

***NOTICE OF INVITATION OF BID – DESIGN BID BUILD PROJECT
REHABILITATE TAXIWAY 'D', SHOULDERS AND CONNECTORS
Tucson Airport Authority (TAA) Project No. 10113362
FAA AIP No. 3-04-0045-077-2018***

***ADDENDUM No. 1
June 27, 2018***

TO ALL PROSPECTIVE OFFERORS RESPONDING TO INVITATION FOR BID FOR CONSTRUCTION OF THE **REHABILITATE TAXIWAY 'D', SHOULDERS AND CONNECTORS** project at TUCSON INTERNATIONAL AIRPORT, as outlined in the aforementioned Invitation of Bids published in the Daily Territorial on June 18 and June 25, 2018; and available via the internet at <https://www.flytucson.com/taa/business/bids-rfps/>.

I. General

A copy of the meeting minutes and attendee list from the Pre-Bid Conference held on June 26, 2018 is attached to this Addendum.

II. Contract Documents and Specifications

1. Notice of Invitation to Bid, paragraph 8 *Copies of Drawings and Specifications*: **AMEND** statement, "Checks must be made payable to Reproductions, Inc." to "Checks must be made payable to Dibble Engineering."
2. All references to "Reconstruct Taxiway 'D', Shoulders and Connectors": **AMEND** to read "Rehabilitate Taxiway 'D', Shoulders and Connectors".

III. Contractors Questions and Responses

1. **Question:** Can the plans and specifications be made available electronically (PDF)? If not, can the bid date be extended?

Response: In order to preserve the integrity of the bidding process, and to maintain fairness to all bidders, electronic copies (PDF's) of the plans and contract documents will not be made available by TAA or the Engineer. If the Bidder elects to create electronic copies of the documents on his own, neither TAA nor the Engineer shall be responsible for the costs in doing so.

Adequate time (30 calendar days) has been provided for bidders to provide a responsible, responsive bid; therefore the bid date will not be extended, and the bid opening remains established at **2:00 PM Local Tucson Time, July 17, 2018**.



**Tucson International Airport (TUS)
Rehabilitate Taxiway 'D', Shoulders
and Connectors**



Prepared By:
Dibble Engineering
Ryan Toner, PE

Approved By:
Dexter De Vera, CM
Tucson Airport Authority
Project Manager I

Attachments:
Pre-Bid Conference Minutes
Pre-Bid Conference Sign-in Sheet



PRE-BID CONFERENCE SUMMARY

Project Number: 10113362

Project Name: Rehabilitate Taxiway D, Shoulders, and Connectors

Date: June 26, 2018

Time: 10:00 a.m.

Location: TAA Administration Offices, Catalina Room

Funding: FAA/ADOT/TAA

Contracting Officer: Anne Roberts, TAA Director of Procurement

Project Director: Dexter De Vera, TAA Project Manager

Project Engineer: Ryan Toner PE, Dibble Engineering, Inc.

1. SIGN IN AND INTRODUCTIONS

- 1.1. See attached list for attendees.
- 1.2. Anne Roberts welcomed all attendees and briefly introduced TAA staff and the Project Engineer.
- 1.3. Ms. Roberts indicated that a copy of the pre-bid conference summary and associated sign-in sheets will be distributed to all bid set holders of record and pre-bid conference attendees via addendum and will be placed on TAA's website at www.flytucson.com. Bidders wishing to receive any further addenda must confirm they are on the Bid Holder's List.

2. BIDDING REQUIREMENTS:

- 2.1 Bids will be opened at 2:00 p.m. Local Tucson Time on July 17, 2018 in the Santa Rita Room of the TAA Administrative Offices, Tucson International Airport Terminal, Third Floor, 7250 S. Tucson Blvd., Tucson, Arizona 85756.
- 2.2 All requests for clarifications or substitutions shall be made **in writing** to the Engineer via facsimile at 520-495-5286 or via email at ryan.toner@dibblecorp.com. Answers will be provided via addendum to all bid set holders of record. The last day for questions will be Friday, July 6, 2018 at 12:00 p.m. and a final addendum, if necessary, will be issued on July 11, 2018.
- 2.3 Contractors should carefully complete their bids as required by the Contract Documents.
- 2.4 Bidders must prepare their bids on the Bid Form and Bid Schedules provided on pages 64-66 and pages BS1-BS7 of the Bid Documents. and must enclose with their bid all items listed on page 65. TAA reserves the right to accept all or none of the alternates.

