

#### Contractor Questions – Addendum #4

- 1) We would like to use neat cement grout only from bottom to top of each well. Would that be in compliance?
  - A) Well abandonment shall be in compliance with the State of Utah Administrative Rules for Water Well Drillers, R-655-4, latest version.
  
- 2) I have noticed that the over ex is incidental to the excavation bit item. There are several areas that have a value of over ex that vary from 1"-3' in the same section. What should we use as a depth when figuring the volume of over ex? In an effort to be as accurate as possible we need depth of excavation that we can be sure of.
  - A) The Unclassified Excavation quantity in the Bid Form includes an estimated quantity of over-excavation (refer to the T-Series Drawings). Payment will be based on surveyed quantities that will reflect field directions from the Engineer (see Method of Measurement and Basis of Payment Sections in Specification P-152).
  
- 3) As a follow up to the email this morning, I want to ask why there is not a bid item for the over ex quantities? By having a quantity bid item for the over ex the owner/engineer can potentially avoid a messy argument over the quantities as it relates to the over ex areas.
  - A) Over-excavation will be paid for under the Bid Item for Unclassified Excavation. The quantities will be determined based on field survey and measurements of Over-excavation Limits. Refer to revised P-152.
  
- 4) Item G-400 Loose Rip Rap Item 5 paid by the ton. Materials 400-2.1 paragraph two indicates the onsite material is suitable for riprap, Measurement of payment refers to certified scales of each truck load and paid by the ton. It would be beneficial to convert this item to cubic yards measured in place to avoid the cost of constructing onsite scales or hauling the material to the closest certified scales. There is the option of loader scales as well? You may find it beneficial to convert tons to yards
  - A) Loader scales will be acceptable to measure tons of Rip Rap placed if onsite material is used. Plan quantity per item will be used if tonnages are not obtained.
  
- 5) On the revised DT-11 sheet General Notes Item #2 has the top 6" of materials selectively graded with a 6" Minus to ¾" material. In that the construction of these ditches are incidental to the earth work item # 17 How will crushing, processing and placing the material be paid?
  - A) This material will be paid for under Unclassified Excavation. Crushing, processing and placing is incidental to placement of this material. Refer to Specification P-151-2a Selective Grading.
  
- 6) Since the 242,952 CY of over-x quantity is in the unclassified excavation how will the over-x in the rock excavation areas be paid since there is over-x shown in the rock excavation areas?
  - A) Over-excavation of rock is included in the Rock Excavation Quantity.
  
- 7) We need to know what the rock over-x quantity is that you are using of the 242,952 CY. We realize there is over-x in the rock area, but how much?
  - A) The estimated amount of rock over-excavation is included in the quantity of Rock Excavation shown in the Bid Form. Rock is to be excavated to 18" below finish grade. The approximate areas are shown in the plans.

- 8) What are the specific fill requirements for all areas outside of the Runway/Taxiway and Shoulder areas? Specifically what are the P.I requirements and are there any CBR values that must be met?
- A) There are no specific material requirements for material placed outside of the Pavement and Shoulder Areas except for in ditches (see General Note 2 on Drawing DT-11).
- 9) The top 18" - 48" Section underneath the pavement area's, Per Sheet DT-11, As I understand this, this material needs to be a 4" minus with a CBR of at least 20. Can we have a bid item #, for this Quantity. Estimated Quantity and a Unit Price for this item. I believe by doing this you will eliminate risk for the contractor and receive more competitive pricing.
- A) A quantity was added for Structural Fill in Addendum 4.
- 10) Addendum #1 also stated that the water supply would be a maximum of 1,250 gpm (1.8 MGD) to the site. Due to the schedule that has been given for the project, is there another source that will be supplied by the City, to the site in order to meet the schedule demands.
- A) The Engineer estimates that 1.8 MGD will be sufficient to complete the project in the required time. The contractor is responsible for supplying any water needs above and beyond the source provided by the City.
- 11) Referring to sheets X-01 through X-04 what kind of precision of slope is expected on the ditch areas both along both sides of the taxiways and the separate ditch off to the northwest between 1200 and 1400. As to the ditch off to the northwest side what is the width at the bottom, and approximately how many linear feet of it are there.
- A) Ditches are defined in the GR-Series, PP-Series, and TS-Series Drawings. Ditch grades shall be constructed as shown in the plans.
- 12) I have been receiving a lot of questions regarding the Survey scope outlined in the bid documents. Is there any possibility that the Prime contractor can develop there own scope?
- A) For bidding purposes, you should assume to follow the surveying scope.
- 13) In particular if the contractor chooses to use automated grading equipment the scope seems to be over kill! If the contractor decides to work double shift do we need have survey staff on site?
- A) The intent is to have a survey crew readily available to respond to the contractor's needs. It is imperative that they are on-site during periods when construction items that survey are being completed and that they work in front of the contractor to verify layouts and such. They should also be available at the engineer's request to answer questions and coordination efforts.
- 14) I would like a clarification as to whether you will allow precast structures to be used for the following items-
- Item # D-751-5.1 Storm Drain Box
  - Item #'s D-752-5.1 through 5.3 Culvert Inlet Headwalls
  - Item # D-752-5.4 Inlet Control Structure

