



Addendum No. 1

Project: Expand Hangar 2003 Apron
FWACAA Project No. AF25-08

CHA Project No.: 098067.000

Date: July 11, 2025

The following addendum items modify, change, delete from or add to, the requirements of the contract documents for this project. The articles contained in the addendum take precedence over the requirements of the previously published contract documents. Where any article of the contract specifications or any detail of the contract drawings is modified or any paragraph, subparagraph or clause thereof is modified or deleted by the articles contained in this addendum, the unaltered provisions of that article, paragraph, subparagraph or clause shall remain in effect.

ITEM NO. 1 – SPECIFICATIONS

General Note – Unless noted to be reissued with this addendum, the following specifications revisions will be incorporated as part of the “Issued for Construction” specification booklet.

Section P – Itemized Proposal

Revision: Base Bid Pay Item No.’s 2005 and 2006 quantities have been revised as follows:

- 43 – P-501, Concrete Pavement Restoration (Altitude Drive) – 9” Depth – ~~40~~ **140** SYD
- 50 – D-701, Storm Sewer Pipe, 18” RCP, Class III – ~~146~~ **131** LFT
- 51 – D-701, Storm Sewer Pipe, 18” RCP, Class IV has been deleted in its entirety
- 52 – D-701, Storm Sewer Pipe, 24” RCP, Class IV – ~~172~~ **97** LFT
- 54 – D-701, Storm Sewer Pipe, 36” RCP, Class IV – ~~342~~ **343** LFT
- 55 – D-701, Storm Sewer Pipe, 42” RCP, Class IV – ~~140~~ **171** LFT
- 56 – D-701, Storm Sewer Pipe, 48” RCP, Class III has been deleted in its entirety
- 57 – D-701, Storm Sewer Pipe, ~~48~~ **60**” RCP, Class IV – ~~178~~ **318** LFT
- 58 – D-701, Storm Sewer Pipe, 60” RCP, Class III – ~~499~~ **840** LFT
- 65 – D-751, Storm Structure, Catch Basin, INDOT Type K (Modified) – ~~2~~ **4** EACH
- 66 – D-751, Storm Structure, Inlet, INDOT Type E has been deleted in its entirety
- 68 – D-751, Storm Structure, Manhole, INDOT Type D – ~~4~~ **3** EACH
- 70 – D-751, Storm Structure, Manhole, INDOT Type E – ~~6~~ **7** EACH
- 84 – C-102, INDOT 616 Riprap, Class I – 80 TON** (New Pay Item)

Revision: Additive Alternate No. 2 Pay Item No.'s 2005 and 2006 quantities have been revised as follows:

2005 – P-501, Remove and Replace Existing PCCP (15"-16" Depth) Isolated Panel – ~~1,590~~ **180** SYD

2006 – P-501, Remove Stabilized Base Course (2" Average Depth (Undistributed)) – ~~1,590~~ **180** SYD

Reissued: The Excel version of Pages P-4 through P-10 has been reissued and reflects the various updates and revisions noted herein. Items notated by Bold/Italicized font indicates items that have been impacted by or are being issued under this Addendum.

Section C – Contract Document

Revision: Article VI, paragraph 6.2, subparagraph 6.2.1 has been revised read as follows:

6.2.1 From the amount determined to be payable to the Contractor as a partial payment, the Owner shall deduct ~~ten~~ **six** percent (~~10~~ **6**%) of the approved partial payment as retainage, until the work is fifty percent completed. Such retainage shall be held by the Owner unless the Contractor requests that the Owner deposits such sums so deducted in an escrow account with a bank or savings and loan institution, ("Escrow Agent"). The escrow agent shall be selected by mutual agreement of Owner and Contractor. The escrow agreement shall be evidenced by written agreement between the Escrow Agent, Owner and Contractor, and shall contain, at a minimum, the following provisions:

- (a) Escrow Agent shall invest all escrowed principal in obligations selected by it:
- (b) The Escrow Agent shall invest all escrowed principal and income until receipt of notice from Owner and Contractor, specifying the part of the escrowed principal to be released from the escrow and the person to whom that portion is to be released. After receipt of the notice, the Escrow Agent shall remit the designated part of escrowed principal and the same proportion of then escrowed income to the person specified in the notice.
- (c) The Escrow Agent shall be compensated for his services. The parties may agree on a reasonable fee comparable with fees being charged for the handling of escrow accounts of similar size and duration. The fee shall be paid from the escrowed income; in the event the escrowed income is insufficient to pay the fees of the escrow agent, Contractor shall be responsible for paying such shortfall.

The escrow agreement may include other terms and conditions as are permitted by Indiana law.

Section GP – General Provisions

Revision: Section 80, subsection 80-08, has been revised read as follows:

80-08 Failure to complete on time. For each calendar day or working day, as specified in the contract, that any work remains uncompleted after the contract time (including all extensions and adjustments as provided in paragraph 80-07, *Determination and Extension of Contract Time*) the sum specified in the contract and proposal as liquidated damages (LD) will be deducted from any money due or to become due the Contractor or their own surety. Such deducted sums shall not be deducted as a penalty but shall be considered as liquidation of a reasonable portion of damages including but not limited to additional Engineer/Architecting services that will be incurred by the

Owner should the Contractor fail to complete the work in the time provided in their contract.

Schedule	Liquidated Damages Cost	Allowed Construction Time
Base Bid	\$3,500.00 per calendar day	74 86 calendar days
Altitude Drive Detour	\$3,500.00 per calendar day	20 calendar days (Within Overall Base Bid Time)
Additive Alternate No. 1	\$3,500.00 per calendar day	30 calendar days (Within Overall Base Bid Time)
Additive Alternate No. 2	\$3,500.00 per calendar day	30 calendar days (Within Overall Base Bid Time)

The maximum construction time allowed for all phases/sequences will be the sum of the time allowed for individual schedules but not more than ~~74~~ 86 consecutive calendar days. Permitting the Contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a waiver on the part of the Owner of any of its rights under the contract.

Revision: Section 90, subsection 90-06, paragraph 90-06.a has been revised read as follows:

a. From the total of the amount determined to be payable on a partial payment, ~~ten six~~ percent (~~10 6~~%) of such total amount, until the project reaches fifty percent (50%) complete, will be deducted and retained by the Owner for protection of the Owner's interests until the final payment is made. Unless otherwise instructed by the Owner, the amount retained by the Owner will be in effect until the final payment is made except as follows:

(1) Contractor may request release of retainage on work that has been partially accepted by the Owner in accordance with Section 50-03. Contractor must provide a certified invoice to the RPR that supports the value of retainage held by the Owner for partially accepted work.

(2) In lieu of retainage, the Contractor may exercise at its option the establishment of an escrow account per paragraph 90-08.

ITEM NO. 2 – PLANS

General Note – Unless noted to be reissued with this addendum, the following plan revisions will be incorporated as part of the “Issued for Construction” plan set.

Sheet G0.0.1 – Sheet Index and Estimate of Quantities

Revision: Estimate of quantity tables have been updated to reflect the revisions noted for Item No. 1 – Specifications for Section P – Itemized Proposal noted above, as well as revisions noted below, as appropriate.

