

QUESTIONS AND ANSWERS REGARDING

MSCAA PROJECT 13-1368-02

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

1.	Please confirm if taxiway Juliet be closed for construction of the project. If so, for how long?
	Intent is for taxiway Juliet to stay open for aircraft operations for the duration of the project. A short taxiway closure will be allowed if needed/requested. See revised construction safety phasing plan in this Addendum #3 for additional information.
2.	Please confirm if there be a plant site available on airport property.
	Yes. A batch plant site will be available on airport property. Final plant location and height to be coordinated with MSCAA and FAA (via 7460-1 submittal). Recommended site is the batch plant location currently being utilized for the Glycol Management Program project. That site will be made available on or after 9/15/2022 for the awarded contractor on this project.
3.	Please confirm whether the building has roof drains to be demoed? If so, how do they tie in the drainage system?
	There are a few roof drains that are connected to the existing drainage system through branch connections either directly to the pipe or at a structure. The demolition plans show plugging or capping these locations.
4.	Please confirm whether the airport will measure vibration during the demo phase of the project.
	The airport does not plan to measure vibration, however if vibration to existing structures becomes a concern of the Owner, Engineer, or Program Manager then we could decide to measure vibrations.
5.	Please confirm if there is a concern of jet fuel contaminated soils in the abandoned jet fuel line area.
	P-152 has been revised to address this issue. Please see revised specification P-152 included in this Addendum #3.
6.	Please clarify if class 2 drivers cross Papa and Tango unescorted.
	A Class 2/Non-Movement Driving Privileges <u>will be required</u> for any contractor representative needing to drive to/from site unescorted. This includes the non-movement crossings at Taxiways Papa and Tango.

7.	Please confirm if vacuum broom be required at the taxiway crossings at all times.
	Contractor is responsible for keeping all haul/access routes clean at all times.
8.	Please confirm if the constrained area pavement section 2/C-CP-02 will be required.
	Per the note on Detail 2/C-CP-02, since jet bridges are removed the paving section shown in Detail 1/C-CP-02 will be required in lieu of paving section in 2/C-CP-02 for areas shown as constrained area pavement.
9.	Please confirm if the 10 inch jet fuel system will be drained down and taken out of service under this contract.
	Yes. A detailed scope of work will be provided to address the abandonment of the active fuel line in this Addendum #3.
10.	Please confirm if there is borrow dirt available at McKellar Park?
	Yes. Borrow dirt will be available at airport owned McKellar Park, which is just south of Shelby Drive.
11.	Please confirm if the Memphis Fire Department will need to be onsite during abandoned fuel line Demo.
	Yes. Memphis Fire Department will need to be onsite for demo of abandoned fuel line.
12.	The fuel flushing pit on the South East side of the concourse is captured by the pavement. Please clarify if this gets replaced after Demo of the pavement.
	A detailed scope of work will be provided for the abandonment of the active fuel line including pits contained within the demolition limits. See additional information provided in this Addendum #3.
13.	Please confirm if there will be EFSOs that need to remain in service after the building is removed.
	A detailed scope of work for the abandonment of the active fuel line will be provided under this Addendum #3. EFSOs in the demoed portion of Concourse C will go away. All EFSOs along concourse B to remain active at all times.
14.	Please confirm if the sluice gate needs to remain active. If the sluice gate is to remain active, please provide details of new conduit and wire, ductbank, power source, ect.

