Bidders are hereby notified that the Bidding and Contract Documents for the above project, for which Bids are to be received on **Tuesday, September 15, 2020**, are amended as follows:

**SECTION I - NEW DOCUMENTS ISSUED WITH THIS ADDENDUM:**

3.1 Revised Drawing Sheets
   A. A.CG-106 Grading and Drainage Details
      • Refer to this sheet and the revised notes indicated by the revision cloud and ‘A’ Delta
   B. A.CP-103 Joint Details 1
      • Refer to this sheet and the revised notes indicated by the revision cloud and ‘A’ Delta
   C. A.AS-101 Architectural Site Details – Site Walls
      • Refer to this sheet and the revised notes indicated by the revision cloud and ‘A’ Delta
   D. A.EL-104 Blast Fence Obstruction Lighting Installation Details
      • Refer to this sheet and the revised notes indicated by the revision cloud and ‘A’ Delta

**SECTION II – QUESTIONS, AND ANSWERS:**

**Q1:** We would like to do a job site visit to assess ingress and egress for our aggregate and concrete hauls on Friday, September 3rd. Would this be possible? If this is something that we cannot do, can we get the most current aerial photo of the project?

**A1:** Due to ongoing construction a site walk will not be available for this project. Attached are the most current aerial views of the site. If there are specific logistic questions after review of the most current aerials, submit in writing prior to the question cut-off deadline.

**Q2:** Will the area at the southwest corner of 40th Street & E Madison St. be available for use to set up a concrete batch plant?
A2: The area in the southwest corner of 40th Street & E Madison St. has not and will not be designated for a batch plant for the T4S1 project.

Q3: Currently in the lot at 40th Street & E. Madison St there appears to be a pretty sizable stockpile of aggregate. Is the aggregate currently there available for use as P-219 aggregate base course for the Terminal 4 S1 apron project?

A3: No.

Q4: Plan Sheet A.C-104 Details A, B and C calls out “P-209 or P-219”. There’s an existing stockpile of P-219 located at the “Dog Track”. Is this material available to all the bidding contractors? Also, if this material is available, is there a sufficient quantity for the project?

A4: No, it’s not available.

Q5: Specifications Item C-100 Contractor Quality Control Program (CQCP): Page C-100-4 c. Staffing levels. “The Contractor shall provide sufficient qualified QC personnel to monitor each work activity at all times”. Question. Is QC personnel to be on-site at all times for “all” activities such as demolition/removals, sawing, striping, etc.?

A5: Qualified QC personnel, in accordance with specification section C-100, is (are) to be on-site to monitor ALL activities any time work is being performed.

Q6: Bid item GTP-30.06.1 Blast Wall – On sheet A.CG-103 it shows approximately 285 LF of blast wall. However, sheet A.AS-101 it states 250 LF of blast wall. Please clarify the actual length of blast wall to construct.

A6: All quantities on the bid documents are approximate only. The contractor shall be responsible for determining the quantities of bid items that are contained in LS from the plan sheets. Plan sheet A.AS-101 has been updated with the attached to remove quantity call out.

Q7: Bid item GTP-30.05.1 Jet Blast Deflection Fence and Foundation – On sheet A.EL-104 it shows a drawing of the deflection fence and states to view civil detail for height of fence. However, sheet A.C-104 does not show the height of the fence. The detail shows the dimension of the foundation only. Please clarify the height of the blast deflection fence.

A7: The jet blast deflection fence height is included in Spec GTP-30.05.1, page GTP-11. Sheet A.EL-104 has been revised to indicate the height and referenced the specification.

Q8: Bid D-701-5.3 – 24-Inch RGRCP Cl. V Storm Drain – On sheet A.CG-102 it shows the profile for one of the runs for the 24-Inch RGRCP to be installed. Can we get the profile for the other 24-inch RGRCP run?

A8: Vertical profiles for new storm drain without grade changes and/or utility crossings are not included in the project plans. Vertical pipe information is shown in plan view.

