



TAKE OFF WITH US

Memphis

INTERNATIONAL AIRPORT

Pre-Bid Meeting

Charles Baker Runway Pavement Improvements - Construction

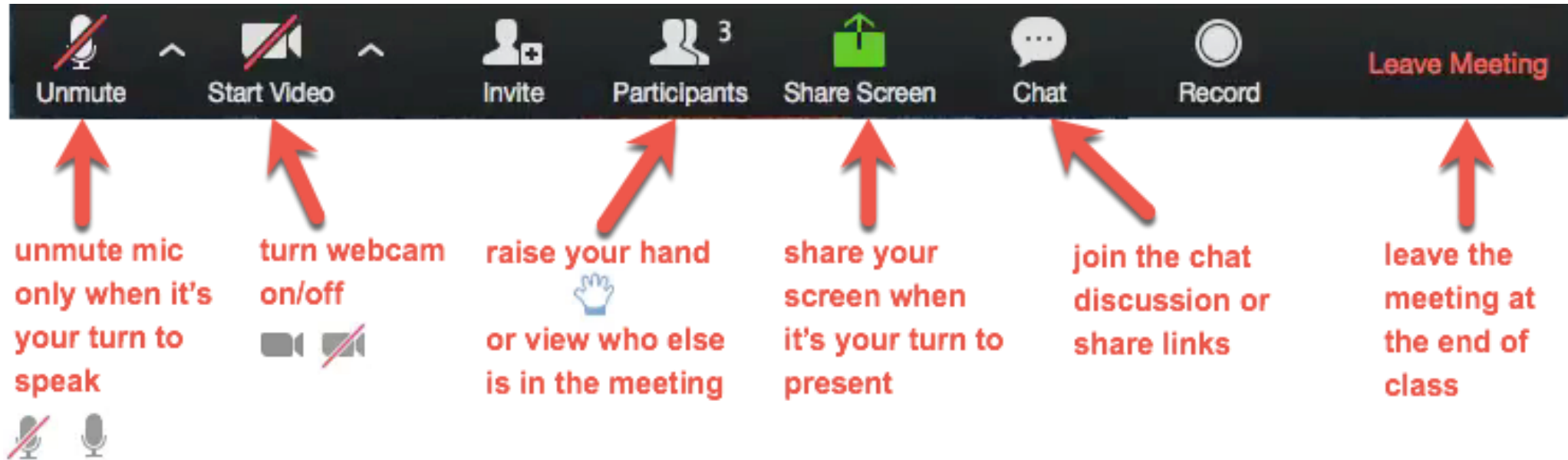
MSCAA Project No. 22 1458 01

Wednesday, February 21, 2024; 2:30 p.m. - 4:00 p.m.

MEETING AGENDA

- Welcome
- Introductions
- Bid Package Submittal
- Sign-In Sheet
- Site Visit
- Q & A Process
- Anticipated Date Sequence
- Procedures, Protocol, and General Contract Requirements
- Project Scope, Phasing, and Technical Review
- Q & A Session

USING MS TEAMS



INTRODUCTIONS, RESPONSIBILITIES, AND LINES OF COMMUNICATION

Project Team:

Owner:

Memphis-Shelby County Airport Authority (MSCAA)


Designer:

Garver LLC.


Program Management:

Parsons Transportation Group





[FLIGHTS ▾](#)
[PARKING & TRANSPORTATION ▾](#)
[PASSENGER GUIDE ▾](#)
[ABOUT MEM ▾](#)
[CONNECT ▾](#)



RFB NO. 22-1458-01 Charles Baker Runway Pavement Improvements – Construction

Bid / RFP / RFQ Name	Date Issued	Sealed Bids will be received by:
Charles Baker Runway Pavement Improvements – Construction RFB NO. 22-1458-01	February 8, 2024	March 12, 2024 at 2pm Central Time

BID OPENING


A virtual bid opening will be held via MS Teams on **Tuesday, March 12, 2024 at 2:00 p.m.**

Meeting link:

https://teams.microsoft.com/l/meetup-join/19%3ameeting_MTdJNTZiNmUtZWJmZC00NGOzLTg2ZjEtOWZhMTkwZjMxMDhl%40thread.v2/0?context=%7b%22Tid%22%3a%227d15b138-6f30-4477-b779-756687956003%22%2c%22Oid%22%3a%22c3c4eee2-eefd-4dbe-994e-fa56f2028f8a%22%7d

Meeting ID: 214 405 961 860
Passcode: PutsXP

TRANSLATE

 English ▾

NAVIGATE

- [Home](#)
- [Flights](#)
- [Nonstop Destinations](#)
- [Parking & Transportation](#)
- [Passenger Guide](#)
- [About MEM](#)
- [Modernized Concourse](#)
- [Press Room](#)
- [Connect](#)

www.flymemphis.com/rfps-rfqs.



BID PACKAGE SUBMITTALS

Bid Package **Required** Contents:

- Bid Envelope
- Bid (Specification 00405)
- Bid Guarantee (Specification 00410)
- DBE Assurance Statements – **one each per DBE partner** (Specification 00445)
- DBE Goals Accomplishment Statement (Specification 00445)
- Information on All Firms that Provide Bids or Quotes (Specification 00445)
- Written quote or Bid or other communication from each DBE upon which the scope of work and dollar value contained in your Assurance Statements is based with items included in the Bid either circled and/or highlighted.
- Signed Addenda (if applicable)
- Summary (on company letterhead) of respondent's proposed team, qualifications, and schedule.

Refer to Specification 00200 – Instructions to Bidders/Proposers for full instructions

BID PACKAGE SUBMITTALS

Submit Bids to:

MSCAA Procurement Department
4150 Louis Carruthers Drive
Memphis, TN 38116

Bids due:

Tuesday, March 12, 2024
2:00 p.m., local time

Approx. 30 minutes after, bids will be opened and publicly read via phone/video conference; the link at can be found on MSCAA website under [RFB NO. 22-1458-01 Charles Baker Runway Pavement Improvements - Construction - Memphis International Airport - MEM](#) (flymemphis.com)

Bids are good for seventy-five (75) days



BID PACKAGE SUBMITTALS



**Procurement Warehouse
4150 Louis Carruthers Dr.**

Louis Carruthers Dr.

Shelby Drive



SIGN IN SHEET

- Although this is a NOT mandatory pre-bid meeting; all Prime Contractors who intend to submit a Bid are encouraged to sign-in to register their attendance.
- To sign-in, please send an email to bidquestions@flymemphis.com or via Chat stating your name, company name, whether you are a prime or subcontractor, email address, office and cell phone numbers.

SITE VISIT

A site visit will be held on Thursday, February 22, 2024, from 1:30 p.m. until 3:30 p.m. at Charles Baker Airport, 3870 Fite Rd, Millington, TN 38053.