	Sluice gate A40 will be inactive for a period of time once the tunnel is demolished. A detailed scope of work will be provided under addendum to address reconnecting the existing ductbank at the old southern limit of the tunnel to the new south limits of the tunnel and reconnecting to the existing conduits in the tunnel to remain to complete the pathway to the panel including rewiring. Sluice gate will require manual closing during this time if needed. See additional information included in this Addendum #3.
15.	Please provide the most recent asbestos survey for Concourse C structure.
	A current asbestos survey is underway. Report will be provided to the awarded contractor prior to the pre-construction meeting.
16.	Is the duration for the asbestos abatement covered in the 180 day contract duration period? We anticipate that it is not.
	Asbestos abatement is intended to be covered in the contract duration period. If unforeseen excessive asbestos abatement is required, time impacts will be considered only if justified. Note, contract time is being increased as part of this Addendum #3 which should address any concerns with asbestos abatement.
17.	Reference drawing S-DT-302, Elevation 5. Please provide the ""original structural documents"" for the post-tensioning removal sequence.
	Original structural documents have been included as an information attachment in this Addendum #3.
18.	How is contaminated soil to be paid for if discovered?
	This has been addressed in the revised specification P-152 included in this Addendum #3.
19.	Reference Tunnel Plan A on S-C-310. Please provide the geotechnical report that is referenced for shoring design and location.
	See geotechnical report included in this Addendum #3.
20.	It is our interpretation of the drawings that since the tunnel slab on grade is below the Minimum Depth of Demo that this SOG can remain except what is needed to be demolished to tie the new floor drain into the existing floor drain system. Please confirm our interpretation.
	Contractor needs to assume full removal of all items to be demolished including the tunnel. During construction, the Program Manager will provide direction if any tunnel/slab can remain in place.
21.	The Sediment Trap is on the Bid Form twice. Reference Bid Item #5 and #68. Is this accurate? If not reissue correct bid form.

	<p>Item #5 Sediment Tube is correct. Item #68 is an inadvertent duplication that will be removed under this Addendum #3.</p>
22.	<p>At the site visit there is a tremendous amount of cabling in the overhead cable tray. Please verify what cable will need to remain and what items this cable is keeping active.</p>
	<p>An additional site visit was scheduled for June 22, 2022.</p> <p>Refer to low voltage notes on sheet E-C_100 for data cabling removal.</p> <p>Light fixture removal shall be coordinated so as to provide ample lighting for all trades working in area up until structural demolition begins.</p>
23.	<p>The drawing mentions "Subgrade Putback (See Civil)" please indicate what this material is and where the "Civil" can be found.</p>
	<p>Specification P-152 covers all excavation and embankment requirements.</p>
24.	<p>The detail only has asphalt under the 18" existing PCC, but the pay item "P-101-5.3" has an estimated quantity of 14,500 SY which would include the 14" PCC existing area as well. Please advise.</p>
	<p>P-101-5.3 is for stabilized base concrete, demolition (all thickness and types). All three sections have a concrete stabilized base.</p>
25.	<p>Paragraph 220-4.7 states that mixing of the soil, cement, and water shall be accomplished by the mixed-in-place method. Based on the need to control dust to minimize impact to adjacent buildings to remain and aircraft operations, we do not believe this is the desired method. Please clarify whether mixed-in-place method is desired, or whether P-220 material shall be plant mixed off-site and hauled back to the site for placement. Detail 2 on sheet C-EW-01 indicates that the central mix method is desired. Please confirm.</p>
	<p>Off-site mixing and hauling is the desired/required method to control dust and avoid impacts to adjacent infrastructure.</p>
26.	<p>Please confirm that Type 1L cement will be allowed to be used on the project. All specification references currently specify Type I Cement, which is not available due to market shift toward Type 1L.</p>
	<p>Type I Cement is preference, however if unavailable, then Type 1L Cement will be an acceptable alternative with approval from Program Manager and Designer through official substitution request.</p>
27.	<p>Has MSCAA began coordination with MLGW for design of the waterline construction? This can be a very timely process that likely will not be completed in time to complete the project in the specified 180 calendar days if coordination has not begun already.</p>