- A) Yes, precast structures will be acceptable. Refer to Specifications D-751-3.4 Precast Concrete Pipe Structures.
- 15) Addendum #1 also stated that the water supply would be a maximum of 1,250 gpm (1.8 MGD) to the site. Due to the schedule that has been given for the project, is there another source that will be supplied by the City, to the site in order to meet the schedule demands.
- A) The Engineer estimates that 1.8 MGD will be sufficient to complete the project in the required time. The contractor is responsible for supplying any water needs above and beyond the source provided by the City.
- 16) I haven't been able to find any Davis Bacon Rates for Hydraulic Track Driller's, Blaster's or Blaster Assistants. Can you direct me in the right direction to find the rates?
- A) Questions regarding Davis-Bacon rates not found in the contact documents can be found at The Davis-Bacon Wage Determinations website. <http://www.access.gpo.gov/davisbacon/index.html>. The Davis-Bacon Wage Determinations contained on this web site are wage determinations issued by the U.S. Department of Labor under the *Davis-Bacon and related Acts*.
- 17) Is there going to be preference allowed for a local contractor? If so, what are the requirements to determine if a contractor qualifies?
- A) No, this will not be allowed. Federal regulations do not permit this if federal grants are used. The project will be awarded to low bidder regardless of location assuming they meet all the criteria in the proposal.
- 18) Can a fuel escalation/reduction be added to the specifications since the owner may not award the job for 120 days?
- A) No this was discussed in at the prebid and the answer included in Addendum #1. Additional payment for fuel escalation is not part of this contract.
- 19) Upon further review of the documentation I have question on prompt payment. In the SGU Contract Docs section 6.3 for Prompt Payment, it is stated that the prime contractor has up to 30 days after he receives payment to pay subs. If this was to be come an actual condition it would be a crippling burden for subs (DBE and non). If a paper check was cut to the prime and it took 3 banking days for the funds to clear payment could be made to subs in this time period. If EFT was the payment format to the prime, this time would much shorter. I would offer that the contract language be changed to 5 days after the prime has payment. This would not place a burden on the prime but would greatly facilitate cash flow for the subcontractor(s). There should be no real issues for the prime because quantities are known at time of payment request to the owner.
- A) The City will consider electronic funds transfer (EFT) this will help facilitate prompt payment to the subcontractors. In addition, the subcontractors should coordinate prompt payment with the prime contractors.
- 20) Does the temporary control point or grade hub that is required for the laser or automatic control devices at a minimum of 400 feet per pass applicable only to the runway and taxiways?
- A) No it is applicable to the entire surface.

