



A WOOLPERT COMPANY

April 11, 2023

To: Plan Holders for Improvements to the
St. George Regional Airport
St. George, Utah
AIP Project No. 3-49-0060-045-2023, Inquiry #23-116

Transmitted herewith is Addendum No. 3 to the Issued for Bid Contract Documents, Specifications and Plans dated March 2, 2023, for Improvements to the St. George Regional Airport.

Schedule I (Federal)
Reconstruct Terminal Apron

Schedule II (Federal)
Expand Terminal Apron – North

Schedule III (Federal)
Expand Terminal Apron – South

Schedule IV (Non-Federal)
Reconstruct Terminal Apron

Sincerely,

Jviation, a Woolpert Company

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**ADDENDUM NO. 3
TO
CONTRACT DOCUMENTS, SPECIFICATIONS AND PLANS
FOR IMPROVEMENTS TO THE
ST. GEORGE REGIONAL AIRPORT
ST. GEORGE, UTAH
AIP PROJECT NO. 3-49-0060-045-2023, INQUIRY #23-116**

To All Bidders: You are requested to make all changes and/or additions contained in this addendum to the Bidding Documents. Failure to acknowledge this Addendum in Proposal shall result in rejection of bid. Bidders are informed that the above referenced Contract Documents, Specifications and Plans are modified as follows as of April 11, 2023:

1. CONTRACT DOCUMENTS/SPECIFICATIONS

Public Notice, First Paragraph

Change paragraph to read:

Sealed BIDS will be received for the construction of the RECONSTRUCT AND EXPAND TERMINAL APRON PROJECT, AIP Project No. 3-49-0060-045-2023, Inquiry #23-116, located at the St. George Regional Airport, St. George, Utah. BIDS must be submitted in a sealed envelope prior to 2:00 pm (MDT), until Tuesday, April 18, 2023 to:

The City of St. George, Purchasing Department

ATTN: Mary Wahl, Purchasing Manager

175 East 200 North, St. George, Utah, 84770

Information for Bidders, Bid Opening, Item 3

Change item to read:

BIDS must be submitted by:

Tuesday, April 18, 2023, 2:00 pm (MDT)

2. PLANS

Sheet C220, Pavement Details, Notes:

Add the following to the end of Note 9: **"If during the progress of the work, the geotechnical engineer determines that the cut slopes are unstable, the cut slopes may be flattened based on his recommendation."**

The revised Sheet C220 will be included with the Issued for Construction Plans.

3. QUESTIONS

Will any other contractors have access to placing waste material at the south waste area within the project duration?

Answer: We anticipate the south apron project and associated earthwork to the east of the apron will be completed prior to this project commencing.

The detail and section drawings depicting the over-excavation for the Terminal Apron (e.g. 1/C220, Section B/C222, etc.) show a 0.75 V : 1.00 H benched slope from bottom of full depth excavation to daylight, and the Safety & Phasing plan (Div 6) in the specifications mentions a 1:3 slope. Slopes of excavations in soils such as these are limited to a maximum slope of 1 1/2:1 for Type C soils by OSHA requirements unless the excavation is designed by a registered professional engineer. Has the excavation slope shown in the drawings been designed by a registered professional engineer? Will the engineer provide the necessary documentation to the contractor during construction to meet the requirements for excavating at these steep slopes? If the slopes as designed in the plans are not stable, will the full depth excavation limits be moved inward to allow for the construction of a flatter slope and avoid the need for temporary shoring?

Answer: See Item 1 in Addendum 2 for revisions to the CSPP. The following is the benching design from the project geotechnical engineer: "The excavation of the terminal apron subgrade should be conducted using a benching technique. The overall slope should be no steeper than 3/4:1 (horizontal to vertical). Bench heights should not exceed 3 feet. Care should be taken to properly compact the contact zone of the native soils or cut face to the fill materials. It may be necessary to use hand equipment or equipment that will ensure the compaction in this contact zone. Our experience with the slopes during the runway over-excavation indicates that sluffing or caving of the mudstone slopes will occur. Care should be taken to not allow material from sluffing or caving to mix with the other materials being placed. If caving or sluffing occurs, the zone may be replaced with properly processed mudstone or suitable material." If during the progress of the work, the geotechnical engineer determines that the cut slopes are unstable, the cut slopes may be flattened based on his recommendation.

In section 80-07.1 of the specifications it talks about Contract Time Based On Working Days the way it is worded it seems like the RPR is going to be charging time almost on an hourly basis instead of working days. We were under the impression that if we worked a day and a night shift that, that would still fall under a single working day, but the way the spec reads it seems like the RPR would charge us for 2 workings days, is this correct? In order to meet time constraints of the schedule we hope to be able to work night shifts in order to keep up with schedule, but this might be a lot more difficult if we are being charged for 2 working days for working a day and a night shift and we were only expecting to be charged a single working day.

Answer: No. See Part 1, General Contract Provisions, Section 10, Definition of Terms, 10-65, Working Day and Section 80-08, Failure to Complete on Time, third paragraph.

According to the P-501 spec the concrete will need to be cured for at least 7 days. If we are waiting for cure times will this time count towards a working day and be part of the 113 working days schedule?

Answer: Yes. However, if no work can take place on the project during the curing period, the contract time will be suspended.

**** END OF ADDENDUM NO. 3 ****