

**CAPITAL REGION INTERNATIONAL AIRPORT  
TAXIWAY TURNING IMPROVEMENTS – PHASE 1  
LANSING, MICHIGAN**

**FAA AIP No. 3-26-0055-5516  
MDOT No. FM 19-01-C210  
RS&H No. 210-0289-002**

**ADDENDUM NO. 1  
April 27, 2016**

The following changes shall be made to the Contract Documents, which bear the above title and project numbers and are dated April 2016.

**TO ALL HOLDERS OF CONTRACT DOCUMENTS**

1. Your attention is directed to the following interpretations of, changes in, and/or additions to the contract documents for the above named project.
2. This addendum is part of the Contract Documents.
3. Bidders are required to acknowledge receipt of this Addendum in the space provided on Page P-2 of the Proposal Form.
4. The following changes shall be made:

**CHANGES TO PROJECT MANUAL**

Item No. 1: On the Invitation to Bid, Page INV-1, REMOVE the word “MANDATORY” from the Pre-Bid Conference section. Mandatory attendance of the Pre-Bid Conference by prime bidders has been waived.

Item No. 2: On Page IB-2, REMOVE paragraph III.A and REPLACE with the following:

**Prime Bidder must be prequalified with MDOT. The net classification required for this project is 3000 Cb (Hot Mix Asphalt/Bituminous Paving), 3000 B (Concrete Pavement), or 3000 Ea (Grading, Drainage Structures and Aggregate Construction). If the prime bidder is not prequalified in all three classifications (Cb, B, and Ea), then it must use a prequalified contractor for the classification(s) for which it is not prequalified. In addition, this project includes Designated Item classification L (Electrical Construction). If the prime bidder is not prequalified in this Designated Item classification, then it must use a subcontractor that is prequalified in classification L. These subcontractors must be designated prior to award of the contract to the confirmed low bidder.**

This change allows contractors with classification Ea to be prime bidder.

Item No. 3: REMOVE Page P-10 and REPLACE with Page P-10/ADD. 1 (attached). This change allows contractors with classification Ea to be prime bidder.

**CHANGES TO DRAWINGS**

None.

**GENERAL**

1. A Pre-Bid Meeting was held at Capital Region International Airport on 4/26/16. The Minutes and Sign-In Sheet are provided with this addendum for reference only and are not to be considered Bid Documents.

**END OF ADDENDUM NO. 1**

**CAPITAL REGION AIRPORT AUTHORITY  
CAPITAL REGION INTERNATIONAL AIRPORT**

**BIDDER'S QUALIFICATIONS**

Prime Bidder must be prequalified with MDOT. The net classification required for this project is 3000 Cb (Hot Mix Asphalt/Bituminous Paving), 3000 B (Concrete Pavement), or 3000 Ea (Grading, Drainage Structures and Aggregate Construction). If the prime bidder is not prequalified in all three classifications (Cb, B, and Ea), then it must use a prequalified contractor for the classification(s) for which it is not prequalified.

In addition, this project includes Designated Item classification L (Electrical Construction). If the prime bidder is not prequalified in this Designated Item classification, then it must use a subcontractor that is prequalified in classification L. These subcontractors must be designated prior to award of the contract to the confirmed low bidder.

**DESIGNATED and SPECIALTY ITEMS**

**DESIGNATED ITEMS:**

**COMPANY NAME AND ADDRESS OF  
PREQUALIFIED SUBCONTRACTOR:**

(Cb) Hot Mix Asphalt/Bituminous Paving

\_\_\_\_\_  
(COMPANY NAME)

\_\_\_\_\_  
(COMPANY ADDRESS)

(B) Concrete Pavement

\_\_\_\_\_  
(COMPANY NAME)

\_\_\_\_\_  
(COMPANY ADDRESS)

(Ea) Grading, Drainage Structures & Agg. Const.

\_\_\_\_\_  
(COMPANY NAME)

\_\_\_\_\_  
(COMPANY ADDRESS)

(L) Electrical Construction

\_\_\_\_\_  
(COMPANY NAME)

\_\_\_\_\_  
(COMPANY ADDRESS)

**SPECIALTY ITEMS:**

None this project

\_\_\_\_\_  
(COMPANY NAME)

\_\_\_\_\_  
(COMPANY ADDRESS)

## MEETING NOTES

Copies To: All Attendees  
File

Date: 4/26/2016

Project: Taxiway Turning Improvements – Phase 1  
Capital Region International Airport

FAA No. 3-26-0055-5516  
MDOT No. FM 19-02-C210  
A/E No.: 210-0289-002

Meeting Place: Capital Region International Airport

Meeting Date: 04/26/2016

Participants: See attached sign-in sheet

**Following are the Minutes of this Meeting:**

Please review and advise the writer of any changes within 10 days of receipt.

