

**AIRFIELD PAVEMENT WEATHER SENSORS PROJECT  
SIA PROJECT #16-41-1869**

## **Addendum No. 1**

**DATE OF ADDENDUM: August 8, 2016**

The following changes, additions, and/or deletions are considered as Addendum No. 1, and are hereby made a part of the contract documents. All bidders are required to base their bid upon the information furnished in this addendum; and as required in the contract documents. The Contractor is required to acknowledge Addendum No. 1 in their company proposal. Failure to acknowledge addendum on the bid form will result in bid being declared non-responsive.

Bid records will be available for public inspection after issuance of the notice of intent to award or the award of the contract. Bidder should contact the Airport to arrange an appointment to review the bid record.

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The bid opening date scheduled for **Tuesday, August 16, 2016 at 1:00 pm** in the Spokane International Airport Board Room has not changed.

Attached are the following documents, to be acknowledged with each contractors bid package as part of Addendum No. 1.

Attachments to this addendum are as follows:

1. Meeting Minutes, Mandatory Pre-Bid Conference (5 pages)
2. Sign-In Sheet, Mandatory Pre-Bid Conference (1 page)
3. Spec Section 00730, Supplementary Conditions (2 pages)

### **CHANGES, ADDITIONS, DELETIONS AND/OR CLARIFICATIONS TO THE CONTRACT DOCUMENTS:**

#### **DRAWINGS:**

##### **SHEET 9, ELECTRICAL SITE PLAN:**

- Revise the power source for the north system to the Triturator Building, which is generally located between the Nova 9000 and the Operations Building. The path is shown correctly on Sheet 12.

##### **SHEET 12, AIRFIELD REMOTE WEATHER STATIONS PLAN:**

- East of Gate F, CHANGE Key Note N2 to read: "Horizontal Bore Under Pavement or Trenching and Backfill with Paved Trench Repair."

## **SPECIFICATIONS**

### **SECTION 00730, SUPPLEMENTARY CONDITIONS**

The Supplementary Conditions may have been omitted in some earlier versions of the Contract Documents. This 2-page document (attached) is hereby incorporated into the Documents.

### **SECTION 01112, CONTRUCTION SAFETY AND PHASING**

In Section 3.2 Phasing, Work Area 1, Item C, Airfield Impacts, to be consistent with Plan Sheet 5, CHANGE the first bullet point to read:

- **Runway 3-21** – Five (5) night closures of Runway 3-21, from 12:01 am (0001 hours local time) to 5:00 am (0500 hours local time), depending on weather and pending approval of Airport Operations. (Night closures may begin at 10:00 pm (2200 hours local time), pending approval of Airport Operations.)

OR

One (1) 24-hour closure of Runway 3-21, at a mutually agreeable date and time, depending on weather and pending approval of Airport Operations.

### **SECTION 01505, MOBILIZATION**

DELETE the contents of Section 2.1, Posted Notices, and replace with the following:

“Prior to commencement of construction activities the Contractor must post notices as identified in WSDOT Standard Specification 1-07.9(2) in a prominent and accessible place where they may be easily viewed by all employees of the prime Contractor and by all employees of subcontractors engaged by the prime Contractor.

These notices must remain posted until Final Acceptance of the work by the Owner.”

**End of Addendum No. 1**

**SPOKANE INTERNATIONAL AIRPORT  
AIRFIELD PAVEMENT WEATHER SENSORS  
SIA Project #16-41-1869**

**PRE- BID CONFERENCE**  
Wednesday, August 3, 2016 1:00 pm

**MINUTES**  
(All changes in red)

**I. WELCOME AND INTRODUCTIONS**

Please sign attendance roster. This is a mandatory pre-bid for General contractors. If you don't sign in, then you weren't here.

