

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

DATE: MAY 25, 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 **TWO** 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. The deadline for questions was May 25<sup>th</sup>. Several questions were submitted, 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:** Is sawing/beveling the existing joints required for joint seal repairs in this project?

**A1:** Yes. The P-605 Pay Items will include sawing and beveling existing joints per the Details on Sheet 16, prior to cleaning and installation of new backer rod or expansion joint, and sealant.

**Q2:** Is P-501 (FAA Concrete) required for the panel replacements for this project?

**A2:** Yes this is an FAA-funded project, P-501 concrete is required for the panel replacements.

**Q3:** Can PCC concrete be used as the spall patching material on this project?

**A3:** No, PCC concrete cannot be used as spall patching material.

The material for spall patching shall be elastomeric concrete as described in SP-3.1 of the specifications.

**Q4:** Is Silspec Flexpatch an acceptable alternative to the spall patching materials listed in the specifications

**A4:** Silspec Flexpatch will be allowed as an acceptable alternative for spall patching material. If elected for use by the contractor, this product shall be installed per manufacturer instructions.

**Q5:** Do you know if the existing sealant is hot pour sealant?

**A5:** The existing sealant is all hot pour, but different ages. The existing hot pour at Runway 11-29 is decades old, very dry and many joints don't even have sealant anymore. Twy B and Twy C have hot pour that is about 10-15 years old. Still some elasticity to it but due for replacement.

CRAWFORD, MURPHY & TILLY, INC.

**This Addendum consists of 2 pages**

---

Signed  
(Contractor)

---

Date

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