

Addendum No. 2
Taxiway and Aircraft Parking Apron Reconstruction - Phase 2
Weed Airport
FAA AIP No. 3-06-0274-020-2026

Date: August 24, 2026

Bids Due: August 26, 2026, at 12:00 PM Local Time

The following clarifications, revisions, additions and/or deletions included in the Addendum No. 2 shall be incorporated into the subject Issued for Bid documents as directed herein with immediate effect. The articles contained in the addendum take precedence over the requirements of the previously published bid documents. All other provisions and requirements as originally set forth in the Issued for Bid documents, except as amended by any previous addenda, remain in full force and are binding.

Proposers must acknowledge the receipt of this Addendum No. 2 in the space provided in the proposal documents. Failure to acknowledge this Addendum is grounds for rejection of the proposal for non-responsiveness.

The following are revisions to the Issued for Bid Documents:

Addendum No 2, Item #1

Volume II Technical Specifications:

INSERT "Item P-153 Controlled Low Strength Material (CLSM)" in its entirety.

Addendum No 2, Item #2

The following items have been provided for reference:

- 1. Requests for Clarification**
- 2. Pre-Bid Meeting Minutes**
- 3. Pre-Bid Sign-In Sheet**
- 4. Engineer's Opinion of Probable Construction Cost**

REQUESTS FOR CLARIFICATION

REQUEST FOR CLARIFICATION NO. 1:

Regarding the Asphalt Binder Specified for the project. The binder specified in Section 403.2.3 is PG 76-28. The Asphalt Binder PG Plus Test Requirement says that the Elastic Recovery is 75% Minimum. I am being told by suppliers that this will require the binder to be modified, or a PG 76-28M.

The project we completed at the Weed Airport in 2025 we used a PG 76-22M Binder, yet a PG 76-28 was specified. I believe, due to the 75% Elastic Recovery, both a PG 76-28 or PG 76-22 will need to be modified. Which cost more money. But that is not the way you have the binder specified.

Will PG 76-22M be an acceptable binder to use for this project or will you please clarify the binder type?

RESPONSE NO. 1:

Substituting a PG 76-22M binder is allowable for use in P-403 materials.

REQUEST FOR CLARIFICATION NO. 2:

Specification section L-108.27, Flowable Backfill says that the material shall conform to the requirements of Item P-153, CLSM. P-153 does not exist in the Technical Specifications.

RESPONSE NO. 2:

Specification section added for flowable backfill/CLSM (P-153). See attached.

REQUEST FOR CLARIFICATION NO. 3:

Plans and specs call out for H20 handhole but a note on detail 1/E301 states (Aircraft Load Rated). Please advise if only H20 rating will be acceptable.

RESPONSE NO. 3:

H20 rated handholes are sufficient.

List of Enclosures:

- Specification Item P-153 Controlled Low Strength Material (CLSM)
- Pre-Bid Meeting Minutes
- Pre-Bid Meeting Sign-In Sheet
- Engineer's Opinion of Probable Construction Cost (OPCC)

End of Addendum No. 2, 8/24/2026

Item P-153 Controlled Low-Strength Material (CLSM)

DESCRIPTION

153-1.1 This item shall consist of furnishing, transporting, and placing a controlled low-strength material (CLSM) as flowable backfill in trenches or at other locations shown on the plans or as directed by the Resident Project Representative (RPR).

MATERIALS

153-2.1 Materials.

a. Cement. Cement shall conform to the requirements of ASTM C150 Type II.

b. Fly ash. Fly ash shall conform to ASTM C618, Class C or F.

c. Fine aggregate (sand). Fine aggregate shall conform to the requirements of ASTM C33 except for aggregate gradation. Any aggregate gradation which produces the specified performance characteristics of the CLSM and meets the following requirements, will be accepted.

Sieve Size	Percent Passing by weight
3/4 inch (19.0 mm)	100
No. 200 (75 µm)	0 - 12

d. Water. Water used in mixing or curing shall be from potable water sources. Other sources shall be tested in accordance with ASTM C1602 prior to use.