This was the Pre-Bid Meeting for the above referenced project. The following items were discussed, with corresponding Action Items and Responses noted:

Discussion	Action Item/Response
<b>Introductions</b> – Jon Vrabel (CRAA) welcomed attendees to the Pre-Bid meeting. Attendees introduced themselves.	
<b>Pre-Qualification</b> – Mr. Thiel (RS&H) stated that prime Contractors must be MDOT Prequalified in Asphalt Paving (Cb) or Concrete Paving (B) and that this project also requires Designated Subcontractors prequalified in Underground (Ea) and Electrical (L).	
<b>Question</b> – Steve Berry (E.T. MacKenzie) asked if the Airport would consider allowing Ea pre-qualified contractors to bid on this project as Prime.	CRAA will consider this modification to the pre-qualification requirements and issue an addendum if this change is adopted.
<b>DBE Goal</b> – Mr. Thiel stated that the DBE goal for this project is <b>5.72%</b> and bidders must submit within their bid the Required DBE Assurance form. If the DBE will not be met, Schedule A (P-13) must be submitted to document the contractors good faith effort to achieve the DBE goal.	
<b>Davis Bacon</b> – Mr. Thiel stated that the Davis-Bacon wage requirements will apply to the project, and the contractor and any subcontractors will be required to submit certified payrolls.	
<b>Project Description</b>	
<b>Taxiway H</b> – David Joye (RS&H) described the Taxiway H improvements, including taxiway widening, existing PCC pavement repair, new asphalt shoulders, new edge lights and signage, and pavement marking.	
<b>Taxiway D</b> – Mr. Joye described the Taxiway D construction that includes the partial removal of Taxiways A and D, new PCC taxiway connection between Taxiway B and the Terminal Apron, paved shoulders, edge lighting and signage, and pavement marking.	
<b>Bid Alternate No. 1</b> – Mr. Joye explained that the 2” mill and overlay of the northern edge of the Terminal Apron and partial length of Taxiway D is included in Bid Alternate No. 1.	
<b>Drainage Improvements</b> – Mr. Joye noted that the project includes some minor drainage improvements that include new catch basins and drainage pipe.	
<b>Pavement Marking</b> – Mr. Thiel noted that the pavement markings included in the project shall utilize <b>Type III paint</b> , and <b>Type IV glass beads</b> .	

## MEETING NOTES

<b>Phasing</b>	
<b>Phase 1</b> – Mr. Joye stated that the project has been divided into 2 phases of construction. Phase 1 includes the work associated with the Taxiway H improvements and some removal of Taxiway A. The duration of this phase is 28 calendar days.	
<b>Phase 2</b> – Mr. Joye noted that Phase 2 includes the remaining removal of Taxiway A, the demolition of Taxiway D, and the construction of the new Taxiway D. The duration of this phase is 35 calendar days.	
<b>Total Contract Time</b> – Mr. Joye noted that the total contract time is 63 calendar days.	
<b>Technical Specifications</b> – Mr. Thiel explained that all Technical Specifications and General Provisions for this project are the latest FAA specifications.	
<b>General Provisions</b> – Mr. Thiel explained that one of the major changes to the General Provisions is that the <u>Contractor</u> is now responsible for construction staking.	
<b>P-401 Hot Mix Asphalt (HMA) Pavement Specification</b> – Mr. Thiel explained some of the changes from the old MDOT P-411 specification.	
<b>P-501 PCC Pavement Specification</b> – Mr. Thiel noted the FAA P-501 specification is included in the bid documents which includes ASR testing requirements.	
<b>Construction Safety Phasing Plan (CSPP) and Safety Plan Compliance Document (SPCD)</b> – Mr. Thiel explained that the CSPP is developed by the engineer, it has 18 areas of focus, and submitted to the FAA. The SPCD is developed by the contractor and addresses how the contractor will comply with the 18 areas of focus. Mr. Thiel also noted that there is a separate pay item for the SPCD.	
<b>Staging Areas and Employee Parking</b> – Mr. Joye noted the staging area for both phases of construction (C020).	
<b>Haul Routes</b> – Mr. Joye noted the location of site access, and further noted the changes to the security fence and relocation of the existing gate.	
<b>Question</b> – Dan Larson (Rieth-Riley) asked if there was a separate pay item for widening or any improvements to the designated haul route. Mr. Joye stated that all required road improvements are incidental to Mobilization.  Mr. Larson asked if the materials used to widen the haul road would be left in place at the completion of the project. Rob Benstein (CRAA) stated that the material could be left.	
<b>Temporary Service Road</b> – Mr. Thiel noted the temporary service road that is included in the project. This road will be constructed at the beginning of Phase 1 to limit the amount of Airport vehicular traffic entering the construction area. This road will be removed at the end of the project and restored. Cost for constructing and removing the road are incidental to Mobilization.	
<b>Barricades</b> – Mr. Joye explained that water filled barricades are required and will surround each phase of construction. Barricades and spacing requirements are detailed on Sheet C040.	
<b>Security Badging</b> – Mr. Benstein explained the badging requirements for the project. All employees working on a regular basis will require photo badges. Truck drivers will not be required to have a badge.  Ms. Lewandowsky explained that badging is a 2-step process. All employees to be badged will have to fill out an application and return to	

