

ADDENDUM #1

May 25, 2018

Contract Documents Spirit of St. Louis Airport
Entitled Rehabilitate Runway 8R-26L Pavement and Lighting
 MoDOT Project #18-113A-1
 St. Louis County IFB #2018-04-507-PR

Bid Issuance Date: June 5, 2018

Owner: St. Louis County, Missouri

Designer of Record: WSP USA, Inc.

TO ALL PLANHOLDERS:

Addendum #1 is herewith made a part of the Contract Documents of the above issued project, and is issued to amend and supplement the June 2018 drawings and specifications as follows:

SPECIFICATION REVISIONS

Section 3 – General Provisions

1. Section 80 Execution and Progress

- i. 80-08 Failure to complete on time, revise liquidated damages table as follows:

Schedule	Liquidated Damages Cost	Allowed Construction Time
Project	\$2,500 per day	175 days
Closure	\$500 per 60-minute period the Runway remains closed after the agreed to reopening time.	

2. Section 90 Measurement and Payment

- a. 90-06 Partial Payments, revise third paragraph, first sentence, replace “10 percent” with “5 percent”.
- b. 90-06 Partial Payments, revise fourth paragraph, first sentence, replace “90%” with “95%”.

Section 5 – Technical Specifications

1. Item P-501 Portland Cement Concrete (PCC) Pavement: modify with the following:

- i. Section 501-1.1, revise second paragraph as follows:
- a. **NOTE: One continuous 14-day Runway closure will be allowed for the Contractor to perform the PCC Pavement Repairs (Large Spalls). For Large Spalls, Contractor shall use a concrete mix design that will achieve a flexural strength of 600 psi by the end of the 14-day closure period. To achieve this, Contractor shall develop a mix design with 7-day flexural strength of 600 psi. All other requirements of the P-501 specification shall apply. Small spall repair shall be rehabilitated with epoxy resin (Type III).**
- ii. Section 501-3.2, first paragraph, third sentence, replace “28-day flexural strength” with “7-day flexural strength”.
- iii. Section 501-3.2 Proportions, fourth paragraph, replace “three (3), five (5), seven (7) and 28 days” with “one (1), three (3), five (5), and seven (7) days”.
- iv. Section 501-4.8 Placing concrete, fifth sentence, add “psi” after “flexural strength of 550”.
- v. Section 501-5.1a(2), first sentence, replace in entirety: “**Four (4) specimens shall be made from each sample: one for 3-day testing, 5-day testing and two shall be used for 7-day acceptance testing.**”.

PRE-BID MEETING MINUTES

Minutes of the record of the Pre-Bid meeting, held on May 22, 2018, attached and made part of this addendum are as follows:

- Dave Schubert is Assistant Director, Operations at Spirit Airport; Bob Heine is Airport Engineer. Dave or his designee will determine if the Runway is safe to reopen at the end of each work day.
- MoDOT is the funding agency. WSP staff will observe / record progress and make recommendations of acceptance per the project requirements for the work in order for the Airport to receive grant reimbursement for the work from MoDOT.
- It is recommended that each contractor allow themselves at least 24 hours to register with the Munis Self Service System.
- The bids must be evaluated, an award recommendation be made, and a grant written before June 15th. In order to meet this short timeframe for grant writing, the bidders are strongly encouraged to meet DBE requirements for the project. Should a bidder not be able to meet DBE goals for the project, the bidder is strongly encouraged to have a Good Faith Effort (GFE) document prepared for review by Missouri External Civil Rights immediately after the bid opening. GFE documentation must address why the DBE goal was not met, as well as a detailed account of the bidder's attempts to contact and solicit bids from DBE sub-contractors. Bidder's are encouraged to make multiple attempts (via email, phone and fax communications) with multiple DBE sub-contractors and maintain a log diary of these attempts/communications.
- Awarded contractor shall submit Buy American documentation or waivers, if applicable, to the Engineer prior to NTP.
- Bidders are not to include sales tax in their bids.
- Per Section 80, the prime contractor shall self-perform at least 25% of the work.
- Bidders must bid on the pavement and electrical work as one project. The project will not be split into two bids/contracts.
- Awarded contractor shall be given a limited NTP in the fall or winter to begin procuring supplies. The full NTP will not be issued until late winter or spring of 2019. The work is anticipated to start and be fully complete in 2019.
- Clarifications regarding liquated damages (\$500 per 60-minutes the Runway remains closed after the agreed to reopening time) will be made in the addendum.
- Small spalls will be corrected with Epoxy Resin. Large spalls will be corrected with a High-Early-Strength Concrete that reaches 600 PSI within 7 days. Small and large spalls are defined by those that are lesser/greater than 0.5 CF in volume. The 14-day closure is intended to give the contractor 7 days to prepare the spalls and complete their corrections with HESC while allowing for 7 days to cure the HESC to the accepted strength requirement.
- Contractor will be required to mow or use a trimmer around the at-grade temporary conduit to maintain grass to a height of 6" or less adjacent to the runway. See Mobilization Section 105-1.1.
- A 34-hour closure will be allowed to prepare the temporary lighting and a 34-hour closure will be allowed to switch over from the temporary to the new permanent lighting.
- Clarification for question during Pre-Bid:
 - Q: Will in-pavement lights be used for temporary lighting?
 - A: In-pavement lights to be used for temporary lighting, as shown in the plans, and capped after switch over to permanent condition.
- All new in pavement lights shall be installed during the 14-day consecutive closure period.
- There are no day-time working hour restrictions for Phase 2 work (homerun route outside of RSA). Contractor may work Monday to Sunday, daytime hours only. 14-day advanced notice with Airport is mandatory for this work as it will require the closure of Hangar 444 Taxilane and access to the airfield for the hangar tenants back on this taxilane.

