

**CAPITAL REGION INTERNATIONAL AIRPORT  
CARGO RAMP EXPANSION (PHASE 2 & 3) AND DEICING CONTAINMENT FACILITY  
LANSING, MICHIGAN**

**AIP GRANT No. 3-26-0055-065-2023  
RS&H No. 1010-0095-000**

**ADDENDUM NO. 1  
February 3, 2023**

The following changes shall be made to the Contract Documents, which bear the above title and project numbers and are dated January 20, 2023.

**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**

None

**CLARIFICATIONS:**

- *A Pre-Bid Meeting was held at Capital Region International Airport on 1/31/2023. The Meeting Notes and Sign-In Sheet are provided with this addendum. An electronic bid form will be posted on the Airport's website.*

**ANSWERS TO SUBMITTED QUESTIONS:**

- *Confirm Pre-Bid Meeting Date. General Provisions Section 20-03 notes a 2/10/23, which conflicts with the ITB.*
  - Answer: Pre-Bid Meeting date is 1/31/23, per the Invitation to Bid.
- *Regarding the trailer-mounted pump and discharge pipe—where will the spent deicing fluid be pumped to?*
  - Answer: The spent deicing fluid will be pumped to the existing deicing containment facility. The contractor is only required to provide the pump and piping/hose. The Airport will perform all required discharging.
- *Pay Item DX-100-5.7 Trailer Mounted Pump with Discharge – is this item only for us providing equipment to the airport?*
  - Answer: Yes. The contractor is only required to provide the pump and piping/hose.
- *How much does an airport badge cost? How long does badging take?*

- Answer: The initial badge costs \$69 and badge renewal (if necessary) costs \$20. Badging requires two appointments – an application and finger printing appointment (~15 minutes) and a second visit to complete badge and security training (1-1.5 hours, depending on type of badge/training). You will receive your badge at the end of your second visit.
- *Will the contractor need to wait for NTP to begin ordering long lead time items?*
  - Answer: No, the intent is to issue an Administrative NTP for long lead items prior to the construction NTP.
- *Will any work on site be allowed before the NTP? (i.e. soft dig, survey, staking—especially for sanitary sewer tie-in and pond scope)*
  - Answer: Minor work items including survey, staging area set up, and soft digs may be allowed in advance of the NTP if coordinated with the Airport and RPR in advance.
- *Where is the closest hydrant to the project area? Will it be available to the contractor for use during construction?*
  - Answer: There are multiple hydrants along Port Lansing Road. Temporary meters must be obtained for use of the hydrants during construction.
- *What is the anticipated Award Date, Administrative Notice to Proceed (NTP), and NTP/start date?*
  - Answer: Award Date – Anticipated February 2023; Administrative NTP – Anticipated March 2023; NTP – May/June 2023
- *The bidder qualifications state that the Prime bidder must be prequalified with MDOT in 12300 B or 12300 Ea. If the Prime Bidder is prequalified in classification 12300 Ea. But not 12300 B, will the owner allow the prime contractor to self-perform the concrete pavement if acceptable recent experience of projects in similar size and scope is provided?*
  - Answer: If not prequalified in Michigan, contractor must provide evidence of prequalification in other states and proof of application for prequalification in Michigan with bid proposal.
- *Is the project Tax Exempt?*
  - Answer: No
- *Will the owner accept Type 1L cement to be used on the project for the P-304 and P-501 mix designs? This has been approved on past airport jobs with similar scope.*
  - Answer: Yes. The contractor is to submit mix designs for both P-304 and P-501 with Type 1L cement if they intend to use during construction, and it must be approved by the Engineer.
- *Can Recycled crushed concrete be used as utility backfill?*
  - Answer: Utility backfill must be per the plans and specifications.
- *Are there any known contaminated soils within the project limits?*
  - Answer: No contaminated soils are known within the project limits.
- *What permits will be required from the contractor for this project?*
  - Answer: Contractor will be required to submit the Michigan NPDES permit and City of Lansing Soil Erosion and Sedimentation Control Permit
- *Has a form 7460 been submitted for the project?*
  - Answer: Yes.
- *Can the contractor stockpile P-154 and P-209 within the phase 1 work limits if needed??*