Owner: Spokane Airport Board  
Project Manager: Lisa Corcoran  
Phone: (509) 455-6406  
Email: LCorcoran@spokaneairports.net

Consultants:  
T-O Engineers (Prime Consultant)  
Project Manager: Chris Mansfield  
Project Engineer: Natasha Jostad  
Phone: (509) 319-2580  
  
Trindera Engineering (Electrical Sub to T-O Engineers)  
Project Engineer: Zach McMackin  
Phone: (509) 435-0523 or (208) 620-3319

**II. PROJECT DESCRIPTION**

**A. Overview**

- Provide and install 12 pavement sensors, one underground (sub-surface) sensor, and two dedicated weather stations with remote processing units (RPU's).
- The embedded sensors will communicate with the weather stations to relay information via cellular service back to a third-party cloud-based web server to be accessed by SIA staff.

## **B. Construction Schedule**

- Contract Time: 42 Calendar days allowed
- Estimated Start Date: Monday, September 12, 2016
- Estimated Completion Date: Sunday, October 23, 2016
- The project must be completed in phases to facilitate construction.
- Project is divided into 4 Work Areas, as represented on the Work Area Reference Plan and Construction Phasing Plans, Sheets 4 thru 8.
  - No specific time limit for individual work areas, other than 5 nights max for Work Area 1 (within Runway 3-21 Safety Area)
  - Need not be constructed in any specific order, other than the test installation of puck #812 in Work Area 4 needs to go first.
- Liquidated Damages: \$2,000 per calendar day
- Work Hours: Discussed in general. See *Spec Section 01010 for details.*

## **C. Security and Safety**

- Working on Airports is different than working on other jobs.
- Aircraft have right of way at all times. Vehicles must yield when aircraft are in sight.
- No construction traffic is allowed across the airfield between work areas. All work areas are to be accessed along the designated haul route for that area.
- Access to Flight Operation Area is restricted. All workers need ID badges which can be obtained from the Airport Police for a \$50 fee, following a successful fingerprinting and badge application process.
- Drivers / Deliveries: Driver training test mandatory for all vehicles inside the fence unless they are under escort by a designated escort vehicles. All contractor employees, subcontractors, vendors, truck drivers, etc. must be badged or escorted by badged personnel. See Spec 01112.
- Airport will not escort delivery vehicles, but will escort work crews across active taxiways into the designated work areas.
- Construction Phasing Plans: developed by the design team to identify potential safety concerns, and coordinate construction activities safely with airport operations.
- Safety Plan Compliance Document: The Contractor has to prepare an SPCD describing how it will work safely on the airfield. See Spec 01112.
- Staging: Two Contractor Staging Areas are provided inside the fence: one near the ARFF Station and one near Airfield Maintenance.
- Employee parking: will be allowed just outside the fence near Gates A and J. No personal vehicles allowed inside the fence.
- Barricades – The Airport has 50 low-profile barricades and 100 flashing lights available for this project.
- Lighted 'X's – The Airport has two trailer-mounted X's. Airfield Maintenance will prepare them for initial use, and set them up one time only. Contractor will be responsible for hauling and maintenance thereafter. See Spec 01112.3.14.
- Keep haul routes clean. Remove Foreign Object Debris (FOD) immediately. Two brooms / pavement sweepers required on site, per Spec 01710. Airfield pavements are to be approved by Ops prior to reopening.

## **D. Construction Issues**

- Existing Utilities – Not all existing utilities are identified on the plans. Locations shown are approximate only. Contractor to call for locates; and verify type, size, and location of all existing utilities prior to starting work. Mark all utilities found on as-builts. Report any discrepancies to the Engineer prior to continuing work.
- Coordinate separately with FAA and Airfield Maintenance for their utility locates, per Spec 02999
- Demolition – Materials removed become property of Contractor and must be legally removed and disposed of offsite.

