

**QUESTIONS AND ANSWERS REGARDING
MSCAA PROJECT 18-1413-04
TW Bravo Hot Spot 1 - Construction**

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| 1. | Historically MSCAA has used a 4-6" thick, porous asphaltic drainage layer in the pavement section. It appears that has been omitted on this job. Can an alternate item be added for the asphaltic layer in lieu of the cementitious layer? |
| | The pavement drainage layer has been specified as P-307 Cement-treated Permeable Base. A Bid Alternate for P-407 will be added to Addendum 2 for possible use in lieu of P-307. |
| 2. | Our understanding is that an on-site central mix concrete batch plant is required for production of the P-501 pavement concrete on this project. This understanding is based on established airfield paving industry practices and the need to maintain the quality control, consistency, and production standards required for FAA airfield concrete pavement construction. Please verify that an onsite central mix batch plant is a requirement for the Taxiway Bravo Reconfiguration (Hot Spot 1) project. |
| | <p>While not a requirement, it is generally preferred by the contractor to produce the P-501 on site so that they do have control over the quantity, quality, delivery, delivery timing, and consistency. If a local ready-mix supplier can provide the quantity of P-501 needed to meet the construction schedule, it would be allowed. If an off-site batch plant is used, it must still meet all the requirements of the specification, including, but not limited to the following:</p> <ul style="list-style-type: none"> • The plant must conform to the requirements of ASTM C94 and/or ASTM C685. • Aggregate stockpiles shall be constructed and managed in such a manner that prevents segregation and intermixing of deleterious materials. • Aggregates from different sources shall be stockpiled, weighed, and batched separately. • Strick control must be in place to ensure that materials used in the mix are the same as those used by the laboratory to create the mix design. Material substitution will not be permitted without the submittal of an alternative mix design. • The aggregates must be stored and maintained at a uniform moisture content prior to use. • A continuous supply of materials shall be provided to the work to ensure continuous placement. • Mixing time shall be measured from the time all materials are placed into the drum until the drum is emptied into the truck. Mixing time must be monitored and reported by the contractor's QC team and observed by the owner's QA team. • The time from the addition of cementitious material until the concrete is discharged shall be closely monitored by the contractor's QC team and the owner's QA team. A maximum of 30 minutes is allowed for non-agitating trucks and 90 minutes when truck mixers or truck agitators. The time of the addition of cementitious material must be included on each truck ticket. • No water may be added during transit except as specified in P-501-4.6 when using transit mixers. The limitations outlined in that section for the addition of water will be strictly monitored. • Concrete temperature at the time of placement will be strictly monitored and must not exceed 90 degrees F. • The requirements for aggregate testing are the same for on site batch plants and ready-mix plants. Gradation, moisture content, and deleterious substance tests must be completed as specified in P-501-5.3 and the owner's QA team must be permitted to observe these tests in the plant. • <p>Control charts must be maintained and posted in accordance with P-501-5.4.</p> |