If inclement weather occurs, the site visit will be rescheduled, and information will be placed on the MSCAA website.

OVERALL SCOPE OF WORK

The project generally consist of asphalt overlay of runway 18/36 at Charles Baker airport. Work includes, but not necessarily limited to, earthwork, drainage improvements, asphalt paving, tack and seal coat, pavement markings, electrical improvements, and other efforts as necessary.

The project also includes an additive alternate - demolition and relocation of Taxiway Alpha 2; work efforts include, but is not necessarily limited, earthwork, drainage improvements, asphalt paving, tack & seal coat, pavement markings, electrical improvements, and other efforts as warranted.

Q&A PROCESS

- Please utilize the chat option to ask questions during the pre-bid meeting.
- All questions **must** be submitted to bidquestions@flymemphis.com; include _project name and number in subject line.
- Questions not submitted in this manner will not be provided with a formal answer.
- Question deadline: 5:00 p.m. local time, **Wednesday, February 28, 2024.**
- We anticipate responses will be provided in an addendum by **Tuesday, March 5, 2024**, and will be posted on the MSCAA website.

ANTICIPATED DATE SEQUENCE

- Q & A w/ addendum posted to the website by EOB no later than **Tuesday, March 5, 2024.**
- Award/Contract – *Precise timing to be determined.*
- General sequence:
 - Identification of lowest responsive bidder – March 2024
 - Notice of Intent to Award – April 2024
 - Contract Review/Execution – April 2024
 - NTP – May 2024
 - Completion – August 2024

*Continue to monitor www.flymemphis.com website for addenda after **02/12/24**

Procedures, Protocol, and General Contract Requirements



GENERAL CONTRACT REQUIREMENTS

DBE Requirements – Section 00445

ReGina Armstrong – Senior Manager,
Business Diversity Development

DBE Goal (base bid): 26%

DBE Goal (add. alternate 1): 26%

02/12/24

DIVISION 0 – SECTION 00445

MSCAA 22-1458-01

DISADVANTAGED BUSINESS ENTERPRISE (DBE) REQUIREMENTS

MSCAA operates a federal Disadvantaged Business Enterprise (DBE) Program¹ to ensure full and fair opportunities in MSCAA contracting for businesses owned by socially and economically disadvantaged individuals. Only firms that are certified consistent with 49 CFR Part 26 and the Tennessee Department of Transportation Unified Certification Program (TN UCP), as identified below, will be considered to be certified as a Disadvantaged Business Enterprise.

This section, entitled "Disadvantaged Business Enterprise Requirements" is provided in an effort to assist Respondents. The information contained in this section is not intended to, nor does it, supplement or amend any federal regulation. All Respondents are responsible for compliance with all applicable federal and MSCAA rules and requirements.

It is a requirement that all Respondents providing services for the MSCAA take all reasonable steps to ensure that DBE have a full and fair opportunity to compete for and perform contract work without discrimination on the basis of race, color, national origin or sex. In order to satisfy this requirement, Respondents will be expected to timely submit documentation as identified below and throughout the contract period if selected, and cooperate with MSCAA. Failure to timely submit requested documentation, cooperate with MSCAA or answer inquiries truthfully will be considered a material contract breach and may result in termination.

The following documents must be submitted with your response to this solicitation:

DBE Assurance Statement/Letter of Intent. (49 CFR Part 26.53(b)) The Respondent must submit an Assurance Statement for each DBE whose participation the Respondent is counting toward the goal. This may include first, second, third and so on tier subcontractors and the Respondent and all subcontractors between the Respondent and the DBE should sign the Assurance Statement. The Respondent must submit this Assurance Statement on Company Letterhead.

For each Assurance Statement, the Respondent must also provide the written quote or proposal from the DBE or other communication from the DBE upon which the scope of work and dollar value contained in your Assurance Statement is based ("quote/proposal").

For all RFQs using federal monies, the Assurance Statement(s) must still be submitted and list the DBE's to be used and their scope of work, but no dollar amount(s) is entered. Dollar amounts(s) will be submitted by the prevailing Respondent upon completion of the selection process.

All portions of the Assurance Statement must be completed (including the description of work, the estimated contract amount, and the estimated dollar value of DBE participation for counting and goal purposes) before the Assurance Statement is signed by either the DBE or the Respondent. If the DBE's, and if applicable the 2nd/3rd Tier Subcontractor's, signature(s) can be obtained on the completed Assurance Statement before the bid submission deadline, the Respondent should submit the fully-completed and fully-signed Assurance Statement. 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

¹ The Authority also operates a non-federal Business Diversity Development Program (BDDP). The Authority administers the BDDP Program according to federal regulations, primarily 49 CFR Part 26.

GENERAL CONTRACT REQUIREMENTS

DBE Requirements

02/12/24 MSCAA 22-1458-01
Project No. _____

DBE ASSURANCE STATEMENT/LETTER OF INTENT

RESPONDENT:

Name of Firm: _____
Address: _____
City: _____ State: _____ Zip: _____
Telephone: _____

DBE:

Name of Firm: _____
Address: _____
City: _____ State: _____ Zip: _____
Telephone: _____

Description of work to be performed by DBE:

The Respondent is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is \$ _____, which is _____% of the total base bid proposal.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By: _____
Signature of DBE and Title Date Name

By: _____
Signature of 2nd/3rd Tier Subcontractor and Title Date Name

If the Respondent does not receive award of the prime contract, any and all representations in this letter of Intent and Affirmation shall be null and void. If the Respondent does receive award of the prime contract, Respondent commits to using the DBE subcontractor listed and described above to meet the DBE contract goal, pursuant to 49 CFR Part 26.

By: _____
Signature of Respondent and Title Date Name

(SUBMIT ON RESPONDENT'S LETTERHEAD FOR EACH DBE SUBCONTRACTOR.)

ISSUED FOR BID 0445
Page 9

02/12/24 MSCAA 22-1458-01
Project No. _____

RESPONDENT DBE GOALS ACCOMPLISHMENT STATEMENT

The undersigned Respondent has satisfied the requirements of the bid/proposal specification in the following manner (please complete the appropriate spaces):

_____ The Respondent is committed to a minimum of _____% DBE utilization on this contract.

_____ The Respondent is unable to meet the DBE goal of _____% but is committed to a minimum of _____% DBE utilization on this contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26. **The Respondent should attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative must be written on company letterhead and signed.**

Please provide an explanation for the percentage quoted above:
Provide an explanation of the dollar value of DBE's participation and compensation and how this has been determined to meet the specific goal requirements of this solicitation in whole or part.

If DBE and company will enter into a Joint Venture, please describe the terms of the relationship and attach a copy of the contract between the parties.