## MEETING NOTES

receive their badge after a security threat assessment has been completed.	
<b>Schedule</b>	
<b>Question Deadline</b> – Mr. Joye explained that questions (after the meeting is adjourned) are preferably submitted through email ( <a href="mailto:david.joye@rsandh.com">david.joye@rsandh.com</a> ).	<b>Question Deadline – April 29, 2016 at 5:00pm</b>
<b>Bid Opening</b> – Bids will be received in the CRAA office on the 3 <sup>rd</sup> floor of the terminal.	<b>Bid Opening – May 6, 2016 @ 1:00pm.</b>
<b>Estimated Start Date</b>	<b>Estimated Construction Start Date – August, 2016</b>
<b>Questions</b>	
<b>Field Office</b> – Mr. Larson ask where the field office will be located. Mr. Joye answered that the office will be located in the staging area.	
<b>Portable Plant Location</b> – Steve Lampton (Florence) asked if a location had been set up for a portable concrete plant. Mr. Thiel answered that a plant could be set up in the staging area or in the vicinity of the staging area but the final location will be dependent on the height of the plant.  Mr. Lampon asked if there was an access point for water in that area. The question was answered that a water main with hydrant runs along the northern side of Port Lansing Road and that water access could be coordinated by the contractor with the utility owner.	
<b>Meeting Adjourned.</b>	

RS&H Michigan, Inc.  
 G-3101 W. Bristol Rd., Suite 300  
 Flint, MI 48507  
 Prepared by: DMJ

## PRE-BID MEETING AGENDA

### Taxiway Turning Improvements – Phase 1 Capital Region International Airport

FAA AIP No. 3-26-0055-5516  
MDOT No. FM 19-01-C210  
RS&H Project No. 210-0289-002

April 26, 2016  
10:00 A.M.

1. Introductions
2. Contract Requirements
  - Prime Contractor – Cb (Asphalt Paving) or B (Concrete Paving)
  - Designated Subcontractors – Ea (Underground) and L (Electrical)
  - DBE Goal – 5.72%
  - Davis-Bacon
3. Project Description
  - Taxiway H
    - Widening of Twy B turning radii (PCC)
    - New paved shoulders (asphalt)
    - New edge lighting and signage
    - Existing PCC repairs
  - Taxiway D
    - Removal of Twy A and Twy D
    - New PCC connection between apron and Twy B
    - New paved shoulders (asphalt)
    - New edge lighting and signage
  - Bid Alternate No. 1 – Apron edge taxilane
    - 2" mill and overlay
  - Drainage Improvements
  - Pavement Markings
  - Restoration
4. Phasing
  - Phase 1 – Taxiway H – 28 days
    - Taxiway B closed from Taxiway D to Taxiway
    - Taxiway H closed
    - Taxiway F closed
    - Taxiway A closed
    - Taxiway closure markers required (2)
  - Phase 2 – Taxiway D – 35 days
    - Taxiway B closed from Taxiway M to Taxiway F
    - Taxiway D closed
    - Terminal apron edge closed
    - Taxiway closure marker required (1)
  - Total Contract Time = 63 calendar days

5. Technical Specifications – Highlights
  - General Provisions (FAA Standard)
    - Contractor responsible for Construction Layout Staking
  - P-401 Hot Mix Asphalt (HMA) Pavements Requirements
    - Acceptance criteria
      - Mat density and air voids
      - Stability and flow
      - Joint density
      - Thickness
      - Smoothness
      - Grade
  - P-501 PCC Pavement Requirements
    - ASR Testing
    - Acceptance criteria
      - Flexural strength
      - Thickness
      - Smoothness
      - Grade
      - Edge slump
  
6. Construction Safety Phasing Plan (CSPP) and Safety Plan Compliance Document (SPCD)
  - CSPP – Owner’s responsibility (see Special Provisions, Section 5)
  - SPCD – Contractor’s responsibility (see CSPP, Appendix B and Spec P-102)
  - 18 areas of focus
  
7. Other Issues
  - Staging Areas
  - Employee Parking Areas
  - Haul Routes
  - Temporary Service Road
  - Barricades
  - Security Badging
  
8. Schedule
  - Question Deadline.....April 29, 2016 5:00 p.m.
  - Bid Opening..... May 6, 2016 1:00 p.m.
  - Estimated Start Date..... August 1, 2016



Sign In Sheet

Pre-Bid Meeting

Project: Taxiway Turning Improvements - Phase 1  
 Location: Capital Region International Airport, Lansing, Michigan  
 FAA AIP No. 3-26-0055-5516  
 MDOT No. FM 19-01-C210  
 RS&H Project No. 210-0289-002



Capital Region International Airport



Name	Company / Address	Phone	email
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