

CITY OF SAN ANTONIO
DEPARTMENT OF CAPITAL IMPROVEMENTS MANAGEMENT SERVICES
DEPARTMENT OF AVIATION



**PROJECT NAME: RUNWAY 12R – 30L ELECTRICAL IMPROVEMENTS
AND TERMINAL AREA TAXIWAY IMPROVEMENTS
(PACKAGE 4)**

PROJECT NO. 33-00178 & 33-00193
DATE: June 13, 2016

ADDENDUM NO. 4

This addendum shall be included in, and be considered a part of the plans and specification for the above named project. The Contractor shall be required to sign an Acknowledgement of the receipt of this Addendum at the time he receives it. The Acknowledgement must also be submitted with the bid package.

Addendum No. 4 is issued to notify you of the revisions and/or corrections to the following items that were posted on the CoSA website and/or included in the hard copy of the bid packages.

1. In Division A, **Remove** '025 UNIT PRICING FORM' in its entirety and **replace** with the attached '025 UNIT PRICING FORM', dated June 13, 2016, Addendum No. 4.
2. **Remove** '025 ELECTRONIC UNIT PRICING FORM' in its entirety and **replace** with the attached '025 ELECTRONIC UNIT PRICING FORM', dated June 13, 2016, Addendum No. 4.
3. In Division A, **Remove** '060 Supplemental Conditions' in its entirety and **replace** with the attached '060 Supplemental Conditions', dated June 13, 2016, Addendum No. 4.
4. Drawings: **Remove** the following plan sheets and **Replace** with the attached sheets:

<u>Sheet Number</u>	<u>Sheet Title</u>	<u>Description</u>
12	C2.1	OVERALL PHASING PLAN
13	C2.2	OPERATIONS AND PHASING PLAN – BASE BID
16	C4.1	TYPICAL SECTIONS
22	C9.1	GRADING AND DRAINAGE PLAN – TAXIWAY J BASE BID
23	C9.2	SINGLE CATCH BASIN DETAILS
89	C2.4	OPERATIONS AND PHASING PLAN – ALTERNATE 1
92	C4.2	TYPICAL SECTIONS
117	C4.3	TYPICAL SECTIONS
134	C4.4	TYPICAL SECTIONS
135	C4.5	TYPICAL SECTIONS

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List of Attachments

- 1) Addendum Number Four (4)
Acknowledgement Form
- 2) '025 UNIT PRICING FORM', dated June
10, 2016, Addendum No. 4
- 3) '025 UNIT PRICING FORM' (Electronic
Spreadsheet), dated June 10, 2016,
Addendum No. 4
- 4) '060 Supplemental Conditions', dated June
10, 2016, Addendum No. 4
- 5) Revised Plan Sheet drawings (10 sheets)
- 6) Image Depicting Available Equipment
Storage Area,



06/13/2016

END OF ADDENDUM NO. 4

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Contractor Questions: (For information only, the answers do not change or modify the contract documents in any manner)

- 1. Q. The method of measurement for new r/w cl lights calls for a light base, flange ring and spacer, but the bid form says the fixtures are going on an existing or modified base. Please clarify.**

A. The new flush runway centerline lights are being installed on either existing or modified bases. The bases, under L-867/868, will include a flange ring and spacer (under a separate bid item) and may include modification or replacement (also under separate bid items).
- 2. Q. Are all new cans to be included only in the 867/868 bid items?**

A. Yes, including those for the sign foundations.
- 3. Q. For the relocated signs that require new transformers and lamps; who is the OEM and are they halogen or led signs; what size are the transformers?**

A. The relocated signs are manufactured by ADB Airfield Solutions. The signs are LED type. See the sign plans for sign sizes and messages and consult the manufacturer for recommended transformer sizing.
- 4. Q. The spec calls out 20/6.6a in-pavement runway fixtures, but the elevated runway spec is 6.6; please clarify.**

A. The L-862 specification only states that the fixtures use a 6.6 amp quartz type lamp. The isolation transformers for the L-862 fixtures are to be 20A primary/6.6A secondary.
- 5. Q. The method of measurement for 861 being reinstalled calls out a new base plate; the 862 does not. Are new base plates required for reinstalled fixtures?**

A. There are no L-861 elevated runway edge light fixtures in the project, only L-862 runway fixtures and L-861T taxiway fixtures. Salvage fixtures do not require new base plates.
- 6. Q. For elevated lights on 868b in-pavement bases; rather than supply an adaptor ring and a base plate, can we supply a base plate that will fit on an 868b can?**