It is the present intent of the Respondent to utilize the specific DBE firms identified in this proposal in the execution of this contract. If for any reason, one or more of the DBE identified here are unable or unwilling to participate, the Respondent will make good faith efforts to replace the DBE with a similar DBE. The Authority DBE Good Faith Procedures are provided in this package and apply to this proposal.

Respondent's Name: _____

State Registration No.: _____

Federal Tax ID No.: _____

By: _____
Signature and Title Date

(SUBMIT THIS PAGE ON RESPONDENT'S LETTERHEAD)

0445
Page 10

ISSUED FOR BID

Project No. _____

GENERAL CONTRACT REQUIREMENTS

DBE Requirements

02/12/24

MSCAA 22-1458-01

Information on All Firms that Provided Bids or Quotes to:

This requirement applies to all firms, regardless of whether they are subs or primes, regardless of the gender or race of their owners, and regardless of whether they are ultimately chosen to participate in the contract. Please list below the name, address, phone number and contact person for every firm that provided you a bid or a quote on this project – even if you ultimately decided not to use the firm in preparing your final bid. The first line should be used for the **prime contractor** on this project. All sections must be completed to the best of your ability.

MSCAA Proj./Bid No.: _____

Name of Firm	Selected? Y/N	Full Address of Firm	Point of Contact	Phone No.	DBE? Y/N	Firm Age	AGRR *
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	
						YTS	

*Footnote: Please enter the letter for the category that best identifies your annual gross revenue.

AGRR = Annual Gross Revenue Ranges:

A = Less than \$500,000 B = \$500,000 - \$1 Million C = \$1 - \$2 Million D = \$2 - \$5 Million E = Over \$5 Million

ISSUED FOR BID

00445
Page 13

GENERAL CONTRACT REQUIREMENTS

DBE Requirements

02/12/24 MSCAA 22-1458-01

VOLUNTARY DISCLOSURE OF RESPONDENT DATA

For Title VI Compliance, we ask for voluntary disclosure of the following information:

Gender: Male
 Female

Race: Caucasian
 Black American
 Hispanic American
 Native American
 Subcont. Asian American
 Asian-Pacific American
 Other (please specify) _____

(DO NOT SUBMIT THIS PAGE ON LETTERHEAD)

ISSUED FOR BID 00445
Page 11

GENERAL CONTRACT REQUIREMENTS

Owner-Controlled Insurance Program (OCIP) – Section 00500 Exhibit C

John Shorten
Starla Lacey

Willis Towers Watson

EXHIBIT C
TO
UNIT PRICE CONSTRUCTION CONTRACT
FOR
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS – CONSTRUCTION

BY AND BETWEEN
THE MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
AND
(CONTRACTOR NAME)

OWNER CONTROLLED INSURANCE PROGRAM

C.1. Owner Controlled Insurance Program

The Owner has elected to implement an Owner Controlled Insurance Program (OCIP) that will provide **Workers' Compensation, Employer's Liability, Commercial General Liability, Excess Liability and Builders' Risk insurance** for Contractors and Subcontractors of every tier who have been properly enrolled and are providing direct labor to the Project. A general summary of coverage provided by the OCIP is included in the MSCAA OCIP Manual, (hereinafter called the Manual), a copy of which is attached hereto and made a part of this Agreement and should be attached to and incorporated in every subcontract. All terms and conditions of Exhibit C will apply during the term of the contract. The Owner agrees to pay all premiums associated with the OCIP.

While the OCIP provides uniform coverages and reasonable limits, the OCIP is not intended to meet all the insurance needs of the Contractor and eligible Subcontractors who have been properly enrolled. In addition to any insurance provided by Owner, the Contractor and all Subcontractors working on the Project will be responsible for providing certain insurance as specified in paragraph C.2. Contractors and eligible Subcontractors should discuss the OCIP with their insurance agent or consultant to assure that other proper coverages are maintained. Contractor and eligible Subcontractors enrolled in the OCIP agree that the insurance company policy limits of liability, coverage terms and conditions shall determine the scope of coverage provided by the OCIP.

C.1.1. Applicability of the OCIP

Participation in the OCIP by the Contractor and all eligible Subcontractors is mandatory but not automatic. The Contractor and each eligible Subcontractor (as defined below) must follow the enrollment procedures shown in the Manual. The Contractor shall comply with all requirements of the OCIP as outlined in the OCIP Manual and shall require all eligible Subcontractors to comply with requirements of the OCIP manual. The Manual may be updated and revised during the course of construction to reflect any changes in State Law, Rules and/or Regulations or Procedures that may be necessary or appropriate, and said revisions will replace all previous versions. Copies of any revised Manual will be distributed by the OCIP Administrator.

- If the Contractor or any eligible Subcontractor fails to enroll any of its eligible Subcontractors of any tier, it will be subject to a penalty charge of the full and complete deduct as shown in C.1.2.c or 3% of the subcontract cost, whichever is greater. Note: Collection of the penalty charge of any non-enrolled contractor(s) of any tier does not provide automatic coverage in the program.
- If any Contractor or any eligible Subcontractor enrolls in the OCIP more than 30 days after its start date, it will have to provide a No Known Loss Letter to the Carrier along with the enrollment documentation.

Eligible Subcontractor includes all Subcontractors providing or subcontracting for direct labor on any Designated Project (see definition of ineligible Subcontractors below).

Ineligible Subcontractor includes (but is not limited to) subcontractors performing any type of environmental remediation work (example: asbestos or underground tank removal), consultants, suppliers (that do not perform or subcontract installation), vendors, materials dealers, guard services, janitorial services, truckers (including trucking to any Designated Project where delivery is the only scope of work performed), employee leasing companies, temporary labor services and other temporary project services. However, such Employee leasing and temporary labor service companies can be insured by the OCIP but must be submitted for review to the OCIP administrator prior to acceptance.

Page 33

Contract: Contractor Name
Charles Baker Runway Pavement Improvements - Construction
MSCAA Project No. 22-1458-01



GENERAL CONTRACT REQUIREMENTS

Owner-Controlled Insurance Program (OCIP)

While **on-site** and **until commencement of warranty period**, **MSCAA** will provide through an OCIP the following coverages:

Workers Compensation

Part One - Workers' Compensation

TN State Limits

Part Two - Employers' Liability

Bodily Injury by Accident – Each Accident

\$1,000,000

Bodily Injury by Disease – Policy Limit

\$1,000,000

Bodily Injury by Disease – Each Employee

\$1,000,000

Commercial General Liability

General Aggregate Limit (Other than Products – Completed Operations)

\$4,000,000

Product-completed Operations Aggregate Limit

\$4,000,000

Personal and Advertising Injury Limit (Any One Person or Organization)

\$2,000,000

Each Occurrence Limit

\$2,000,000

Fire Legal Liability (Any One Fire)

\$ 250,000

Medical Expense Limit (Any One Person)

\$ 10,000

Umbrella and Excess Liability

Each Occurrence Limit

\$5,000,000

General Aggregate Limit

\$5,000,000

Pollution Liability

\$1,000,000

Aircraft/Aviation Liability Insurance *(if any drones for photography etc. will be used*

\$1,000,000

Builder Risk

In specifying minimum Contractor insurance requirements, Owner does not represent that such insurance is adequate to protect Contractor for loss, damage or liability arising from its work. Contractor is solely responsible to inform itself of the types or amounts of insurance it may need beyond these requirements to protect itself. The insurance requirements set forth in minimum amounts shall not be construed to relieve Contractor for liability in excess of such coverage, nor shall it preclude Owner from taking such other actions as is available to it under any other provision of the contract.



