25% ± 5 % larger in diameter than the nominal width of the joint.

605-2.3 Bond breaking tapes. Provide a bond breaking tape or separating material that is a flexible, non-shrinkable, non-absorbing, non-staining, and non-reacting adhesive-backed tape. The material shall have a melting point at least 5°F (3°C) greater than the pouring temperature of the sealant being used when tested in accordance with ASTM D789. The bond breaker tape shall be approximately 1/8 inch (3 mm) wider than the nominal width of the joint and shall not bond to the joint sealant.

CONSTRUCTION METHODS

605-3.1 Time of application. Joints shall be sealed as soon after completion of the curing period as feasible and before the pavement is opened to traffic, including construction equipment. The pavement temperature shall be 50°F (10°C) and rising at the time of application of the poured joint sealing material. Do not apply sealant if moisture is observed in the joint.

605-3.2 Equipment. Machines, tools, and equipment used in the performance of the work required by this section shall be approved before the work is started and maintained in satisfactory condition at all times. Submit a list of proposed equipment to be used in performance of construction work including descriptive data, **10** days prior to use on the project.

a. Tractor-mounted routing tool. Not Used.

b. Concrete saw. Provide a self-propelled power saw, with water-cooled diamond or abrasive saw blades, for cutting joints to the depths and widths specified.

The blades provided by the Contractor shall be designed for sawing hardened concrete, to reface, widen, or deepen and chamfer existing joints without damaging the sides, bottom, or top edges. Blades may be single or gang type with one or more blades mounted in tandem for fast cutting. All blades shall be of the proper hardness for the concrete being sawed. If at any time it is demonstrated that abrasive type blades will not cut a smooth and even vertical face of specified width and depth or cause the joint to ravel or spall, the Contractor shall then furnish and use diamond blades at no extra cost to the Owner. The saw shall be adequately powered and capable of cutting to the specified width and depth with not more than two passes of the saw through the joints. Use of water is a requirement when cutting joints for the purposes of cooling and dust mitigation.

Dry cut saws are not allowed.

c. Sandblasting equipment. The Contractor must demonstrate sandblasting equipment including the air compressor, hose, guide and nozzle size, under job conditions, before approval in accordance with paragraph 605-3.3. The Contractor shall demonstrate, in the presence of the Resident Project Representative (RPR), that the method cleans the joint and does not damage the joint.

d. Water blasting equipment.

If water blasting becomes necessary, include with the water blasting equipment a trailer-mounted water tank, pumps, high-pressure hose, wand with safety release cutoff control, nozzle, and auxiliary water resupply equipment.

Provide water tank and auxiliary resupply equipment of sufficient capacity to permit continuous operations. The nozzle shall have an adjustable guide that will hold the nozzle aligned with the joint approximately one inch (25 mm) above the pavement surface. Adjust the height, angle of inclination and the size of the nozzle as necessary to obtain satisfactory results. A pressure gauge mounted at the pump shall show at all times the pressure in psi (kPa) at which the equipment is operating.

The Contractor must demonstrate water blasting equipment including the pumps, hose, guide and nozzle size, under job conditions, before approval in accordance with paragraph 605-3.3. The Contractor shall demonstrate, in the presence of the RPR, that the method cleans the joint and does not damage the joint.

Water blasting equipment shall be standard commercial type capable of effectively "scaling-off" any foreign material which may prevent proper bond of the new sealer.

e. Hand tools. Hand tools may be used, when approved, for removing defective sealant from a crack and repairing or cleaning the crack faces. Hand tools should be carefully evaluated for potential spalling effects prior to approval for use.

f. Hot-poured sealing equipment. The unit applicators used for heating and installing ASTM D6690 joint sealant materials shall be mobile and shall be equipped with a double-boiler, agitator-type kettle with an oil medium in the outer space for heat transfer; a direct-connected pressure-type extruding device with a nozzle shaped for inserting in the joint to be filled; positive temperature devices for controlling the temperature of the transfer oil and sealant; and a recording type thermometer for indicating the temperature of the sealant. The applicator unit shall be designed so that the sealant will circulate through the delivery hose and return to the inner kettle when not in use.

g. Cold-applied, single-component sealing equipment. The equipment for installing ASTM D5893 single component joint sealants shall consist of an extrusion pump, air compressor, following plate, hoses, and nozzle for transferring the sealant from the storage container into the joint opening. The dimension of the nozzle shall be such that the tip of the nozzle will extend into the joint to allow sealing from the bottom of the joint to the top. Maintain the initially approved equipment in good working condition, serviced in accordance with the supplier's instructions, and unaltered in any way without obtaining prior approval. Small hand-held air-powered equipment (i.e., caulking guns) may be used for small applications.

h. Vacuum Sweeper. The vacuum pickup sweeper shall be self-propelled and shall be capable of completely removing all loose material, concrete slurry from the joints after sawing, and debris from the pavement surface. A sweeper of adequate capacity or a sufficient number of sweepers shall be provided to maintain the work area to the cleanliness standards required on airfield pavements.

i. Air Compressor. The air compressor will be portable and capable of blowing out sand and other objectionable materials from the joints. This equipment will meet the same capacity requirements as specified above for the compressor for the sandblasting equipment. The compressor will be equipped with sufficient hose of adequate capacity and nozzles of proper size and shape for the type and size joint to be cleaned.