MIX DESIGN

153-3.1 Proportions. The Contractor shall submit, to the RPR, a mix design including the proportions and source of aggregate, fly ash, cement, water, and approved admixtures. No CLSM mixture shall be produced for payment until the RPR has given written approval of the proportions. The proportions shall be prepared by a laboratory and shall remain in effect for the duration of the project. The proportions shall establish a single percentage or weight for aggregate, fly ash, cement, water, and any admixtures proposed. Laboratory costs are incidental to this item.

a. Compressive strength. CLSM shall be designed to achieve a 28-day compressive strength of 100 to 200 psi (690 to 1379 kPa) when tested in accordance with ASTM D4832, with no significant strength gain after 28 days.

b. Consistency. Design CLSM to achieve a consistency that will produce an approximate 8-inch (200 mm) diameter circular-type spread without segregation. CLSM consistency shall be determined per ASTM D6103.

CONSTRUCTION METHODS

153-4.1 Placement.

a. Placement. CLSM may be placed by any reasonable means from the mixing unit into the space to be filled. Agitation is required during transportation and waiting time. Placement shall be performed so structures or pipes are not displaced from their final position and intrusion of CLSM into unwanted areas is avoided. The material shall be brought up uniformly to the fill line shown on the plans or as directed by

the RPR. Each placement of CLSM shall be as continuous an operation as possible. If CLSM is placed in more than one lift, the base lift shall be free of surface water and loose foreign material prior to placement of the next lift.

b. Contractor Quality Control. The Contractor shall collect all batch tickets to verify the CLSM delivered to the project conforms to the mix design. The Contractor shall verify daily that the CLSM is consistent with 153-3.1a and 153-3.1b. Adjustments shall be made as necessary to the proportions and materials as needed. The Contractor shall provide all batch tickets to the RPR.

c. Limitations of placement. CLSM shall not be placed on frozen ground. Mixing and placing may begin when the air or ground temperature is at least 35°F (2°C) and rising. Mixing and placement shall stop when the air temperature is 40°F (4°C) and falling or when the anticipated air or ground temperature will be 35°F (2°C) or less in the 24-hour period following proposed placement. At the time of placement, CLSM shall have a temperature of at least 40°F (4°C).

153-4.2 Curing and protection

a. Curing. The air in contact with the CLSM shall be maintained at temperatures above freezing for a minimum of 72 hours. If the CLSM is subjected to temperatures below 32°F (0°C), the material may be rejected by the RPR if damage to the material is observed.

b. Protection. The CLSM shall not be subject to loads and shall remain undisturbed by construction activities for a period of 48 hours or until a compressive strength of 15 psi (105 kPa) is obtained. The Contractor shall be responsible for providing evidence to the RPR that the material has reached the desired strength. Acceptable evidence shall be based upon compressive tests made in accordance with paragraph 153-3.1a.

153-4.3 Quality Assurance (QA) Acceptance. CLSM QA acceptance shall be based upon batch tickets provided by the Contractor to the RPR to confirm that the delivered material conforms to the mix design.

METHOD OF MEASUREMENT

153-5.1 Measurement. Controlled low-strength material shall not be measured or paid for separately, it shall be considered a subsidiary obligation of the Contractor covered under the other contract items.

BASIS OF PAYMENT

153-6.1 Payment. No payment will be made separately or directly for controlled low strength material (CLSM). CLSM shall be considered necessary and incidental to the work of this Contract.

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM C33	Standard Specification for Concrete Aggregates
ASTM C150	Standard Specification for Portland Cement
ASTM C618	Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use in Concrete
ASTM C595	Standard Specification for Blended Hydraulic Cements

ASTM C1602	Standard Specification for Mixing Water Used in the Production of Hydraulic Cement Concrete
ASTM D4832	Standard Test Method for Preparation and Testing of Controlled Low-Strength Material (CLSM) Test Cylinders
ASTM D6103	Flow Consistency of Controlled Low Strength Material (CLSM)

END OF ITEM P-153

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MINUTES

WEED AIRPORT (O46) TAXIWAY 'A' RECONSTRUCTION PROJECT - PHASE 2 AIP 3-06-0274-020-2026

PRE-BID CONFERENCE
August 19, 2026, 11:00 am

I) Introductions

- Please fill out the sign-in sheet when you arrive.

II) Project Description – Taxiway 'A' Reconstruction – Phase 2

The section of Taxiway 'A' to be constructed is approximately 2520 feet long by 25 feet wide. Connector Taxiways 'A5' and 'A6' are also scheduled for reconstruction. They are approximately 108' by 30' and 108' by 39', respectively. Additionally, Taxiway B6 will be demolished and not reconstructed. In total, this project will remove approximately 9,785 SY of asphalt concrete (AC) pavement and replace approximately 8,165 SY of asphalt concrete (AC) pavement. The drainage between taxiway and runway will be improved by reconstructing the existing drainage ditch and two culverts under proposed pavement. A taxiway shoulder will be constructed of imported gravel surface rock extending past the Taxiway Safety Areas (TSA) to line the proposed drainage improvements. Electrical duct banks will be constructed across the taxiways to facilitate splices of the existing system and allow for future improvements.

