

Ryan Field – Tucson, Arizona
Rehabilitate Runway 6L/24R – 20124620
AIP 3-04-0044-039-2025
ADDENDUM NO.1
April 21, 2025

The Solicitation is amended by the following clarifications/changes/additional information. If any provision in this Addendum conflicts with any existing provisions in the Solicitation, this Addendum will control. All other terms, conditions, and provisions of the Solicitation remain in effect as published. The bid opening date and time remain unchanged.

- 1. Attached are the meeting minutes and sign in sheet from the 4/17/2025 prebid meeting.**

CHANGES/CLARIFICATIONS

2. Changes to Bid Documents

- a. Project Specifications – Replace Page TS-44 with attached TS-44R
- b. Project Specifications – Replace Page TS-68 with attached TS68R
- c. Project Drawings – Replace Sheet G-102 with the attached

3. Updated Documents

- a. Davis Bacon Wages
- b. Exhibit F – Insurance Requirements

END OF ADDENDUM NO.1

Bidder is required to acknowledge this addendum in their bid form.

Prepared by:

Stantec Consulting Services Inc.
1 South Church Ave, Suite 2100
Tucson, AZ 85701

PRE-BID MEETING SUMMARY

Project Number: 20124620

Project Name: Rehabilitate Runway 6L/24R

Date: Thursday April 17, 2025

Time: 10:00 a.m.

Location: Ryan Conference Center

Funding: TAA/FAA/ADOT

Contracting Officer: Debbie Cruz

Project Director: Dexter De Vera

Project Engineer: Mike Smejkal

1. SIGN IN AND INTRODUCTIONS

- 1.1. See attached list for attendees.
- 1.2. Debbie Cruz welcomed all attendees and made brief introductions of TAA staff and the Project Engineer.
- 1.3. Debbie Cruz 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. 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 Thursday May 1, 2025, in the Catalina Room of the TAA Administration Office, Tucson International Airport, Third Level, 7250 South Tucson Boulevard, Suite 300, Tucson, Arizona 85756.
- 2.2. All requests for clarifications or substitutions shall be made in writing to the Engineer via email at mike.smejkal@stantec.com. Answers will be provided via addendum to all bid set holders of record. The last day for questions will be Wednesday April 23, 2025, and a final addendum, if necessary, will be issued on Friday April 25, 2025.
- 2.3. The contractor shall carefully complete the bid as required by the Contract Documents.

- 2.4. Bidders must prepare their bid on the Bid Form and Bid Schedules provided in the Bid Documents and must enclose with their bid all items listed on the Bid Form. TAA reserves the right to accept all, some, or none of the alternates.
- 2.5. Bidders must enclose a properly executed Non-collusion Affidavit in the form provided in the Bid Documents.
- 2.6. Bidders must enclose a properly executed TAA Interest List Form provided in the Bid Documents for themselves and their subcontractors.
- 2.7. All bids must include a bid bond in the amount of 10 percent of the aggregate of the base bid amount and additive alternates in the bid form.
- 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 the Bid Form at the time the bid is submitted.
- 2.9. Federal wage rates are required, and the applicable wage decision is included in the Bid Documents. The Contractor will be responsible for classifying all laborers and mechanics in conformance with this wage decision.
- 2.10. The AIP Supplement to Instructions to Bidders must be signed and submitted with their bid.

3. CONTRACT REQUIREMENTS:

- 3.1. Bidders shall carefully review the Construction Services Agreement as well as the Master General Conditions of the Bid Documents.
- 3.2. There are liquidated damage requirements for this project in the amount of \$1,290/day if failure to reach substantial completion by established date
- 3.3. Insurance requirements are shown on Exhibit F of the Master General Conditions. Bidders should carefully review these requirements to confirm they can comply. Updated Insurance Exhibit F will be included in the addendum
- 3.4. Performance and Payment bonds will be required for this project in the forms found in 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.
- 3.6. Bidders shall carefully review the Grant Supplement to the Construction Services Agreement, which includes Federal and State contract provisions.

4. REPORTING AND DBE REQUIREMENTS:

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). If a proposer or subconsultant of the proposer are certified as DBE, the work performed by both shall be counted towards meeting the aspirational goal. Any work performed by a non-DBE proposer or subconsultant shall not be counted toward the goal. 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." **As a matter of responsibility, firms must complete and submit the "Statement of Proposed DBE Utilization" in the form provided, with its submittal, including evidence of good faith effort related to TAA's goal if the 7% aspirational goal is not met in part or in full.** Firms and firms' subcontractors/subconsultants 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 Arizona Department of Transportation (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 Bert Resimont, TAA DBE Liaison Officer, at 520-573-8100.