	MLGW coordination has already taken place. MLGW approved design drawing and quote has been provided to MSCAA.
28.	Please clarify whether the intent is to allow spreading of lime in-place. Due to dust control requirements, we recommend that subgrade soils requiring lime treatment be excavated and hauled to a laydown area away from the terminal building and active aircraft operations for mixing and transported back to the site for final placement. Please clarify whether this is the desired method for lime treatment of subgrade materials.
	Off-site mixing of subgrade materials is desired.
29.	This section states that the asbestos abatement allowance will not be allowed to be used for hazardous material hauling or landfill fees. We request that this be reconsidered due to the lack of asbestos survey and lack of ability to quantify asbestos containing materials to include hauling and disposal cost elsewhere in the bid pricing.
	Contractor to assume all building demolition material to be hauled to a Construction & Debris landfill. If ACM is found and additional hauling and landfill fees are required, those costs can come from the asbestos abatement allowance. Contractor will need to justify additional costs for hauling or landfill fees above what should be included in the bid. See revised specification 01210 in this Addendum #3.
30.	Please confirm that the project is to be completed as a single phase and that all construction activities are intended to be completed outside of the 85.5' Taxiway OFA without impacting Taxiway Juliet.
	Correct. Intent is to complete all work in a single phase while keeping Taxiway Juliet open. This means all work completed outside the 85.5' taxiway object free area as noted. Contractor will need to provide access through the site for airline/airport ground support vehicles. See revised construction safety phasing plan in this Addendum #3.
31.	Please reconsider the allowed contract duration of 180 calendar days. With the project NTP expected to be issued in August, the completion date will be sometime in February. This will require concrete paving operations in the winter months of December and January, which as shown in section 01320, are greatly impacted by weather. A more realistic duration for the project is approximately 270 calendar days to better accommodate spring time concrete paving to complete the project. Otherwise, all weather impacted activities will need to be completed prior to December, which is highly unlikely due to the amount of demolition, underground utilities, and site preparation required prior to subgrade and paving activities.
	Contract time is being revised to 270 days. See this Addendum #3.
32.	General Note 5 states that the contract shall provide access to all concourse aprons for emergency and ground service equipment during construction. Is the intent for all emergency and ground service equipment to traverse the construction site, or for access to be provided around the site within the barricade limits? Access through the site is not feasible due to the amount of construction activity that will be occurring at any given time during construction. Please clarify the contractor's responsibility for emergency and ground service equipment access relating to the construction site.

	<p>Contractor will need to maintain 2-way (24' wide) vehicle service road at all times during construction. A short Taxiway Juliet closure will be allowed to accommodate for work on eastern limits. Contractor will need to phase work to maintain access through the site for the duration of the project. See updated construction safety and phasing plans in this Addendum #3.</p>
33.	<p>Please confirm whether P-220 Cement Treated Soil Base Course is to be installed beneath Constrained Area Full-Strength Pavement. The quantity on the bid form seems to indicate that this area is intended to receive P-220, but the layer is not shown in the constrained area pavement section in detail 2 on C-CP-02.</p>
	<p>See question 8 above.</p> <p>Per the note on Detail 2/C-CP-02, since jet bridges are removed the paving section shown in Detail 1/C-CP-02 will be required in lieu of paving section in 2/C-CP-02 for areas shown as constrained area pavement.</p>
34.	<p>Please confirm that all of the terminal seating will be removed prior to NTP being issued.</p>
	<p>This was addressed in Addendum #2. Bidding Contractors to remove and dispose of all FFE (including terminal seating) from areas of demolition in this project. MSCAA to have first right of refusal for salvageable items and will provide storage location if needed.</p>
35.	<p>If the existing fuel line that is shown to be removed is below the new concrete pavement profile, can the lines be abandoned in place?</p>
	<p>No. All utilities within the demolition limits that are shown to be removed shall be removed in their entirety.</p>
36.	<p>Do the lamps and ballasts have to be removed and disposed of prior to structure demolition?</p>
	<p>Yes. All lamps and ballasts have to be removed prior to structure demolition. MSCAA to have first right of refusal for salvageable items and will provide storage location if needed.</p>
37.	<p>Are the high mast lights that are shown to be removed supposed to be stored for future airport use or are they supposed to be removed from the project site by the GC? If stored for future use, provide location.</p>
	<p>MSCAA to have first right of refusal for salvageable items and will provide storage location if needed. Items not being salvaged will need to be disposed of offsite by the Contractor.</p>
38.	<p>What power source is available near the location of the 2 required guard houses? Will we be able to splice into it for power to the guard houses?</p>
	<p>Guard houses will require generator power.</p>