A. The suggested change is not acceptable.

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- 7. Q. Should base plates be paid for in the bid item for the light or the base cans?**
A. Base plates are part of the fixture assembly.
- 8. Q. For new bases for future lights, should the blank covers be bid with the bases, or are those the blank covers that are in their own bid items?**
A. Blank covers (L-867 & L-868) have their own bid items under Item L-867/868.
- 9. Q. There are 168 850a going on existing or modified base, but the bid item for replacing 868 and 868 extensions only total 100. Do 68 of these bases only require new flange rings and spacers?**
A. There is not a count for the different conditions of the bases for the runway centerline lights. The quantities shown are approximate. During construction the quantities for the various installation methods will be tracked and adjusted.
- 10. Q. Please verify allowance specified for Item No 2 (S.P. No 100.2) Contractor Staging Area under the Base Bid Electrical section.**
A. 025 Unit Pricing Form has been adjusted as part of this addendum.
- 11. Q. Sodding detail C4.1 shows 13" Aggregate Base Course P-208 as 10' wide; however, on that same page under detail A/C4.1 it shows the width as 9'. Please clarify the width.**
A. You are correct the detail should read 9'. Plans have been inserted in this Addendum to address this.
- 12. Q. In the specification and bid documents page SC-2 shows the individual durations for the base bid and alternates; however, the days stated do not match what is shown on the plans sheets C2.2, C2.4, C2.5, and C2.6. Would you please clarify the individual durations for each?**
A. Modifications have been made to section "060 Supplemental Conditions" and three plans sheets as distributed in this Addendum.

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- 13. Q. In the specifications under 060 Supplemental Conditions (SC-2) it states that Additive Alternate 2 “May be started when runway is closed”, which implies that Alternate 2 can be performed concurrently with the base bid and Alternate 1. Please confirm that is acceptable.**
- A. No – Alternate 2 must be completed separate. Modifications were made and distributed in this Addendum.
- 14. Q. Is there a designated area for contractor / subcontractor employee parking?**
- A. No – Parking will be at the staging area that is to be determined.
- 15. Q. Can the existing concrete and cement treated base material removed from the project be hauled and stockpiled to designated site within the airport? If so, please provide stockpile site and any sizing requirements.**
- A. Existing Concrete and Cement Treated Base can be stored within the project phase limits (Meeting height requirements) until such a time that they are hauled off site.
- 16. Q. It was discussed during the prebid meeting that the preconstruction meeting would likely be in October or November, but time charges would not start until January 3rd. The contract current shows January 1, 2017 as the start date. Due to long lead times for some of the electrical fixtures, generator set, and security clearances, will a limited NTP be issued prior to time charges beginning on Jan 3rd? If so please provide date of NTP 1.**
- A. It is anticipated that this award will go to City council at the beginning of October 2016. This would allow for an administrative NTP “1” to be provided to the contractor in mid-October. NTP “2 will be issued to begin Construction on January 3, 2017.
- 17. Q. There are 2 staging areas shown on Northern Blvd. Can equipment travel on Northern Blvd with an escort to get to the designated haul routes shown on the plans?**
- A. I have attached a drawing that depicts one of these areas that is still available for storage of equipment etc. However, it is not large enough for a full staging area. In addition, if this area is used, the contractor has to perform test on the soil based on the Aviation Soil Management Plan to establish the baseline for the site before the site is used. It is the Contractors responsibility at the end of the project, to return the site back to the original condition.

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- 18. Q. There are no flaggers shown on the internal haul road running parallel to Wetmore Rd between Gate #343 and Gate #278. Please confirm there are no flaggers required along this stretch of haul road.**
A. Flaggers will not be required through this area.
- 19. Q. There are no flaggers shown on the internal haul road running parallel with NE entrance Rd / 1st Ave / Skyplace Blvd between Gate #273 and Gate #228. Please confirm there are no flaggers required along this stretch of haul road.**
A. Flaggers will not be required through this area.
- 20. Q. There are no flaggers shown on the internal haul road running parallel with E Nakoma Dr. between W Coker Loop & Gordon Rd. Please confirm there are no flaggers required along this stretch of haul road.**
A. Flaggers will not be required through this area.
- 21. Q. The bid item for Contractor Staging Area has an allowance for an offsite area that is designated to be “full compensation for leasing, permitting, site preparation, operation, demobilization, utility services and for all labor, equipment, tools, and incidentals necessary to complete this item.” The specification (100.3.C, page 100-9) goes on to say that no allowance payment will be made if an on-site staging area is provided. All of the cost described above will still exist with the exception of leasing cost, if an on-site staging area is provided. In order to avoid pricing these costs plus including an allowance that may not be used, will the allowance payment be utilized even if an on-site area is provided?**
A. No the allowance payment will not be used if an on-site staging area is used.
- 22. Q. Plan sheet C2.1 (12 of 157) currently shows two possible on site areas for staging. Will these areas in fact be available?**
A. I have attached a drawing that depicts one of these areas that is still available for storage of equipment etc. However, it is not large enough for a full staging area. In addition, if this area is used, the contractor has to perform test on the soil based on the Aviation Soil Management Plan to establish the baseline for the site before the site is used. It is the Contractors responsibility at the end of the project, to return the site back to the original condition.

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23. Q. Please confirm that Taxiway G is allowed to be closed as shown on sheet C2.4 (89 of 157) while Runway 12R-30L is closed.