Q9: Can the contraction joints be changed to construction joints, essentially changing from a 40’ to a 20’ wide pour? In our experience a 20’ width is easier to control resulting in better quality than a 40’ width. With this, the joints will still function the same as engineered and as intended.

A9: The intent of the design drawings is to minimize construction joints as they may become maintenance and foreign object debris (FOD) issues in the future by depicting 40’ wide joint widths. However, due to phasing limitations, accessibility, and production variation from the joint plans may be
allowed with prior approval from the RPR. See “General PCCP Detail Note” #6 on sheet A.CP-102. The RPR cannot fully determine approval of this request until a paving plan has been submitted and review prior to construction.

**Q10:** Please clarify the correct isolation joint detail for the Storm MH Cap Section A-A - Detail 1, 1.1 or 5 on Dwg CP-103. On Dwg CG-106, Aircraft Rated Storm MH Cap, Section A-A calls out a 1” Silicone Seal per Detail 5.1 Dwg CP-103 and Expansion Joint per Detail 1 Dwg CP-103. The expansion joint notes refer to Detail 1 which is 1-1/2” wide which conflicts with the Silicone Seal note stating 1”. There is no Detail 5.1 on CP-103.

**A10:** Isolation joint around manhole structures and other structural penetrations, except the trench train, shall be a thickened edge isolation joint per detail A on sheet A.CP-103. Sealant shall be silicone with joint width of 1” per detail 5 on sheet A.CP-103. See attached revised plan sheets A.CP-103 and A.CG-106.

**Q11:** Please clarify the correct isolation joint detail for the Trench Drain Section A-A - Detail 1, 1.1 or 5 on Dwg CP-103. On Dwg CG-106, Trench Drain, Section A-A calls out 1” Expansion Joint per Detail 1 Dwg CP-103. Detail 1 is for 1-1/2” not 1”.

**A11:** Isolation joint around the trench drain shall be a thickened edge isolation joint per detail A on sheet A.CP-103. Sealant shall be preformed compression seal with joint width of 1” per detail 1.1 on sheet A.CP-103. See attached revised plan sheets A.CP-103 and A.CG-106.

**Q12:** Spec section 104-3.1B Phase Conditions - “the maximum duration during Phase 3 for a Gate D1 closure is thirty (30) calendar days.” We cannot find a reference for the location of Gate D1 on the drawings. Please provide location information for Gate D1.

**A12:** Gate D1 is the northern most aircraft gate of the Terminal 4 S2 Concourse West Concrete Apron directly to the east of the construction area shown on construction plans. The gate operations and Taxi lane Object Free Area (TLOFA) may be impacted during the construction of the east end blast wall and concrete paving depending on the Contractor’s means and methods of construction. Closures and restrictions for T4S2 Gate D1 will be discussed in detail with Owner and Operations, during construction planning and pre-activity meetings. Gate D1 markings have been added to the attached Page 1 of 10 of the Aerial photographs for reference.

**Q13:** Is there a specific DBE requirement or will the City just be tracking DBE use?

**A13:** This is a FAA project, and we will track DBE participation. Even though there are no specific DBE goals set, we do still have a requirement to report to the FAA all DBE work. However, you are required to complete outreach and try to use DBE’s where applicable. With that, whatever you submit on the DBE forms, now becomes the contract requirements. So, if you submit 5% with your low bid documents, on the DBB, you now have a 5% minimum completion of DBE. FAA is still Race and Gender Neutral because they’ve identified no disparity, but we encourage you to solicit and use DBE’s and SBE’s wherever applicable.

**Bidders must acknowledge receipt of this Addendum by listing the number and date, where provided, on the PROPOSAL P.-1**

**Attachments:**
Attachment A – Current Aerial Photographs of Site (10 Pages)
Attachment B – Revised Plan Sheets (4 Pages)
All other terms and conditions remain unchanged.

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City of Phoenix, Design and Construction Procurement
ATTACHMENT A-
CURRENT AERIAL PHOTOGRAPHS OF SITE

(ATTACHED)
ATTACHMENT B-
REVISED PLAN SHEETS

(ATTACHED)
END OF ADDENDUM NO. 2

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