The successful proposer will be required to submit the following information: (1) the names and addresses of DBE firms that will participate in the contract; (2) a description of the work that each DBE firm will perform; (3) the percentage of utilization of each DBE firm participating; (4) written documentation of the bidder/proposer's commitment to use a DBE subcontractor whose participation it submits to meet the aspirational contract goal; and (5) if the proposer cannot meet the aspirational DBE goal in part or in full, evidence of good faith effort undertaken by the proposer as described in Appendix A to 49 CFR Part 26. To count toward meeting a goal, each DBE firm must be certified in a NAICS code applicable to the kind of work the firm would perform on the contract.

As a condition of the agreement between the parties, the firm awarded the contract will be required to report DBE participation efforts listing (1) all certified DBE subcontractors who will be working on the Project, including work performed by firm's own forces if firm 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, firm must provide written confirmation from each DBE of its participation in the firm's work. Firm will be required to track all payments to DBEs working on the Project. At the completion of the Project, firm will be required to complete and submit a final certification of payments to DBE firms on a form to be provided by TAA.

PROJECT SCOPE AND TIMING: DEXTER

- 4.1. Dexter De Vera and the Project Engineer reviewed the Scope of the Work. The location of the Contractor's yard and the haul routes were discussed.

- 4.2. Dexter De Vera indicated that the successful Bidder will be required to achieve Substantial Completion of the entire Work in accordance with the terms of the contract not later than 59 Calendar Days after the issuance of the Notice to Proceed by TAA.
- 4.3. A copy of the "Ground Rules for Construction at TAA and Ryan Airfield" (June, 2020) is included in the project manual of the bid package. Bidders should note the requirements for a Project Safety Plan and Project Construction Management Plan.

6. GENERAL INFORMATION:

- 6.1. Construction survey layout requirements are explained in the Contract Documents.
- 6.2. 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.
- 6.3. Traffic control and pedestrian access shall be provided for by the Contractor. Pedestrian access, or other accommodations, shall be safe and well-constructed.
- 6.4. Traffic Control and barricading shall be provided and maintained by the Contractor. Barricades shall be of the type indicated in the Contract documents and be lighted and secured to prevent blow down.
- 6.5. 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.
- 6.6. The Engineer noted that there is no requirements for special inspections, submittals, etc.
- 6.7. The Contractor is responsible for arranging and payment of all costs for temporary utilities.
- 6.8. Portable toilets will be required at the job and yard site.
- 6.9. All work done within the security area will require TAA Project Officer escorts at no charge to Contractors. However, 24-hour scheduling notice is required.
- 6.10. Subcontractor work shall not be permitted without supervision of the Prime Contractor.
- 6.11. No drugs, alcohol or firearms are allowed on any airport property.
- 6.12. All Contractor vehicles shall 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, shall 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.

- 6.13. All company vehicles admitted to the secured area shall have a copy of vehicle registration (or rental/lease contract) and insurance card in the name of the company.
- 6.14. 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, or a rotating or flashing amber beacon attached firmly to the highest point of the vehicle is required.
- 6.15. 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.
- 6.16. Contractors shall wear the appropriate Personal Protective Equipment during construction activities.
- 6.17. It is mandatory that all aspects of the OSHA Hazardous Materials Communications Program be provided for, including Material Safety Data Sheets, which must be filed in a designated location on the project, available to personnel and the Fire Department.
- 6.18. The Contractor shall 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 shall provide TAA with documentation describing disposal.
- 6.19. 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 ensure that foreign materials are not present to damage aircraft or ground vehicles.
- 6.20. TAA shall not be responsible for the security of any stored materials or equipment. The Contractor shall provide whatever measures are necessary to protect materials or equipment.
- 6.21. Personnel will be working in a high noise area and should take appropriate protective measures.
- 6.22. If any welding or open flame cutting (including equipment repairs) is done, a daily, no cost, welding permit will be issued by Ryan Airfield Operations.

7. DISCUSSION

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

8. SITE VISIT

Dexter De Vera indicated that a site visit would be conducted for interested firms.

The conference adjourned at 10:25 a.m., and a site visit was conducted.

This is a summary of the proceedings of the Pre-Bid Conference as recalled by Debbie Cruz. A tape recording of the proceedings was made and is on file in the TAA Procurement Department.

QUESTIONS

Q1: For Phase B will the Taxiway also be closed while Runway 15/33 is closed. ?