GENERAL CONTRACT REQUIREMENTS

Owner-Controlled Insurance Program (OCIP)

For **off-site** and **from commencement of warranty period while on-site**, **contractor** will provide

Workers Compensation

Part One - Workers' Compensation	TN State Limits
Part Two - Employers' Liability	
Bodily Injury by Accident – Each Accident	\$1,000,000
Bodily Injury by Disease – Policy Limit	\$1,000,000
Bodily Injury by Disease – Each Employee	\$1,000,000

Commercial General Liability

General Aggregate Limit (Other than Products – Completed Operations)	\$2,000,000
Product-completed Operations Aggregate Limit	\$2,000,000
Personal and Advertising Injury Limit (Any One Person or Organization)	\$1,000,000
Each Occurrence Limit	\$1,000,000

Automobile

Combined Single Limit	\$1,000,000
-----------------------	-------------

Umbrella and Excess Liability

Prime	\$ 5,000,000
All other contractors	\$ 1,000,000

Other coverages we may require (please read the contract):

Professional Liability, Contractors Pollution Liability, Contractors Equipment Insurance, Aviation Liability

In specifying minimum Contractor insurance requirements, Owner does not represent that such insurance is adequate to protect Contractor for loss, damage or liability arising from its work. Contractor is solely responsible to inform itself of the types or amounts of insurance it may need beyond these requirements to protect itself. The insurance requirements set forth in minimum amounts shall not be construed to relieve Contractor for liability in excess of such coverage, nor shall it preclude Owner from taking such other actions as is available to it under any other provision of the contract.



GENERAL CONTRACT REQUIREMENTS

Owner-Controlled Insurance Program (OCIP)

Deductibles On Owner Provided Coverages (Contractor responsibility)

Workers Compensation	None
Commercial General Liability	\$10,000
Builder Risk	\$25,000

Other noteworthy clauses

1. All contractor insurers must have AM Best Rating of A- VII or better
2. All contractor coverages must provide Waivers of Subrogation in favor of MSCAA
3. Where applicable, MSCAA must be added as an Additional Insured to contractor coverages
4. All contractor coverages are primary and non-contributory to any coverages MSCAA may have
5. All sub-contractors of every tier must provide required coverages
6. Note requirements regarding Project Safety

In specifying minimum Contractor insurance requirements, Owner does not represent that such insurance is adequate to protect Contractor for loss, damage or liability arising from its work. Contractor is solely responsible to inform itself of the types or amounts of insurance it may need beyond these requirements to protect itself. The insurance requirements set forth in minimum amounts shall not be construed to relieve Contractor for liability in excess of such coverage, nor shall it preclude Owner from taking such other actions as is available to it under any other provision of the contract.

GENERAL CONTRACT REQUIREMENTS

Airport Construction Safety Requirements – Section 00801 & 00500-Exhibit D

Aaron Hascher, CM & ACE
MSCAA - Safety Program Manager

Wes Shelby
Willis Towers Watson

02/12/24

MSCAA 22-1458-01

DIVISION 0 – SECTION 00801

AIRPORT CONSTRUCTION SAFETY REQUIREMENTS

PART 1 GENERAL

1.01 SUMMARY

- A. This section contains the minimum level of safety requirements for construction projects at Memphis International Airport, General DeWitt Spain Airport, and/or Charles W. Baker Airport.
- B. Related work:
 - 1. Other contract documents affecting construction safety include, but are not limited to, the DIVISION 0 AND DIVISION 1 specifications.

PART 2 PRODUCTS

Not used.

PART 3 EXECUTION

3.01 CONTRACTOR PERSONNEL SAFETY ORIENTATION

- A. The Contractor shall be responsible for briefing all construction personnel on the requirements contained in this section prior to their working in the construction area and at periodic intervals throughout the course of the contract. These briefings will be documented in writing.

3.02 SCHEDULING WORK

- A. See Specification section 01100, SEQUENCE OF CONSTRUCTION & LIQUIDATED DAMAGES.
- B. See General Provision Section 80, Paragraph 80-04, Limitation of Operations.

3.03 CONSTRUCTION SECURITY

- A. See Specification section 00802, AIRPORT SECURITY REQUIREMENTS.

3.04 LIMITATION ON CONSTRUCTION

- A. The limits of construction, material storage areas, equipment parking and other areas defined as available for the contractor's exclusive use during construction shall be identified and defined by the contractor prior to starting work on the project. Temporary barricades, flagging and flashing caution lights may be required at access points, taxiway crossings and pavement tie-ins. The type markings, barricades and flashing caution lights are designated on the construction plans and must be inspected and approved by the Airport Authority.
- B. The Contractor shall store all materials and park construction equipment, when not in use only in the areas designated on the plans or during the pre-construction conference.
- C. Stockpiling of dirt and construction materials shall be constrained in a manner preventing movement resulting from jet blast or wind in excess of 10 knots.
- D. Construction debris, waste, wrappings or loose material capable of causing damage to aircraft

ISSUED FOR BID

00801
Page 1

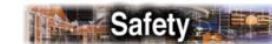
EXHIBIT D TO UNIT PRICE CONSTRUCTION CONTRACT FOR CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS – CONSTRUCTION

BY AND BETWEEN
THE MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY
AND
(CONTRACTOR NAME)