III) Award

- Will be based on the low bid (responsive).
- Award of Base Bid will be dependent on FAA grant funding. **Application has been submitted to FAA, contingent on receiving construction bids.**

IV) Bidding Documents

- Can be viewed and downloaded on the Siskiyou County website and the Shasta Builder's Exchange website.

V) Status of Contract and Project Schedule

- FAA Grant Agreement is pending.
- Bid Opening – **Wednesday, August 26, 2026, at 12:00pm**
- Estimated Bid Award – Anticipated **September 2026**
- Estimated Notice to Proceed – start of construction – (pending grant issuance) **County will work with Contractor to determine if the construction can be completed this Fall or if it should begin in Spring.**
- Contractor shall observe City holiday schedule.
- Anticipated work hours:
 - 0700-1600 (without prior coordination)

VI) Project Phasing

- Contract time requirements: (42 calendar days total)
 - Phase 1 – 42 calendar days
 - Phase 1A – 28 calendar days*
- *Phase 1 and 1A to be run concurrently.



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- Seasonal considerations – Wind, Rain, etc.
- **Liquidated Damages – as outlined in SP1.**

VII) DBE requirements – The goal associated with this project and the goal is listed at **0.00%** Any disagreements within the specifications will be updated in Addendum 1.

VIII) Federal and California Wage Rates – Certified Payrolls

- Subject to Davis-Bacon Rates/CA specific prevailing wage rates.
- Wage rate interviews will be conducted by Engineer
- Rates to be determined within 10 days of the bid opening

IX) Airport Operations, Safety and Security

- **Construction Safety and Phasing Plan** – in specification Appendix
- **Safety Plan Compliance Document (SPCD)** – Contractor is required to prepare this document prior to the start of construction.
- No requirements for badging.
- Airport will be closed to air traffic during construction.

X) Addendums

- **Questions by 08/21/2026 @ 12:00 P.M. PT via e-mail to anthony.yocca@kimley-horn.com.**
- Final addendum anticipated to be issued **08/24/2026.**

XI) Additional Information

- a. Contractor will be responsible for any and all permits.
- b. Asphalt millings shall be preserved and restored to as close to existing conditions as possible.

XII) Questions and Conclusion

XIII) Site Tour

- Onsite disposal areas identified.
- Pavement tie in's located.
- Haul routes identified. Flaggers are to be used on an as needed basis when hauling across pavements to remain active.
- Asphalt milling material would be preferred on the infields in place of the gravel mulch when readily available and economically viable.

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Weed Airport (O46)
Taxiway 'A' Reconstruction Project - Phase 2
AIP 3-06-0274-020-2026
Pre-Bid Meeting
August 19, 2026
Project Sign-In and Contact Information



Name	Initials	Organization/Firm	Role/Responsibility	Office Phone	Cell Phone (24/7)	Email
Anthony yocca	ay	Kimley Horn	Engineering PM			anthony.yocca@kimley-horn.com
RIC PETERSON	RP	JF Shea	Estimator		(530) 605-6404	Ridge.Petersen@jfshea.com
WYATT WARD	WW	Siskiyou County General Services	AIRPORT maintenance		(530) 645-2791	ward@co.siskiyou.ca.us
Trent McGREW	TM	JF SHEA	PM		530 604-0188	Trent.McGrew@jfshea.com
Chris Brownell	CB	Tulliver	PM/EST	530 2415105	530 4104426	cbrownell@tulliverinc.com
James Folson	JF	Hat Creek	Est	530 335-5501	530 355-2075	james.folson@hatcreekconstruction.com
Jessica Skillen	JS	Siskiyou County GS	Deputy Director	530-842-8272	530-598-598-9672	JSkillen@co.siskiyou.ca.us
Emily Harper	EH	Siskiyou Co. Gen. Svcs.	Project Coordinator	530-842-8241	530-598-6848	emharper@co.siskiyou.ca.us
Adam Cilipone	AC	Siskiyou	Director	530-842-8254	530 598 9254	Cilipone@co.siskiyou.ca.us