A1: Yes. During Phase B the pavement repairs at both intersections of Runway 15/33 & Runway 6L/24R and Taxiway D and Runway 6L/24R will be completed within the 2 day window.

Q2: For the phase B will the sealcoat application be applied within same 2 day window as the pavement repairs or separately?

A2: The intent is to have sealcoat completed separately on Taxiway D. No Sealcoat application will occur on Runway 15/33. See Addendum 1 for further clarification.

Q3: Can we get an email with the plan sheet for phase b closures?

A3: The plans included with bid set have these documents.

Q4: Will the sealcoat be going around the markings?

A4: As noted on the plans the sealcoat will not be applied over the white runway markings. The sealcoat should be applied around those markings.

Q5: Do the existing markings need to be obliterated prior to sealcoat?

A5: No. See Addendum 1 for further clarification.

Tucson Airport Authority
7250 S. Tucson Blvd., Suite 300
Tucson, Arizona 85756
(520) 573-8100
(520) 573-8008

ATTENDANCE SIGN IN SHEET

PRE-BID MEETING

20124620 - Rehabilitate Runway 6L/24R



Date:		Time:		Location:	
Name	Company Name	Address City/State/Zip	Phone	Fax	Email
Bert Resimont	TAA	7250 S Tucson Blvd			bresimont@flytucson.com
Debbie Cruz	TAA	7250 S Tucson Blvd			dcruz@flytucson.com
Sara Perry	TAA	7250 S Tucson Blvd			sperry@flytucson.com
Matti Garry	TAA	7250 S Tucson Blvd			Mgarry@flytucson.com
Chance Erks	Magnum Paving	2425 S Tenth Ave			chance@magnumpaving.com
Mike Smejkal	Stantec				mike.smejkal@stantec.com
Darren Safranek	Granite	4115 E Illinois St			darren.safranek@gcinc.com
Mike Groak	hawk Contract LLC	4340 E Supurive Ave			mgroak@hawkcontractingllc.com
Tamah Bartlett	Sunland Asphalt	2850 E Valencia Rd			tbartlett@sunlandasphalt.com
Luis Luyance	Sunland Asphalt	2850 E Valencia Rd			luisl@sunlandasphalt.com
Ramiro Valdez	Sunland Asphalt	2850 E Valencia Rd			rvaldex@sunlandasphalt.com
Valeria Fuerte	KE&G Construction	3949 E Irvington Rd			vfuerte@kegtus.com

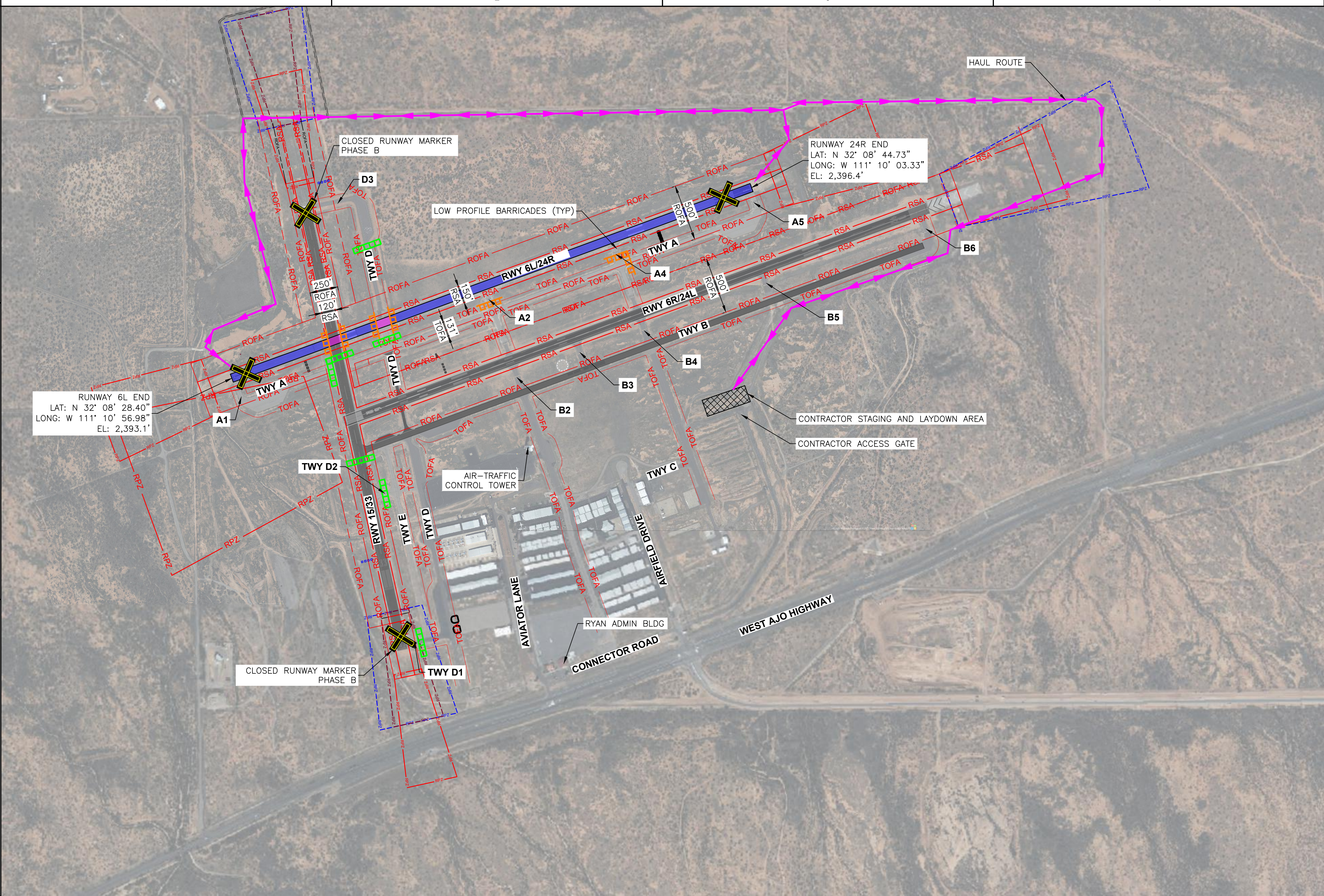
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CLOSURE SCHEDULE