CONSTRUCTION SAFETY AND HEALTH GUIDELINES

Memphis-Shelby County Airport Authority

Construction Safety and Health Guidelines



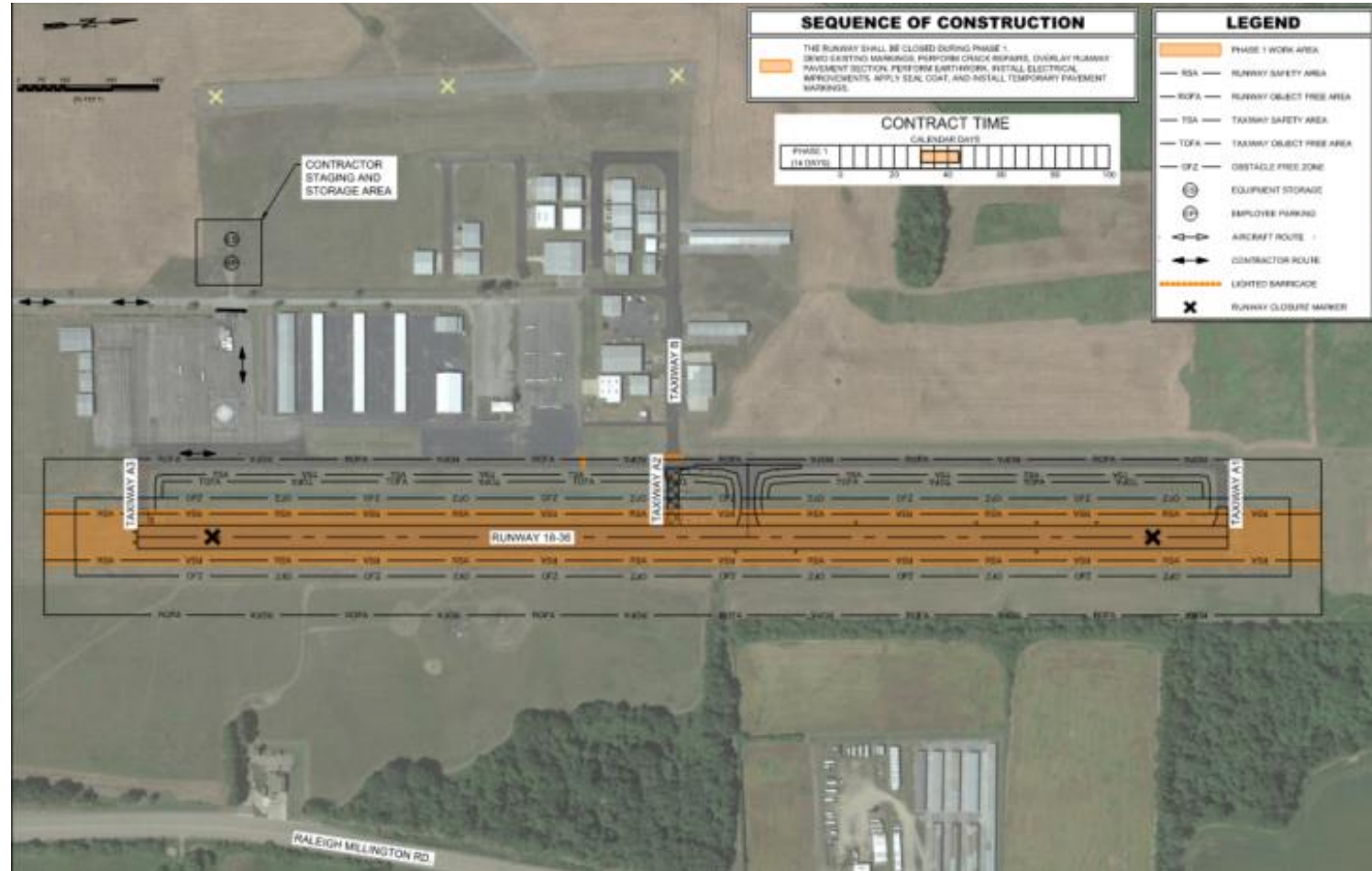
Revision	Date
1	11/30/2012
2	05/02/2016
3	02/06/2017

Page 64

Contract: Contractor Name
Charles Baker Runway Pavement Improvements - Construction
MSCAA Project No. 22-1458-01

EXAMPLES OF CONTRACTOR SAFETY PLANS/PROGRAMS

- Site Traffic Control Plan
- Fire Protection Plan
- Respiratory Protection Plan
- Hazard Communication Program
- Hearing Conservation Program
- Dust Control Plan
- Debris Control Plan
- General Housekeeping
- General Duty Clause
- Electrical Safety/Flash ARC
- Lockout/Tagout (LOTO)



GENERAL CONTRACT REQUIREMENTS

Safety

- Contractor shall develop their own written site-specific safety and health plans for the Memphis-Shelby County Airport Authority
- Your Safety and Health Plan shall, at a minimum, meet the requirements of 29 CFR1926 – Federal OSHA Construction regulations
- Each Contractor is responsible for protecting the health and safety of its employees and the employees of each subcontractor and sub-subcontractor while ensuring they have a safe and healthful place to work
- The site-specific safety and health program shall be submitted for approval within fifteen (15) days after the Notice to Proceed for approval to the Project Safety Manager
- Impact of claims will affect the contractor's own experience mod
- Have an active return to work program
- In case of emergency, contact **911**

GENERAL CONTRACT REQUIREMENTS

Airport Security Requirements – Section 00802

- Airport Badging **is not** required
- Construction will take place in non-secured area.
- Project Specific Security Requirements

02/12/24

MSCAA 22-1458-01

DIVISION 0 – SECTION 00802

AIRPORT SECURITY REQUIREMENTS

PART 1 GENERAL

1.01 CONTRACTORS SECURITY AND VEHICLE PROCEDURES OVERVIEW

- A. This overview outlines procedures concerning Airport security requirements, vehicle operation, and maintenance requirements for contractors at Memphis International Airport or any airport owned and operated by the Memphis-Shelby County Airport Authority. The sponsor Memphis-Shelby County Airport Authority (Airport Authority), airline, tenant, or concessionaire at the Airport who has hired the contractor is responsible for ensuring the contractor understands and complies with all the rules and regulations. This is a consolidated synopsis of the contractor requirements from the Airport Security Program and the Airport Rules and Regulations.

1.02 DEFINITIONS

- A. **Aircraft** - shall mean any contrivance known or hereinafter invented, used or designed for navigation of or flight in the air.
- B. **Air Operations Area (AOA)** - that part of the Airport used or intended to be used for landing, taking off, surface maneuvering, loading, unloading, or servicing the aircraft.
- C. **Airport** - shall mean the Memphis International Airport and/or the General DeWitt Spain Airport and/or the Charles W. Baker Airport – where applicable.
- D. **Airport Restricted Area** - area of Memphis International Airport that is not intended for public uses or access. These are areas designated by the Airport Authority as restricted areas and clearly identified with signs designating those areas as "**RESTRICTED AREA**." The restricted area also includes the AOA.
- E. **AOA Driver's Permit** - permit issued by the Airport Authority for operating unescorted motor vehicles on the AOA.
- F. **Construction Restricted Area** - any area, inside or outside of the Airport Restricted Area, which is fenced, or in some like manner defined by the Contractor. The Contractor is responsible for the security of the Construction Restricted Area.
- G. **Director** - shall mean the Director of Operations and Public Safety or his duly authorized representatives.
- H. **Job Site** - a predetermined geographic area with specific boundaries established by the Airport Authority.
- I. **Movement Area** - runways, taxiways, and other areas of the Airport used for taxiing, takeoff, and landing of aircraft, except loading ramps and parking areas.
- J. **Personal Escort** - remaining within sight of the individual under escort at all times while in the Airport restricted areas at a distance not to exceed 20 feet.
- K. **Public Area** - any area within Airport facilities open to the general public.
- L. **SIDA** - Security Identification Display Area.

