

QUESTIONS AND ANSWERS REGARDING

MSCAA PROJECT 13-1368-02

Terminal Apron Reconstruction (Including Concourse 'C' South Demo) - Construction

1.	Can a planholders list be provided?
	No. MSCAA does not track who has downloaded bid documents.
2.	Reference Notes P & N. What happens to the end of the fuel piping that is being demolished at the south end? Should it be plugged like the other terminations?
	Fuel system being removed is abandoned in place and slurry-filled with grout (bentonite). Plans call for plugging or capping at limit of demolition.
3.	Reference Note Q.. What happens to the ends of the glycol piping that is being demolished? Should it be plugged like the other terminations?
	The existing glycol system in the courtyard between Concourse B and Concourse C was mostly removed under the Terminal Apron Reconstruction project. The small portion remaining from the limit of demolition of the previous project to the utility tunnel is to be removed completely.
4.	Drawings are indicating or implying that the fuel piping is being removed and the ends plugged. This seems to be creating a gap in the fuel piping loop. Is this correct? Will there be an addendum to reconfigure the fuel loop? If so, will you be issuing specs for this system. Need to know ASAP so that fuel system subcontractors will have adequate time to get takeoffs, quotes, ect.
	The fuel system being removed is already abandoned in place and slurry-filled with grout (bentonite). We are working on a plan to abandon the active system in place. A high-level plan and allowance will be included under future addendum with a more detailed plan prior to construction.
5.	Drawings are indicating or implying that the glycol piping is being removed and the ends plugged. This seems to be creating a gap in the glycol piping loop. Is this correct? Will there be an addendum to reconfigure the glycol loop? If so, will you be issuing specs for this system. Need to know ASAP so that glycol system subcontractors will have adequate time to get takeoffs, quotes, ect.
	The existing glycol system in the courtyard between Concourse B and Concourse C was mostly removed under the Terminal Apron Reconstruction project. The small portion remaining from the limit of demolition of the previous project to the utility tunnel is to be removed completely.

6.	What line item is the glycol system demolition to be paid under?
	The glycol piping removal is minimal and considered miscellaneous demolition. Miscellaneous demolition is considered incidental to the project and will not be measured and paid for separately.
7.	What line item is the fuel system demolition to be paid under?
	A pay item or items will be added under future addendum to account for existing abandoned jet fuel lines, hydrant pits, etc. within the limits of demolition.
8.	Please consider extending the bid date and RFI deadline by one week.
	Bid date and RFI deadlines cannot be moved.
9.	Please provide the Unit Price Schedule - Base Bid and Alternate in Excel format.
	Yes. Unit Price Schedule in excel format to be provided in Addendum #2. All formulas/calculations in excel are the responsibility of the Contractor.
10.	Please clarify whether electronic signatures are acceptable on proposal documents.
	No. Electronic signatures are not acceptable at this time.
11.	Please confirm whether there is adequate time prior to bid to certify non-DBEs via traditional route or via reciprocity.
	All requests for new or reciprocal certification is needed NLT Friday close of business 6/17/222.
12.	Should the prime contractor fail to meet the DBE goal, please confirm whether Good Faith Efforts documentation required at the time of bid or within 24 hours after bid.
	All Good Faith Efforts are required at the time of the bid submission.