- Bidders to review SWPPP plan sheet. Contractor required to seed/mulch within 30 days areas disturbed in project limits in order to maintain erosion control.
- At the Contractor's choosing and expense, gravel may be placed at the Airport Maintenance Facility for the Contractor's storage and use. Airport has stated it is not necessary for the Contractor to remove the gravel at the end of the project and restore grass.
- Retention will be reduced to 5% by addendum.
- Contractor encouraged to use a conservative mix and to mirror QA testing with his own QC testing to ensure maximum payment via the PWL calculations for P-501 Large Spall pavement corrections.
- QA testing will be clarified in addendum to include 4 beams per sample by WSP team (TSI will be QA material testing firm) and be broken as follows: 3, 5 and 2 on the 7 day.
- Contractor to provide curing facilities for QA beams, per Item P-501, Section 501-5.1.
- CORRECTION: No equipment or material storage within 250-ft of Runway Centerline.
- Airport will only require the Superintendent to receive Airport training and have in his possession, in which he monitors at all times during working hours, a 2-way radio.
- Airport will determine if the Runway is clean and acceptable to reopen. Contractor strongly encouraged to give the Airport a minimum of 1 hour to conduct a "reopen" inspection at the end of each work day and at end of 14-day closure, allowing time for the Contractor to address any identified deficiencies prior to the agreed to reopen time. If the Runway remains closed after the agreed to reopen time, Liquidated Damages will apply.

BIDDER'S QUESTIONS AND RESPONSES

Questions from Planholders received by May 25th, 2018, and subsequent responses, are as follows:

- Q1: Can a contractor bid either Electrical or Paving and not bid both?
 A1: All bids must include Electrical and Paving. The project will not be separated out into two contracts.
- Q2: The time is listed at 2:00 PM Central STANDARD Time/Should it be daylight savings time?
 A2: The time should be 2:00 PM Central Daylight Time.
- Q3: How do we transition from 2" pvc conduit into/thru the existing ductbanks (4" & 2")?
 A3: Do not run new 2" conduit thru existing 4" conduit. Provide couplings to transition from new 2" conduits to the appropriate sized existing conduit.
- Q4: Frequency & location of ductmarkers – do they need to be installed between lights?
 A4: Do not install duct markers between lights.
- Q5: Reference Detail 5, Sheet E3.5. Is rigid conduit – rigid steel all the way to the can/light? Or can we convert to pvc?
 A5: Provide RGS conduit as indicated.
- Q6: Badging/Escorts required of crews?
 A6: Badging shall be required for only the Supervisor escorting the work crews.
- Q7: Can we work multiple shifts during shutdown – day & night?
 A7: During the 14-day full runway closure period, nightwork will be allowed. All nightwork needs to comply with Advisory Circular 150/5370-2 (Current Edition) Operational Safety on Airports During Construction.

- Q8: Explain - “drag counterpoise under pavement” – how & where to terminate?
A8: “Drag” means counterpoise is secured to top of conduit and pulled through bore hole together with the conduit. Terminate counterpoise as shown at the ground rod north of the pavement at the end of the bore.

All bidders shall acknowledge receipt and acceptance of Addendum #1 by signing in the space provided on the Bid Form. Bids submitted without the Addendum #1 being acknowledged will be considered non-responsive.