Sheet G2.1.2 – Detailed CSPP

Revision: Detailed CSPP Note 1 is revised to read as follows:

1. THE TOTAL CONTRACT TIME FOR THE OVERALL PROJECT SHALL BE ~~74~~ **86** CONSECUTIVE CALENDAR DAYS WITH AN ANTICIPATED CONSTRUCTION NOTICE TO PROCEED OF TUESDAY, SEPTEMBER 2, 2025, WITH ALL ITEMS COMPLETED AND ACCEPTED BY THE RPR AND THE AIRPORT AUTHORITY BY FRIDAY, NOVEMBER ~~14~~ **26**, 2025. WORK LIMITS SHALL BE AVAILABLE TO THE CONTRACTOR FOR THE DURATION OF THE CONTRACT TIME. THESE DATES ARE PROVIDED FOR BIDDING PURPOSES ONLY AND ARE SUBJECT TO CHANGE DUE TO WEATHER OR OTHER UNFORESEEN CONDITIONS. LIQUIDATED DAMAGES (IN ACCORDANCE WITH SECTION 80-08 OF THE GENERAL PROVISIONS) WILL BE ASSESSED FOR FAILURE TO COMPLETE THIS PROJECT WITHIN THE CONTRACT TIME.

Sheet C3.1.2 – Grading and Drainage Plan

Revision: All 48" RCP denoted between Structure No.'s ST-CB-03 and ST-CB-06 have been revised to be 60" RCP.

Sheet C3.1.3 – Grading and Drainage Plan

Revision: Riprap added to outfall of Structure No. ST-ES-01 (Grated Box End Section).

Sheet C3.2.1 – Plan and Profile – Storm - 1

Reissued: 18" RCP denoted between Structure No.'s ST-CB-02C and ST-MH-02B has been revised to be 24" RCP. Slopes and inverts for 60" RCP have also been revised.
Riprap added to outfall of Structure No. ST-ES-01 (Grated Box End Section).

Sheet C3.2.2 – Plan and Profile – Storm - 2

Reissued: All 48" RCP denoted between Structure No.'s ST-CB-03 and ST-CB-08 have been revised to be 60" RCP, along with slope.

Sheet C3.2.3 – Plan and Profile – Storm - 3

Reissued: 30" RCP denoted between Structure No.'s ST-CB-06 and ST-CB-09 has been revised to be 36" RCP.

Sheet C3.2.4 – Plan and Profile – Storm - 4

Reissued: 36" RCP denoted between Structure No.'s ST-CB-14 and ST-CB-08 has been revised to be 42" RCP.
24" RCP denoted between Structure No.'s ST-CB-08 and ST-CB-12 has been revised to be 30" RCP.
18" RCP denoted between Structure No.'s ST-CB-12 and ST-CB-13 has been revised to be 24" RCP.

Sheet C3.3.3 – Drainage Details - 3

Revision: This sheet is removed from the plan set in its entirety.

Sheet C3.3.4 – Drainage Details - 4

Reissued: Sheet revised to include diversion weir information for Structure No. ST-MH-02B and riprap detail. Sheet name and number have been revised to be Drainage Details – 3 and C3.3.3, respectively due to removal of former Sheet C3.3.3 noted above.

Sheet C3.4.1 – Structure Data Table

Reissued: Table has been revised to coincide with changes discussed on the Grading and Drainage Plan and associated storm Plan and Profiles.

Structure No. ST-CB-08 has been revised from an INDOT Type D to Type E manhole structure due to pipe size revisions noted above.

Structure No. ST-CB-02C and ST-CB-13 have been revised from INDOT Type E Inlet to Type K Catch Basin (modified).

Sheet C4.1.3 – Erosion Control Plan During Construction - 2

Revision: Riprap added to outfall of Structure No. ST-ES-01 (Grated Box End Section).

ITEM NO. 3 – QUESTIONS

Question #1: On plan sheet G2.1.2 Detailed CSPP Notes #1 states the anticipated notice to proceed is Tuesday, September 2, 2025, with a complete date of November 14, 2025. Can the project notice to proceed be pushed back to spring 2026?

Response #1: *At this time, construction is to be substantially complete this year.*

Question #2: On plan sheet AC2.1.3, there appears to be reference to a third Additive Alternate, can you clarify that there is only two (2) Additives, not three (3)?

Response #2: *Correct, there are only two (2) Additive Alternates. The sheet names for AC2.1.1 through 2.1.3 include a dash and numeral at the end of the sheet name. This is intended to define the sheet number in the series, not a specific Additive Alternate (i.e. there are three (3) Pavement Rehabilitation Plan sheets).*

Question #3: For the Additive Alternate No. 1 work, is SIDA clearance required for work in this area?

Response #3: *As long as there are no aircraft within the red-outlined parking area, SIDA clearance is not required. A movement badge with driving and escorting badge will be sufficient.*

Question #4: Can the October 1st deadline for beginning tree removal be altered?

Response #4: *At this time, the FWACAA and CHA are working with the agency having jurisdiction (AHJ) to seek a waiver to enable the tree removal to begin in September. At the time of this Addendum, we have not received a response back from the AHJ. As such, October 1st will remain in effect at this time. Should the AHJ allow a September start, this will be issued by Addendum if received in time or will be coordinated during preconstruction activities.*

Question #5: Understanding that the use of P-155 Lime-Treated Subgrade is most likely going to be needed for at least the subgrade area that is currently wooded property, this introduces additional time to the schedule for curing. Can the November 14th substantial completion date be extended?

Response #5: *Yes, see revisions to Contract Time denoted under Item No. 1 – Specs, as well as Item No. 2 – Plans above.*

Question #6: To determine whether crushed stone and geogrid or lime treatment will be needed, will there be any preconstruction test areas/pits conducted, or will the Contractor need to cut the site to subgrade elevations to determine?

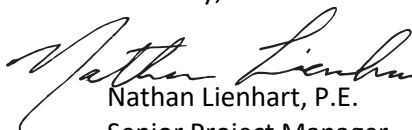
Response #6: *The 6" P-154 crushed aggregate base (INDOT No. 53's) is part of the overall pavement section. Therefore, the site will need to be excavated to finished subgrade soil elevations. At that point, proof-rolling in accordance with technical provision P-152 will assist the RPR to determine if subgrade is adequate, or if isolated areas require mechanical stabilization (undercut and/or special subgrade treatment), chemical stabilization (lime), or combination thereof to stabilize the subgrade soils. In areas which would be chemically stabilized, the P-154 geogrid material would not be required.*

ITEM NO. 5 – ATTACHMENTS

ATTACHMENT A – Specifications noted as 'Reissued' above

ATTACHMENT B – Plan Sheets noted as 'Reissued' above

Sincerely,


Nathan Lienhart, P.E.
Senior Project Manager

07/11/2025





Addendum No. 1

ATTACHMENT A

Specifications

ITEMIZED PROPOSAL

**Fort Wayne - Allen County Airport Authority
Fort Wayne International Airport
Fort Wayne, IN**

Expand Hangar 2003 Apron

Project Milestone:

Addendum No. 1

Date:

July 11, 2025

Note - Items shown in Bold Italicized font reflect updates made with this Addendum