PHASE	DESCRIPTION	DURATION	RUNWAY CLOSURES	APRON CLOSURES	TAXIWAY CLOSURES	OPERATIONAL RESTRICTIONS	CONSTRUCTION WINDOW
B	EXPEDITED WORK WITHIN RUNWAY 15/33 SAFETY AREA AND TAXIWAY D OFA	2 CONTINUOUS DAYS BETWEEN TUESDAY-THURSDAY FOR PAVEMENT REPAIRS; 1 ADDITIONAL 8 HOUR CLOSURE OF TAXIWAY D FOR P-608 APPPLICATION - BOTH CONCURRENT WITH PHASE A.	RWY 6L/24R RWY 15/33	N/A	D NORTH OF A	RUNWAY 6L/24R AND RUNWAY 15/33 CLOSED.	OCTOBER 2025

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ORIGINAL SHEET - ANSI D



LEGEND

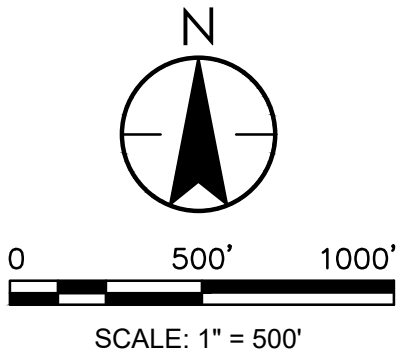
- HAUL ROUTE
- LOW-PROFILE BARRICADE (PHASE A)
- LOW-PROFILE BARRICADE (PHASE B)
- LIGHTED X RUNWAY CLOSURE MARKER
- CONSTRUCTION PHASE A
- CONSTRUCTION PHASE B
- CONTRACTOR STAGING AND LAYDOWN AREA

NOTES:

- NO VEHICLES ARE TO CROSS AN AIR OPERATIONS AREA DURING ACTIVE OPERATIONS.
- ALL LIGHTS AND SIGNS SHALL BE SHROUDED WHEN NOT IN USE IN A MANNER ACCEPTABLE TO THE ENGINEER.
- LOW LEVEL BARRICADES SHALL BE PLACED AT LOCATIONS TO PREVENT AIRCRAFT FROM INADVERTENT ENTRY INTO A CONSTRUCTION ZONE.
- THE CONTRACTOR SHALL COMPLY WITH OPERATIONAL SAFETY REQUIREMENTS OF THE AIRPORT DURING ALL PHASES OF CONSTRUCTION PER FAA ADVISORY CIRCULAR 150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- CONTRACTOR SHALL NOT PARK EQUIPMENT ON AIRFIELD WHEN NOT IN USE.

