The following changes shall be made to the Contract Documents, which bear the above title and project numbers and are dated June 11 2018.

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

None

CHANGES TO DRAWINGS

Item No. 1: REPLACE Sheet C210. Detail 2 includes revised typical concrete panel widths.

Item No. 2: On Sheet C411, Detail 2/C411, CHANGE the references to “Waterman Industries Model VBG Rectangular Butterfly Valve or Approved Equal” to “GA Industries AWWA C504 Butterfly Valve or Approved Equal”. ADD “Note 1: A wall pipe shall be constructed at each outflow pipe location for valve installation. Valve shall be installed with Trumbull Manufacturing 36” Ductile Indicating Floorstand or approved equal.” ADD “Note 2: Contractor shall submit shop drawings for review and approval prior to ordering structure or structural components.”

CLARIFICATIONS

1. A Pre-Bid Meeting was held at Capital Region International Airport on 6/6/18. The Minutes and Sign-In Sheet are provided with this addendum. An electronic bid form will be posted on the Airport’s website.

END OF ADDENDUM NO. 1
CARGO APRON
EXPANSION PHASE 1

PROPOSED APRON TYPICAL SECTION

PROPOSED TAXIWAY TYPICAL SECTION

BID ALTERNATIVE NO. 1 NOTES

1. The proposed pipe will be installed at the same elevation as the existing 8" pipe to avoid any obstructions.
2. The pipe shall be constructed in 2' increments from the proposed pipe.

GENERAL NOTES
1. For contract documents, refer to the sheet set for drawing details.
2. For contract documents, refer to the sheet set for detailed construction details.
3. For contract documents, refer to the sheet set for general guidelines.
4. For contract documents, refer to the sheet set for general guidelines.
5. For contract documents, refer to the sheet set for general guidelines.
6. For contract documents, refer to the sheet set for general guidelines.
7. For contract documents, refer to the sheet set for general guidelines.
8. For contract documents, refer to the sheet set for general guidelines.
MEETING NOTES

Copies To: Distribution Date: June 11, 2018
Project: Capital Region International Airport RS&H Project No.: 210-0289-003
Cargo Apron Expansion – Phase 1
Pre-Bid Meeting

Meeting Place: Terminal Building, 1st Floor
Meeting Date: Wednesday, June 6, 2018, 10:00 AM
Participants: See attached Sign-In Sheet

Following are the Notes of this Meeting:

A. Introductions and Sign In
   Ron O’Neil from Capital Region International Airport welcomed everyone to the meeting. All parties introduced themselves.

B. Contract Requirements – Nick Patterson with RS&H provided an overview of the contract requirements for this project.
   1. The Prime Contractor must be MDOT prequalified in Concrete Paving (B) or Grading, Drainage Structures, Aggregate (Ea)
   2. The contract also requires Designated Subcontractors prequalified in Electrical (L) and Asphalt Paving (Cb). Cb prequalification will only be required in Bid Alternate No. 1 is awarded.
   3. Davis-Bacon wage rates will apply to this project as AIP Funding is anticipated.
   4. DBE Participation – A DBE Goal of 5.72% has been established for the project.
   5. Base Bid & Bid Alternate – There is one bid alternate for this project.

C. Project Description – Nick Patterson with RS&H provided an overview of the major project elements.
   1. Proposed Concrete Pavement
      a. Cargo Apron Expansion – 600’ x 300’ (14” PCC, 6” cement-treated base, 6” aggregate base course, 16” sand subbase)
      b. Taxi_lane Connector from the proposed apron expansion to existing Taxiway J
      c. Bid Alternate No. 1 consists of 6” HMA Base Course in lieu of 6” cement-treated base course
   2. Site Improvements
      a. New drainage structures, pipe, valve structure, underdrain
      b. The existing apron light poles along the north and east sides of the apron will be relocated on new concrete bases. The existing light fixtures will be updated to new LED fixtures prior to construction.
      c. Proposed retro-reflective markers and new guidance sign
      d. Pavement markings on existing and proposed apron
      e. Restoration
      f. Wetlands – There will be wetland removal. Permits have been obtained for the wetland removal.

D. Phasing – Nick Patterson with RS&H provided a phasing overview.
   1. This project is a single phase project with 2 subphases. The overall contract time and duration of Phase 1 is 75 Calendar Days.
   2. Phase 1A – 10 days, which will include removal and relocation of 4 apron lights along the north side of the apron.
   3. Phase 1B – 4 days for pavement marking removal and proposed pavement markings.
E. Technical Specifications – Nick Patterson noted some of the important specifications for the project
   1. FAA General Provisions are included in the Project Manual.
      a. The Contractor is responsible for Construction Layout Staking
      b. Nick also recommended that potential bidders should review the Contractor Quality
         Control Program requirements
   2. P-304 Cement-Treated Base Course is included in the base bid.
   3. P-403 Hot Mix Asphalt (HMA) Pavements is included in Bid Alternate No. 1 for an alternate
      base course material.
      a. The following are some of the acceptance criteria noted in the P-403 specification
         1. Mat density and air voids
         2. Stability and flow
         3. Joint density
         4. Thickness
         5. Smoothness
         6. Grade
   4. P-501 PCC Pavement Requirements
      a. ASR Testing is required
      b. The following are some of the acceptance criteria noted in the P-501 specification
         1. Flexural strength
         2. Thickness
         3. Smoothness
         4. Grade
         5. Edge slump

F. Construction Safety Phasing Plan (CSPP) and Safety Plan Compliance Document (SPCD) – Nick
   Patterson indicated where the CSPP could be found and the general requirements of the SPCD.
   • CSPP – Owner’s responsibility (see Special Provisions, Section 5)
   • SPCD – Contractor’s responsibility (see CSPP, Appendix B and Spec G-102). There
     is a separate bid item for the SPCD.