- 2.5 Bidders must enclose a properly executed Non-Collusion Affidavit provided on page 67 of the Bid Documents with their bids.
- 2.6 Bidders must enclose a properly executed TAA Interest List Form provided on page 42 of the Bid Documents for themselves and their subcontractors with their bids.
- 2.7 All bids must include a bid bond in the amount of 10 percent of the aggregate of the base bid amount and Alternate No. 1 amount in the form shown on page 71 of the Bid Documents.
- 2.8 The Work to be performed will be subject to the provisions of Title 34 of the Arizona Revised Statutes (A.R.S. § 34-201, *et seq.*, as amended). All bidders and subcontractors must be duly licensed to perform the work at the time the bid is submitted or exempt from licensing requirements. If a licensing exemption is claimed, the bidder must set forth basis for any claimed exception on page 65 of the Bid Form at the time the bid is submitted.
- 2.9 DBE. It is the policy of the Department of Transportation ("DOT") and TAA that Disadvantaged Business Enterprise firms ("DBEs") as defined in 49 CFR Part 26 (the "DBE Regulations"), shall have a fair and equal opportunity to participate in the performance of contracts financed in whole or in part with federal funds. TAA, in compliance with 49 CFR § 26, has adopted a program regarding the participation of DBEs on federally funded projects. A copy of this program is available upon request. TAA has set an aspirational 7% (7% of the dollar value of the contract) DBE participation goal for this contract. DBE participation is determined according to the standards and rules set forth in the DBE Regulations, and the firm should consult those regulations (see 49 CFR § 26.55 in particular). Generally speaking, if the firm or a subcontractor is a DBE, the work done with the firm or subcontractor's own workforce (but not by non-DBE subcontractor) is counted as DBE participation. The firm must make a "good faith effort" to meet the stated aspirational participation goal. The firm should consult Appendix A of the DBE Regulations for guidance on what constitutes "good faith efforts".
- For a Bidder to be deemed responsive, firms must complete and submit the "Statement of Proposed DBE Utilization" Form in the form provided on page 45 of the Bid Documents, and provide the information required in Paragraph 14 of the AIP Supplement to Instructions to Bidders, with its submittal. Firms and firms' subcontractors who are submitting as DBEs must be certified DBEs in Arizona in good standing prior to the date submittals are due. TAA recognizes current DBE certifications by the ADOT, City of Phoenix, and City of Tucson. For information regarding DBE firms recognized by TAA, or if you have any questions about TAA's DBE Program, please contact Veronica Ruiz-Ronquillo, TAA Compliance Officer, at 520-573-8100.
- As a condition of the agreement between the parties, the Contractor awarded the contract will be required to report DBE participation efforts. Contractor will list (1) all certified DBE subcontractors who will be working on the Project, including work performed by Contractor's own forces if Contractor is a DBE and (2) the estimated amount of dollars that will be paid to any DBE subcontractor providing services. This information will be reported on a form to be provided by TAA. In addition, Contractor must provide written confirmation from each DBE firm of its participation in the Contractor's work. Contractor will be required to track all payments to DBEs working on the Project. At the completion of the Project, Contractor will be required to complete and submit a final certification of payments to DBE firms on a form to be provided by TAA.
- 2.10 The AIP Supplement to Instructions to Bidders can be found beginning on page 14 of the Bidding Documents. Bidders must sign page 34 and submit the signed AIP Supplement with their bid.
- 2.11 Federal wage rates are required for this project and the applicable Davis-Bacon Wage Decision is included in the Bid Documents as Attachment #1 to the AIP Supplement to Instructions to Bidders.

The Contractor will be responsible for classifying all laborers and mechanics in conformance with this wage decision.