PHASING NOTES:

- THE CLOSURE SCHEDULE (PHASING) DEPICTED CONSIDERS ALL WORK BEING AWARDED. THE CONTRACTOR MAY PROVIDE AN ALTERNATE AIRPORT SCHEDULE/PHASING PLAN OF THEIR WORK AND SCHEDULE FOR REVIEW AND APPROVAL PRIOR TO ANY WORK BEING PERFORMED.
- THE AIRPORT WILL ISSUE ALL NOTAMS FOR AIRCRAFT MOVEMENT AREA CLOSURES RELATED TO THIS WORK. ALL CONTRACTOR EFFORTS SHALL BE FOCUSED ON THE WORK AREAS SHOWN DURING EACH CLOSURE.
- ALL WORK MAY BE CONSTRUCTED CONCURRENTLY WITHIN EACH CLOSURE AREA IN ACCORDANCE WITH THE CLOSURE SCHEDULES SHOWN. LOCATION OF BARRICADES SHOWN ARE FOR ILLUSTRATION ONLY AND NOT TO SCALE.
- RUNWAY LIGHTED "X"s LOCATIONS SHALL BE REVIEWED AND APPROVED BY RYAN AIRSIDE OPERATIONS AND OR THE RPR PRIOR TO THE BEGINNING OF WORK. THE "X"s SHALL BE MAINTAINED IN FULL WORKING ORDER (ALL LIGHTS) DURING THE CLOSURE AND OPERATION OF THE LIGHTS.
- WORK AREAS SHALL BE DELINEATED BY LOW-PROFILE WATER-FILLED BARRICADES WITH LOW INTENSITY (BATTERY OPERATED) RED FLASHING LIGHTS. UNIT SHALL BE MULTI-BARRIER, MODEL AR-10x96 OR ENGINEER APPROVED EQUAL. BARRICADES SHALL BE SPACED WITH 15' SPACES ON STRAIGHT ALIGNMENTS AND 10' SPACES ALONG CURVES. THE BARRICADES SHALL BE STRIPED. THE BARRICADES SHALL BE WHITE WITH 10" WIDE SAFETY ORANGE, WEATHER-PROOF REFLECTORIZED TAPE PLACED ON A 45 DEGREE ANGLE TO THE TOP SURFACE OF THE BARRICADE.
- DURING CLOSURES OF TAXIWAY CONNECTORS ALL RUNWAY EXIT SIGNS AND TAXIWAY LIGHTS SHALL BE BLACKED OUT WITH BAGS. ADDITIONAL REQUIREMENTS REGARDING CONSTRUCTION SETBACK LIMITS ARE CONTAINED IN THE CONSTRUCTION SAFETY PHASING PLAN AND WILL BE ACKNOWLEDGED BY THE CONTRACTOR PRIOR TO THE WORK.



Consultant

Revision	By	Appd	YTYT.MMM.DD

Permit/Seal	By	Appd	YTYT.MMM.DD



Client/Project
TUCSON AIRPORT
AUTHORITY
RYAN FIELD
20124620 REHABILITATE
RUNWAY 6L/24R
Pima County, AZ

Project No.: 181711544
File Name: 11544G-102_OVERALL_CSPP
Scale:
BG Dwn. BG Dsgn. MS Chkd. 2025.03.31 YTYT.MMM.DD
Title
CONSTRUCTION SAFETY
AND PHASING PLAN -
PHASE B
Revision:----- Sheet: 5 of 12
Drawing No.

G-102

MATERIAL ACCEPTANCE

403-6.1. Quality Assurance Acceptance sampling and testing. Unless otherwise specified, all acceptance sampling and testing necessary to determine conformance with the requirements specified in this section will be performed by the RPR at no cost to the Contractor except that coring as required in this section shall be completed and paid for by the Contractor.

a. Quality Assurance (QA) testing laboratory. The QA testing laboratory performing these acceptance tests will be accredited in accordance with ASTM D3666. The QA laboratory accreditation will be current and listed on the accrediting authority's website. All test methods required for acceptance sampling and testing will be listed on the lab accreditation.

b. Lot Size. A standard lot will be equal to one day's production divided into approximately 3 equal sublots of between 70 to 150 tons. When only one or two sublots are produced in a day's production, the sublots will be combined with the production lot from the previous or next day.

Where more than one plant is simultaneously producing asphalt for the job, the lot sizes will apply separately for each plant.

c. Asphalt air voids. Plant-produced asphalt will be tested for air voids on a sublot basis.