39.	Plan sheet 65 joint detail 2 and 3 shows a preformed elastomeric joint sealant and references specification P-605. Specification P-605 says to seal the joints with sealant meeting ASTM D5893 or ASTM D6690. Neither this FAA spec nor any of these ASTM's covers sealant that's for preformed elastomeric joint sealant. FAA specification P-604 (which is missing from the project manual) and ASTM D2628 covers preformed elastomeric joint sealant. Does the owner want this type of sealant for this section of apron pavement? All of our previous experience at the airport is that the owner seals all concrete-concrete joints with non-sag silicone meeting ASTM D5893.
	Required joint sealant is non-sag silicone meeting ASTM D5893 per specification section P-605.
40.	Please indicate the closest power source to hook up both guard houses.
	See Question 38.
41.	The bid for indicates there is a 6" ductile iron pipe with restrained joints, but there is no drawing specifying this pipe. Please provide a drawing of the 30' of 6" ductile iron pipe.
	The 6" DIP is for connecting the fire hydrant to the main. The length shown is an estimate and should be more than what is needed.
42.	Paragraph 152-2.8, Formation of Embankments states that existing soil cement and subbase materials may be utilized in formation of embankments provided material is broken into 4-inch max clods and meets requirements for construction of subgrade materials. Will existing CTB that are identified for demolition also be allowed for formation of embankments given that the CTB also meets the same requirements?
	Concrete demolition should follow specification P-219.
43.	Will P-219 be an acceptable alternate to P-209 for the aggregate base beneath cast-in-place trench drain?
	Yes.
44.	Asphalt plants typically have a winter maintenance shutdown beginning in mid-November lasting until approximately mid-March each year. This is the timeframe, based on the current project dates, that is expected to require placement of porous bituminous base course during this shutdown period. Please consider allowing use of cement treated porous base course to allow more schedule flexibility for the project.
	Owner preference is to stay with specified porous bituminous base course. Contract time is being revised to 270 days, which should alleviate this concern.
45.	Sheet: C-HG-06. Please provide reinforcing requirements for CIP stairs and stair footing.

	There are no stairs required on the project. The detail is primarily to show how to install the hand rail.
46.	Sheet: SS 09441. HB Fuller has informed us that the Tuff-Tile Epoxy Terrazzo Floor Matrix is no longer being manufactured. Please provide information on a substitution product that will be acceptable.
	Epoxy Terrazzo flooring to match existing finishes. Basis of design: Key Epoxy Terrazzo, www.keyresin.com
47.	Is the intent for the contractor to crush all demoed concrete for recycle use or only the needed quantity for the 100 CY as specified in P-219?
	All demolished concrete to be crushed for recycle. What's not utilized onsite can be hauled off to McKellar Park at a stockpile location designated by the Program Manager.
48.	Please confirm conformance with new FAA Non-Movement Design Area vs new zipper markings as shown.
	The new FAA Non-Movement marking will be required in lieu of the zipper markings. Supplemental detail included in this Addendum #3.
49.	Are existing utilities available at contractor office trailer location?
	Contractor to include pricing to provide utilities to office trailer location. If a location is chosen that has utilities readily available then credit for utilities can be returned to the Owner.
50.	Please confirm if 7 bound copies of submittals will be required per paragraph 1.02A or if electronic submission through ProCore only will be acceptable.
	All submittals will be electronic submissions through Procore.
51.	Do the lamps and ballasts have to be removed and disposed of, and if so, who is responsible?
	Yes. See item 36. All lamps and ballasts have to be removed prior to structure demolition. Bidding contractor can choose the subcontractor trade to utilize for removal and safe disposal. MSCAA to have first right of refusal for salvageable items and will provide storage location if needed. All light bulbs to be disposed of as universal waste.
52.	Does contractor need to be prepared to dispose of site light poles or does MSCAA want them salvaged to a location of their choice on site?
	See response no. 37.