- Answer: Yes, as long as Part 77 airspace is not penetrated and no conflicts with aircraft operations.
- *Are there work hour restrictions associated with the project?*
  - Answer: No.
- *How was the quantity derived for Line Item P-152-4.1 Unclassified Excavation?*
  - Answer: Unclassified Excavation quantity includes topsoil stripping, excavation to the bottom of pavement section, and deicing containment facility excavation. There will be no additional payment for placing unclassified excavation in its final location.
- *Is there any specific MOT design for the scope of work in Package B? If not, is there any restrictions on closing down the Port Lansing Road during the construction process, or to the two entrances that will be affected by this work?*
  - Answer: There is no MOT design for Package B. Port Lansing Road may not be shut down during construction. All deliveries must be to the staging area off Old Dewitt Rd.
- *Sheet C402, Note 11 states that the contractor is to supply a temporary pump for deicing facility prior to the construction of the future outfall. What type of pump is needed for this scope of work? Where is this liquid to be pumped to? How long of a duration is this scope of work to be?*
  - Answer: The pump will be the Airport's method of discharging the spent deicing fluid from the new facility. The contractor must supply the pump and hose. The Airport will perform all pumping. The duration of how long this will be the method of discharge is not known.
- *Is there a requirement for a percentage of a controlled work for a responsive bid?*
  - Per General Provision Section 80, "The Contractor shall perform, with his organization, an amount of work equal to at least 25 percent of the total contract cost."
- *Sheet C510 states to reference detail 2 on sheet C511 for dowel bar diameter and length but that detail does not state the size. Please provide the size needed for the Type C and Type E dowels.*
  - Answer: Dowel size and spacing is noted on Detail 6/C510
- *Please confirm what gauge the wire basket legs and spacers need to be for the basket assemblies. .306?*
  - Answer: Confirmed .306 gauge wire basket legs and spacers for the basket assemblies.
- *Does the prime contractor have to have a minimum percentage of work performed similar to MDOT requirements?*
  - Answer: The percentage of the contract work performed by a contractor's own organization shall comply with section 80-01 of the General Provisions. Section 80-01 requires 25% performance by a contractor's own organization.
- *Is there a location to place excess spoils from this project?*
  - Answer: Yes, all soils must remain on Airport property. Most of the excess material may be placed to the north of Runway 10L/28R and south of the airport perimeter road. Exact locations for placement and grading will be as directed by the Airport. Some material may be placed at the staging area off Old Dewitt Road, if directed by the Airport. There will be no additional payment for placing unclassified excavation in its final location. Cost for seeding and mulching any areas of spoil placement will be paid per the contract unit price for T-901 and T-908, respectively.

Attachments: Pre-Bid Meeting Notes

**END OF ADDENDUM NO. 1**



## MEETING NOTES

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Project: Capital Region International Airport (LAN)  
Cargo Ramp Expansion (Phase 2 & 3)  
and Deicing Containment Facility  
Pre-Bid Meeting

Date: January 31, 2023  
RS&H Project No.: 1010-0095-000

Meeting Place: LAN Community Room

Meeting Date: Wednesday, January 31, 2023, 3:00 PM

Participants: See attached Participant List

Following are the Notes of this Meeting:

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1. Introductions and Sign In  
Rob Benstein (CRAA) and Nick Patterson (RS&H) welcomed everyone to the meeting. All parties introduced themselves.
2. Contract Requirements – Nick Patterson with RS&H provided an overview of the contract requirements for this project.
  - a. The Prime Contractor must be MDOT prequalified in Concrete Paving (B) or Grading, Drainage Structures, Aggregate (Ea)
  - b. The contract also requires Designated Subcontractors prequalified in Electrical (L).
  - c. DBE Participation – A DBE Goal of 6.00% has been established for the project.
  - d. Davis-Bacon wage rates will apply to this project as Federal Funding is expected.
3. Project Description – Sarah Finello with RS&H provided an overview of the major project elements. Nick Patterson explained that the project work is separated into Package A and Package B, but both packages are part of a singular project/contract and will not be bid separately.
  - a. Package A – Cargo Ramp Expansion
    - i. Expansion of Existing Cargo Ramp to Taxilane J – 760' x 525' (PCC)
      - 1) Sarah Finello with RS&H shared the overall pavement area and the pavement typical section.
      - 2) The pavement joints will be 15' x 15' (aside from irregular panels) and will match existing jointing to the North and West.
    - ii. Storm Drainage Improvements – pipe, structures, underdrain
      - 1) Sarah Finello showed the proposed storm system for Packages A and B and noted the approximate separation of work between the two Packages
    - iii. Pavement marking – new, removal, restoration
    - iv. New and relocated apron lighting
      - 1) Sarah Finello shared the proposed electrical plan and indicated which lights were to be removed and their future relocated location.
      - 2) Additional circuits will be added and run back to the existing electrical control structure North of the existing Deicing Containment Facility
    - v. Removal of airfield lighting
      - 1) The new duct underneath Taxilane J will be directional drilled.
    - vi. Relocated and new retro-reflective markers will be installed North of the existing Cargo Ramp Taxilane and to the East of Taxilane J.
    - vii. Restoration of all staging and work areas to their original conditions
  - b. Package B – New Deicing Containment Facility
    - i. New lined deicing containment facility with cover
      - 1) Sarah Finello showed the overall proposed deicing containment facility, storm system, and sanitary sewer, as well as the existing deicing containment facility.