(1) Sampling. Material from each sublot shall be sampled in accordance with ASTM D3665. Samples shall be taken from material deposited into trucks at the plant or at the job site in accordance with ASTM D979. The sample of asphalt may be put in a covered metal tin and placed in an oven for not less than 30 minutes nor more than 60 minutes to maintain the material at or above the compaction temperature as specified in the JMF.

(2) Testing. Air voids will be determined for each sublot in accordance with ASTM D3203 for a set of three compacted specimens prepared in accordance with ASTM D6926 or ASTM D6925.

d. In-place asphalt mat and joint density. Each sublot will be tested for in-place mat and joint density as a percentage of the theoretical maximum density (TMD).

(1) Sampling. The Contractor will cut minimum 5 inches (125 mm) diameter samples in accordance with ASTM D5361. The Contractor shall furnish all tools, labor, and materials for cleaning, and filling the cored pavement. Laitance produced by the coring operation shall be removed immediately after coring, and core holes shall be filled within one day after sampling in a manner acceptable to the RPR.

(2) Bond. Each lift of asphalt shall be bonded to the underlying layer. If cores reveal that the surface is not bonded, additional cores shall be taken as directed by the RPR to determine the extent of unbonded areas. Unbonded areas shall be removed by milling and replaced at no additional cost as directed by the RPR.

(3) Thickness. Thickness of each lift of surface course will be evaluated by the RPR for compliance to the requirements shown on the plans after any necessary corrections for grade. Measurements of thickness will be made using the cores extracted for each sublot for density measurement. The maximum allowable deficiency at any point will not be more than 1/4 inch (6 mm) less than the thickness indicated for the lift. Average thickness of lift, or combined lifts, will not be less than the indicated thickness. Where the thickness tolerances are not met, the lot or sublot shall be corrected by the Contractor at his expense by removing the deficient area and replacing with new pavement. The Contractor, at his expense, may take additional cores as approved by the RPR to circumscribe the deficient area.

(4) Mat density. One core shall be taken from each sublot. Core locations will be determined by the RPR in accordance with ASTM D3665. Cores for mat density shall not be taken closer than one foot (30 cm) from a transverse or longitudinal joint. The bulk specific gravity of each cored sample will be

Waterborne. Paint shall meet the requirements of Federal Specification TT-P-1952F, Type I. The non-volatile portion of the vehicle for all paint types shall be composed of a 100% acrylic polymer as determined by infrared spectral analysis.

b. Reflective media. Glass beads for white and yellow paint shall meet the requirements for Federal Specification TT-B-1325D Type III.

Glass beads shall be treated with all compatible coupling agents recommended by the manufacturers of the paint and reflective media to ensure adhesion and embedment.

Glass beads shall not be used in black and green paint.

Type III glass beads shall not be used in red and pink paint.

CONSTRUCTION METHODS

620-3.1 Weather limitations. Painting shall only be performed when the surface is dry, and the ambient temperature and the pavement surface temperature meet the manufacturer's recommendations in accordance with paragraph 620-2.1. Painting operations shall be discontinued when the ambient or surface temperatures does not meet the manufacturer's recommendations. Markings shall not be applied when the wind speed exceeds 10 mph unless windscreens are used to shroud the material guns. Markings shall not be applied when weather conditions are forecasts to not be within the manufacturers' recommendations for application and dry time.

620-3.2 Equipment. Equipment shall include the apparatus necessary to properly clean the existing surface, a mechanical marking machine, a bead dispensing machine, and such auxiliary hand-painting equipment as may be necessary to satisfactorily complete the job.

The mechanical marker shall be an atomizing spray-type or airless type marking machine with automatic glass bead dispensers suitable for application of traffic paint. It shall produce an even and uniform film thickness and appearance of both paint and glass beads at the required coverage and shall apply markings of uniform cross-sections and clear-cut edges without running or spattering and without over spray. The marking equipment for both paint and beads shall be calibrated daily.