53.	Please confirm if all items outlined in Paragraph 100-4.7 are to be provided to the Owner/Designer? The designated area appears to already be stabilized with gravel and equipped with water and power.
	Contractor to provide everything in S-100-4.7.
54.	Please clarify of Type III Concrete barriers are to provided per paragraph 100-4.6, as they do not appear to be shown in the plans.
	<p>Type I low profile barricades are expected to be adequate, however Type III concrete barricades are acceptable if the preference of the contractor assuming no impact to aircraft operations.</p> <p>Barricades will be located in areas that could be affected by jet blast if not properly weighted/secured. If contractor cannot adequately secure the Type I barricades then Type III concrete could be required by Program Manager at no additional cost to the Owner.</p>
55.	Please identify an area available to the contractor, of 3+ acres, to be utilized as a batch plant site.
	There is a batch plan site currently being used for the Glycol Management Program. This site will be available for the awarded contractor on or after 9/15/2022. Location exhibit included in this Addendum #3.
56.	Please confirm the contractor is required to only spread materials dumped at Mckellar park and no compaction or additional efforts are required.
	All excess dirt/soil to be compacted and stabilized. Recycled crushed concrete to be just stockpiled.
57.	Paragraph 152-2.8 states soil cement may be reused in earthwork as long as it is 4" max in size, but Note 6 on Sheet C-PD-01 states the max allowable size is 3". Please confirm which is correct.
	Follow P-152 specifications.
58.	Is the intent of Pay Item P-152-4.7 to include costs for material only or shall labor and equipment costs also be included?
	This price shall be full compensation for furnishing all materials, placement of the material into the embankment and furnishing all equipment, labor and incidentals necessary to complete the item as described under this specification P-152.
59.	Please clarify if any stripping or site restoration including seeding will be needed for waste area(s) at McKellar Park.

	<p>Stabilization (via seeding/hydroseeding) of any disturbed areas will be required. Stripping will be at the direction of the Program Manager. Seeding/hydroseeding is considered incidental.</p>
60.	<p>Will contractor be required to provide a gate guard at McKellar park?</p>
	<p>Gate must stay locked at all times (except when entering or exiting) unless a gate guard is present. Contractor can place daisy chain lock on the gate.</p> <p>Contractor will need to provide a gate guard at McKellar Park if gate is to stay open during the day for construction operations.</p>
61.	<p>Please further define the intent of Notes 6 & 7 on C-PD-01. For example is the Pay Item for 1500 CY of borrow excavation to be used as needed to balance if the demo materials outlined in Notes 6& 7 do not provide enough suitable backfill? Or is the intent to use up the 1500 CY of borrow and then take the needed balance from the demo materials in Notes 6 & 7 with the net waste materials going to McKellar Park?</p>
	<p>The intent is to use available excavation material from the site to backfill the void from removing the tunnel and provide borrow excavation as needed to bring the site to grade.</p>
62.	<p>Due to the rapidly decreasing availability of Type I/II cement will the use of Type 1L Cement be allowed?</p>
	<p>See response to no. 26.</p>
63.	<p>Will the batch plant site currently in use under the Glycol Management Program be made available to all bidders of this contract as to prevent inequitable advantages amongst bidders?</p>
	<p>Yes. That site will be made available to all bidders/contractors and can be utilized for this project.</p>
64.	<p>What methods are expected for dust control of building demolition.</p>
	<p>Wet control/demo methods are desired. It is the Contractor's responsibility to control dust during all work efforts.</p>
65.	<p>With opening of new Concourse, are there any additional striping efforts needed to accommodate those operations?</p>
	<p>Final striping layout needed for new Concourse operations still being determined. Additional details and quantities for striping are included in this Addendum #3 to cover anticipated work items. Final striping layout to be provided by start of construction.</p>

66.	Are there any existing elevators in the demolition area?
	Yes. There is one existing elevator to be demolished as part of this project. That includes all elevator equipment room items – controls, power, tanks, fluid items, etc. See supplemental drawing included in this Addendum #3.
67.	Is badging included in the contract time?
	Yes. Contractor badging is included as part of the contract time (which is being revised to 270 days in this Addendum #3). See Section 01100 which outlines badging as part of mobilization effort.
68.	What items are included in the lump sum “C CONCOURSE SOUTH DEMOLITION” item?
	This is intended to be an all-inclusive pay item to include all building and associated systems demolition in the areas graphically noted in the plans. It also includes any new building finishes, system modifications, etc required and as shown in the plans.
	Questions are listed as submitted, company names are withheld. This Addendum No. 3 includes Questions received through June 17, 2022