END OF DOCUMENT

PRE-BID MEETING MINUTES
SPIRIT OF ST LOUIS AIRPORT
Chesterfield, Missouri

MODOT # 18-113A-1
St. Louis County #2018-04-507-PR
Rehabilitate Runway 8R-26L Pavement and Lighting Project

PRE-BID MEETING

CONFERENCE ROOM, ADMINISTRATION BUILDING
SPIRIT OF ST LOUIS AIRPORT

MAY 22, 2:00-2:45 PM (local time)

→ *Notations from the meeting are highlighted in italicized, bold blue text and/or denoted with an arrow bullet.*

1. Introduction / Roles / Responsibilities

- A. Sign-in sheet & Attendees
- B. Owner/Sponsor (Spirit of St Louis Airport)

→ *Dave Schubert is Assistant Director, Operations at Spirit Airport; Bob Heine is Airport Engineer. Dave or his designee will determine if the Runway is safe to reopen at the end of each work day.*

- C. Engineer of Record / Construction Manager (WSP)
- D. MoDOT Aviation

→ *MoDOT is the funding agency. WSP staff will observe / record progress and make recommendations of acceptance per the project requirements for the work in order for the Airport to receive grant reimbursement for the work from MoDOT.*

2. Procedure for Bid Submittals, Statement of Qualifications, Insurance Requirements, Bid Security, Addendums and Inquiries/Question Form

- *Sealed ELECTRONIC Bids due June 5, 2018 at 2pm (local time); at which time bids received will be publicly opened and read aloud. Bids received after this time will be returned, unopened.*
- *Bid Security / Bond of 5%*
- *Performance Bond of 100% within ten (10) days of contract execution*
- *Bid Hold Period for Evaluations and Basis of Award (120 days)*
- *DBE = 12%, Davis Bacon Wage Rates, Buy American*

→ *It is recommended that each contractor allow themselves at least 24 hours to register with the Munis Self Service System.*

- **The bids must be evaluated, an award recommendation be made, and a grant written before June 15th. In order to meet this short timeframe for grant writing, the bidders are strongly encouraged to meet DBE requirements for the project. Should a bidder not be able to meet DBE goals for the project, the bidder is strongly encouraged to have a Good Faith Effort (GFE) document prepared for review by Missouri External Civil Rights immediately after the bid opening. GFE documentation must address why the DBE goal was not met, as well as a detailed account of the bidder's attempts to contact and solicit bids from DBE sub-contractors. Bidder's are encouraged to make multiple attempts (via email, phone and fax communications) with multiple DBE sub-contractors and maintain a log diary of these attempts/communications.**
- **Awarded contractor shall submit Buy American documentation or waivers, if applicable, to the Engineer prior to NTP.**
 - Sales Tax Exemption
- **Bidders are not to include sales tax in their bids.**
 - E-Verify Compliance
 - Bidder Representation Forms, Vendor Information Form, Bidder Reference Forms, Affidavits, etc.
 - Doc 00350: Bidder's Statement of Qualifications
 - Bidder Questions: email only, form provided, to Preuter@stlouisco.com
 - Last question no later than 5pm (local time) May 24, 2018
 - Addendum will be issued no later than June 1, 2018
- **Per Section 80, the prime contractor shall self-perform at least 25% of the work.**
- **Bidders must bid on the pavement and electrical work as one project. The project will not be split into two bids/contracts.**
 - TIME OF COMPLETION: Commence within 10 days of NTP, complete within 175 days of NTP. It is anticipated that work will begin in Spring of 2019. Ligated Damages of \$2,500 per day apply.
 - * Ligated Damages of \$500 per 60-minutes Runway remains closed
- **Awarded contractor shall be given a limited NTP in the fall or winter to begin procuring supplies. The full NTP will not be issued until late winter or spring of 2019. The work is anticipated to start and be fully complete in 2019.**
- **Clarifications regarding ligated damages (\$500 per 60-minutes the Runway remains closed after the agreed to reopening time) will be made in the addendum.**
 - INSURANCE REQUIREMENTS: Doc 00140