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| 3. | <p>Bid Item C-105-6.2 Demobilization – per allowance shall be per the stated allowance. Is this allowance amount determined by the Contractor or is it based upon a stated amount determined by the Owner?</p> |
| | <p>Demobilization will be set at \$375,000. The proposal bid form will be updated in Addendum 2. This will be a lump sum fee paid when Demobilization is complete in accordance with the contract documents.</p> |
| 4. | <p>ITEM S-100 SPECIAL TECHNICAL PROVISIONS – SAFETY & SECURITY references SC-240 of the project specifications. Can you please provide the SC-240 specifications?</p> |
| | <p>The Airport Security Requirements specification is included in Division 0 as Section 00802. The reference made to SC-240 Airport Security Requirements should be corrected to Section 00802 Airport Security Requirements.</p> |
| 5. | <p>What condition is the batch plant site to be restored to? Does all pre-existing aggregate and stabilization need to be removed for reseeded? Are AOA fencing and gates to be restored to previous configuration.</p> |
| | <p>At the completion of the project, the temporary AOA fencing as well as aggregate placed to construct the “lay-down yard/Batch Plant Site” can be left in place for future use in upcoming projects nearby.</p> |
| 6. | <p>When will the job start? Is the intent to start this year? If so, will Phase 1 need to be complete before FedEx’s busy season?</p> |
| | <p>Project is required to be substantially complete by November 1, 2027. It is not required that construction activities begin in 2026 so long as a schedule is provided showing completion as stated above can be met. No continuous pavement closures are allowed between November 15th 2026 and January 11th 2027.</p> |
| 7. | <p>Can any work take place during FedEx’s busy season? Please define the dates of FedEx’s busy season.</p> |
| | <p>No continuous pavement closures are allowed between November 15th, 2026 and January 11th 2027. Work that does not require continuous closure of pavement may be scheduled within this period.</p> |
| 8. | <p>Please consider extending the bid date for the TW Bravo Hot Spot project by two weeks to June 30th. This project is complex to estimate, so we respectfully request additional time to prepare a thorough submission.</p> |
| | <p>The bid due date for the project is now Thursday June 18th.</p> |
| 9. | <p>Based on our risk level and favorable performance, our company has very economical underlying \$4 million dollar liability coverage along with a \$5 million dollar umbrella policy. To augment our umbrella \$20 million dollars to meet your specifications, we will be forced to raise our bid price approximately \$950,000.00. Is there a possibility to lower the limits and accept our existing \$5 million dollar umbrella policy?</p> |
| | <p>Please provide \$25 Million in Excess or Umbrella Liability Insurance coverage in the base bid pricing. Please provide savings if coverage is reduction to \$10 Million as Alternate No. 1.</p> |

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| 10. | On the electrical installation drawings how will the contractor be paid for the demolition and installation of the new electrical manholes proposed to replace existing structures? |
| | Demolition of existing FAA manholes shall be paid for under Item P-101-5.05, Demolition of Electrical Manhole. Installation of new manholes to replace existing shall be paid for under Item L-115.5.3, Aircraft-Rated Electrical Manhole (FAA). Specification L-115 and Summary of Quantities are updated in Addendum 2 with the added pay item. |
| 11. | Please confirm that ground rods are not incidental to the base/foundation items and they will be measured and paid for under the L-108-5.3 and L-108-5.4 line items for the project. |
| | Yes, ground rods will be measured and paid for per each installed under L-108-5.3 and L-108-5.4. The estimated quantity for L-108-5.3 includes 2-8' ground rods at each base to allow for the circumstance when a second is necessary to satisfy ground resistance tests. Note there is an exception where any ground rods are used at temporary jumper installations. Ground rods are incidental to temporary jumper cable, if required. |
| 12. | Can pictures or previous submittals be provided showing the condition and the construction of the existing modular sign pads to be relocated? How many pieces are they? How were they installed previously? Are there any that are damaged and need repair or replacement? |
| | The submittal of the modular sign foundation units, dated 11-15-2021, is provided with Addendum #2. |
| 13. | Please confirm who is the responsible party for terminating/splicing the FAA/MSCAA Fiber optic Cable and Control Cable? |
| | MSCAA Fiber optic cable will be terminated by qualified personnel that are hired by the contractor for that scope of work. |
| 14. | Can you please provide a list of the Planholders for this project? |
| | MSCAA does not track planholders. A list of Pre Submittal Meeting attendees was added to the project website at flymemphis.com. |
| 15. | What is the engineers' estimate for the project? |
| | We are not releasing that information at this time. |
| 16. | What is the allowance amount for demobilization per C-105-3? |
| | See answer to question 3 above. |