- 21) The reason I was contacting you was to find out whether or not monitoring the blasting with seismographs was required on this project? Also are Pre-Blast surveys on existing structures required on this project?
- A) Yes these requirements have pretty much become standard in the construction industry and will be needed as part of compliance with the blasting permit.
- 22) Could you please clarify the type of wire to be used for the field fence. (Aluminum or Zinc Coated) Also, please clarify the height of the fence.
- A) This information is included in the Plans and Specifications. Refer to sheet DT-08 for height (46") and Specification F-161-1. The contractor may use Zinc, Copper or Aluminum coated barbed wire.
- 23) What type of post and anchor are you requiring? It says on the plan sheets SN10a & SN10b. SN10 is a 2x2 square tube post with a dirt anchor. I am not familiar with SN10a & SN10b could you tell me what changes have been made from the standard SN10 drawing. Also will there be any core cuts or concrete foundations required on any of these signs.
- A) SN 10A and SN 10B are standard drawings that may be obtained from the UDOT website. All signs are to have concrete foundations as identified in Specification G-700.
- 24) Sheet C-01 Project Phasing makes reference to detention basin with associated ditches, manholes pipes culverts , inlet headwalls , inlet control structures. Please define ASSOCIATED . I am sure you will be tempted to regurgitate the paragraph page to us but ! Does this include all perimeter storm drain pipe & ditches ? define Associated
- A) Refer to updated sheet C-01. Refer to the response to Question # 74 in Addendum No. 3. The project phasing requirements shown on the IFB Sheet C-01 were intended to assist the Contractor in complying with the requirements of the SWPPP by identifying the locations where water leaves the airport site and requiring that the permanent control structures be in place.
- 25) In order to determine haul distance could you please tell us where you want the pulverized asphalt stockpiled until we can place it on the VSR?
- A) Locations for temporary pulverized asphalt may be determined by the Contractor as per their operational requirements. Remaining asphalt millings will be stockpile by a location determined by the engineer prior to the commencement of the pulverizing operations.
- 26) Will there be the option for electronic funds transfer for payments instead of paper checks?
- A) The City will consider electronic funds transfer (EFT) to set up with the Contractor.
- 27) What security will be offered for work site?
- A) None, security of the contractor's equipment shall be at their own risk.
- 28) What personnel security issues will need to be addressed, if any?
- A) None
- 29) What are the local ordinances regarding working 24-7 on this project? If the City will not allow this-this job cannot be done in 6-months so it is important we know we can work all days and hours.
- A) The City will allow the contractor to work 24-7 on this project.

- 30) What permits have to be obtained and what are the fee costs. We can't get this info from the City and we have to know what to include.
- A) The City requires a Grading Permit, Air Quality Construction Permit and a Blasting Permit for this project. The City has made the decision to waive ALL fees on the replacement airport project. However, all city approvals and permits will need to be acquired.
- 31) As far as the hub locations for sub-grade on the runways, taxiways and service roadways what is the tolerance vertically?
- A) See P-152-2.9 Tolerances for vertical tolerances.
- 32) As far as the hub locations for finish-grade on the ditches and drainage basins what is the tolerance vertically?
- A) See P-152-2.9 Tolerances for vertical tolerances.
- 33) As far as a requirement for the survey crew, is there a requirement as to the size of the crew 1,2,or 3 persons, and does the survey crew need to be on site each day that the general contractor is?
- A) The size of this project will most likely require multiple crews (3-man minimum) to cover the surveying needs for this project (See Special Provisions, Part C, #20). The intent is to have a survey crew readily available to respond to the contractor's needs. It is imperative that they are on-site during periods when construction items that require survey are being completed and that they work in front of the contractor to verify layouts and such. They should also be available at the engineer's request to answer questions and coordination efforts.
- 34) Is GPS equipment usable. And is the documentation that comes from the GPS like cut sheets and report ok to submit for our reports.
- A) Yes, GPS will be acceptable; however the finish surface shall be completed by running rod and levels and shall meet the requirements of Section 50-06. There should be coordination effort with the Engineer to verify the information and explanation if necessary.
- 35) Also as far as digital levels is the data that it produces ok for submittal for our reports?
- A) Yes, There should be coordination effort with the Engineer to verify the information and explanation if necessary.
- 36) What constitutes "Good Faith Efforts" for DBE participation?
- A) The requirements for DBE participation are described in various portions of the contract documents. The Contractor shall make every attempt to achieve the required goal (4.50%) as stated in Contract Proposal. "If the bidder fails to achieve the contract goal, it will be required to provide documentation demonstrating that it made good faith efforts in attempting to do so. A bid that fails to meet these requirements will be considered non-responsive." Good Faith Efforts are further described in the Special Provisions, Part B, #3.3. In addition, Beverly Crawford - UDOT DBE Coordinator/Supportive Services will review the DBE participation for "Good Faith Efforts" determination and compliance with the contract.