3. Description of Projects

A. Scope of Work

1) Project Description & Project Limits

- Runway 8R-26L Pavement Rehab
 - Minor Crack Repairs
 - 20,000 LF Joint Replacement
 - Large and Small Spall Repairs
 - Large = P-501 HESC <<>> one 14-day closure
- ***Small spalls will be corrected with Epoxy Resin. Large spalls will be corrected with a High-Early-Strength Concrete that reaches 600 PSI within 7 days. Small and large spalls are defined by those that are lesser/greater than 0.5 CF in volume. The 14-day closure is intended to give the contractor 7 days to prepare the spalls and complete their corrections with HESC while allowing for 7 days to cure the HESC to the accepted strength requirement.***
 - Small = Epoxy Resin Type III
- Runway 8R-26L Edge Lighting Rehab
 - Temporary lighting (at grade conduit – incl. mowing)
- ***Contractor will be required to mow or use a trimmer around the at-grade temporary conduit to maintain grass to a height of 6” or less adjacent to the runway. See Mobilization Section 105-1.1.***
- ***A 34-hour closure will be allowed to prepare the temporary lighting and a 34-hour closure will be allowed to switch over from the temporary to the new permanent lighting.***
- ***Clarification for question during Pre-Bid:***
 - Q: Will in-pavement lights be used for temporary lighting?***
 - A: In-pavement lights to be used for temporary lighting, as shown in the plans, and capped after switch over to permanent condition.***
- New HILR (in-pavement during 14-day closure)
- ***All new in pavement lights shall be installed during the 14-day consecutive closure period.***
 - HR to ALV and New 25KW CCR
- ***There are no day-time working hour restrictions for Phase 2 work (homerun route outside of RSA). Contractor may work Monday to Sunday, daytime hours only. 14-day advanced notice with Airport is mandatory for this work as it will require the closure of Hangar 444 Taxilane and access to the airfield for the hangar tenants back on this taxilane.***
 - Seeding and Mulching

→ **Bidders to review SWPPP plan sheet. Contractor required to seed/mulch within 30 days areas disturbed in project limits in order to maintain erosion control.**

2) Contractor' Staging/Storage Locations and Haul Routes

→ **At the Contractor's choosing and expense, gravel may be placed at the Airport Maintenance Facility for the Contractor's storage and use. Airport has stated it is not necessary for the Contractor to remove the gravel at the end of the project and restore grass.**

3) Project Quantities & Progress Payments

- Identified at beginning of each week by Engineer
- Daily Progress Measurements, Weekly Summations
- Monthly Progress Payments

4) Pavement Markings

- B. Permits (none) ... 7460 has been submitted to FAA, awaiting Determination
- C. Time of Performance (Construction Schedule = 175 calendar days)
- Punchlist & Project Close-out included in Performance Allowance
 - Tuesdays/Wednesdays/Thursdays (8am-4pm) and Saturdays/Sundays (7am-5pm)
 - Assumes 10 days due to IFR conditions
- D. Liquidated Damages (80-08)
- E. Payment by Acceptance
- Retention (10%) and Release of Claims (90-06)

→ **Retention will be reduced to 5% by addendum.**

- PWL (Section 110)
 - QA/QC testing for P-501 (Large Spalls)

→ **Contractor encouraged to use a conservative mix and to mirror QA testing with his own QC testing to ensure maximum payment via the PWL calculations for P-501 Large Spall pavement corrections.**

→ **QA testing will be clarified in addendum to include 4 beams per sample by WSP team (TSI will be QA material testing firm) and be broken as follows: 3, 5 and 2 on the 7 day.**

→ **Contractor to provide curing facilities for QA beams, per Item P-501, Section 501-5.1.**

4. Other Issues

A. Safety / Security

- Work within Runway Safety Area (No equipment or material storage within 200-ft of Runway centerline)

→ **CORRECTION: No equipment or material storage within 250-ft of Runway Centerline.**

