

**QUESTIONS AND ANSWERS REGARDING
MSCAA PROJECT 18-1413-01
Taxiway Alpha West Reconstruction – Construction
April 28, 2023**

1.	Can we get a copy of the Pre-Bid Sign-In?
	Pre-bid attendee is posted to www.flymemphis.com website.
2.	May we know the estimated cost or budget for this project?
	Estimated cost/budget is not available.
3.	Can we get a copy of any addenda that have been released to date?
	Addenda are posted to www.flymemphis.com website.
4.	Can we get a copy of the updated plan holders list?
	No plan holder's list is available.
5.	What type of radio is required for the Contractor Class 3 drivers to communicate with the FAA Tower?
	See spec section 01353. Models which have been used in the past are ICOM IC-A120, IC-A25C, and IC-A16. Contractor to confirm model purchased meets requirements listed in spec section.
6.	Can the McKellar Park property be utilized for excess excavation waste and for borrow material if needed?

	<p>McKellar Park may be utilized for borrow material. Information attachment showing borings and map for material recently placed in McKellar Park, will be issued via addendum. Contractor is responsible for providing erosion control measures in accordance with MSCAA SWPPP. Contractor is responsible establishing permanent vegetative cover when activities have ceased.</p> <p>McKellar Park may be utilized for excess soil material only. Pavement excavation or other unclassified excavation may not be placed in McKellar Park and must be disposed of off-site.</p> <p>Contractor is responsible for providing gate attendee at all times when using McKellar Park for borrow or excess operations. Contractor shall provide MSCAA a schedule outlining when McKellar Park will be in use, 1 week prior to operations in the area.</p>
<p>7.</p>	<p>Can a triaxle dump truck be used to proof roll instead of the scraper that is called out in spec. section P-152?</p>
	<p>Proof rolling with a fully loaded 20 ton tandem axle dual wheel dump truck loaded to the legal limit with tires inflated to 100 psi will be acceptable.</p>
<p>8.</p>	<p>In order to expedite the project, would the owner consider adding a pay item for lime drying subgrade?</p>
	<p>Lime may be used at discretion of the program manager and should be considered incidental to P-152 activities. No additional pay item will be added.</p>
<p>9.</p>	<p>Would the owner consider using was based white pigmented curing compound as a bond breaker in leu of the choke stone that is specified in section P-407?</p>
	<p>No, provide choke stone as specified.</p>
<p>10.</p>	<p>Can P-307 permeable base be used in leu of P-407?</p>
	<p>No. P-407 shall be used as specified.</p>
<p>11.</p>	<p>Who provides the class III escorts described in general notes #2 on sheet G-SP-07? Please provide details on how many escorts that will be provided. How many people can one class III escort and how close does the escort need to be to each worker? What are the requirements to obtain a class III?</p>

	<ul style="list-style-type: none"> - This note was not intended to convey that everyone working in the AOA must be a class III or “escorted” by a class III. Contractor must be able to maintain operational control of all personnel working within the AOA. Contractor must provide at least 1 class III at all times and as many as necessary who can provide an overview of operation to stay compliant with airport rules and regulations for work within the AOA. - An online test and field driving test will be required to obtain a Class III. These can be scheduled with MSCAA. - In addition to the class III requirement noted above, all flagmen who are directing traffic through taxiway intersections which are open to aircraft traffic, will be required to hold a class III license.
12.	<p>How will Signature maintain their operations during phase 1 and 2 with the haul route running through their apron? What coordination with will be required by the contractor?</p>
	<p>MSCAA will coordinate with Signature. Most operations in the hangers along the haul route are before 0700 and after 1900. All aircraft traffic around the hangers will be under tow. Construction drivers will still be responsible for yielding to all aircraft traffic. Contractor is required to keep ramp clean and clear of debris at all times during construction.</p>
13.	<p>What is the pavement section of the asphalt on the signature ramp? Same question for the alternate haul route asphalt. Who will pay for damage to these asphalt sections that is caused by construction?</p>
	<p>Information on these areas is not available. Haul road repairs covered under pay items P-152-4.12 and P-403-8.4.</p>
14.	<p>Who is responsible for cutting the grass inside the limits of the project during construction?</p>
	<p>Contractor is responsible for grass cutting inside the limits of construction during the life of the project.</p>
15.	<p>What are the hours of the FedEx daily pushes? Phase 1 notes say that there are no restrictions on Mondays. Is there a movement push by FedEx that would cause restrictions on TW November on Monday afternoon?</p>
	<p>FedEx daily pushes are Tuesday – Sunday and begin at approximately 1430 and end approximately 1730. There are no Taxiway November restrictions Monday afternoons.</p>
16.	<p>Drawing number G-PH-12 has a detail for safety fence. Is there safety fence required for this project and if so where? Will a pay item be added for safety fence?</p>
	<p>See operation plans G-SP-07 through G-SP-11 for fence location. Fence is paid for under item S-100-6.1</p>
17.	<p>Will a concrete batch plant site be provided by MSCAA?</p>
	<p>Yes. See Addendum #2. Batch Plant site option #2 described in the prebid will be available for use by the contractor. Batch Plant location #1 is still being evaluated by the FAA and may become available at a later date.</p>

