

April 24, 2025

Re: Parallel Taxiway Reconstruction
Harold Davidson Field
Vermillion, South Dakota
AIP #3-46-0056-022-2025
Helms #A-9445

Bid Opening: **April 30, 2025**
2:00 pm Local Time

ADDENDUM NUMBER 1

The following modifications are made to the plans and specifications for the Parallel Taxiway Reconstruction Project, Harold Davidson Field:

CONTRACT DOCUMENTS AND TECHNICAL SPECIFICATIONS

1. Special Conditions, SC-6. Construction Limitations, Pages 21-22, revise completion date language to read:

Base Bid (Option 1 – 2025 Construction):

Phase I: Parallel Taxiway A and Taxiway A2 Construction (Apron Connector to Taxiway A3) shall be completed (minus pavement marking and seeding) by September 13, 2025. Liquidated Damages set forth in section SC-1 of the Special Conditions may be assessed if this timeframe is not met.

Phase II: Taxiway A2 Construction, Pavement Marking, and Airfield Signage shall be completed in no more than 28 consecutive calendar days and shall also be completed by September 13, 2025. Subsequent closure of 2 consecutive calendar days will be allowed to perform the permanent pavement marking and seeding operations. Liquidated Damages set forth in section SC-1 of the Special Conditions may be assessed if either of these timeframes are not met.

The work shall be completed in accordance with Paragraph 50-15 of the General Provisions by October 18, 2025

Base Bid (Option 2 – 2026 Construction):

****Work shall not commence until 2026 with the existing airside facilities remaining open until April 1, 2026 unless written authorization from the Owner allows closure prior to April 1, 2026****

Phase I: Parallel Taxiway A and Taxiway A2 Construction (Apron Connector to Taxiway A3) shall be completed (minus pavement marking and seeding) by July 31, 2026. Liquidated Damages set forth in section SC-1 of the Special Conditions may be assessed if this timeframe is not met.

Phase II: Taxiway A2 Construction, Pavement Marking, and Airfield Signage shall be completed in no more than 28 consecutive calendar days and shall also be completed by July 31, 2026. Subsequent closure of 2 consecutive calendar days will be allowed to perform the permanent pavement marking and seeding operations. Liquidated Damages set forth in section SC-1 of the Special Conditions may be assessed if either of these timeframes are not met.

The work shall be completed in accordance with Paragraph 50-15 of the General Provisions by September 4, 2026.

2. General Provisions, Section 20 Proposal Requirements and Conditions, 20-03 Contents of Proposal Forms, Page 57, delete the references to a Prebid Conference as no Prebid Conference will be held:

~~A prebid conference will be held on this project to discuss as a minimum, the following items: material requirements; submittals; Quality Control/Quality Assurance requirements; the construction safety and phasing plan including airport access and staging areas; and unique airfield paving construction requirements. The prebid conference will be held at (INSERT TIME) (local time), (INSERT MONTH DAY, YEAR) via GoToMeeting. All interested contractors, subcontractors, and suppliers are encouraged, but not required to attend. Below is the link and call in information:~~

~~**(INSERT GOTOMEETING LINK)**~~

~~**Phone Number: 1 (INSERT PHONE NUMBER)**~~

~~**Access Code: (INSERT ACCESS CODE)**~~

3. Technical Specifications, Item P-152 Excavation, Subgrade, and Embankment, 152-2.2 Excavation, Page 132, revise language below to read:

Digital terrain model (DTM) files of the existing surfaces, finished surfaces and other various surfaces were used to develop the design plans.

OR

Volumetric quantities were calculated by comparing DTM files of the applicable design surfaces and generating Triangle Volume Reports. Electronic copies of DTM files and a paper copy of the original topographic map will be issued to the successful bidder.

OR

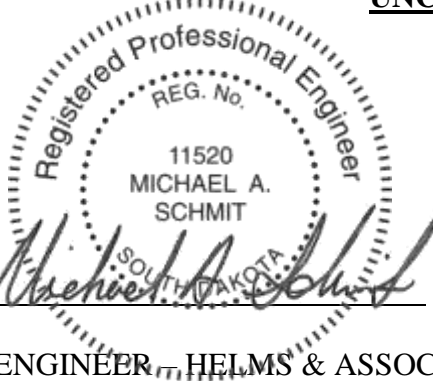
~~Volumetric quantities were calculated using design cross sections which were created for this project using the DTM files of the applicable design surfaces and generating End Area Volume Reports. Paper copies of design cross sections and a paper copy of the original topographic map will be issued to the successful bidder.~~

~~OR~~

~~Existing grades on the design cross sections or DTM's, where they do not match the locations of actual spot elevations shown on the topographic map, were developed by computer interpolation from those spot elevations. Prior to disturbing original grade, Contractor shall verify the accuracy of the existing ground surface by verifying spot elevations at the same locations where original field survey data was obtained as indicated on the topographic map. Contractor shall recognize that, due to the interpolation process, the actual ground surface at any particular location may differ somewhat from the interpolated surface shown on the design cross sections or obtained from the DTM's. Contractor's verification of original ground surface, however, shall be limited to verification of spot elevations as indicated herein, and no adjustments will be made to the original ground surface unless the Contractor demonstrates that spot elevations shown are incorrect. For this purpose, spot elevations which are within [0.1 foot (30 mm)] of the stated elevations for ground surfaces, or within [0.04 foot (12 mm)] for hard surfaces (pavements, buildings, foundations, structures, etc.) shall be considered "no change". Only deviations in excess of these will be considered for adjustment of the original ground surface. If Contractor's verification identifies discrepancies in the topographic map, Contractor shall notify the RPR in writing at least [two weeks] before disturbance of existing grade to allow sufficient time to verify the submitted information and make adjustments to the design cross sections or DTM's. Disturbance of existing grade in any area shall constitute acceptance by the Contractor of the accuracy of the original elevations shown on the topographic map for that area.~~

ALL OTHER ITEMS OF THE PLANS AND SPECIFICATIONS REMAIN UNCHANGED

BY: _____



Michael A. Schmit

PROJECT ENGINEER, HELMS & ASSOCIATES

Acknowledge receipt of the Addendum by inserting its number on the Bid Form. Failure to do so may subject bidder to disqualification. This Addendum forms a part of the Contract Documents. It modifies them as above.