

**MIDWEST NATIONAL AIR CENTER  
RECONSTRUCT T-HANGAR TAXILANES  
14-107B-2  
ADDENDUM NO. 2**

**June 23, 2015**

To all Plan Holders:

The following clarifications and questions are hereby made a part of the Bid Documents for the above named Project, fully and completely as if the same were fully contained within. All other terms, conditions, and specifications of the original Notice to Bidders and Instructions to Bidders remain unchanged.

This addendum must be acknowledged in the space provided on the proposal, in the space below, and submitted with the Bid Documents. Failure to do so may subject Bid Proposers to disqualification.

Questions:

- a. **Clarification:** Bidders may choose to propose bids on Option 1, Option 2, or Both Option 1 and Option 2. Bidders shall supply bid proposals for each and every Schedule (all three) associated with the option(s) they choose to propose bids.
- b. **Clarification:** Option 1 calls for asphalt for both the AIP and Non-AIP eligible pavement areas. Option 2 calls for Portland Cement Concrete for both the AIP and Non-AIP eligible pavement areas.
- c. **Question:** Will MoDOT BP-1 or BP-2 meet the P-401 specification on this project? Is there a potential alternate acceptable for asphalt?
  - **Response:** No. The Bid Document specification requirement is for P-401 which is a standard FAA asphalt mix. The material and mixes are available in the region. Alternative materials and mix designs which do not conform to the federal specification P-401 provided in the Bid Documents will not be accepted.
- d. **Question:** On Option 2, is slip form paving the only method acceptable to place the concrete?
  - **Response:** No. Specification P-501 in the Bid Documents provides details for slip form paving as well as fixed form paving.

**END OF ADDENDUM 2**

Joe Moses, P.E.  
Project Manager

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Name of Firm

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Signature of Authorized Person of Above Firm

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Title

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Date