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE (WORDS)	UNIT PRICE	EXTENSION
BASE BID							
1	MST-01	MAINTENANCE OF TRAFFIC	LSUM	1			
2	MST-02	CONSTRUCTION ENGINEERING	LSUM	1			
3	MST-03	PROJECT SECURITY	LSUM	1			
4	C-100	CONTRACTOR QUALITY CONTROL PROGRAM	LSUM	1			
5	C-102	INSTALL, MAINTAIN, AND REMOVE FILTER SOCK	LFT	1,900			
6	C-102	INSTALL, MAINTAIN, AND REMOVE GEOTEXTILE FABRIC INLET/MANHOLE PROTECTION	EA	16			
7	C-102	INSTALL, MAINTAIN, AND REMOVE SEDIMENT CONTROL SACK	EA	2			
8	C-102	INSTALL, MAINTAIN, AND REMOVE PIPE FILTER SOCK END SECTION PROTECTION	EA	6			
9	C-102	INSTALL AND MAINTAIN EROSION CONTROL BLANKET	SYD	4,000			
10	C-102	INSTALL, MAINTAIN, AND REMOVE CONSTRUCTION ENTRANCE & SITE HAUL ROUTE	SYD	1,900			
11	C-102	INSTALL, MAINTAIN, AND REMOVE CONSTRUCTION WASH OUT	EA	1			
12	C-105	MOBILIZATION	LSUM	1			
13	C-105	MOBILIZATION - LIME TREATED SUBGRADE (ALLOWANCE)	ALLOW	1	Thirty-Five Thousand Dollars and 00/100	\$35,000.00	\$35,000.00
14	C-105	FIELD OFFICE	MO	3			
15	P-101	REMOVE PAVEMENT - ASPHALT OVER CONCRETE (3" HMA ON 8" PCCP OVER 5" AGG. BASE, AVG. DEPTH)	SYD	580			
16	P-101	REMOVE PAVEMENT - ASPHALT (4" HMA OVER 6" AGG. BASE, AVG. DEPTH)	SYD	30			
17	P-101	REMOVE PAVEMENT - CONCRETE (8" PCCP OVER 4" AGG. BASE, AVG. DEPTH)	SYD	5,450			

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18	P-101	REMOVE PAVEMENT - CONCRETE (9" PCCP OVER 9" AGG. BASE, AVG. DEPTH)	SYD	140			
19	P-101	REMOVE PAVEMENT - AGGREGATE SHOULDER (9" AVG. DEPTH)	SYD	20			
20	P-101	REMOVE STORM SEWER PIPE - 10" PVC OR HDPE	LFT	230			
21	P-101	REMOVE STORM SEWER PIPE - 12" PVC OR HDPE	LFT	200			
22	P-101	REMOVE STORM SEWER PIPE - 10" VCP	LFT	155			
23	P-101	REMOVE STORM SEWER PIPE - 15" RCP	LFT	245			
24	P-101	REMOVE STORM SEWER PIPE - DUAL 36" RCP CULVERTS	LFT	195			
25	P-101	REMOVE STORM SEWER STRUCTURE	EA	4			
26	P-101	REMOVE STORM SEWER HEADWALL - 15" RCP	EA	1			
27	P-101	REMOVE END SECTION - 36" RCP	EA	8			
28	P-101	REMOVE CHAIN-LINK FENCE (6'-8' WITH BARBED WIRE)	LFT	970			
29	P-101	REMOVE CHAIN-LINK FENCE (10' WITH BARBED WIRE)	LFT	700			
30	P-101	REMOVE CHAIN-LINK MANUAL DOUBLE SWING GATE	EA	1			
31	P-101	REMOVE TAXIWAY EDGE REFLECTOR	EA	4			
32	P-101	REMOVE LANDSCAPE WASTE & MISCELLANEOUS SOIL STOCKPILE (ALLOWANCE)	ALLOW	1	Fifty-Thousand Dollars and 00/100	\$50,000.00	\$50,000.00
33	P-151	CLEARING AND GRUBBING	AC	3.60			
34	P-152	DRAINAGE EXCAVATION	CYD	630			
35	P-152	UNCLASSIFIED EXCAVATION	CYD	14,990			

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36	P-152	UNDERCUT UNSUITABLE MATERIAL (UNDISTRIBUTED)	CYD	1,500			
37	P-152	SPECIAL SUBGRADE TREATMENT (UNDISTRIBUTED)	CYD	150			
38	P-154	CRUSHED AGGREGATE BASE COURSE (INDOT No. 53)	CYD	2,220			
39	P-154	GEOGRID	SYD	13,000			
40	P-155	LIME TREATED SUBGRADE (UNDISTRIBUTED)	SYD	13,000			
41	P-155	LIME (UNDISTRIBUTED)	TON	730			
42	P-501	CONCRETE PAVEMENT - 12" DEPTH	SYD	12,140			
43	P-501	CONCRETE PAVEMENT RESTORATION (ALTITUDE DRIVE) - 9" DEPTH	SYD	140			
44	P-501	REINFORCEMENT FOR ODD-SHAPED PANELS	SYD	140			
45	P-605	JOINT SEALING	LFT	14,800			
46	P-620	SURFACE PREPARATION FOR INSTALLATION OF NEW PAVEMENT MARKINGS	SFT	240			
47	P-620	TAXIWAY MARKING - YELLOW (FULL APPLICATION WITH GLASS BEADS)	SFT	240			
48	F-162	CHAIN-LINK FENCE, 10 FT WITH BARBED WIRE	LFT	1,070			
49	D-701	STORM SEWER PIPE, 12" RCP, CLASS III	LFT	98			
50	D-701	STORM SEWER PIPE, 18" RCP, CLASS III	LFT	131			
51	D-701	STORM SEWER PIPE, 18" RCP, CLASS IV	LFT	0			
52	D-701	STORM SEWER PIPE, 24" RCP, CLASS IV	LFT	97			
53	D-701	STORM SEWER PIPE, 30" RCP, CLASS IV	LFT	455			

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54	D-701	STORM SEWER PIPE, 36" RCP, CLASS IV	LFT	343			
55	D-701	STORM SEWER PIPE, 42" RCP, CLASS IV	LFT	171			
56	D-701	STORM SEWER PIPE, 48" RCP, CLASS III	LFT	9			
57	D-701	STORM SEWER PIPE, 60" RCP, CLASS IV	LFT	318			
58	D-701	STORM SEWER PIPE, 60" RCP, CLASS III	LFT	840			
59	D-701	STORM SEWER PIPE, 24" RCP, CLASS III (HANGAR 2003 PARKING LOT ENTRANCE)	LFT	81			
60	D-701	STORM SEWER PIPE, 10" HDPE	LFT	88			
61	D-705	PERFORATED UNDERDRAIN, 6" PVC, COMPLETE	LFT	1,300			
62	D-705	NON-PERFORATED UNDERDRAIN, 6" PVC, COMPLETE	LFT	140			
63	D-705	NON-PERFORATED HANDHOLE DRAIN, 2" PVC, COMPLETE	LFT	270			
64	D-705	UNDERDRAIN CLEANOUT, TYPE I	EA	4			
65	D-751	STORM STRUCTURE, CATCH BASIN, INDOT TYPE K (MODIFIED)	EA	4			
66	D-751	STORM STRUCTURE, INLET, INDOT TYPE E	EA	2			
67	D-751	STORM STRUCTURE, MANHOLE, INDOT TYPE C	EA	1			
68	D-751	STORM STRUCTURE, MANHOLE, INDOT TYPE D	EA	3			
69	D-751	STORM STRUCTURE, MANHOLE, INDOT TYPE D (MODIFIED)	EA	1			
70	D-751	STORM STRUCTURE, MANHOLE, INDOT TYPE E	EA	7			
71	D-751	STORM STRUCTURE, MANHOLE, INDOT TYPE E WITH MAINTENANCE PAD	EA	1			