O46 - Weed Airport
Taxiway and Apron Reconstruction Project - Phase 2
Wednesday, August 12, 2026
OPINION OF PROBABLE CONSTRUCTION COST

The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

OPINION OF PROBABLE CONSTRUCTION COST						
Item No.	Spec. No.	Item Description	Unit	Quantity	Unit Price	Total
1	C-100-1	Contractor Quality Control Program (CQCP)	LS	1	\$ 50,000.00	\$ 50,000.00
2	C-102-1	Temporary Erosion and Pollution Control	LS	1	\$ 65,000.00	\$ 65,000.00
3	C-105-1	Mobilization (7%)	LS	1	\$ 154,500.00	\$ 154,500.00
4	P-101-1	Pulverize Existing Asphalt Pavement (10 inches Depth)	SY	9785	\$ 10.00	\$ 97,850.00
5	P-101-2	Remove Existing Storm Drain Pipe (Diameter varies)	LF	245	\$ 50.00	\$ 12,250.00
6	P-102-1	Airport Safety and Security	MO	3	\$ 30,000.00	\$ 90,000.00
7	P-151-1	Clearing and Grubbing	AC	9	\$ 5,000.00	\$ 45,000.00
8	P-152-1	Excavation	CY	9000	\$ 55.00	\$ 495,000.00
9	P-152-2	Embankment	CY	1500	\$ 30.00	\$ 45,000.00
10	P-152-3	Export (On-Site)	CY	7500	\$ 15.00	\$ 112,500.00
11	P-152-4	Infield Surface Rock (3-inches Thick)	SY	37000	\$ 12.00	\$ 444,000.00
12	P-152-5	Owner Authorized Over-Excavation (Contingent/Revocable)	CY	1350	\$ 75.00	\$ 101,250.00
13	P-207-1	Recycled Asphalt Aggregate Base Course (7 Inches Thick)	SY	8770	\$ 15.00	\$ 131,550.00
14	P-403-1	Hot Mix Asphalt (HMA) Pavement Surface Course (3 Inches Thick)	SY	8165	\$ 40.00	\$ 326,600.00
15	P-620-1	Permanent Reflective Airfield Pavement Markings	SF	4315	\$ 5.00	\$ 21,575.00
16	P-620-2	Remove Existing Pavement Markings	SF	290	\$ 4.00	\$ 1,160.00
17	D-701-1	Install 18 Inch Pipe (Reinforced Concrete Class IV)	LF	90	\$ 280.00	\$ 25,200.00
18	D-701-2	Install 24 Inch Pipe (Reinforced Concrete Class IV)	LF	160	\$ 350.00	\$ 56,000.00
19	D-701-3	Install 18 Inch Flared End Section (Precast Concrete) with Riprap	EA	2	\$ 7,000.00	\$ 14,000.00
20	D-701-4	Install 24 Inch Flared End Section (Precast Concrete) with Riprap	EA	1	\$ 7,000.00	\$ 7,000.00
21	D-751-1	Install 24" x 36" Catch Basin	EA	1	\$ 17,500.00	\$ 17,500.00
22	L-100-1	Airfield Electrical Demolition	LS	1	\$ 8,000.00	\$ 8,000.00
23	L-108-1	No. 8 AWG, L-824 Type C Cable, 5kV Rated Airfield Cable	LF	450	\$ 5.00	\$ 2,250.00
24	L-108-2	No. 6 AWG, Solid, Bare Copper Counterpoise Wire	LF	365	\$ 5.00	\$ 1,825.00
25	L-110-1	1-2" Sch. 40 PVC Conduit, Direct Buried	LF	175	\$ 35.00	\$ 6,125.00
26	L-110-2	4-2" Sch. 40 PVC Duct Bank, Concrete Encased	LF	190	\$ 100.00	\$ 19,000.00
27	L-115-1	H-20 Load Rated Concrete Hand Hole	EA	6	\$ 15,000.00	\$ 90,000.00
28	L-115-2	L-867B Base Can with Steel Lid	EA	4	\$ 2,000.00	\$ 8,000.00
29	L-125-1	L-853 Retro-reflective Marker, Stake Mounted	EA	53	\$ 500.00	\$ 26,500.00
30	L-125-2	Size 1 Retro-relfective Airfield Guidance Sign	EA	1	\$ 2,000.00	\$ 2,000.00
BASE BID SCHEDULE I TOTAL						\$ 2,476,635.00