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18.	Section 60-06 states the RPR field office is not required but pay item 6 is to provide a field office and curing facilities. Please clarify.
	The requirement for the RPR field office will be deleted by this Addendum #2.
19.	Will there be a restriction on construction activities for FedEx from the first of November through the first of January?
	Yes, all pavements will have to be open during peak season from October 15 th – January 15 th as specified in 01100 section 3.01.k.
20.	Were the airfield signs replaced under a recent MSCAA project? Is airfield signage still needed for this project?
	There is a single new sign being added under this project.
21.	Can the expansion joint (A) on the East side of the Charlie intersection be moved 2 panels East to the 2A/2B phase line? See sheet C-JT-03.
	Yes, this joint can be relocated as requested.
22.	Is the expansion (A) joint needed at Alpha station 22+25? See sheet C-PE-02.
	Requirement for this joint will be addressed during construction.
23.	Specification - General Provisions Section 80-08 Table, Final Completion & Demobilization Phase - \$1,000 per calendar day - 45 Calendar days Specification - Division 1 - Section 01100, Para 3.01.A, Final completion of the project shall be within 60 days of the Substantial Completion Date. Specification - Division 1 - Section 01100, Para 3.02.B Table 1, Final Completion & Demobilization Phase - \$1,000 per day or any portion thereof - 60 days Which number of days is correct for the Final Completion & Demobilization Phase, 45 or 60 days?
	Final completion will be 60 days. General Provisions 80-08 will be updated via Addendum #2.

24.	<p>Specification - Division 1 - Section 01100, Para 3.01.K states "No pavement closures will be allowed between October 15th and January 15th.</p> <p>Will the calendar day counter be suspended for this project shut-down period of 93 calendar days?</p>
	<p>No, the 93 days are included/factored in the overall duration.</p>
25.	<p>Specification - Division 1 - Section 01320, Para 3.03.A</p> <p>No later than two (2) weeks after the Notice to Proceed, the Contractor shall complete a draft of the Detailed Construction Schedule in accordance with the requirements of this Paragraph 3.03.</p> <p>The above is the complete paragraph 3.03, there are no requirements listed other than when it is to be submitted for review.</p>
	<p>An updated Section 01320 will be issued via addendum.</p>
26.	<p>Specification - Division 1 - Section 01320, Para 3.01.C</p> <p>The Detailed Construction Schedule, defined in Paragraph 3.04, shall represent the Contractor's commitment and intended plan for completion of the Work in compliance with the Contract.</p> <p>Specification - Division 1 - Section 01320, Para 3.04 DETAILED CONSTRUCTION SCHEDULE</p> <p>A. Contractor shall submit a Detailed Construction Schedule every two weeks, which has been completed to the satisfaction of the Owner or Engineer.</p> <p>B. The Detailed Construction Schedule shall represent the Contractor's commitment and intended plan for completion of the Work in compliance with the Contract.</p> <p>C. The Owner/Engineer reserves the right to require the Contractor to furnish such manpower, materials facilities and equipment and shall work such hours, including additional shifts and overtime operations as may be necessary, to insure completion of the Work or specified portions thereof within the specific dates as set forth in the Contract Documents. If it becomes apparent to the Owner or Engineer that the work, or any required portion thereof, will not be completed by any such dates, the contractor shall undertake the following actions, at no additional cost to the Owner, and comply with the requirements as set forth in Section 01320, 3.07 and 3.08, in order to ensure that it complies with all completion requirements:</p> <ol style="list-style-type: none"> 1. Increase the quantity of manpower, materials, trades, crafts, and equipment and facilities on the site; 2. Increase the number of working hours per shift, shifts per working day, or any combination of the foregoing; and 3. Reschedule activities to achieve maximum activity accomplishment. <p>The above is the complete paragraph 3.04, there are no requirements defined, other than the contractor submitting every two weeks. The general requirements paragraph 1.01 identifies the software to be used to compile the Detailed Construction Schedule and what the objectives of the schedule are.</p>