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| 17. | Plan sheet 53 calls for the demolition of edge and centerline base cans. Line item P-101-5.03 description is "REMOVE EXISTING LIGHT FIXTURE AND TRANSFORMER, TURN LIGHT FIXTURE OVER TO OWNER". Is the demolition of the existing edge and centerline base cans incidental to line item P-101-5.03? If not, how is the edge and centerline base can demolition paid? |
| | Removal of light fixture and transformer shall be paid for per each under pay item P-101-5.03. Demolition of the base can in existing pavement shall be incidental to pavement removal and no separate payment will be made. |
| 18. | Note 6 on plan sheet 58 states "The contractor shall provide two 6 strand fiber cables". The layout on plan sheets 58 and 59 shows three 6 strand cables. Please confirm the total number of 6 strand fiber cables. |
| | There are 3-6 strand fiber cables from Vault #2 but they take separate routes after reaching PB-N1. Note 6 on plan sheet 58 refers to the 2-6 strand cables in the route described, from Vault #2 to MH-A33. Note 4 on plan sheet 59 refers to the third 6 strand cable in the route described, from Vault #2 to EMH-205. The layout on plan sheets 58 and 59 where 3-6 strand fiber optics are identified is the portion of the separate routes where all 3-6 strand fibers are in the same duct run. |
| 19. | Detail 1 on sheet 62 denotes the use of high performance nonshrink grout in the void between top section and pavement surface. Can P-606 be used in leu of high performance nonshrink grout for this application? |
| | The specified high performance nonshrink grout material shall be used. |
| 20. | Is detail 3 denoting a rebar cage in addition to the rebar cage shown in detail 1, 1A, 1B, and note 2 on plan sheet 60? If this is an additional rebar cage, can detail 3 on sheet 60 be elaborated? What size rebar is used in the spiral cage? |
| | Yes, the spiral rebar cage within the P-501 pavement section is in addition to the rebar cage for the base anchor section. Reinforcement is #4 rebar spiral at 3" pitch with spiral reinforcement extended 1 ½ extra turns at top and bottom of the 3' diameter cage. |
| 21. | Can telescoping base cans be utilized in leu of 2 piece base cans as shown on plan sheet 61 for shoulder fixture installation? |
| | No, telescoping base cans should not be used. L-868B bases are specified. |
| 22. | How are the Manholes on plan sheet 56 keynote 5 and plan sheet 71 paid? |
| | The manholes, MH-A32 and MH-A31, shall be paid for under Item L-115.5.3, Aircraft-Rated Electrical Manhole (FAA). Specification L-115 and Summary of Quantities are updated in Addendum 2 with the added pay item. |
| 23. | Can Bid Item L-125-5.32 for ALCMS Modifications be deleted off the project or changed to an Allowance? This item can only be provided by one manufacture and is a sole source item and gives them an advantage on the project over other manufactures. This would include any graphics changes and or hardware that is needed for the in-pavement lights that need to have any type of remote device. |
| | Yes. ALCMS modification will be procured by the owner outside of this contract. Contractor should not include any costs associated with this item. Reference will be removed from plan and specs. |