## MEETING NOTES

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- ii. New sanitary sewer – connection of new and existing deicing containment facilities
  - iii. Outfall and pumping forecast
    - 1) Nick Patterson identified a sanitary sewer stub-out to the East of the new deicing containment facility to be used to connect to the city sanitary system in a future project.
    - 2) Proposed pump is included in the bid documents to serve the new deicing containment facility.
  - iv. Restoration of driveways after trenching (asphalt)
    - 1) Nick Patterson identified where the proposed sanitary system will be crossing existing asphalt driveways.
4. Phasing – Sarah Finello with RS&H provided a phasing overview.
- a. Phase 1 – 143 Days
    - i. Phase 1 includes the cargo ramp expansion, deicing containment facility construction, and all accompanying work
    - ii. Sarah Finello shared the Construction Safety and Phasing Plan. Contractor Staging area will be located to the east of Taxilane J.
    - iii. Nick Patterson identified on the plans the location of barricades to be placed during Phase 1—one set of barricades for aircraft activity and one set of barricades for construction vehicles and equipment.
    - iv. Nick Patterson noted that the construction plans contain notes about special consideration for the sanitary sewer installation underneath UPS facility driveways and driveway restoration.
  - b. Phase 2 – 2 days
    - i. Phase 2 will include the marking of all pavements
  - c. Total Contract Time = 145 calendar days
    - i. Sarah Finello advised that weekend work will be ok and night work may be coordinated with the airport.
5. Technical Specifications – Nick Patterson noted some of the important specifications for the project.
- a. General Provisions (FAA)
    - i. Contractor responsibilities
    - ii. Liquidated Damages are outlined in the Project Manual
    - iii. Nick Recommended that potential bidders should review Contractor Quality Control Program requirements (C-100)
  - b. C-100 Contractor Quality Control Program (CQCP)
    - i. Nick Patterson advised that special consideration be paid to quality acceptance testing requirements – whether owner QA or contractor QA is required.
  - c. C-105 Mobilization – 10% maximum
  - d. P-155 Lime-Treated Subgrade
    - i. Based on geotechnical report findings, the entire site will have lime-treated subgrade as opposed to specified areas of the site.
  - e. P-304 Cement-Treated Base Course
  - f. P-501 PCC Pavement Requirements
    - i. Acceptance criteria
      - 1) Flexural Strength
      - 2) Thickness
      - 3) Smoothness
      - 4) Grade
      - 5) Edge Slump
  - g. DX-200 – HDPE Pond Liner
6. Construction Safety Phasing Plan (CSPP) and Safety Plan Compliance Document (SPCD) – Sarah Finello indicated where the CSPP could be found and the general requirements of the SPCD.
- a. CSPP – Owner’s responsibility (see Special Provisions, Section 5)

## MEETING NOTES

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- b. SPCD – Contractor’s responsibility (see CSPP, Appendix B and Spec G-102)
  - i. Sarah Finello noted that the SPCD is due before the NTP.
- 7. Other Project Elements – Nick Patterson shared an overall contract plan layout, highlighting the project and staging areas
  - a. Site Access – Nick identified the proposed haul route and existing airport security gate that will be used for site access.
  - b. Parking, Batch Plant, Staging Areas
    - i. Nick identified the proposed Parking and Batch Plant areas East of Old DeWitt Road and North of Port Lansing Road. These locations were previously used for batch plant and contractor employee parking in the Cargo Ramp Expansion Phase 1 project. The nearest hydrant is located along Port Lansing. Use of this hydrant will require a temporary meter.
    - ii. An on-site staging area will be located East of Taxilane J.
  - c. Stockpiling/Disposal Areas
    - i. All soil disposal will be on airport property. The contractor staging area has been identified as one soil disposal location and additional areas are being coordinated with the airport.
    - ii. Any concrete demolition will be hauled off site.
  - d. Security Badging
    - i. Blake Roy (CRAA) advised that some operations may not require each person to be badged—a group of non-badged employees may be supervised by a designated escort while on site. Rob Benstein (CRAA) emphasized that all non-badged personnel would need to stay close by the escort while on site. This escort/non-badged personnel option may be possible for operations such as hauling or paving.
    - ii. Rob Benstein (CRAA) noted that all vehicles on site must be clearly marked with the contractor name.
  - e. Barricades are identified on the Construction Safety and Phasing Plan in the Plan Set
- 8. Schedule
  - a. Questions Deadline..... February 10, 2023, 5:00 PM
  - b. Bid Opening..... February 17, 2023, 2:00 PM
  - c. Estimated Start Date..... May/June 2023
    - i. Construction is anticipated to start no later than June 1, but an earlier start date is preferred if possible.
    - ii. Nick Patterson commented that this start date is the true Notice to Proceed, but an Administrative Notice to Proceed is planned to accommodate the long lead times of some materials (i.e. valve structures, light poles).
  - d. Nick Patterson advised that the proposed schedule has a quick turnaround with anticipated recommendation of award in late February.
- 9. Questions / Site Visit – RS&H, Blake Roy (CRAA) Ron O’Neill (CRAA) gave all attendees an opportunity to go out onto the project site after the meeting. Nick Patterson and Sarah Finello encouraged all contractors to reach out to them and/or CRAA staff if they should need to make an additional site visit prior to the question and bid deadlines.

Any future questions should be sent to RS&H (Nick Patterson at [Nicholas.Patterson@rsandh.com](mailto:Nicholas.Patterson@rsandh.com))

All questions asked during the Pre-Bid Meeting will be answered as part of Addendum 1.

Attachments:  
Participant List