### **Electrical Requirements**

- See Plan Sheets 9 thru 21.
- Work includes 12 pavement sensors and 2 weather stations.
  - Weather stations require 120V power
- Electrical Connections
  - Capacity and space have been verified by Engineer @ Regulator Building
  - Capacity and space have been verified by Owner @ Triturator Building
- Discuss Power requirements and separation requirements.
- Trenching & backfill typical
- Horizontal boring required under some taxiways and under Runway 7-25, as shown on Plan Sheets and in Spec 02578
- Conduits & Wire
  - Sensor cable typically comes armored from manufacturer. Additionally, PVC conduit is required to house sensor cables installed outside paved surfaces

### **Puck Installations in Pavement**

- Work also includes pavement coring and pavement trenching, and asphalt and concrete paving repairs.
- Review Plan Sheet 22 for typical installation in concrete pavement (Detail 7) and typical installation in asphalt pavement (Detail 8).
- Bid items are provided for three types of joint repair, plus one bid item for paved trench repair that we'd rather not use.
- Review details of pavement sensor head installation. Dimensions are subject to puck manufacturer's recommendations.
- Test installation will be required at Sensor #812, to assess procedures and production rates for demo, installation, and joint repair.
- Surveying and Staking: Note the special requirements to stake the components, then wait for Owner review. See Spec 01051.1.1.E.
- After installation of all RWIS equipment is complete, the equipment supplier shall provide an on-site field engineer to start up, test and make the entire system operations. Contractor is responsible for scheduling start up.

## **E. Administrative Issues**

- This is an Airport-funded project. No AIP funds.
- Use Airport-provided forms, do not create your own.
- Contract Documents are available at [siaplanroom.com](http://siaplanroom.com)
  - Documents can be viewed and/or purchased online.
  - Planholders List available at this website, and all addenda will be posted on the website.
  - Bidders must order online to be placed on the Planholders List and to receive automatic e-mail notification of addenda.
  - Engineer expressed concern about file size of the Plans on the website. When asked, all bidders responded that they were able to download all 22 Plan Sheets.
- Insurance – Limits will be a minimum of \$5 million because work is in close proximity to aircraft. See SIA General Condition 2.02 and Supp. Conditions.
- Retainage - 5% until all claims are resolved. (L&I, DOR, ESD)
- Prevailing Wages – Washington State (Spokane County)
- Statements of Intent, Affidavits, and Certified Payrolls will be required. Owner/Engineer will perform periodic wage interviews to substantiate.
- Weekly Construction Meetings: The Prime Contractor's representative is required to attend, and any subs doing work at the time are encouraged to attend. (GR 01300)

## **F. Bidding**

- Sign your Bid, provide the Bid Bond, and acknowledge any Addenda. Fill in forms completely.
- Projected Bid & Award Schedule:
  - Bids due: 1:00 pm on Tuesday, August 16, 2016
  - Contract Award expected @ August 18, 2016 Airport Board Meeting
  - **Once Airport issues the Notice of Intent to Award**, Contractor to provide Performance Bond, Payment Bond and Liability Insurance.
  - Notice to Proceed is expected on August 22, 2016.

## **III. ADDENDUMS**

- Delivered electronically by Abadan to all registered planholders.
- Addendum 1 will be issued Fri 8/5 or Mon 8/8. Will Include:
  - Supplemental Conditions
  - Minutes of Pre-Bid Meeting with Sign-In Sheet
  - Miscellaneous changes to plans and specs

## **IV. QUESTIONS AND ANSWERS**

Q1: Are there restrictions for when trenching may be completed?

A1: There are no restrictions for trenching when completed outside of the runway safety areas.

## Questions and Answers (cont'd)

Q2: Are there any restrictions as to the means and methods of horizontal drilling?

A2: Carrier pipe shall be high density polyethylene pipe (HDPE). See specification section 02578 for additional information.

Q3: Are there any minority requirements?

A3: The Airport has a 1.1% DBE goal, but there are no minority requirements on this project. DBE participation is encouraged, but not required.

