

**QUESTIONS AND ANSWERS REGARDING
MSCAA PROJECT 23-1469-03
East Parking Lot Expansion – Phase 5 – Construction**

1.	Parking for Contractors - Are we able to park within the lot while we work free of charge or are we to pay for parking?
	Parking for contractors will be free of charge within the staging area limits. MSCAA badged employees will have access added to their badge. Those who are not badged will receive a parking card.
2.	Asphalt specs and verification – Please provide the specs for the asphalt required.
	Asphalt shall not be included within this project. See revised plan sheets in Addendum 1.
3.	Asphalt specs and verification – No line item for asphalt.
	Asphalt shall not be included within this project. See revised plan sheets in Addendum 1.
4.	Asphalt specs and verification – During site visit it was observed that where the plan calls for new asphalt there is concrete. We are wanting to verify that this is to be asphalt and not match the existing.
	Asphalt shall not be included within this project. See revised plan sheets in Addendum 1.
5.	Asphalt specs and verification – The extension of Cargo Road to the new employee parking entrance. This is to be asphalt but not marked that way on plans. Is this accounted for and with it being a bus route it would need to be high traffic (high strength) asphalt?
	Asphalt shall not be included within this project. See revised plan sheets in Addendum 1.
6.	No line item for grading – Are we to maintain existing grade when relocating existing entrance and guard shack?
	Yes, relocated guard shack will be placed on existing grade.
7.	The TIBA (corrected) equipment (card reader machines) at the existing to be relocated entrance and guard shack – It was mentioned that the equipment is to stay but we are to move and reinstall. The liability of that move has some subs worried as well as the reconnection. Can you provide more details about this and confirm whether this is accurate information I was given.
	See plan sheet E1.1 for more information on equipment that is to be relocated. More information on the existing TIBA equipment can be obtained from TIBA. See question #16 for contact information.

8.	Please clarify which conduit type is required for underground electrical. Drawing E0.2 states GRS, but specs call for pvc coated rigid steel.
	RGS shall be used for underground electrical conduit.
9.	Are the parking lot pole lights listed as phase 6 part of this proposal? Drawing E2.2, E2.3
	Proposed parking lot pole lighting shall be installed during this project.
10.	Verify the depth of the electrical duct bank. The above detail shows 8 inches, but the specs call for a minimum of 24 inches.
	The depth of conduit installed in pavement shall be in accordance with the detail on sheet E0.2. If duct bank is required in a turf area, the depth shall match specification at 24 inches below finished grade.
11.	<p>The amount of new Barrier Arm operators on the list is 6. I think you only really need 3. Most of the time the wedge barriers come with their own arms, and I think we are counting the 3 arms one wedge/plate barriers as additional.</p> <p>By my count I have: One Slide Gate Automation System Relocate 2 existing Barrier Arms Install 3 new Barrier Arms w weighted tiger teeth (not automated tiger teeth*) Install 3 new Wedge/Plate Barriers w Barrier Arms</p>
	Reference Sheet E3.1. Contractor is to provide 3 new Nataska Apex Model LT Wedge/Barrier equipment [Reference Note #7] at the new exits which do have integrated barrier arms. Additional gate arms are not required at these exit locations. There are 3 new (contractor provided) TIBA Parking Pro-M-T Gate Arms [Reference Note #3] at the entrances.
12.	The Weighted Tiger Teeth are pointed in the flow of traffic. Anyone driving over them in the correct traffic pattern will have no tire damage. These are to prevent people from driving out the in door so to say. Automated tiger teeth are pointed towards the oncoming traffic. They keep people from driving through the barriers without have the proper access credential. The automated ones need power.
	Automated tiger teeth are not required for this project.
13.	The access pedestal at the slide gate. We build our own Bollard Style Pedestals in house. They protect the equipment much better. If someone hits the pedestal, they mess up their car and not the access equipment. I had asked if this needed to be single or dual height. IF you do dual, then the access team would need to add an additional reader. It really depends on if they have large trucks coming through this gate.
	Bollards shall match provided detail within the plans. The successful bidder may submit an alternative that would be subject to approval by the Owner. Only the bus entrance and exit will have a double card reader pedestal. See revised detail sheet in Addendum 1 for more information on the double card reader pedestal.

14.	First if the Ticketing System. I am asking my PM his thoughts on installing provided equipment. I always get a little nervous on having my guys touch equipment we are not familiar with.
	For more information on the system can be obtained from TIBA. Wes Bain Director of Sales TIBA North Tel: 502-207-3482 Email: wesley.bain@faactechnologies.com
15.	Where do we get power and controls for the new automated gate?
	The panel location for this gate is still TBD. An allowance has been established in this Addendum No. 1 to cover power and controls for the automated gate. See Specification 01210 included in this Addendum No. 1 for description of work covered by this allowance.
16.	Does the airport have a contact for TIBA?
	Yes. His information: Wes Bain Director of Sales TIBA North Tel: 502-207-3482 Email: wesley.bain@faactechnologies.com
	<p style="text-align: center;">Questions are listed as submitted; company names are withheld. This Addendum No. 1 Includes Questions received through April 24, 2026. Questions received after April 24, 2026, at 5:00 p.m., Memphis Local Time, may not be responded to.</p>