- 2.12 The federal Buy American Preference requirement applies to this project. Bidders must submit a fully executed Certificate of Buy American Compliance Form with their bids. (Page 43)

3. CONTRACT REQUIREMENTS:

- 3.1 Bidders must carefully review the Construction Services Agreement beginning on page 68 of the Bid Documents, as well as the Master General Conditions, which is Exhibit A to the Construction Services Agreement.
- 3.2 Liquidated damages will apply for this project. Contractors should carefully review the Liquidated Damages requirements found on page 30 of Exhibit A to the Construction Services Agreement, the Master General Conditions.
- 3.3 Insurance requirements are shown on pages 35 and 36 of the Master General Conditions. Bidders should carefully review these requirements to confirm they can comply.
- 3.4 Performance and Payment bonds will be required for this project in the form found on pages 72 and 73 of the Bid Documents.
- 3.5 Contractor must comply with all Federal and State required contract provisions as outlined in the Contract Documents, the AIP Supplement to the Instructions to Bidders, and the Grant Supplement to the Construction Services Agreement. Bidders must carefully review these Federal and State provisions.

4. PROJECT SCOPE AND TIMING:

- 4.1 Mr. De Vera and the Project Engineer reviewed the Scope of the Work.
- 4.2 Mr. De Vera indicated that the successful Bidder will be required to achieve Substantial Completion of the Base Bid not later than 240 Calendar Days after the issuance of the Notice to Proceed by TAA and, if Additive Alternate Bid No. 1 is accepted, not later than an additional 50 Calendar Days, in accordance with the terms of the parties' contract.
- 4.3 A copy of the "Ground Rules for Construction at TAA and Ryan Airfield" May, 2018 as made available to meeting attendees. Bidders should note the requirements for a Project Safety Plan and Project Construction Management Plan.

5. GENERAL INFORMATION:

- 5.1 Construction survey layout requirements are explained in the Contract Documents.
- 5.2 General inspection and acceptance testing will be by the Engineer. Quality Control Inspections and testing will be by the Contractor. Testing requirements are outlined in the Contract Documents.
- 5.3 Traffic control and pedestrian access shall be provided for by the Contractor. Pedestrian access, or other accommodations, shall be safe and well-constructed.

- 5.4 Traffic Control and barricading shall be provided and maintained by the Contractor. Barricades shall be of the type indicated in the Contract Documents, be lighted, and should be secured to prevent blow down.
- 5.5 An Activity Permit Fees Schedule (Table 17.12.540) covering land stripping and/or earthmoving, trenching, and road construction (including any pavement construction project on TAA properties) has been adopted by Pima County. The Contractor is to include applicable activity permit fees in the bid.
- 5.6 The Engineer explained the requirements for special inspections, submittals, etc.
- 5.7 The location of the Contractor's yard and the haul routes were discussed.
- 5.8 The Contractor is responsible for arranging and payment of all costs for temporary utilities.
- 5.9 Portable toilets will be required at the job and yard site.
- 5.10 All work done within the security area will require TAA Project Officer escort at no charge to Contractors. However, 24 hour scheduling notice is required.
- 5.11 Subcontractor work will not be permitted without supervision of the Prime Contractor.
- 5.12 No drugs, alcohol or firearms are allowed on any airport property.
- 5.13 All Contractor vehicles are required to be identified with permanent lettering that may be easily read from 20' away, on each side of the vehicle, showing the name of the company. Company owned, but not lettered vehicles, must be marked with magnetic signs with the company name and shall be at least 12"x24" mounted on each side of the vehicle and easily read from 20' away on each side of the vehicle.
- 5.14 All company vehicles admitted to the secured area are required to have a copy of vehicle registration (or rental/lease contract) and insurance card in the name of the company.
- 5.15 All vehicles operating during the daylight hours are required to have a 3' x 3' orange and white checked flag with 1-foot squares attached firmly to the high point of the vehicle, where it will not fall off or become soiled. During evening hours, rotating or flashing amber beacon attached firmly to the highest point of the vehicle is required.
- 5.16 No private vehicles are permitted in the secured operations area. Parking of private vehicles will be in a designated area, usually in or adjacent to the contractor yard.
- 5.17 All Contractor and Subcontractor supervisory personnel must attend TAA's Driver Training Program. Following training, supervisors are required to brief other personnel.
- 5.18 All Contractor personnel will be required to sign an entry log sheet. Airport Security Badges will be required for Superintendents, Foremen, Supervisors or Leads per 60.02 #6a.
- 5.19 It is mandatory that all aspects of the OSHA Hazardous Materials Communications Program be provided for, including Safety Data Sheets, which must be filed in a designated location on the project and available to personnel and the Fire Department.