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72	D-751	STORM STRUCTURE, MANHOLE, INDOT TYPE E WITH DIVERSION WEIR	EA	1			
73	D-751	STORM STRUCTURE, MANHOLE, WATER QUALITY STRUCTURE	EA	1			
74	D-752	END SECTION, 12" RCP, FLARED PRECAST CONCRETE WITH DEBRIS GRATE	EA	1			
75	D-752	END SECTION, 18" RCP, FLARED PRECAST CONCRETE WITH DEBRIS GRATE	EA	2			
76	D-752	END SECTION, 60" RCP, INDOT 715 TYPE II GRATED BOX, 6:1 SLOPE	EA	1			
77	T-901	HYDROMULCH SEEDING	KSF	580			
78	L-110	ELECTRICAL CONDUIT, 2-WAY 2-INCH, CONCRETE ENCASED	LFT	730			
79	L-110	ELECTRICAL CONDUIT, 2-WAY 2-INCH, SAND ENCASED	LFT	370			
80	L-125	RETROREFLECTIVE MARKER, L-853 TAXIWAY EDGE, BLUE, SOIL-ANCHOR	EA	19			
81	L-125	RETROREFLECTIVE MARKER, L-853 TAXIWAY EDGE, RED, SOIL-ANCHOR	EA	2			
82	L-125	GUIDANCE SIGN, L-858C, TAXIWAY END (UNLIT)	EA	1			
83	L-125	ELECTRICAL HANDHOLE, L-867E BASE CAN	EA	7			
84	C-102	INDOT 616 RIPRAP CLASS 1	TON	80			
TOTAL BASE BID AMOUNT =							

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ADDITIVE ALTERNATE NO.1							
1001	MST-01	MAINTENANCE OF TRAFFIC	LSUM	1			
1002	MST-03	PROJECT SECURITY	LSUM	1			
1003	P-501	EXISTING PCCP JOINT SPALL REPAIR (EQUAL TO OR LESS THAN 4" DEPTH)	SFT	500			
1004	P-501	EXISTING PCCP CORNER SPALL REPAIR (EQUAL TO OR LESS THAN 4" DEPTH)	SFT	30			
1005	P-501	ROUTE AND SEAL CRACKS IN EXISTING PCCP (UNDISTRIBUTED)	LFT	100			
1006	P-501	CLEAN AND SEAL LONGITUDINAL AND TRANSVERSE JOINTS IN EXISTING PCCP	LFT	5,940			
1007	P-501	CLEAN AND SEAL EXPANSION/ISOLATION JOINTS IN EXISTING PCCP	LFT	140			
1008	P-620	PAVEMENT MARKING - YELLOW (FULL APPLICATION WITH GLASS BEADS)	SFT	120			
1009	P-620	PAVEMENT MARKING - WHITE (FULL APPLICATION WITH GLASS BEADS)	SFT	730			
1010	P-620	PAVEMENT MARKING - RED (FULL APPLICATION)	SFT	650			
1011	P-620	PAVEMENT MARKING - BLACK (FULL APPLICATION)	SFT	1,520			
TOTAL ADDITIVE ALTERNATE NO. 1 AMOUNT =							

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ADDITIVE ALTERNATE NO. 2							
2001	MST-01	MAINTENANCE OF TRAFFIC	LSUM	1			
2002	MST-03	PROJECT SECURITY	LSUM	1			
2003	P-501	EXISTING PCCP JOINT SPALL REPAIR (EQUAL TO OR LESS THAN 4" DEPTH)	SFT	280			
2004	P-501	EXISTING PCCP CORNER SPALL REPAIR (EQUAL TO OR LESS THAN 4" DEPTH)	SFT	110			
2005	P-501	REMOVE AND REPLACE EXISTING PCCP (15"-16" DEPTH) ISOLATED PANEL	SYD	180			
2006	P-501	REMOVE STABILIZED BASE COURSE (2" AVERAGE DEPTH (UNDISTRIBUTED))	SYD	180			
2007	P-501	CLEAN AND SEAL LONGITUDINAL AND TRANSVERSE JOINTS IN EXISTING PCCP	LFT	9,070			
2008	P-620	PAVEMENT MARKING - WHITE (FULL APPLICATION WITH GLASS BEAD)	SFT	1,300			
2009	P-620	PAVEMENT MARKING - BLACK	SFT	2,600			
TOTAL ADDITIVE ALTERNATE NO. 2 AMOUNT =							