620-3.3 Preparation of surfaces. Immediately before application of the paint, the surface shall be dry and free from dirt, grease, oil, laitance, or other contaminants that would reduce the bond between the paint and the pavement. Use of any chemicals or impact abrasives during surface preparation shall be approved in advance by the RPR. After the cleaning operations, sweeping, blowing, or rinsing with pressurized water shall be performed to ensure the surface is clean and free of grit or other debris left from the cleaning process.

a. Preparation of new pavement surfaces. The area to be painted shall be cleaned by broom, blower, water blasting, or by other methods approved by the RPR to remove all contaminants, including PCC curing compounds, minimizing damage to the pavement surface.

b. Preparation of pavement to remove existing markings. ~~Existing pavement markings shall be removed by rotary grinding, water blasting, or by other methods approved by the RPR minimizing damage to the pavement surface. The removal area may need to be larger than the area of the markings to eliminate ghost markings. After removal of markings on asphalt pavements, apply a fog seal or seal coat to 'block out' the removal area to eliminate 'ghost' markings. Not Used.~~

c. Preparation of pavement markings prior to remarking. Prior to remarking existing markings, loose existing markings must be removed minimizing damage to the pavement surface, with a method approved by the RPR. After removal, the surface shall be cleaned of all residue or debris.

ATTACHMENT #1 TO GRANT SUPPLEMENT TO INSTRUCTIONS TO BIDDERS
DAVIS-BACON WAGES

"General Decision Number: AZ20250047 01/03/2025

Superseded General Decision Number: AZ20240047

State: Arizona

Construction Type: Highway

County: Pima County in Arizona.

HIGHWAY CONSTRUCTION PROJECTS

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(1).

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022: 	· Executive Order 14026 generally applies to the contract. · The contractor must pay all covered workers at least \$17.75 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2025.
If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022: 	· Executive Order 13658 generally applies to the contract. · The contractor must pay all covered workers at least \$13.30 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours performing on that contract in 2025.

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the

**ATTACHMENT #1 TO GRANT SUPPLEMENT TO INSTRUCTIONS TO BIDDERS
DAVIS-BACON WAGES**

Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at <http://www.dol.gov/whd/govcontracts>.

Modification Number	Publication Date
0	01/03/2025

ENGI0012-046 12/01/2024

	Rates	Fringes
POWER EQUIPMENT OPERATOR:		
Bulldozer.....	\$ 35.56	18.12

ENGI0012-053 12/01/2024

	Rates	Fringes
POWER EQUIPMENT OPERATOR:		
Tractor.....	\$ 35.56	18.12

ENGI0012-078 12/01/2024

	Rates	Fringes
POWER EQUIPMENT OPERATOR:		
Crane/Derricks.....	\$ 39.17	18.12

LABO1184-016 06/01/2024

	Rates	Fringes
Power Equipment Operator:		
Horizontal Directional Drill.....	\$ 30.72	8.37

LABO1184-027 06/01/2024

	Rates	Fringes
Laborer: Grade Setter.....	\$ 28.65	8.37

LABO1184-033 06/01/2024

	Rates	Fringes
Power Equipment Operator:		
Trencher.....	\$ 29.62	8.37

**ATTACHMENT #1 TO GRANT SUPPLEMENT TO INSTRUCTIONS TO BIDDERS
DAVIS-BACON WAGES**

LABO1184-047 06/01/2024

	Rates	Fringes
Truck Driver:		
Concrete.....	\$ 29.62	8.37

SUAZ2023-024 11/19/2024

	Rates	Fringes
Carpenter: Formwork Concrete.....	\$ 29.73	10.78
Carpenter.....	\$ 28.08	12.74
Cement Mason/Concrete finisher...	\$ 26.78	6.45
Electrician.....	\$ 28.71	7.58
Ironworker.....	\$ 29.73	16.98
Laborer: Asphalt, Includes Raker, Shoveler, Spreader and Distributor.....	\$ 24.03	8.78
Laborer: Concrete Saw (Hand Held/Walk Behind).....	\$ 25.22	5.08
Laborer: Fence Erector.....	\$ 20.98	2.91
Laborer: General.....	\$ 22.97	4.94
Laborer: Guardrail Installer.....	\$ 19.01	2.99
Laborer: Landscape Laborer.....	\$ 19.44	0.00
Laborer: Mason Tender.....	\$ 23.60	5.34
Laborer: Pipelayer.....	\$ 23.74	2.80
Painter: Pavement Marking.....	\$ 27.76	6.34
Painter: Sign and Display Erector.....	\$ 19.84	4.73
Power Equipment Operator: Backhoe/Backhoe & Loader Combo/Track Backhoe.....	\$ 26.18	6.73
Power Equipment Operator: Bobcat/Skid Steer/Skid Loader....	\$ 29.85	8.78
Power Equipment Operator:		