- 5.20 The Contractor will be responsible for the immediate cleanup of any leaking or spilled substance, such as fuel, oil, anti-freeze, etc. Spilled materials shall be disposed of off airport property in a proper manner. The Contractor will be required to provide TAA with documentation describing disposal.
- 5.21 The work and traffic areas must be kept free of debris, including dust, mud, construction materials, etc. which would jeopardize operations. Active pavements adjacent to the work site shall be cleaned by appropriate methods to insure that foreign materials are not present to damage aircraft or ground vehicles.
- 5.22 TAA will not be responsible for the security of any stored materials or equipment. The Contractor is required to provide whatever measures are necessary to protect materials or equipment.
- 5.23 Personnel will be working in a high noise area and should take appropriate protective measures.
- 5.24 If any welding or open flame cutting (including equipment repairs) is done, a daily, no cost, welding permit will be issued by TAA's Fire Department.
- 5.25 TAA has a confined space program which is outlined in the project specifications. The Contractor will be responsible to provide all equipment and trained personnel if required by project activities.

6. DISCUSSION

The floor was opened to questions and answers and discussion followed.

Questions

- 1. Is it possible to get the plans & bid documents in a PDF format?
A: We discussed it with our Contracts department and with the Engineers and feel that we will not provide PDF documents at this time. You will have to refer to the hard copies of the plans and specifications.
- 2. Will CAD files be provided?
A: No
- 3. Will you be able to extend the bid date?
A: We will discuss further and get back with an answer on this.
- 4. Can you explain what the aspirational goal means?
A: It means that FAA has a requirement of every Airport who seeks federal funding to meet a certain level of participation where it's warranted, (where we see that there is availability and we have projects that are funded by FAA.) FAA is required to meet certain levels of participation and because we are running a race/neutral program we don't assign a goal to a certain group as a DBE, so what we do is we ask that you voluntarily have participation at a level in which we can comply with our obligation to FAA; therefore we our part, because we proposed to meet 7 percent of federally funded projects, we then pass that onto you, because you are the ones that are actually doing the utilizations, unless we bring on a DBE firm as our prime, then the onus is on you to meet it for us.
- 5. If that goal has to be met or a good faith effort has to be provided does not, because on some TAA projects the goal does not need to be met?

A: On every project we assign the aspirational goal and in every instance we encourage participation and with that we do require a level of good faith efforts, we ask that you make every effort to attempt to meet these goals, if you are unable to we understand, we just need to document to FAA why didn't TAA meet their goal on this XX dollar of projects.

6. So the prime contractor didn't meet the goal we need to submit a good faith effort?

A: Yes, because all of that is our requirements so therefore we have to have that to continue with our program

7. You have a 3 1/2" mil and 3 1/2" pave, but yet you have new finished grades that we need to meet, are we to do the 3 1/2" mil off the proposed finished grades?

A: The finished grades map exactly with the existing grades on the Grading and Drainage section, the grades are provided for your reference. In other words, no grade correction on Taxiway D is warranted or necessary.

8. The nighttime work areas, is it expected to that there will be open backup each morning?

A: Yes, please reference the individual Construction Phasing Plans for these requirements. For work to be completed by 5 AM, that area must be cleaned up, inspected and reopened every morning during that phase by 5 AM.

9. Will we remove the barricades and traffic cones? What about the lighting and the striping, do they just need to be put back on each day?

A: It is anticipated that there will be small interruptions in striping and lighting to accommodate the work in the phases designated for reopening each morning. However, a temporary (33% application) reestablishment/restriping of the taxiway centerline(s) will be required before reopening each morning to provide for the safe movement of aircraft during the day in the areas disturbed by the respective night's work (milling/demolition and repaving).