	An updated Section 01320 will be issued via addendum.
27.	<p>What is the frequency of Detailed Project Construction Schedule updates:</p> <p>Specification - Division 1, Section 01320, Para 3.01.D says to provide hard copy and electronic media updates at each progress meeting, Para 3.04.A says to submit a detailed construction schedule every two weeks, Para 3.06.A says the schedule will be reviewed and updated as needed during each project progress meeting.</p> <p>Industry standard for a detailed construction schedule update submission is once a month to correspond with payment application periods.</p>
	Schedule will be discussed at each progress meeting, however no formal submittal will be required at this time. An updated schedule submittal is required every two weeks.
28.	The specifications do not identify, list or describe the reports required for the detailed construction schedule or the subsequent updates.
	An updated Section 01320 will be issued via addendum.
29.	Drawing G-SP-08 Note 4 states Taxiways C, S and B must remain open to aircraft operations during Phase 1. Was the intent to be during Phase 1A (T/W A & T/W N intersection)? please clarify
	The general intent is to only allow one intersection to be closed at a time. If Phase 1A is complete and the November/Alpha intersection is open, then the Alpha/Charlie intersection may be closed. Even if work in Phase 1B is ongoing.
30.	Drawing G-SP-09 Note 4 states Taxiways N, S and B must remain open to aircraft operations during Phase 2. Was the intent to be during Phase 2A (T/W A & T/W C intersection)? Please clarify.
	The general intent is to only allow one intersection to be closed at a time. If Phase 2A is complete and the Charlie/Alpha intersection is open, then the Sierra/Alpha intersection may be closed. Even if work in Phase 2B is ongoing.
31.	Please provide bid schedule in Excel format.
	Excel format will not be provided. Use bid schedule provided in 00405.
32.	Please allow Information on All Firms that Provided Bids or Quotes to: document to be duplicated in Excel by the offeror with all required information for ease of subcontractor input. This will be converted back to pdf upon proposal submission.
	The document can be handwritten as long as it is legible, or accompanied by excel sheet.

33.	<p>DIVISION 0 - SECTION 00445 - Disadvantaged Business Enterprise (DBE) Requirements states "If the Respondent submits an Assurance Statement that is completed except for the DBE's, and if applicable, the 2nd/3rd Tier Subcontractor's signature(s) and a quote/proposal from the DBE as described above, the Respondent will be given 24 hours from the bid submission deadline to submit the completed Assurance Statement signed by the DBE and if applicable the 2nd/3rd Tier Subcontractor. Each Assurance Statement submitted during this 24 hour window must conform to the previously submitted Assurance Statement except for DBE signature. These signed Assurance Statements must be submitted pursuant to the same location and time restrictions that applied to the solicitation response..." Will MSCAA consider accepting finalized documents via email within the 24 hour window?</p>
	<p>Yes.</p>
34.	<p>Will MSCAA consider an electronic upload for this proposal?</p>
	<p>No. In order for bids to be considered, bidders must submit proposals in accordance with contract documents.</p>
35.	<p>The first form of the Specifications document is the BID ENVELOPE - MSCAA PROJECT NO. 18-1413-01. It states "Where applicable, one contractor/subcontractor performing electrical, plumbing, heating, ventilation, air conditioning, and masonry work must have its license number, applicable classification, expiration date and dollar limit on the BID ENVELOPE containing the BID PROPOSAL." If one or more of the six scopes listed on this form is not applicable to this project, please confirm if "N/A" is acceptable to list in each individual blank where a subcontractor is not listed.</p>
	<p>N/A is acceptable if the scope is not applicable to the project.</p>
36.	<p>Please clarify Good Faith Efforts is only required if the Prime Contractor does not meet the 26% DBE participation goal.</p>
	<p>Good Faith Efforts are only required when the established goal cannot be met.</p>
37.	<p>If Good Faith Efforts is deemed necessary due to lack of the full DBE participation, please confirm is Good Faith Efforts documentation is to be included with the proposal at the time of bid or if there is a predetermined amount of time following the bid to submit the Good Faith Efforts package.</p>
	<p>Proper documentation of Good Faith Efforts must be submitted at the time of the bid.</p>
38.	<p>Please provide Specification D-752, if applicable.</p>
	<p>Specification D-752 will be provided via Addendum #2.</p>