SUBMITTED BY: _____
 TITLE: _____
 ADDRESS: _____

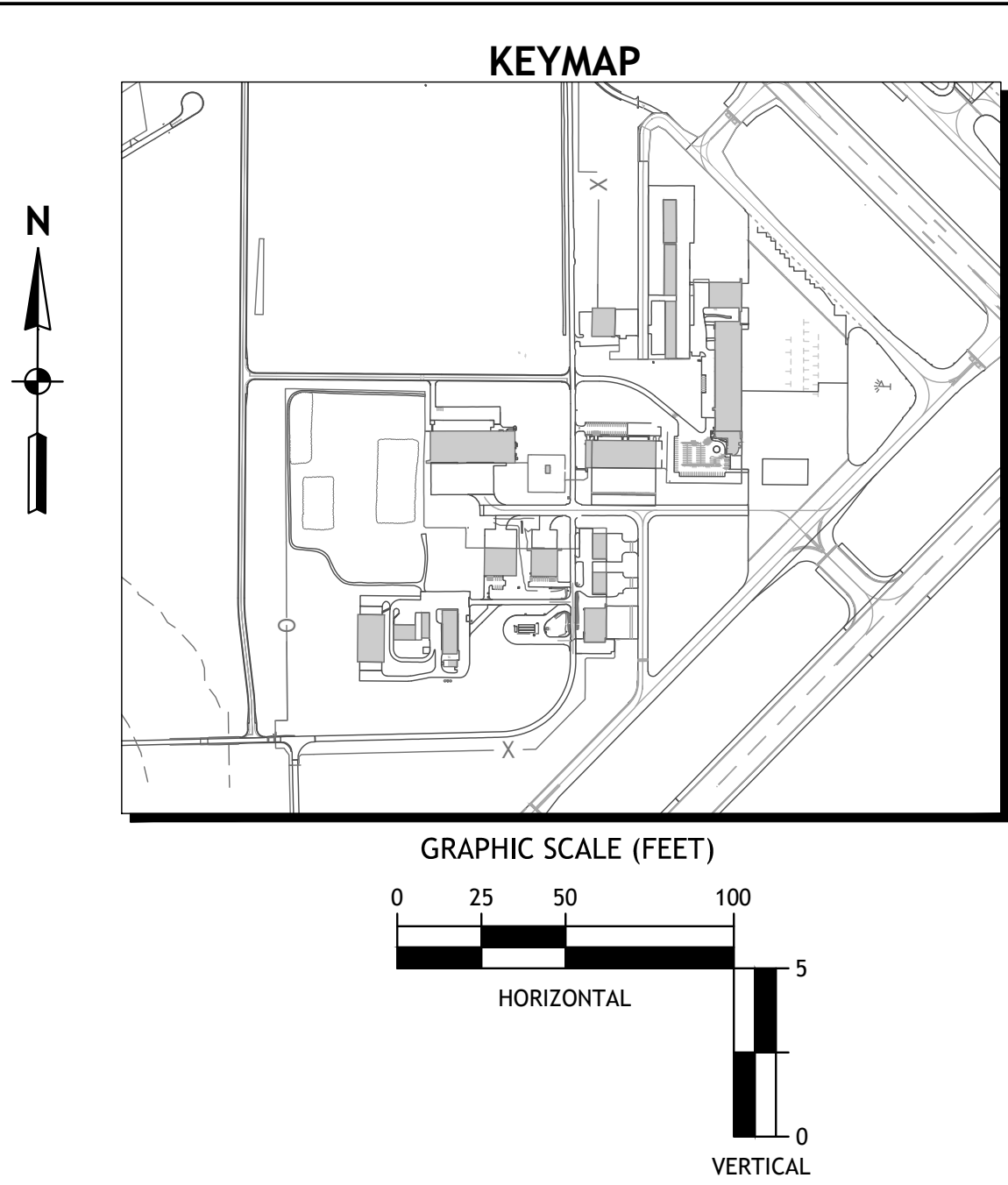
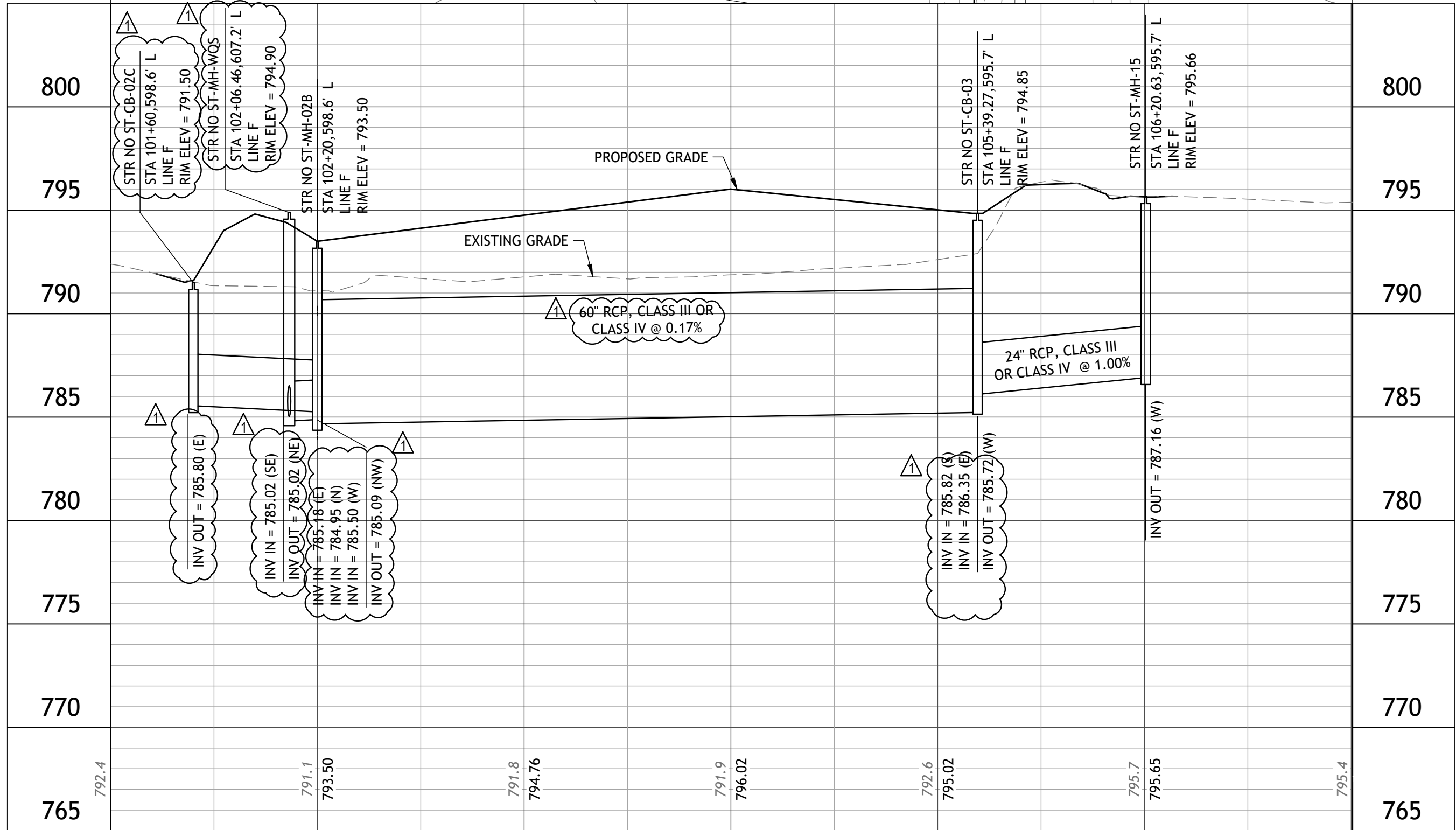
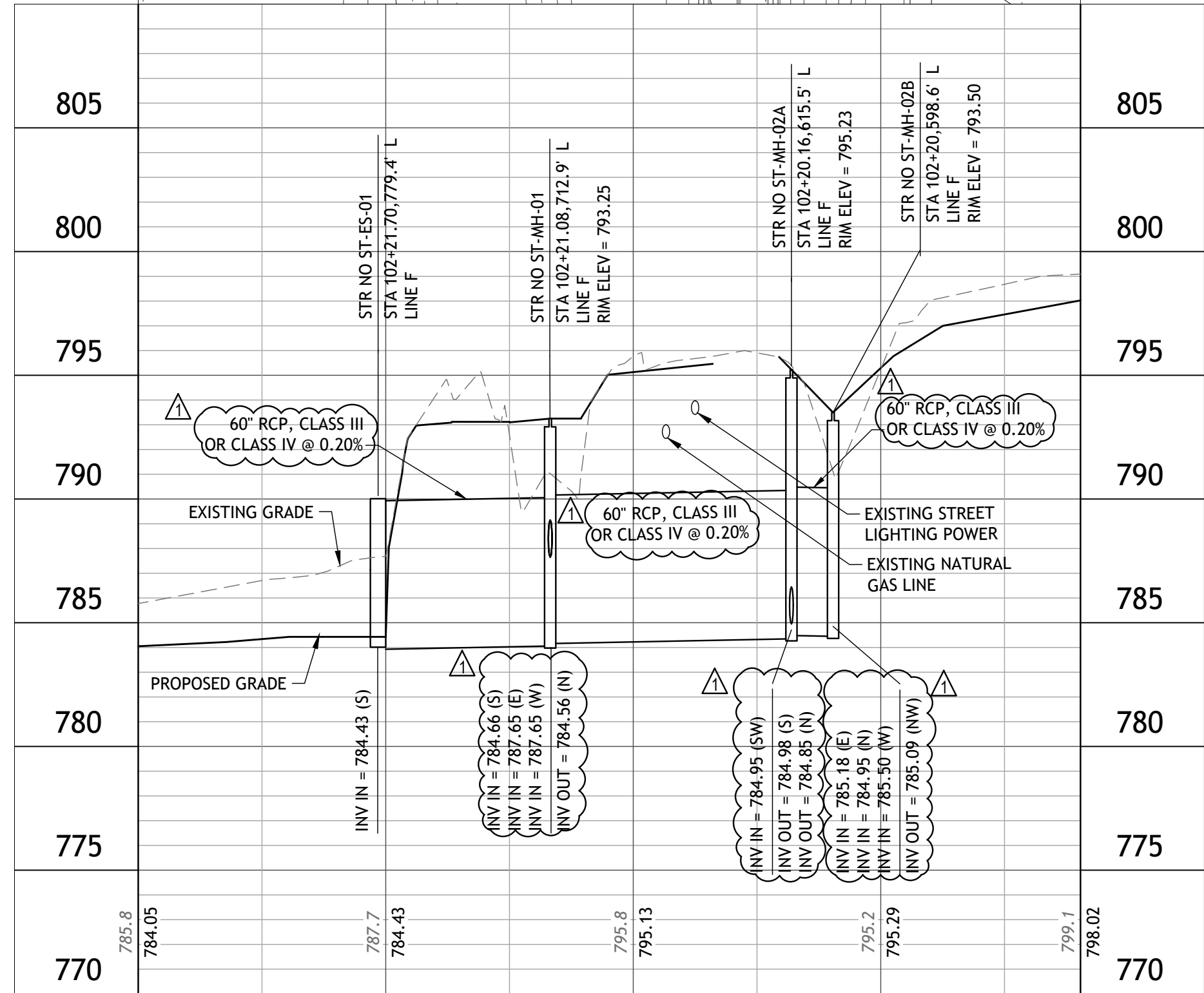
END OF ITEMIZED PROPOSAL