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| 24. | Per spec section 80-08, it states that Phase 1A and 2B as separate phases. I only see Phases 1, 2, 2A, and 3 on the plans. Is there a Phase 1A? Can you clarify Phase 1 limits on a plan sheet? Is Phase 1A between the A centerline and B hold bar at A? If so, what will be the number of days allotted for it? |
| | Phasing shown on phasing plans are correct. |
| 25. | Per bid item 20, P-101-5.05, Demolition of electrical manhole, you show a quantity of 4 ea. I count 7 each on plan sheet E-DP-01. Which is correct? |
| | Pay item references have been added to E-DP-01 for clarification. There are 6 EA of item P-101-5.05. The existing pullbox, PB-22, is a quazite style box and should be included in miscellaneous demolition. |
| 26. | I count 7 new electrical/FAA pullboxes/manholes on sheet E-LT-01 in the plans. You have a bid quantity of 5 listed in the bid item, L-115-5.1. It appears that there are 5 FAA PB's and 2 electrical MSCAA MH's. Are the details on E-DT-05 for the two MSCAA MH-A31 and 32 and E-DT-12 for the five FAA PB-S1, S2, V2, N1, and N2? |
| | MH-A31 and 32 belong to the FAA and are detailed on E-DT-12. The five pullboxes are CMAA comm and are detailed on E-DT-05. Revised lighting plan sheet E-LT-01 is provided in Addendum #2 with added note for clarification. |
| 27. | If I'm not mistaken, PB-22 was installed last year. It is aircraft rated and the same configuration shown on E-DT-05. You show it as being demolished on sheet E-DP-01. It may be able to be reused. |
| | I believe PB-11, located roughly 140' north on the same side of T/W S, was the structure replaced last year. PB-22 is an existing quazite style pullbox. |
| 28. | Since there are multiple large diameter cores for the light cans on this project, can anchors be used to anchor the drill rigs while coring? We can patch the anchor holes with P-606, or another product of your choosing. |
| | More information will be needed before this can be answered. Contract may submit this request for review after award for consideration. |
| 29. | Sheet E-DP-01 and E-LT-01 – I know the fiber that will be reinstalled in PB-N1, N2, V2, S1, and S2 will need to be temporarily jumpered around our work area. Are there any more wires in the existing PB's that will need to be temporaried? If so, how many and what type? |
| | Notes 3 and 4 on sheet E-DB-01 and note 3 on sheet E-DB-02 list the existing cables to be pulled out of duct and reused for temporary jumpers. The contents of the existing duct bank are identified based on existing record drawing information but may not accurately reflect existing. Contractor must verify actual duct bank contents at time of construction. |
| 30. | Will any wire in MH-A31 and 32 need to be temporarily jumpered? If so, how many and what type? |
| | The contents of MH-A31 and 32 are to remain in service and uninterrupted during replacement of the manhole structures. Excepting the single 12 PR #19 shielded control cable passing through MH-A32 as identified on sheet E-DB-01, note 3. |

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| 31. | Will fiber optic testing be required for the temporary fiber jumper? |
| | Reference specification L-111 for fiber optic cable test requirements. Existing cables shall be tested prior to cutting in order to document existing condition. Contractor must confirm satisfactory performance/function when establishing temporary jumpers and maintain in working order during construction. |
| 32. | Will the duct bank between MH-31 and 32 that runs under the new Bravo alignment need to be replaced? If so, will it need flowable fill above concrete encasement? Sheet E-LT-01 |
| | No, the duct bank is not to be replaced. It is believed to be more than 3' below existing grade and should not be less than 2' below proposed subgrade under the new Bravo alignment. Elevations found on record drawings report MH-A32 Top at 264.27 and Top Conduit at 260.60 and an intermediate location between MH-31 and 32 with Top Conc. Conduit at 259.5± |
| 33. | P-153 CLSM – could you please provide a specification for this since it is required over duct banks under pavement? |
| | Specification P-153 is provided in Addendum #2. |
| 34. | Detail 3/E-DT-01 – should the spiral rebar cage be exothermically welded to the counterpoise system? |
| | Yes, exothermic ground connection to be provided. |
| 35. | Will aprons be required around all the manholes/pullboxes? If so, please provide a detail for those. |
| | Aprons are not required at manholes/pullboxes. |
| 36. | Is excess excavation, asphalt, concrete, etc. able to be disposed of at McKellar Park on airport property? |
| | Clean excavation free of roots and other items, Asphalt Millings (no chunks), and Crushed Concrete may be disposed at McKellar Park. Items must remain segregated in stockpiles at final location or added to existing stockpiles. |
| 37. | Bid tabulations of Taxiway Bravo Reconfiguration (Hot Spot 1) MSCAA Project Number 18-1413-02 (Original Bid in 2025) |
| | Requested bid tabulations are not included in Addendum 2. |
| 38. | Bid tabulations of Taxiway Alpha West Reconstruction MSCAA Project Number 18-1413-01 |
| | Requested bid tabulations are not included in Addendum 2. |
| 39. | Could you please confirm if the MSCAA would consider postponing the contract award for this project until early 2027? We believe this adjustment would allow contractors to take advantage of more favorable summer weather conditions for the paving work. |
| | Contract will be awarded in 2026. See question 6 above regarding start of construction activities. |



Questions are listed as submitted; company names are withheld.
This Addendum No. 2 Includes Questions received through June 5, 2026.
Questions received after June 5 at 5:00 p.m., Memphis Local Time, may not be responded to.