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39.	Please provide existing sections for full depth taxilane asphalt pavement to be removed, P-101-4.9
	Old design drawings show the taxiway to be 24" of asphalt over 6" of soil cement base course. Information on this pavement is also provided in the Geotechnical Report
40.	Please provide existing sections for full depth road asphalt pavement to be removed, P-101-4.7
	Existing section is unknown. Assume 4" of asphalt over 10" of CTB for bidding purposes.
41.	Please provide existing sections for full depth roadway gravel to be removed, P-101-4.6
	Existing Section is unknown. Assume 12" of gravel for bidding purposes.
42.	If the batch plant location is inside of the AOA fence, will a full truck inspection be required every day, each time a truck enters the gate?
	A plan for once daily inspections for trucks frequently entering/exiting AOA will be evaluated after project is awarded and specific details can be gathered. Similar plans have been approved in the past. All plans must ultimately be approved by TSA via an amendment to our airport security plan.
43.	Will MSCAA consider P-219 in lieu of P-209?
	No, P-219 is not an acceptable product for this project.
44.	Will MSCAA consider a bid item for the cement quantity for P-220, Cement Treated Subgrade?
	No. Please bid this as outlined in the specifications.
45.	Please provide a geotechnical report for the current site conditions.
	Geotechnical Report is included in Appendix C of the Project Specifications. Project Specifications are available for download at www.flymemphis.com .
46.	Can we get a copy of the bidders list?
	No bidder's list is available.

47.	Sheet C-ER-05 shows existing fuel lines in the area of the relocated ILS service road. I believe these lines are owned by Valero. I believe there is also a MLGW high pressure natural gas line there as well. Has the designer submitted drawings for the ILS service road to Valero for review and approval? Valero typically will not allow construction until plans are reviewed. They like to see a minimum of 5 feet of cover over their pipeline and they may want their line potholed and profiled prior to approving plans. They also will likely require a pipeline inspector to be onsite when any work is going on within 25 feet of the pipeline. Who is responsible for costs associated with 3rd party pipeline inspection and any other costs associated with gaining approval of ILS service road construction drawings that are inside of the MLGW/Valero easement?
	MSCAA is coordinating with the utility providers. MSCAA will be responsible for coordination during construction. Cost associated with 3 rd party inspection from MLGW or Valero will be covered by MSCAA.
48.	Sheet C-EC-03 shows an existing 4X3 box culvert that is to remain. We looked at this box culvert at the site visit today, it looks like it is very old and has minimal cover. It also has a section of failed concrete pavement directly over the top of the box culvert. Will there be any special considerations in breaking the concrete paving over the top of this culvert? Is this box culvert in its present condition aircraft rated?
	Box Culvert will be further evaluated and likely replaced as part of this project. An allowance to cover costs will be added to the project bid form. A change directive will be issued to the successful bidder to price replacement of the box culvert utilizing the allowance.
49.	Will the owner consider closing taxiway Alpha in the entire project area excluding the intersections and using it as a haul route? The plant sites currently being studied will be at the East end of the project, which would make it better to use the taxiway as a haul road. Guard shacks with escorts across could be placed at each intersection. This is the way taxiway construction projects have been built in the past. This method has been proven safe and limits most of the damage caused by construction loading to pavements that are being reconstructed.
	Closing the entirety of Alpha for the duration of construction will not be allowed. MSCAA will consider other re-sequencing and/or adjustments to haul routes once the project has been awarded.
50.	Sheet C-EC-03 shows a MALSR light bar on the North side of TW Alpha that is to remain and be protected. This light bar foundation is partially in the shoulder. Can this light bar be taken out of service and removed during construction? On several of the demo sheets, there are multiple FAA/MSCAA ductbanks that cross under TW Alpha and its shoulders that are to remain and be protected. What is the depth of these ductbanks? This could seriously hinder the progress of the work if these ductbanks are not deep enough to cross over with construction equipment at subgrade elevation. Are these existing FAA duct banks deep enough for the underdrain to be installed per plan?
	<ul style="list-style-type: none"> - This MALSR light bar may be taken out of service. Contractor shall remove and turn over to FAA. Existing electrical/data feeding this light bar shall be capped and protected during construction. Meeting will be held with FAA prior to this work taking place. Contractor will be required to reinstall, under supervision of the FAA, once construction phase is complete. - FAA believes all lines are a minimum of 4' in grassed areas and over 4' under taxiways. Electrical duct banks in shoulders and grassed areas are believed to be concrete encased.
51.	On sheet E-DP-01 there is a note to jump the edge light circuits TNE3 and TAS1 back to the regulators in vault #2. Is this correct?
	Circuits should be jumpered back to east side of Phase 1 limits.