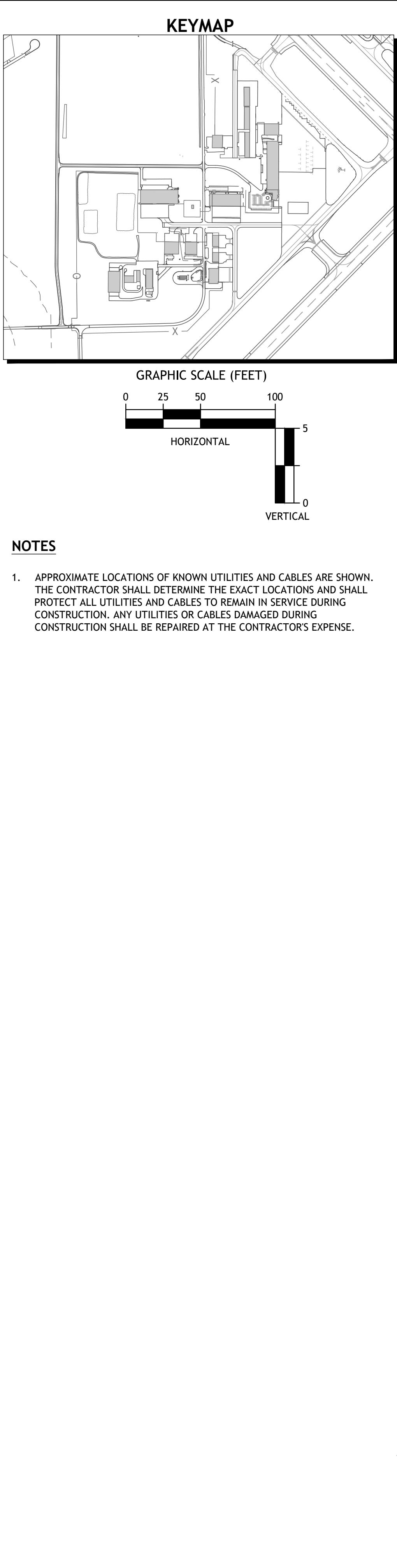
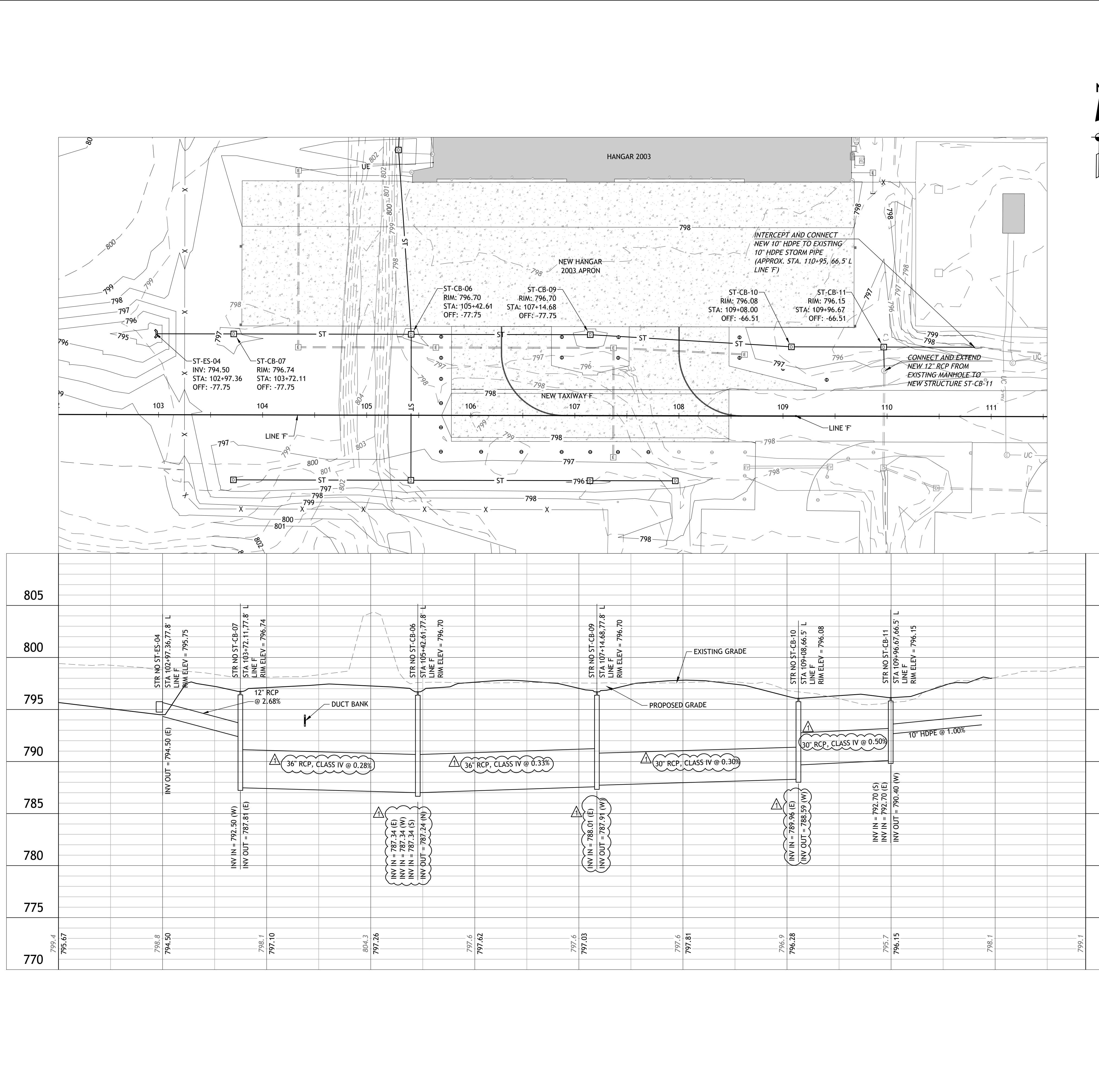
Addendum No. 1


