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**ADDENDUM NO. 2  
May 12, 2022**

**Hangar 101 Demolition and Development – Phase 1  
City of Duluth No. 21-4407  
SP No. A6901-205  
AIP No. 3-27-0025-072-2022  
Duluth International Airport (DLH)  
Duluth Airport Authority  
  
SEH No. DULAI 159869**

From: Short Elliott Hendrickson Inc.  
3535 Vadnais Center Drive  
St. Paul, MN 55110-3507  
651.490.2000

To: Document Holders

DOCUMENT HOLDERS on the above-named project are hereby notified that this document shall be appended to, take precedence over and become part of the original bidding documents dated May 5, 2022 for this work. Bids submitted for the construction of this work shall conform to this document.

This addendum consists of 1 page, not including Appendix G (Memo to Bidders).

**Changes to Specifications:**

1. ADD Appendix G – Hangar 101 Site Visit Clarifications Memorandum

Note: Receipt of Addendum 1 and 2, dated May 12, 2022 shall be acknowledged on [BidExpress](#). Failure to do so will not allow Bidder to submit Bid.

**END OF ADDENDUM**



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## MEMORANDUM

TO: Hangar 101 Prospective Bidders

FROM: Shawn McMahon (Lic. MN, WI, IA, SD)

DATE: May 12, 2022

RE: Hangar 101 Site Visit Clarifications  
SEH No. DULAI 159384 14.00

The purpose of this memorandum is to provide clarification to the bidding documents to aid contractors in their understanding of required expectations and bidding requirements.

**Roofing material:** The roofing material is unknown. No regulated materials testing was completed on the roofing material.

**Hangar Main Structure Interior Drywall Material:** The interior drywall material is described as “plaster” in the regulated materials report. This was sampled as sample M-2, from Table 1 of the Regulated Materials Report. The sample contains asbestos. An excerpt is provided below:

M	M-2-(1-9)	Throughout	Plastic (gray)	20,000 square feet	18% Chrysotile
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**Annex Slab Preparation:** The Annex area shall have all the flooring removed to the concrete slab. The annex slab area shall be cleaned with no objects or protrusions above grade to allow for snow plowing operations.

**Apron/Hangar Transition:** It is expected the transition between the existing concrete apron and the floor slab of the hangar be paved with bituminous pavement. There is an approximate 4” difference.



Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-3507

651.490.2000 | 800.325.2055 | 888.908.8166 fax | [sehinc.com](http://sehinc.com)

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Bituminous pavement shall be placed over the door tracks. The trench drain shall be sealed and capped to the best of the contractor's ability and paved over with bituminous pavement.

**MPCA 10-day permitting process:** It has been clarified since the building is falling down and no longer safe, it is eligible for emergency demolition and waiving of the 10-day notice period for asbestos abatement. Contractor to submit for notice.

**Hydrant and Water Access:** Meters for water for construction purposes shall be obtained from the City of Duluth. The hydrant is adjacent to the project site. The location of the hydrant is shown below.



**Sanitary Sewer Utility Coordination:** Contractor shall meet all City of Duluth requirements for the capping of the sanitary line, including potentially providing camera footage of abandoned line and/or dye testing. The wye for the building is at 103' south of MH SA1170007, to be verified by contractor. The sanitary line shall be capped at the main. Contractor shall dig at the main/service connection and disconnect at that point. All work and costs associated with this item shall be included in the lump sum bid.

**Water Service:** It is anticipated that there is 1.5" water service (material unknown) coming out of the west side of the building and connecting to the main in an easement. Contractor to dig and expose the service/main connection, and City of Duluth Utility Operations will cap.

**Gas service:** Gas is connected to the main at the driveway entrance east edge. Contractor to dig and expose, City of Duluth will cut-off.

**Phasing:** The contract lays out a three subphase approach. Demolition in one phase and treating all debris as regulated is also acceptable. All work needs to be completed by July 15<sup>th</sup>.

**Final Restoration:** The final slab after completion shall be cleaned and made usable for aircraft parking. Cleaning methods may include power washing and/or sweeping.

**Top Soil:** Minimal topsoil and seeding is anticipated. Level of restoration required will be dependent on the contractor's use of the site, and disturbance of existing vegetation. All dirt areas disturbed by construction activity shall be seeded.

**Overhead Powerlines:** Contractor to provide signage to protect numerous overhead powerlines adjacent to the project site. Contractor to protect all existing powerpoles and powerlines.

**Jersey Barriers:** All Jersey Barriers shall be relocated to the Airport Maintenance Facility, approximately ¼ of a mile from the project location.

**Interior Slab Voids:** All slab voids shall be filled with redi-mix or bituminous pavement to make suitable for aircraft parking and snow plowing operations. One large void will need to be filled, as shown in the photo below. Additionally, hangar structural columns and the foundation wall will need to be removed below grade and then patched with bituminous pavement or a suitable material.



**Sidewalks:** All sidewalks shall be left in place. No below grade excavation is anticipated with this contract.

**Contaminated Soils:** Project excavation is not required as part of this project. Therefore, encountering contaminated soils is not anticipated. If contaminated soils are encountered, the Airport will provide direction on next steps and a change order could be prepared to handle associated costs if applicable.

**Reclaimed Wood Beams:** Due to the historical nature of the building, the DAA is requesting portions of the wood beams to preserve as architectural history documentation. The DAA is not requesting the contractor's proposed demolition process be altered to accommodate the reclamation of any wood, but to have the opportunity to salvage material if its available.

stm