52.	Please verify if pay item P-209-5.1 is used for placing stone under the asphalt shoulders. If so, please verify that the quantity of 14,400 CY is enough
	Quantity of P-209 was verified
53.	Can P-219 be used in leu of CR-610 for backfill of undercut and unsuitable material? Pay item P-152-4.11
	Yes, that is acceptable.
54.	Please provide a detail of Inlet Protections. Pay Item C-102 5.4
	Please refer to Detail 2 on C-ER-19, Catch Basin Sediment Trap
55.	The drawings do not detail how to protect the construction edge of pavement in PH1A at the Novermber/Alpha intersection. Are low level barricades placed there? This pavement opens to aircraft at 1400 hours daily.
	Low Profile barricades will be installed end-to-end at Taxiway November/Alpha paving interface. Low profile barricades will be paid under Traffic Control Lump Sum Pay Item.
56.	Section 01100 gives a completion time of 475 days for substantial completion. We assume this is 475 days from Notice to Proceed, and given the 360 days of phase duration, leaves 115 days remaining for a mobilization/preconstruction phase. We anticipate a minimum of 90 days for permitting, material and vendor procurement, and submittal approval prior to beginning construction activities. We also anticipate longer lead times for electrical components such as light can bases and edge light fixtures that would necessitate this extended mobilization and procurement period. Given the critical nature of the work and such short phase durations, we request a minimum 120 day mobilization phase be added and built into the overall project schedule to ensure all parties are coordinated and the project is not delayed due to material procurement issues that are out of the Contractor's control.
	<p>The 475-calendar duration included time for mobilization and downtime during peak season. To alleviate some schedule concerns, pavement closures can extended an additional 30 days up to November 15, 2023. This means pavement closure moratorium is revised to November 15, 2023 to January 15, 2024.</p> <p>Contractor to bid project per specifications, including the additional 30 days for pavement closure. Once a successful bidder is identified MSCAA will begin working with the contractor to identify long lead items and determine impacts to project sequencing. Any agreed upon changes to project schedule/sequencing would still require project to be completed by October 15, 2024.</p>

57.	<p>Given the need for the above referenced 120 day mobilization period, and the requirement that no pavement closures be allowed between October 15th and January 15th, it is highly unlikely that any taxiway removal or replacement activities will occur prior to the exclusionary period. Most likely construction activities in Phase 1 will begin after the exclusion period in January/February 2024. It is also highly likely that construction of all four phases will not complete prior to October 15, 2024 and will continue into spring of 2025. Please confirm that, as long as phase duration milestones are met, the days between October 15th and January 15th will not count against the 475 day substantial completion duration.</p>
	<p>Starting construction timeline will not be revised during bid process. Contractor to bid project per specifications, including the additional 30 days for pavement closure. Once a successful bidder is identified MSCAA will begin working with the contractor to identify long lead items and determine impacts to project sequencing. Any agreed upon changes to project schedule/sequencing would still require project to be completed by October 15, 2024.</p>
58.	<p>Can we install all the Underdrain including the laterals in the CTB? This would reduce wasted cost on additional mobilizations.</p>
	<p>No, install as indicated.</p>
59.	<p>Please consider removing the Ho-Pot Test by a 3rd party. This will reduce the strength of the wires and potentially cause preventable damage to the new wiring.</p>
	<p>Hi-Pot testing on new wire will be required. This can be completed when wire is still on the reel prior to installation.</p>
60.	<p>Can excess material at Mckeller Park be used as fill material?</p>
	<p>See answer to question 6.</p>
61.	<p>Can it be assumed that Unclassified Material can be used as fill material?</p>
	<p>Materials meeting requirements of project specifications may be used as fill material. See specifications and geotechnical report for additional information.</p>
62.	<p>I would like to secure your approval for our product, to be used as "High Performance Grout" as indicated in Spec 125-2.14. Our product has been used in this application many times at other airport locations. We would also like to be approved for use in Spec SC-30-1, "Airfield Pavement Repair". Product meets the specification 501-2.11 b Epoxy Resin for partial depth concrete repairs in your project documents.</p>
	<p>Alternate products are not entertained prior to bid. After contract award and during the Submittal process materials may be submitted for review if in compliance with Contract Documents.</p>