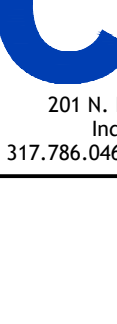

ATTACHMENT B

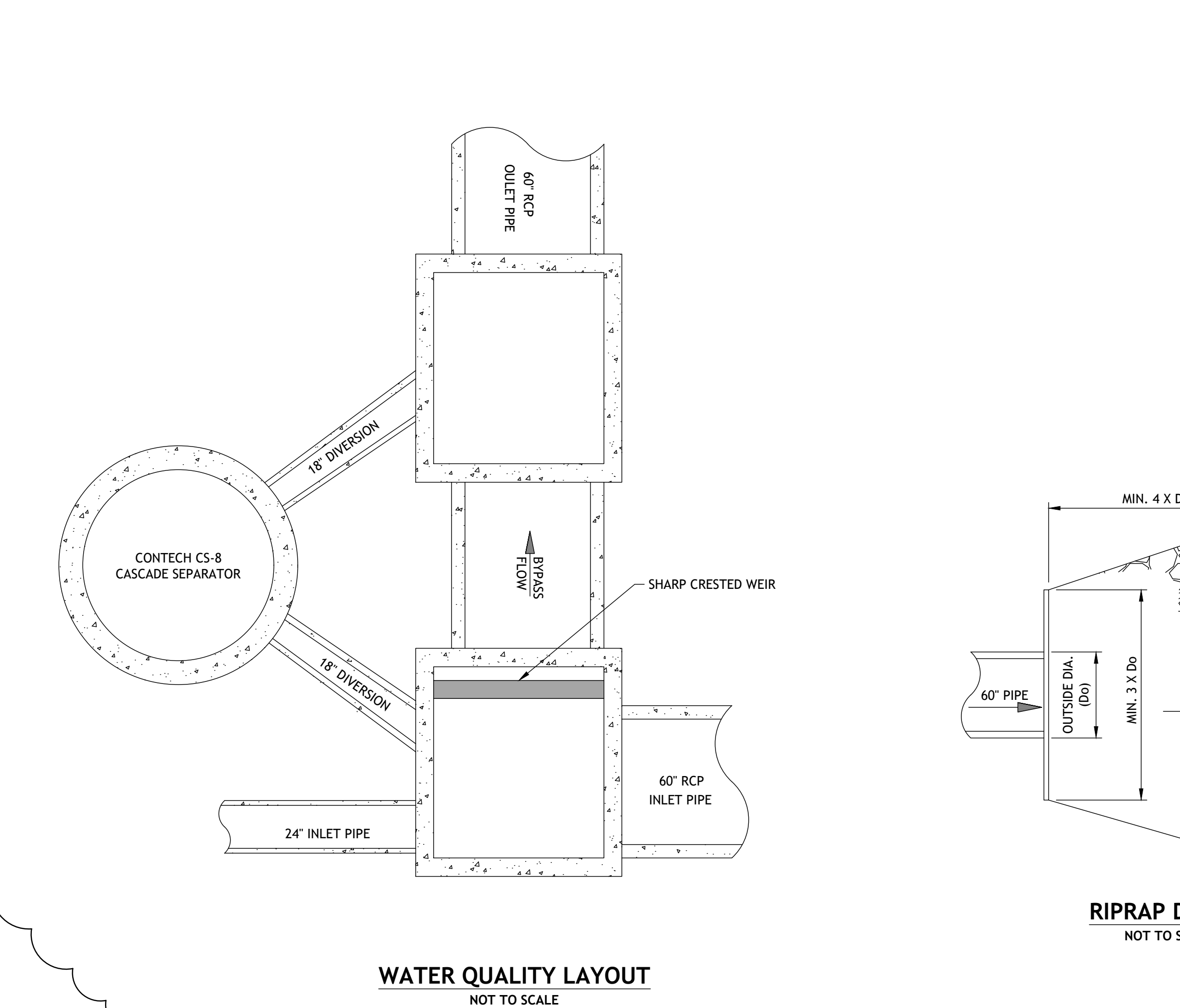
Plan Sheets



- ## NOTES
1. APPROXIMATE LOCATIONS OF KNOWN UTILITIES AND CABLES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND SHALL PROTECT ALL UTILITIES AND CABLES TO REMAIN IN SERVICE DURING CONSTRUCTION. ANY UTILITIES OR CABLES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.



 <p style="margin: 0;">FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY A Whole New Altitude</p>		
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SUB:		
Designed By:	Drawn By:	Checked By:
MDK	RLR	NSL
		DATE
		07/11/2025
		1 NSL SHEET REISSUED PER ADDENDUM No. 1
		0 NSL ISSUED FOR BID
		# BY DESCRIPTION
<h1 style="margin: 0;">FORT WAYNE INTERNATIONAL AIRPORT</h1> <h2 style="margin: 0;">EXPAND HANGAR 2003 APRON</h2> <h1 style="margin: 0;">PLAN AND PROFILE -</h1> <h1 style="margin: 0;">STORM - 3</h1>		
PROJECT: PROJECT NO. : 098067	SHEET:	
CERTIFICATION: <div style="text-align: center;">  <p style="margin: 0;">Nathan S. Lenhart, P.E.</p> </div>		
DRAWING NO.		
<h1 style="margin: 0;">C3.2.3</h1>		



A cross-sectional diagram of a concrete apron and pavement structure. The diagram shows a concrete apron on the left, a concrete pavement on the right, and a central joint. The apron is labeled "6\" INDOT 301 NO. 53 AGGREGATE BASE" and "6X6 W4/W4 WELDED WIRE FABRIC". The pavement is labeled "CONCRETE PAVEMENT" and "6\" CONCRETE APRON". The joint is labeled "CONSTRUCT ISOLATION JOINT BETWEEN APRON AND ADJACENT CONCRETE PAVEMENT (INCIDENTAL)". The distance between the apron and the pavement is labeled "VARIES". The total width of the structure is labeled "10'". The top layer is labeled "TURF".

UNDERDRAIN SUMMARY TABLE													
NAME	START					END					LENGTH (FT)	SLOPE	NOTE
	STATION	LINE	OFFSET (FT)	SIDE	INVERT ELEV. (FT)	STATION	LINE	OFFSET	SIDE	INVERT ELEV. (FT)			
UD-01	103+78.86	F	162.0	L	794.08	107+14.68	F	162.0	L	792.58	336	0.45%	CONNECT TO UD-03
UD-02	109+69.00	F	162.3	L	794.08	107+12.22	F	162.0	L	792.58	257	0.58%	CONNECT TO UD-03
UD-03	107+14.68	F	162.0	L	792.58	107+14.68	F	86.5	L	791.9	76	0.89%	CONNECT TO UD-06
UD-04	103+78.86	F	86.5	L	793.4	107+14.68	F	86.5	L	791.9	336	0.45%	CONNECT TO UD-06
UD-05	109+69.00	F	86.5	L	793.4	107+14.68	F	86.5	L	791.9	255	0.59%	CONNECT TO UD-06
UD-06	107+12.22	F	77.8	L	791.9	107+12.22	F	66.4	L	791.80	12	0.83%	CONNECT TO ST-CB-09