ISSUED FOR BID

00802
Page 1



GENERAL CONTRACT REQUIREMENTS

Contractor's Project Schedule – Section 01320

At pre-construction meeting, contractor shall provide a copy of project schedule; it is to be updated weekly as the job progresses.

02/12/24

MSCAA 22-1458-01

DIVISION 1- SECTION 01320

SCHEDULES AND REPORTS

PART 1 GENERAL

1.01 SUMMARY

- A. The work under this Contract shall be planned, scheduled and reported using computerized precedence diagram format of the Critical Path Method in calendar days, unless otherwise specifically provided in the Contract Documents. The Detailed Construction Schedule shall be developed by using the latest revision of Microsoft Project, or approved equal computer software.
- B. Related Work:
 - 1. Documents affecting work of this Section include, but are not necessarily limited to, other Sections of these Specifications.
 - 2. Other provisions concerning Schedules and Reports are stated to Specification Sections:
 - 01100 – Summary of Work, Sequence of Construction & Liquidated Damages
 - General Provision Section 60 - Control of Materials
 - General Provision Section 90 - Measurement and Payment

PART 2 PRODUCTS

Not Used.

PART 3 EXECUTION

3.01 GENERAL REQUIREMENTS

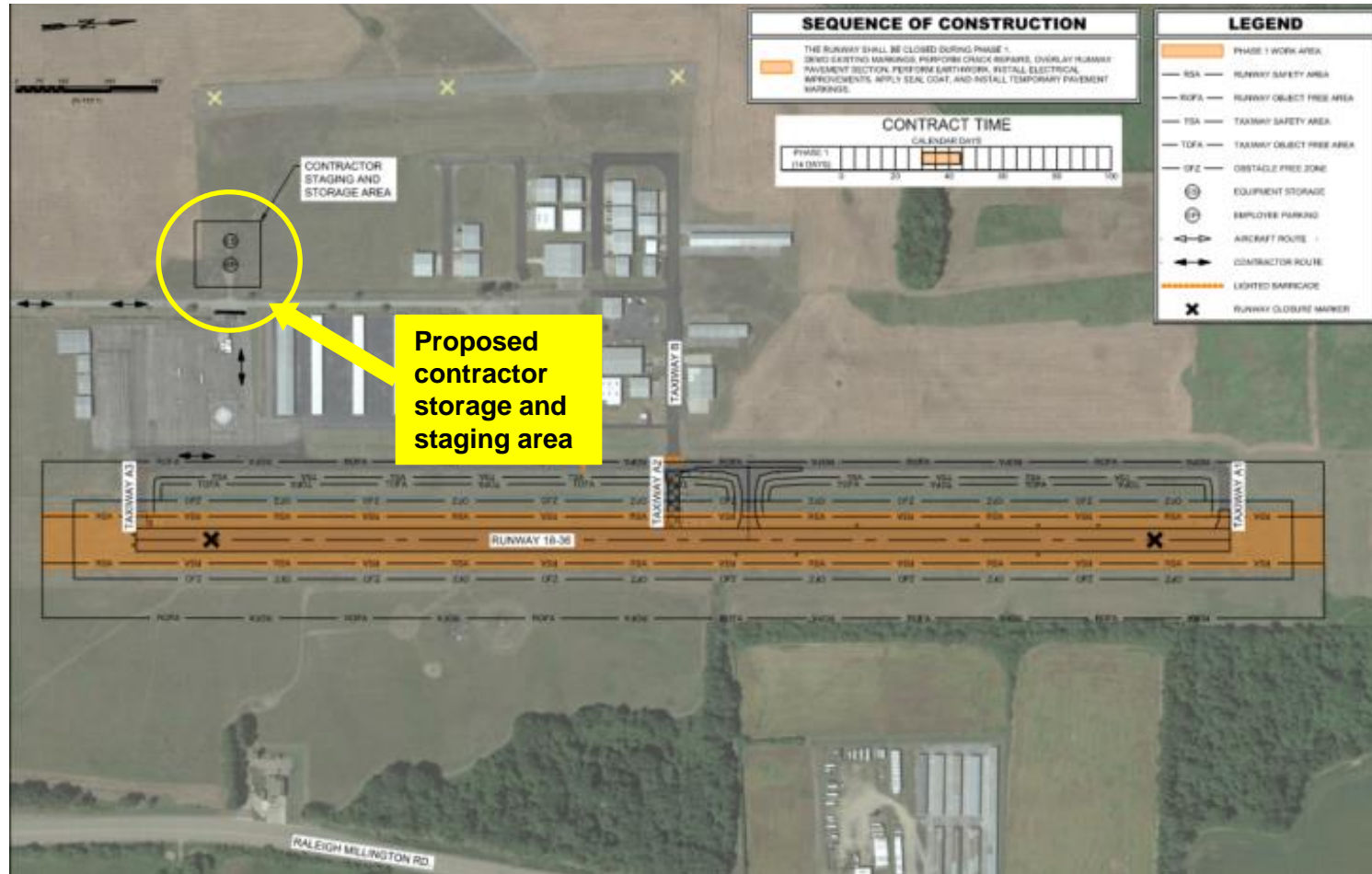
- A. The Detailed Construction Schedule shall be developed by using the latest revision of Microsoft Project, or approved equal computer software that is compatible with Owner's scheduling software.
- B. The primary objectives of the requirements of this section are:
 - 1. to insure adequate planning and execution of the Work by Contractor;
 - 2. to assist Owner and Engineer in evaluating the progress of the Work;
 - 3. to provide a mechanism or tool for use by the Owner, Engineer and Contractor in determining and monitoring any actions of the Contractor which may be required in order to comply with the requirements of the Contract relating to the timely completion of the various portions of the Work
- C. 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. The Contractor will not:
 - 1. Misrepresent to the Owner its planning, scheduling, and coordination of the work;
 - 2. Utilize schedules different from those provided to the Owner and Engineer for the direction, execution and coordination of the work;
 - 3. Utilize schedules which are not feasible or realistic; or

01320
Page 1

ISSUED FOR BID



CONTRACTOR ACCESS AND STAGING AREA



Contractor parking, material delivery and setup to be discussed in detail at the discussed at the preconstruction meeting.

For purposes of this meeting, please note **proposed** construction staging area west of Arthur Hagler Drive.