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63.	<p>SS 00445 DBE Requirements - page 7 states that subs/suppliers must be paid within 15 days and no retainage may be withheld. The FAA required Provisions in Exhibit E require Primes to pay subcontractors within 10 days and pay retainage within 10 days of subcontractors completion of work. Please clarify the prompt payment requirements of the contract.</p>
	<p>Prompt Payment Mechanisms (Reference 49 CFR Section 26.29). The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 15 days from the receipt of each payment the prime contractor receives from MSCAA. Any delay or postponement of payment from the above referenced timeframe may occur only for good cause following written approval of the MSCAA. This clause applies to both DBE and nonDBE subcontractors.</p>
64.	<p>In reviewing the insurance requirements for this job that would stand outside the already placed OCIP, we would like to address the need for Offerors to maintain excess liability limits in the amount of \$25M as per the requirements. (reference C.2 sec 4 of the OCIP requirements). It is our understanding that the Memphis Airport is placing an OCIP on this job with Zurich NA through Willis as the broker. This placement will cover any liabilities associated with the jobsite. It is our interpretation that any excess liability requirements outside the OCIP would be for off premises only. In this case requiring Offerors to carry excess limits of \$25M increase cost of operation to Offeror, increase project cost to MSCAA, and does not provide any coverage for occurrences on the project. We are asking that you waive or lower this requirement of the \$25M limit</p>
	<p>Excess liability requirements will be lowered to \$10M.</p>
65.	<p>Plan details 2 & 3/C-JT-06 call for a hot poured sealant in concrete-to-concrete joints. The P-605 spec says to only use hot pour sealant in asphalt to concrete joints. Please confirm that the P-605 specification is correct, and we are supposed to use silicone sealant in all concrete to concrete joints and hot pour sealant in all asphalt to concrete joints.</p>
	<p>References to Hot Pout Sealant on Plan Details 2 & 3 on drawing CC-JT-06 should say Silicone Sealant and not Hot Pour" in accordance with P-605.</p>
66.	<p>During the site walk it was noted the alley way could be used as another access. Please confirm that will be allowed</p>
	<p>The site may be accessed through the fenced off road to the west of the Signature if desired. Sheet G-PH-13 will be updated in addendum 2. Contractor to provide flaggers crossing Taxilane W. MSCAA will coordinate with successful bidder if route is preferred.</p>
67.	<p>As discussed during the site walk. The operational plan sheets say MSCAA to provide flaggers. Please confirm if it is the responsibility of the contractor to provide flaggers.</p>
	<p>Contractor shall provide flaggers necessary for the project. Note 7 on the Operation Plan Phasing sheets should read. "Flag Personnel are required anytime construction vehicles are crossing an active taxiway. Flag Personnel shall be provided by the contractor. Contractor shall provide signage as indicated on G-PH-13."</p>

68.	Due to length of bid form in Section 00405, can the proposal form be submitted in excel format?
	No. Use bid schedule provided in 00405.
69.	Please confirm if 475 calendar day contract time accounted for mobilization and time over winter season where no pavement closures are allowed.
	See question #56. The 475-calendar duration included time for mobilization and downtime during peak season.
	<p style="text-align: center;">Questions are listed as submitted; company names are withheld. This Addendum No. 2 Includes Questions received through April 28, 2023. Questions received after April 28, 2023, at 5:00 p.m., Memphis Local Time, will NOT be responded to.</p>