<p>13.</p>	<p>Question based on Drawings C-EC-01 and C-DP-02</p> <p>What size and how deep is the abandoned main fuel line to be removed that is connected to Fuel Hydrant Pits J4, J5, and J6?</p>
	<p>According to old record plans, it is a 12" main fuel line approximately 5 feet deep with 6" laterals to the hydrants.</p>
<p>14.</p>	<p>Question based on Drawings C-EC-01 and C-DP-02</p> <p>Hydrant Pit J2 appears to be inside the Demolition Limit. Does it need to be removed and the branch line capped?</p>
	<p>J1 and J2 are within the demolition limits and are part of the hydrant system that was constructed under the Terminal Apron Reconstruction project. J1 is a hydrant pit and J2 is a flushing pit. We are working on a plan to abandon the active system in place. A high-level plan and allowance will be included under future addendum with a more detailed plan prior to construction.</p>
<p>15.</p>	<p>Question based on Drawings C-EC-01 and C-DP-02</p> <p>What size and how deep is the glycol line to be removed?</p>
	<p>According to old record plans, there are 2 – 3" lines. Depth is unknown. The existing glycol lines enter the building through the tunnel wall and the tunnel is approximately 12 feet below grade so it should be approximately 4' – 8' deep.</p>
<p>16.</p>	<p>Is an electronic version of the bid form available to the contractor?</p>
	<p>Yes. See Question #9 above.</p>
<p>17.</p>	<p>Is the contractor allowed to recreate the "Info on All Firms" form so long as it includes all data required?</p>
	<p>Please use the document enclosed that we do not have to determine structure for review. There is no need on this document to use letter head or typed.</p>
<p>18.</p>	<p>Is the contractor to submit a copy of each proposed DBE's certificate?</p>
	<p>It is requested, however, not mandatory. Nevertheless, all subcontractors for the purpose of meeting goal MUST be a certified DBE via DOT certifying agency. Not TN GOV office. If a prime wishes to have BDD to review prior to submittal we are willing to review DBE participation only.</p>

19.	Please provide a length and diameter for the floor drain shown to be demoed.
	Reference Sheet P_C-100 which shows a 4" floor drain. Contractor to field verify tie-in location.
20.	Reflective cones do not appear to be shown on the Operation Plan sheets G-SP-03 and G-SP-04. Please clarify where reflective cones are to be located.
	Reflective cones are included for use as directed by the Program Manager.
21.	Please indicate which bid item on the bid form is to include the cost of jet fuel line and structure demo.
	Allowance to be set up in future addendum for active jet fuel line abandonment. Pay items for demolition of existing abandoned jet fuel lines, hydrant pits, etc. within the limits of demolition will be included under future addendum. Structure demo is paid under Item #1 "C" CONCOURSE SOUTH DEMOLITION
22.	Please clarify which pay item is to include the cost associated with the 1/2" of choke stone shown in detail 2 on C-CP-02.
	Choke stone is considered incidental to ITEM P-306 LEAN CONCRETE BASE COURSE.
23.	Please confirm if there are 10 Passenger Boarding Bridges to be removed? If so, is it possible to get the Make and Model numbers of the Passenger Boarding Bridges?
	All existing Passenger Boarding Bridges are currently being removed under a separate project.
24.	Is there any ancillary equipment on the passenger boarding bridges, i.e. 400hz units, PCA units etc, that need to be removed and disposed of? Are they being saved?
	No. All ancillary PBB equipment will be removed by others.
25.	The details on sheet C-UD-04 don't appear to match the plan on sheet C-UD-01. Please clarify.
	In-line cleanouts will be added under addendum at all outfall connections and should be installed as per detail 2 on C-UD-04. Quantity for cleanouts will be updated accordingly.

26.	All of the cleanouts on sheet C-UD-03 appear to be end-of-line cleanouts-concrete. There does not appear to be an in-line cleanout - concrete condition. Please clarify.
	In-line cleanouts will be added under addendum at all outfall locations.
27.	Sheet C-GD-09 shows a Class A and Class B Condition in details 1 & 2. Please clarify where these conditions exist.
	Details are shown for both options, but we anticipate Class B bedding to be used.
28.	Please clarify the location of Details 1 & 2 on this sheet. It appears that Detail 1 is on the west side of the trench drain and Detail 2 is on the east side.
	Details are typical in nature. Detail 1 is for standalone underdrains and Detail 2 is for underdrains parallel to the trench drain. Detail 1 is for the underdrains on the east side near the limit of construction and Detail 2 is for the underdrains on the west side of the trench drain.
	<p style="text-align: center;">Questions are listed as submitted, company names are withheld. This Addendum No. 1 includes Questions received through June 12, 2022 Questions received after June 12, 2022 through June 17, 2022 will be responded to in a future addendum.</p>