- NOTAMs issued by Airport/Owner

- Contractor provided Safety Representatives, to provide escorts, fitted with 2-way radio. Written exam to qualify.
- ***Airport will only require the Superintendent to receive Airport training and have in his possession, in which he monitors at all times during working hours, a 2-way radio.***
- Barricades – supplied, maintained and placed prior to start of work each day, removed from airfield and stored at storage yard at end of each work day (except as noted for 14-day closure).
 - 14-day closure – cover all guidance signs included in scope of work.
 - Lighted X's – supplied, maintained, and located into position each day by Airport
 - FOD – thorough check before each re-open; includes sweeping and spraying for dust/debris control.
 - Pavements must be clean and accepted by Airport prior to reopening!
- ***Airport will determine if the Runway is clean and acceptable to reopen. Contractor strongly encouraged to give the Airport a minimum of 1 hour to conduct a “reopen” inspection at the end of each work day and at end of 14-day closure, allowing time for the Contractor to address any identified deficiencies prior to the agreed to reopen time. If the Runway remains closed after the agreed to reopen time, Liquidated Damages will apply.***
- Trenches in excess of 3” in height – must be filled, compacted to P-152 standards prior to reopening.
 - IFR / low ceilings (Sheet C1.2 – Special Conditions Note)
4. DUE TO INSTRUMENT FLIGHT RULES (IFR), IF THE WEATHER INDICATES FORECASTED CEILINGS OF 5000FT OR LESS, THE ILS CANNOT BE TURNED OFF OR THE AIRPORT WILL BE CLOSED. IF THE ILS CANNOT BE TURNED OFF, RUNWAY 8R-26L CANNOT BE CLOSED AND PHASE 1 WORK SHALL CONTINUE THE NEXT SCHEDULED WORK DAY. AIRPORT SHALL NOTIFY CONTRACTOR AT LEAST 24 HOURS IN ADVANCE OF SCHEDULED WORK DAY IF RUNWAY 8R-26L CANNOT BE CLOSED. EACH CONSTRUCTION SCHEDULE INCLUDES 10 DAYS FOR LOW CEILING DAYS. IF MORE THAN 10 DAYS ARE REQUIRED FOR IFR CONDITIONS, THE CONTRACTOR MAY NEGOTIATE A CHANGE ORDER WITH THE AIRPORT FOR ADDITIONAL DAYS ADDED TO THE CONTRACT. IFR DAYS DO NOT APPLY TO THE 14-DAY CLOSURE PERIOD; ONCE THE RUNWAY IS CLOSED IT SHALL NOT BE REOPENED UNTIL DIRECTED BY THE AIRPORT OR ENGINEER.
- B. Engineers’ Trailer – Not Required
- C. Submittals Pre NTP:
- Quality Control Program (Section 100)
 - Safety Plan Compliance Document (SPCD), Contact List
 - CPM Schedule
- D. Weekly Coordination with Engineer (Construction Manager) – to be held Tuesdays
- E. Prevailing Wages, DBE Interviews/Requirements
5. Questions and Answers with Closing Comments
6. Site Visit
- ***No Site Visit conducted.***
- ***Minutes will be made part of Addendum. Pre-bid sign-in sheet attached as part of minutes.***

REHABILITATE RUNWAY 8R-26L PAVEMENT & LIGHTING

RFP #2018-04-507-PR MoDOT 18-113A-1

PRE-BID MEETING May 22, 2018 - 2:00 PM

	NAME	COMPANY NAME	PHONE NUMBER	CELL NUMBER	E-MAIL
1	Bob Heine	Spirit Airport	636-532-2222	314-220-2189	RHEINE@STLOUISCO.COM
2	Dave Schubert	Spirit Airport	636-532-2222	314-568-0584	DSCHUBERT@STLOUISCO.COM
3	KUCHINSKI	WSP	314-698-0974	-	JENNIFER.KUCHINSKI@WSP.COM
4	SCHROEDER	WSP	314-226-4210	-	T.SCHROEDER@WSP.COM
5	BRIAN BOEMER	MoDOT	573-526-3619		
6	Seth Dietrich	Collins and Hermann	314-869-8000	314-568-2825	Seth.dietrich@collinsandhermann.com
7	Andy Hanks	MoDOT	573-751-7428		andy.hanks@modot.mo.gov
8					
9					
10					
11					
12					

Display Planholders for Rehabilitate Runway 8R-26L

Sorted By Company

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Click on the following links to sort by a category:

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Company Information	Contact Information	Status Date Filled Date Returned	Delivery Method Tracking Number	Sets Issued
ADB Airfield Solutions 977 Gahanna Parkway Columbus, OH 43230 CSI Code: 03200-Supplier Bid Cat.:	Leslie Moore Phone: 614573-8212 Fax: 614573-8312	Filled	Will Call	
Aschinger Electric 877 Horan Fenton, MO 63026 CSI Code: 16000 - Electrical Bid Cat.:	Shelli Wassall Phone: 636 343-1211 Fax: 636 343-9658	Filled	UPS	
Collins & Hermann, Inc 1215 Dunn Road St Louis, MO 63138 CSI Code: 02000 - Sitework Bid Cat.:	Amy Mareing Phone: 314 869-8000 Fax: 314 869-8498	Filled	County Blue - Delivery	
Gershenson Construction 2 Truitt Drive Eureka, MO 63025 CSI Code: 01000 - General Contractor Bid Cat.:	Michelle Hibbard Phone: 636 938-9595 Fax: 636 938-9501	Filled	Send PDF & Bill Account	
Millstone Weber LLC 601 Fountain Lakes Blvd St Charles, MO 63301 CSI Code: 01000 - General Contractor Bid Cat.:	Robert Stubbs Phone: 636 688-8794 Fax: 636 949-3129	Filled	Call When Ready	

Display Planholders for Rehabilitate Runway 8R-26L