STRUCTURE DATA TABLE													
STRUCTURE NO.	STATION	LINE	OFFSET	RIM ELEV.	STRUCTURE TYPE	CASTING	PIPE CONNECTIONS	PIPE LENGTH	PIPE SIZE, MATERIAL	INVERTS OUT	PIPE SLOPE	INVERTS IN	REMARKS
ST-CB-02C	101+60.0	F	598.6' L	791.50	INDOT 720 TYPE K CATCH BASIN (MODIFIED)	NEENAH R-1878-B7G	1	60.00'	24" RCP	785.80	0.50%		SEE NOTE 6
ST-CB-03	105+39.3	F	595.7' L	794.85	INDOT 720 TYPE E MANHOLE	NEENAH R-2580-C	3	319.29'	60" RCP	785.72	0.17%	785.82 (60", S) 786.35 (24", E)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1)
ST-CB-04	105+37.3	F	425.9' L	796.20	INDOT 720 TYPE E MANHOLE	NEENAH R-2580-C	2	169.84'	60" RCP	786.16	0.20%	786.26 (60", S)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1)
ST-CB-05	105+30.0	F	254.9' L	796.00	INDOT 720 TYPE E MANHOLE	NEENAH R-2580-C	2	91.10'	60" RCP	786.70	0.20%	786.80 (60", S)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1)
ST-CB-06	105+42.6	F	77.8' L	796.70	INDOT 720 TYPE E MANHOLE	NEENAH R-2580-C	4	177.59'	60" RCP	787.24	0.25%	787.34 (36", E) 787.34 (36", W) 787.34 (60", S)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1)
ST-CB-07	103+72.1	F	77.8' L	796.74	INDOT 720 TYPE D MANHOLE	NEENAH R-2580-C	2	170.50'	36" RCP	787.81	0.28%	792.50 (12", W)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1)
ST-CB-08	105+42.6	F	62.5' R	796.03	INDOT 720 TYPE E MANHOLE	NEENAH R-2580-C	3	140.25'	60" RCP	787.66	0.23%	787.76 (42", W) 787.76 (30", E)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1)
ST-CB-09	107+14.7	F	77.8' L	796.70	INDOT 720 TYPE D MANHOLE	NEENAH R-2580-C	2	172.07'	36" RCP	787.91	0.33%	788.01 (30", E)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1)
ST-CB-10	109+08.0	F	66.5' L	796.08	INDOT 720 TYPE K CATCH BASIN (MODIFIED)	NEENAH R-1878-B7G	2	193.65'	30" RCP	788.59	0.30%	789.96 (30", E)	SEE NOTE 6
ST-CB-11	109+96.7	F	66.5' L	796.15	INDOT 720 TYPE K CATCH BASIN (MODIFIED)	NEENAH R-1878-B7G	3	88.67'	30" RCP	790.40	0.50%	792.70 (12", S) 792.70 (10", E)	SEE NOTE 3 AND NOTE 6
ST-CB-12	107+14.7	F	62.5' R	795.96	INDOT 720 TYPE D MANHOLE (MODIFIED)	NEENAH R-2580-C	2	172.07'	30" RCP	788.28	0.30%	788.38 (24", E)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1) & SHORTER BASE STRUCTURE (SEE NOTE 2)
ST-CB-13	107+96.7	F	62.5' R	796.66	INDOT 720 TYPE K CATCH BASIN (MODIFIED)	NEENAH R-1878-B7G	1	82.00'	24" RCP	788.63	0.30%		SEE NOTE 6
ST-CB-14	103+72.1	F	62.5' R	796.00	INDOT 720 TYPE D MANHOLE	NEENAH R-2580-C	1	170.50'	42" RCP	788.27	0.30%		REQUIRES MODIFIED TOP SLAB (SEE NOTE 1)
ST-ES-01	102+21.7	F	779.4' L	790.01	60" INDOT TYPE II GRATED BOX END SECTION	N/A	1					784.43 (60", S)	GRATED END SECTION SHALL BE 6:1 SLOPE
ST-ES-02	101+86.1	F	712.9' L	789.79	18" INDOT 715 PRECAST FLARED END SECTION	N/A	1	35.00'	18" RCP	788.00	1.00%		REQUIRES DEBRIS GRATE WITH END SECTION (SEE NOTE 4)
ST-ES-03	102+56.1	F	712.9' L	789.79	18" INDOT 715 PRECAST FLARED END SECTION	N/A	1	35.00'	18" RCP	788.00	1.00%		REQUIRES DEBRIS GRATE WITH END SECTION (SEE NOTE 4)
ST-ES-04	102+97.4	F	77.8' L	795.75	12" INDOT 715 PRECAST FLARED END SECTION	N/A	1	74.75'	12" RCP	794.50	2.68%		REQUIRES DEBRIS GRATE WITH END SECTION (SEE NOTE 4)
ST-FUT-OWS	105+33.9	F	345.9' L	797.19	INDOT 720 TYPE E MANHOLE	NEENAH R-1640-D	2	80.00'	60" RCP	786.42	0.20%	786.52 (60", S)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1)
ST-MH-01	102+21.1	F	712.9' L	793.25	INDOT 720 TYPE E MANHOLE	NEENAH R-1640-D	4	66.46'	60" RCP	784.56	0.20%	784.66 (60", S) 787.65 (18", E) 787.65 (18", W)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1) & SHORTER BASE STRUCTURE (SEE NOTE 2)
ST-MH-02A	102+20.2	F	615.5' L	795.23	INDOT 720 TYPE E MANHOLE WITH MAINTENANCE APRON	NEENAH R-1640-D	3	16.82' 97.46'	60" RCP 60" RCP	784.98 784.85	0.20% 0.20%	784.95 (18", SW)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1)
ST-MH-02B	102+20.0	F	598.6' L	793.50	INDOT 720 TYPE E MANHOLE WITH DIVERSION WEIR	NEENAH R-2580-C	4	16.00'	18" RCP	785.09	0.46%	785.18 (60", E) 784.95 (60", N) 785.50 (24", W)	REQUIRES MODIFIED TOP SLAB (SEE NOTE 1)
ST-MH-15	106+20.6	F	595.7' L	795.66	INDOT 720 TYPE C MANHOLE	NEENAH R-1640-D	1	81.36'	24" RCP	787.16	1.00%		
ST-MH-WQS	102+06.5	F	607.2' L	794.90	WATER QUALITY STRUCTURE	SEE REMARKS	2	16.00'	18" RCP	785.02	0.44%	785.02 (18", SE)	CONTECH CASCADE SEPARATOR MODEL NO. CS-8 OR APPROVED EQUAL (SEE NOTE 5)

STORM STRUCTURE NOTES

1. ALL TYPE D AND E MANHOLES WILL REQUIRE A MODIFIED INDOT TOP SLAB TO FACILITATE 36" DIAMETER CLEAR OPENING FOR FRAM AND LID/GRATE ASSEMBLY (STANDARD INDOT TYPE D AND E MANHOLE TOP SLAB IS BASED ON A 48" DIAMETER OPENING).
2. STRUCTURE ST-CB-12 SHALL REQUIRE A MODIFIED INDOT TYPE D MANHOLE BASE WALL HEIGHT IN ADDITION TO THE MODIFIED TOP SLAB AS DESCRIBED IN NOTE 1. THE BASE WALL HEIGHT SHALL BE NO GREATER THAN 3.75" (STANDARD INDOT TYPE D MANHOLE BASE WALL HEIGHT IS 4.75").
3. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF EXISTING 10" HDPE AND 12" RCP THAT WILL BE CONNECTED TO NEW STRUCTURE ST-CB-11. ADVISE THE ENGINEER OF ANY DEVIATIONS FROM THOSE ELEVATIONS SHOWN IN THE TABLE.
4. ALL FLARED END SECTIONS SHALL REQUIRE A DEBRIS GRATE (AFINITAS STANDARD TRASH GUARD OR APPROVED EQUAL).
5. EQUIVALENT WATER QUALITY UNIT SHALL MEET CITY OF FORT WAYNE REQUIREMENTS FOR TREATMENT OF AT LEAST 7.0 CFS. WATER QUALITY UNIT SHALL BE CONSTRUCTED OF CONCRETE.
6. ALL TYPE K CATCH BASINS SHALL BE MODIFIED TO BE INLET STRUCTURES WITHOUT SUMPED BASIN. STRUCTURE INVERTS SHALL MATCH THE LOWEST OUTLET PIPE INVERT AS SHOWN IN THE TABLE.

Designed By: MDK		Drawn By: RLR		Checked By: NSL	
				SHEET REISSUED PER ADDENDUM No. 1	07/11/2025
				0 NSL ISSUED FOR BID	06/27/2025
#				DESCRIPTION	DATE
				BY	

PROJECT No.: 098067

**FORT WAYNE INTERNATIONAL AIRPORT
EXPAND HANGAR 2003 APRON**

STRUCTURE DATA TABLE

PROJECT:

SHEET:

CERTIFICATION:



DRAWING NO.

C3.4.1