Q4: What is the budget?

A4: No budget will be released due to variance in manufacturers.

Q5: What are the lead times on the RWIS equipment?

A5: There has been discussion internally regarding lead times, which could be 30 to 90 days, but no specific lead times have been established. Installation of sensors may be delayed pending lead times and weather conditions. Anticipate trenching and cable installation to occur this construction season.

Q6: Is there a time requirement for warranty response?

A6: The specifications do not have a time requirement for addressing warranty related issues, however, the Airport would appreciate a quick response.

- Formal Questions must be submitted in writing to SIA Project Manager by Wednesday, August 10, at 4:30 pm.
- Responses will be issued via Addendum on the SIA Planroom

## V. ADJOURN

- This concludes the mandatory portion of the Pre-Bid Conference.
- Thank you for attending.

## VI. SITE TOUR (NON-MANDATORY)

- A site visit was offered, but all attendees declined.

**MINUTES BY:** Natasha Jostad, T-O Engineers, 8/4/2016

**ATTACHMENTS:** Sign-In Sheet (1 page)

**DISTRIBUTION:** All attendees

**SIGN-IN SHEET - PRE-BID CONFERENCE**  
**SIA AIRFIELD PAVEMENT WEATHER SENSOR PROJECT**  
 Wednesday, August 3, 2016 - 1:00 pm - at SIA Board Room

Initials	NAME	COMPANY	PHONE	E-mail
MB	Matt Breen	Spokane Airports	509-455-6413	mattb@spokaneairports.net
LC	Lisa Corcoran	Spokane Airports	455-6406	lcorcoran@spokaneairports.net
RS	Ryan Sheehan	Spokane Airports	455-6418 or 998-7261	rsheehan@spokaneairports.net
AP	Adam Phelps	Spokane Airports	455-6425 or 724-8306	aphelps@spokaneairports.net
CM	Chris Mansfield	T-O Engineers	319-2580 or 475-6031	cmansfield@to-engineers.com
NJ	Natasha Jostad	T-O Engineers	319-2580	njostad@to-engineers.com
ZM	Zach McMackin	Trindera Engineering	208-620-3319	zcmackin@trindera.com
	Lance Lamb	Wm Winkler Co	509-481-7369	llamb@winkler.com
	Dave Peterson	Peterson Electric	509 489 1950	Dave@PetersonElectric.com
	Terry DeBoer	Colvico Inc	509.252.5843	terry@colvico.com



## SECTION 00730

### SUPPLEMENTARY CONDITIONS

#### CHANGES, CORRECTIONS, CLARIFICATIONS:

Please make the following changes, corrections, and clarifications to the "General Conditions for Spokane Airports Public Works Construction":

#### 1.02 ORDER OF PRECEDENCE

Delete the contents of subsection 1.02 and replace with the following:

Any conflict or inconsistency in the Contract Documents shall be resolved by giving the documents precedence in the following order:

1. Signed Public Works Contract/Agreement, including any Change Orders, any Special Forms.
2. Addenda
3. Supplementary Conditions
4. General Conditions for Spokane Airport Public Works Construction
5. Division 01 - General Requirements of the Specifications
6. Technical Specifications
7. Drawings - in case of conflict within the Drawings, calculated dimensions will govern over scaled dimensions, and large-scale drawings (details) shall take precedence over small scale drawings
8. Cited standards for materials or testing
9. Cited FAA Advisory Circulars (AC's)
10. Signed and Completed Bid/Proposal Form
11. Instructions to Bidders, including any Supplementaries
12. Call for Bids

#### PART 2 – INSURANCE AND BONDS, SECTION 2.02 COVERAGE LIMITS

This project involves work on the Air Operations Area (AOA) or in close proximity to aircraft. Insurance of \$5,000,000 is required per the General Conditions, and evidence must be provided to the SIA Engineering Department prior to starting work.

END OF SECTION

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