Bidders shall also take note of the temporary taxiway closure markers required for each night's work. The requirements for these markers are included in the Construction Phasing Plans, as well as the Contract Special Provisions.

10. So you don't want temporary paint, but you want tape?

A: Painted X's will not be required. The X's shall be vinyl nailed to the pavement for the applicable night's taxiway closure

11. Are we to provide the lighted X's on this job?

A: Yes

12. The CTB, does it have cure time requirements?

A: Yes it does, and all that is laid out in Technical Specification P-304.

13. There is no cure time in 304 it just says that we have to apply a cure compound to it?

A: Clarification – cure time is related to the strength requirements to ensure the specified strength is achieved.

14. It talks about in 304 as well - placing full width of the surface in one pass, it is not the intent to pave 160' wide in one pass I'm assuming, it talks about using multiple spreaders if you cannot, so the pass is whatever we choose to make that pass.

A: Yes

7. CLOSING

Ms. Roberts reminded attendees that all questions must be submitted **in writing** to the Project Engineer by facsimile at 520-495-5286 or via email at ryan.toner@dibblecorp.com by 2 p.m. Local Tucson Time on July 6, 2018.

8. SITE VISIT

Ms. Roberts indicated that a site visit would be conducted for interested firms.

The conference adjourned at 11:00 a.m. and a site visit was conducted.

This is a summary of the proceedings of the Pre-Bid Conference as recalled by Anne Roberts. A tape recording of the proceedings was made and is on file in the TAA Planning and Development Division offices.

cc: File O

Tucson Airport Authority
7250 S Tucson Blvd., Ste. 300
Tucson, AZ 85756
(520) 573-8100

ATTENDANCE SIGN IN SHEET



10113362 Reconstruct Taxiway D, Shoulders, and Connectors Pre-Submittal Conference

Date: June 26, 2018	Time: 10:00 a.m.	Location: TAA Catalina Room		
NAME	ORGANIZATION	PHONE	EMAIL ADDRESS	DBE STATUS YES/NO
Dexter DeVera	TAA	520-573-8100	ddevera@flytucson.com	NA
Anne Roberts	TAA	520-573-8100	aroberts@flytucson.com	NA
Debbie Cruz	TAA	520-573-8100	dcruz@flytucson.com	NA
Ryan Toner	Dibble Engineering	602-957-1455	ryan.toner@dibblecorp.com	NA
Sylvia Granillo	TAA	520-573-8100	sgranillo@flytucson.com	NA
Victor Palma	TAA	520-573-8100	vpalma@flytucson.com	NA
Veronica Ruiz-Ronquillo	TAA	520-573-8100	vruiz-ronquillo@flytucson.com	NA
KC Brandon	Dibble CM	602-957-3936	kcb Brandon@dibblecm.com	NO
Peter Knudson	Dibble Engineering	480-529-3705	Peter.Knudson@dibblecorp.com	NO
TAN BAI	Granite	520-904-2450	TAN.BAI@GCINC.COM	NO
Anthony Heim	SWP Contracting & Paving	602-694-0841	anthonyh@swpcontracting.com	YES
Brian Lashan	Grate	520-991-7418	Brian.Lashan@GCinc.com	NO
Jim Merrigan	Granite Constr	520-260-4385	james.merrigan@gcinc.com	NO
JEFF RITTER	CASS CURA	480-772-7092	JEFF.RITTER@CASSCURA.COM (DBE TESTER)	YES

Tucson Airport Authority
7250 S Tucson Blvd., Ste. 300
Tucson, AZ 85756
(520) 573-8100

ATTENDANCE SIGN IN SHEET



10113362 Reconstruct Taxiway D, Shoulders, and Connectors
Pre-Submittal Conference

Date: **June 26, 2018**

Time: 10:00 a.m.

Location: TAA Catalina Room

DBE STATUS
YES/NO

NAME _____

ORGANIZATION

PHONE

EMAIL ADDRESS

JOSEPH CASS

Cross Curra

602-799-2446

jcass e casscura.com

Yes

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Yes

ANDREW BOFOURTH

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400-352-4878

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