A. This is correct. This area will already be closed with the Package 2 contractor as shown on the plan. This areas can be closed at the same time for the remainder of the extension.

24. Q. Please provide plan sheets or information on the reinforcing and smooth dowels that are in the existing concrete paving in the areas that are to be removed.

A. There is no information depicting the size or location. We do know that smooth dowels will be located at all joints and the reinforcing steel or fabric will be in the upper ½ of the concrete. It is throughout the airport.

25. Q. Please confirm that there are smooth dowels located in the existing paving perimeter called out as joint E, which will remain in place.

A. There is no information on the existing dowels that are located at these joints. It is the intent that the Contractor would have to saw through these dowels and re-install them per plan.

26. Q. Please provide depths of existing cement treated base and concrete paving to be removed.

A. Please see attached information from the Geotechnical study. The full reports is available in our San Antonio office for review.

27. Q. Would the City of San Antonio consider extending the bid date by 2 weeks to allow contractors enough time to analyze forthcoming addendums and answers to questions?

A. They have done this.

28. Q. Can P-209 be used in lieu of P-208 due to PI constraints?

A. No

29. Q. Plan Sheet 1.8 contains a paragraph entitled *Storage and Marshalling Area*. Please provide the location (address) and confirm the amount (CY) of material the contractor can place there.

A. 2 locations are shown in Addendum 1 – Sheet C2.1 “Overall Phasing Plan”

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- 30. Q. Are there costs associated with badging and airport driver's license? How much?**
A. This is answered in "Procedures for Obtaining Personnel Identification Media / Badge and Airfield Driver's License at San Antonio International Airport" that has been included with this addendum.
- 31. Q. Can we get the invert elevations for the proposed new inlet boxes?**
A. Addendum 1 removed the new inlets. We are now only adjusting 1 box.
- 32. Q. Can we get information on the thickness of existing concrete paving to be demolished?**
A. Please see attached information from the Geotechnical study. The full report is available in our San Antonio office for review.
- 33. Q. At the pre bid the environmental engineer suggested that all excess excavation material would remain onsite at a place designated by the airport. Does this include the concrete demo and existing base removal?**
A. No – The soil will remain on-site. Any concrete or base material will be removed from the airport.
- 34. Q. We have ASTM C1260 data on our coarse aggregates that is just over a year old. Will this still be acceptable?**
A. No – All tests must be current. We want to have tests on the current material.
- 35. Q. We do not have current ASTM C1260 on our fine natural silica sand aggregate since we use it in limited quantities in our mix design because of the finite supply here in the San Antonio region. We typically blend innocuous manufactured sand with our natural silica sand at 70-30 ratio.**
A. Any material use per FAA specifications will require a C1260 test. I understand that TxDOT does not always require this however the FAA does.



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36. Q. When ASTM C1567 is performed on the combined particular mix design proportions is that acceptable when it passes to supersede the ASTM C1260 test data?

A. As stated previously ASTM C1260 tests will be required for all material used in the concrete mix designs. Knowing that these will be reactive one way or another, a C1567 test will need to be performed on the mix to make sure of the requirements as outlined in the specifications. Doing the C1567 does not eliminate the need and requirement to do the C1260 tests for all material.

37. Q. What is the air content range? It says 5 % is there a +/- range before the action limit on page 30? Is there a reason we require air entrainment because ACI 318 classifies our region in a “FO” freeze-thaw exposure environment? TxDOT has adopted this as well, and do not require air entrainment in their concrete regionally. This also coincides with the ASTM C666 testing because we are in a negligible freeze-thaw environment, why is it required?

A. You are correct. The Air Content Range is 5% and there is not a +/- range until you get to page 30. I understand you question, however this is a standard FAA specification and it is required.

38. Q. On page 4 of P-501 under flyash; “Flyash for use in mitigating alkali-silica reactivity shall have a calcium oxide <13 %. This basically restricts you to use type F-flyash. Since we are not using flyash to mitigate an ASR can we use a type C-flyash that has a higher value than 13 %? Does this then limit a producer to straight sack mix designs if they do not have type F-flyash?

A. You are correct. The FAA has written this specification to only allow for Type F flyash. Type C flyash has been known to accelerate ASR in pavements and will not be allowed on the project.

39. Q. Is there any additional time extension on the concrete if producer is using a type B and D retarder?

A. No.

CITY OF SAN ANTONIO

Receipt of **Addendum Number Four (4)** is hereby acknowledged for plans and specifications for construction of **Runway 12R – 30L Electrical Improvements and Terminal Area Taxiway Improvements (Package 4)** for which bids will be opened on **Tuesday, June 28, 2016**.

THIS ACKNOWLEDGEMENT MUST BE SIGNED AND RETURNED WITH THE BID PACKAGE.

COMPANY NAME: _____

ADDRESS: _____

CITY/STATE/ZIP _____

DATE: _____

SIGNATURE: _____

PRINT NAME/TITLE: _____