605-3.3 Preparation of joints. Pavement joints for application of material in this specification must be dry, clean of all scale, dirt, dust, curing compound, and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method cleans the joint and does not damage the joint.

a. Sawing. All joints shall be sawed in accordance with specifications and plan details. Immediately after sawing the joint, the resulting slurry shall be completely removed from joint and adjacent area by flushing with a jet of water, and by use of other tools as necessary.

b. Sealing. Immediately before sealing, the joints shall be thoroughly cleaned of all remaining laitance, curing compound, filler, protrusions of hardened concrete, old sealant and other foreign material from the sides and upper edges of the joint space to be sealed. Cleaning shall be accomplished by sandblasting or water blasting as specified in paragraph 605-3.2. The newly exposed concrete joint faces and the pavement surface extending a minimum of 1/2 inch (12 mm) from the joint edge shall be sandblasted clean. Sandblasting shall be accomplished in a minimum of two passes. One pass per joint face with the nozzle held at an angle directly toward the joint face and not more than 3 inches (75 mm) from it. After final cleaning and immediately prior to sealing, blow out the joints with compressed air and leave them completely free of debris and water. The joint faces shall be surface dry when the seal is applied.

c. Backer Rod. When the joint opening is of a greater depth than indicated for the sealant depth, plug or seal off the lower portion of the joint opening using a backer rod in accordance with paragraph 605-2.2

to prevent the entrance of the sealant below the specified depth. Take care to ensure that the backer rod is placed at the specified depth and is not stretched or twisted during installation.

d. Bond-breaking tape. Where inserts or filler materials contain bitumen, or the depth of the joint opening does not allow for the use of a backup material, insert a bond-separating tape breaker in accordance with paragraph 605-2.3 to prevent incompatibility with the filler materials and three-sided adhesion of the sealant. Securely bond the tape to the bottom of the joint opening so it will not float up into the new sealant.

605-3.4 Installation of sealants. Joints shall be inspected for proper width, depth, alignment, and preparation, and shall be approved by the RPR before sealing is allowed. Sealants shall be installed in accordance with the following requirements:

Immediately preceding, but not more than 50 feet (15 m) ahead of the joint sealing operations, perform a final cleaning with compressed air. Fill the joints from the bottom up to **1/4** inch ±1/16 inch below the top of pavement surface; or bottom of groove for grooved pavement. Remove and discard excess or spilled sealant from the pavement by approved methods. Install the sealant in such a manner as to prevent the formation of voids and entrapped air. In no case shall gravity methods or pouring pots be used to install the sealant material. Traffic shall not be permitted over newly sealed pavement until authorized by the RPR. When a primer is recommended by the manufacturer, apply it evenly to the joint faces in accordance with the manufacturer's instructions. Check the joints frequently to ensure that the newly installed sealant is cured to a tack-free condition within the time specified.

The sealing procedures shall be installed in concert with the manufacturer's recommendations. A backer rod shall be installed as shown on the plans, prior to placement of the joint sealer. The sealant shall be applied in a continuous operation, with an approved mechanical device, and shall adhere to the concrete and be free of voids.

605-3.5 Inspection. The Contractor shall inspect the joint sealant for proper rate of cure and set, bonding to the joint walls, cohesive separation within the sealant, reversion to liquid, entrapped air and voids. Sealants exhibiting any of these deficiencies at any time prior to the final acceptance of the project shall be removed from the joint, wasted, and replaced as specified at no additional cost to the airport.

605-3.6 Clean-up. Upon completion of the project, remove all unused materials from the site and leave the pavement in a clean condition.

METHOD OF MEASUREMENT

605-4.1 Joint sealing material shall be measured by the linear foot of sealant in place, completed, and accepted with no separate measurement for varying joint widths.

BASIS OF PAYMENT

605-5.1 Payment for joint sealing material shall be made at the contract unit price per linear foot. The price shall be full compensation for furnishing all materials, for all preparation, delivering, and placing of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-605-5.1	PCC Joint Resealing – Per Linear Foot
Item P-605-5.2	PCC Expansion Joint Resealing – Per Linear Foot

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM D789	Standard Test Method for Determination of Relative Viscosity of Polyamide (PA)
ASTM D5249	Standard Specification for Backer Material for Use with Cold- and Hot-Applied Joint Sealants in Portland-Cement Concrete and Asphalt Joints
ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt
ASTM D7116	Standard Specification for Joint Sealants, Hot Applied, Jet Fuel Resistant Types for Portland Cement Concrete Pavements

Advisory Circulars (AC)

AC 150/5340-30	Design and Installation Details for Airport Visual Aids

END ITEM P-605