ENVIRONMENTAL ITEMS

Current Scope of Work

- Does NOT plan to disturb > 1 acre of soil
 - No Stormwater construction permit is required; however, EPSC should be utilized, as needed, to eliminate/reduce erosion and control sediment onsite.

If the alternate Scope of Work is approved

- Project WILL disturb > 1 acre of soil; therefore TDEC Stormwater Construction permit will be required.
- Additional Requirements:
 - Contractor is responsible for
 - Notice of Intent (NOI) + \$250 processing fee; airport will provide SWPPP and assist with the NOI coordination
 - Bi-weekly EPSC inspection by a certified Level I inspector
 - Replacement/Repair of EPSC as required

ENVIRONMENTAL ITEMS

If alternate is approved:

Construction Entrance/Exit - Dimensions shall be a minimum of 50 feet in length and 30 feet in width. Must place geotextile filter fabric beneath aggregate, such as crushed rock. Aggregate must be 3-6 inches deep and replenished as needed throughout the project.

ENVIRONMENTAL ITEMS

- Fuel tanks must be double-walled and permitted by the City Fire Inspector
- Recommend having spill kit material onsite to respond to spills and releases, as needed
- **Must report all spills to airport PM**
- Waste must be protected while onsite to prevent FOD; use of airport dumpster is prohibited

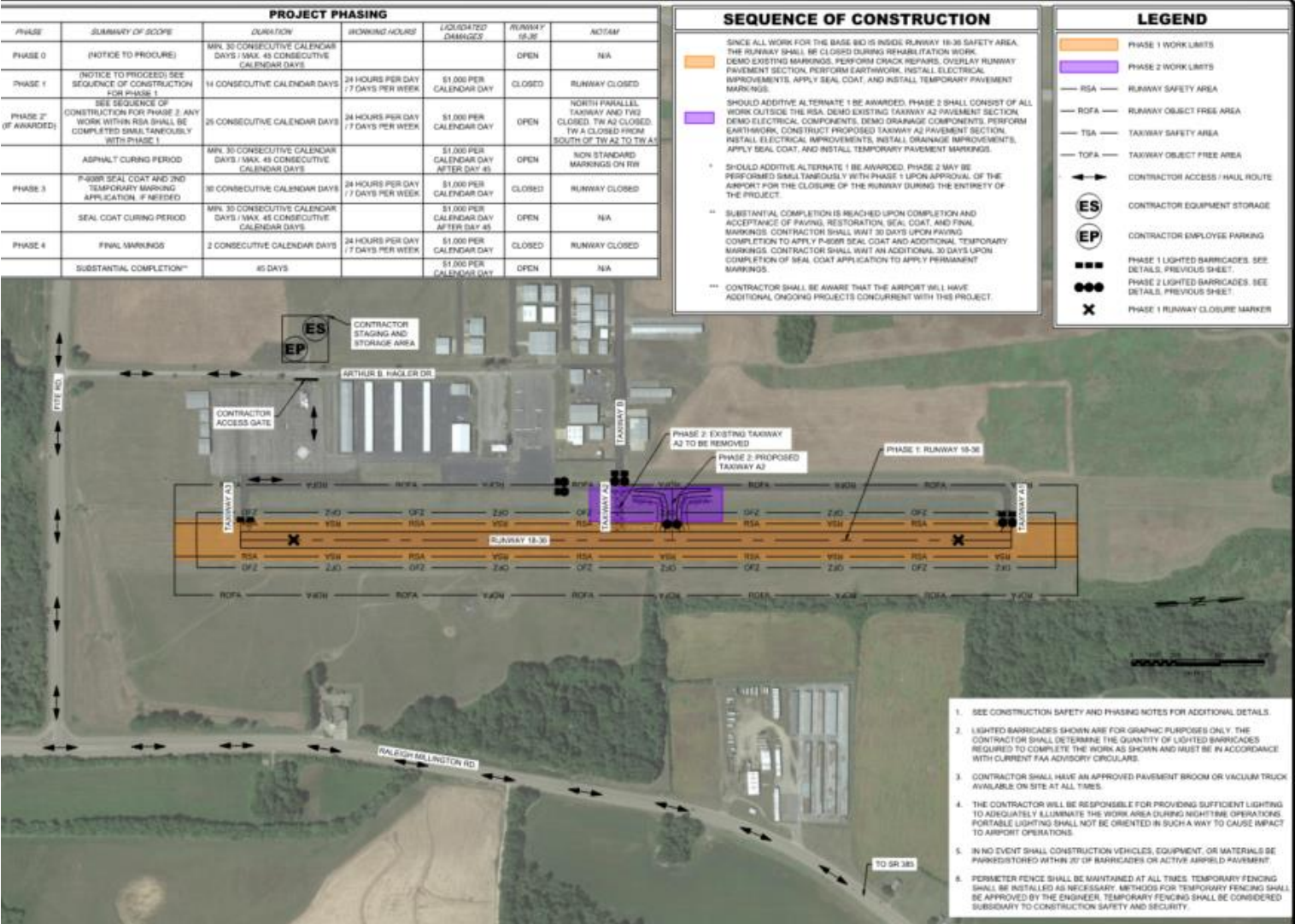
Project Scope, Phasing, and Technical Review



CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SCOPE OF WORK – BASE BID

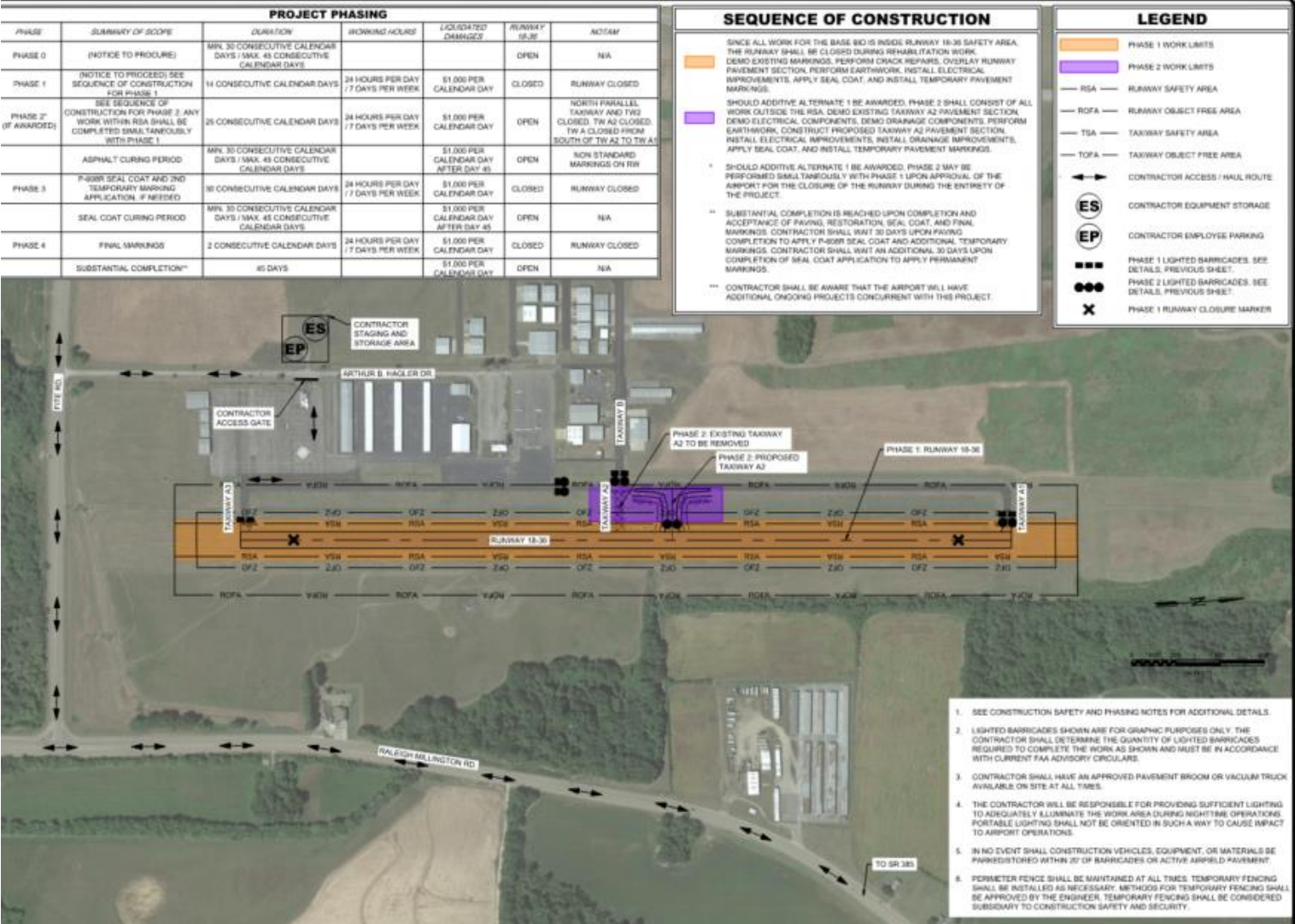
The base bid work, shown in orange, generally consist of asphalt overlay of runway 18/16 at Charles Baker airport. Earthwork, drainage, surface preparation, asphalt paving, temporary pavement markings, sealcoat, final pavement markings and other efforts as necessary. etc. are required to complete the work under the base bid.



CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SCOPE OF WORK – ADDITIVE ALTERNATE 1

The additive alternate 1, shown in purple, consists of demolition and relocation of Taxiway Alpha 2; work efforts include, but is not necessarily limited, earthwork, drainage improvements, asphalt paving, tack & seal coat, pavement markings, electrical improvements, and other efforts as warranted.



CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS



BASE BID

Work within the base bid will be within phases: phase 1 is expected to be completed within fourteen (14) days; runway will be closed during this time. Work will consist of demolition of existing markings and surface preparation, crack repairs; overlay runway; earthwork; electrical improvements seal and installation of temporary pavement markings. Asphalt curing will take place and the runway will be open during this time; allotted time for curing is maximum of 45 days.

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS



SCOPE OF WORK – ADDITIVE ALTERNATE 1

The additive alternate 1, if **awarded**, may be performed simultaneously upon approval from MSCAA. Work within phase 2 of the project is expected to be completed within twenty-five(25) calendar days will take place outside of the runway safety area (RSA); RWY 18-36 will be opened during this period.

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

Phase	Summary of Scope	Duration	Working Hours	Liquidated Damages	Runway 18-36	NOTAM
0	NOTICE TO PROCURE	Min. 30 consecutive calendar days/ Max. 45 consecutive calendar days			OPEN	N/A
1	Work within RSA. Safety and traffic control, Surface preparation, crack repairs, asphalt overlay, earthwork, electrical improvements, temporary markings.	14 consecutive calendar days	24 hours per day/ 7 days per week	\$1,000 per calendar day	CLOSED	Runway Closed
2	Taxiway A2 relocation - (any work within RSA shall be completed simultaneously with Phase 1)	25 consecutive calendar days	24 hours per day/ 7 days per week	\$1,000 per calendar day	OPEN	North parallel taxiway and TW2 closed. TW A2 closed. TW A closed from south of TWA 2 to TWA1.
(if awarded)	ASPHALT CURING PERIOD	Min. 30 consecutive calendar days/ Max. 45 consecutive calendar days		\$1,000 per calendar day after day 45	OPEN	Nonstandard markings on RW
3	P-608R Sealcoat, and 2nd temporary marking application	30 consecutive calendar days	24 hours per day/ 7 days per week	\$1,000 per calendar day	CLOSED	Runway Closed
	SEALCOAT CURING PERIOD	Min. 30 consecutive calendar days/ Max. 45 consecutive calendar days		\$1,000 per calendar day after day 45	OPEN	N/A
4	Final Markings	2 consecutive calendar days	24 hours per day/ 7 days per week	\$1,000 per calendar day	CLOSED	Runway Closed
	SUBSTANTIAL COMPLETION	45 days		\$1,000 per calendar day	OPEN	N/A

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

As noted in the drawings on the previous slides, there are a few work restrictions/ existing site conditions to be aware of; attendants are encouraged to thoroughly review the documents.

- Traffic (site access as shown)
- Material storage/staging requirements (staging area)
- Work by Others; be aware of and coordinate work with any other potential ongoing contracts
- Contractor shall maintain continual communication with the engineer, airport & owner to ensure coordination of the project with daily airport activities.
- This is a federally funded project with Federal, State and Local oversight; as previously mentioned, bids will also be vetted by the Tennessee Aeronautics Commission in March.
- Contractor is required to conduct all specified quality control and testing procedures. All records of these tests shall be made available to the Engineer for review. Engineer will provide quality assurance.
- Contractor is responsible for all survey required to layout the construction of the project
- Care shall be exercised when hauling heavy equipment and/or materials and shall repair any damage to existing airfield pavements, staging areas or haul routes at no cost to the owner
- No equipment, personnel, vehicles, or storage of materials shall be allowed within the Object Free Area (OFA) of any open airfield pavement

Q&A Session



Q&A SESSION

Please utilize the chat option to ask questions during the pre-bid meeting.

Remember to submit questions via e-mail to bidquestions@flymemphis.com; include project name and number in subject line.

All questions **must** be submitted in this format to receive a **formal** answer. MSCAA will not warranty any other kind of answer.

Question deadline: 5:00 p.m. local time, **Wednesday, February 28, 2024.**



TAKE OFF WITH US