G. Other Issues
   1. Site Access – All site access will be through the existing gate at north end of Old Dewitt
      Road. A badged gate guard required if gate is open during construction operations. Rob
      Benstein noted that the gate guard may be a badged employee of the contractor.
   2. Contractor/Employee Parking Area/Batch Plant Location – Contractor/employee parking will
      be along Old Dewitt Road outside of AOA. This area is shown on Sheet C020 Contract
      Layout Plan.
   3. Haul Routes / Barricades – The proposed haul routes and barricades are shown on Sheet
   4. Security Badging – Rob Benstein reviewed the Airport’s security badging requirements.
      Additional requirements are included on Sheet C040 Safety and Security Notes and Details.

H. Schedule
   1. Questions Deadline……………… June 15, 2018, 5:00 p.m.
   2. Bid Opening………………………. June 22, 2018, 10:00 a.m.
   3. Estimated Start Date……………. September 1, 2018

I. Questions / Site Visit – Capital Region International Airport and RS&H encouraged all attendees to
   familiarize themselves with site conditions. The following are responses to the questions asked at the
   Pre-Bid Meeting,
• Question: Is there an on-Airport source identified for Borrow Soil?
  o Answer: No. On-site borrow material is not available.
• Question: What is the backfill material required for undercut areas?
  o Answer: Backfill material must meet P-152 requirements
• Question: Is there any contamination testing required for backfill material?
  o Answer: Contamination testing is not required. Test reports for materials properties must be submitted for each source of offsite material proposed.
• Question: Is 34 acres of seeding for the restoration area correct?
  o Answer: The total restoration area is approximately 17 acres. However, additional seeding and mulching quantities are included due to the time of year that restoration is anticipated.
• Question: What is the anticipated start date?
  o Answer: September 1, 2018
• Question: Is there a possibility project won’t be completed this year?
  o Answer: Yes, if there is a delay in receiving the FAA grant, construction NTP may be delayed. If this is the case, the Contractor may wait until spring 2019 to begin work OR complete a portion of the work in fall 2018 with the remainder in spring 2019. There will be no modifications to unit prices if the project start date is delayed. There will be no additional costs for mobilization/remobilization if the work is started or completed in 2019.
• Question: What is the bid hold period on this project? Will the contract not be issued until there is proof of funding?
  o Answer: Per Section 30-02 of the General Provisions, “The award of a contract, if it is to be awarded, shall be made within 120 calendar days of the date specified for publicly opening proposals,”
  o Answer: The Airport does not intend to issue a contract prior to receipt of FAA grant.
• Question: Are there any provisions as far as encountering bad soil?
  o Answer: Pay item P-152-4.3 Undercut and Backfill includes quantity for both the removal of wetland materials and for unsuitable soils that may be encountered.
• Question: Is there a pay item that requires the use of P-153 CLSM?
  o Answer: No. P-153 is included in the event the Contractor proposes CLSM during construction.
• Question: Do you have an on-site batch plant location?
  o Answer: A batch plant may be located adjacent to the Contractor/Employee parking area on Old Dewitt Road.
• Question: Where is the location of the closest hydrant for water supply? How far away is it from the batch plant site?
  o Answer: The closest hydrant is at the intersection of Port Lansing Rd and E. Airport Service Rd, approximately 2,100’ from the proposed batch plant location.
• Question: Is there a restriction on work hours?
  o Answer: No
• Question: Can an electronic bid form be provided?
  o Answer: Yes, an excel bid form will be provided.
• Question: In regards to the P-501 Specification, is crushed concrete allowable, particularly since there is no concrete demolition associated with this project?
  o Answer: Off-site crushed concrete is not allowable in P-501 PCC.
• Question: In regards to the P-501 Specification, has Type 1 coating been considered for the dowel bars rather than Type 2? The new version of the FAA construction specifications have provisions for both
  o Answer: Type 2 coating is not specified in the P-501 Specification. Dowel bar coatings shall meet the current FAA P-501 Specifications, as noted in the Bid Documents.
• Question: Are we required to provide a Bid Alternate No. 1 cost?
  o Answer: No.
• Question: Please clarify the panel dimensions for the proposed taxilane.
Answer: Typical PCC panel dimensions are 15’ x 15’. Panel widths on Detail 2/C210 shall be revised from 18.75’ to 15’.

Attachments:
Sign in Sheet
## Sign In Sheet

**Pre-Bid Meeting**

*Project: Cargo Apron Expansion - Phase 1*

*Location: Capital Region International Airport, Lansing, Michigan*

*FAA AIP No. 3-26-055-056-2017*

*MDOT No. FM 19-01-C214*

*RS&H Project No. 210-0289-003*

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