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Boom/Crane Truck.....	\$ 36.99	12.37
Power Equipment Operator: Broom/Sweeper.....	\$ 24.22	4.77
Power Equipment Operator: Compactor/Roller.....	\$ 26.88	7.18
Power Equipment Operator: Concrete Pump Truck.....	\$ 43.11	10.87
Power Equipment Operator: Concrete Screed.....	\$ 26.41	7.64
Power Equipment Operator: Drill Rig/Auger.....	\$ 33.83	0.00
Power Equipment Operator: Excavator/Trackhoe.....	\$ 31.96	8.33
Power Equipment Operator: Field Equipment Serviceperson....	\$ 35.44	11.45
Power Equipment Operator: Forklift.....	\$ 30.14	12.57
Power Equipment Operator: Grade Checker.....	\$ 24.58	7.18
Power Equipment Operator: Loader/Front End Loader.....	\$ 28.30	9.17
Power Equipment Operator: Mechanic.....	\$ 31.39	11.72
Power Equipment Operator: Milling Machine.....	\$ 21.42	7.45
Power Equipment Operator: Motor Grader/Blade.....	\$ 30.13	5.81
Power Equipment Operator: Oiler.....	\$ 32.22	9.23
Power Equipment Operator: Paver/Spreader/Finish equipment (asphalt, aggregate, & concrete).....	\$ 31.47	0.00
Power Equipment Operator: Scraper.....	\$ 26.29	5.90
Traffic Control.....	\$ 18.68	0.00

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Truck Driver: Dump.....	\$ 23.52	0.00
Truck Driver: Oil Distributor....	\$ 29.97	9.43
Truck Driver: Sweeper.....	\$ 20.24	5.48
Truck Driver: Water.....	\$ 24.90	9.43

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than "SU", "UAVG", "SA?", or "SC?" denotes that a union rate was

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prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The ""SU"" identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

?SU? wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

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State Adopted Rate Identifiers

The ""SA"" identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the ?SA? identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

- a) a survey underlying a wage determination
- b) an existing published wage determination
- c) an initial WHD letter setting forth a position on a wage determination matter
- d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the

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decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION"

EXHIBIT F TO THE CONSTRUCTION SERVICES AGREEMENT

INSURANCE

20126420 REHABILITATE RUNWAY 6L/24R

1.1 GENERAL. Effective the date of this Agreement and prior to the performance of any Construction Services, Contractor shall continuously maintain the insurance coverages specified in this Agreement. Such insurance shall be maintained for the entire period of the Agreement and for any other additional period set forth herein. Contractor shall purchase all insurance from a company with a Best's Key Rating of A-VII or higher and one which is licensed to do business in the state of Arizona. Contractor shall purchase and maintain liability insurance in compliance with this Article which will protect itself and the Additional Insureds.

1.2 REQUIRED COVERAGES.

1.2.1 Policy Limits and Duration. Contractor shall procure insurance policies with the following policy limits and for the following durations:

1.2.2 Commercial General Liability. Contractor shall provide and maintain insurance at least as broad as the Insurance Service Office Commercial General Liability insurance form CG 00 01 with a per project aggregate endorsement in an amount not less than \$1,000,000/2,000,000, which could be provided in a combination of primary and umbrella policies. Coverage shall be on an "occurrence" basis, not a "claims made" basis. The policy shall not contain any restrictions of coverage with regard to operations on or near airport premises. The policy required herein shall be endorsed to name TAA and City of Tucson as additional insureds and shall provide that such insurance is primary and non-contributory. The liability coverage referred to in this Section shall contain no exclusions or limitations with regard to explosion, collapse, or underground hazard (XCU) coverage. Any supplementary payments, including defense costs, shall be in excess of the limits stated in this Article.

1.2.3 Automobile. Contractor shall provide and maintain "Automobile Liability" insurance covering owned, non-owned, leased and hired vehicles with combined single limits in an amount not less than \$1,000,000, which could be provided in a combination of primary and umbrella policies. All vehicles used by the successful person or firm on TAA property shall carry appropriate proof of insurance. The automobile liability policy shall not contain any restrictions of coverage with regard to operations on or near airport premises.

1.2.4 Worker's Compensation. Contractor shall provide and maintain "Workers' Compensation" insurance in the statutory amounts as required by the State of Arizona, and "Employer's Liability" insurance in an amount not less than one million dollars (\$1,000,000.00).

1.2.5 Builder's Risk/Installation Floater.

(a) Contractor shall purchase and maintain a builder's risk/installation floater upon the Work at the Site in the amount of the full insurable value of such Work. This insurance shall include the interests of TAA, Contractor, and Subcontractors in the Work and shall insure against the perils of fire and extended coverage and shall include "all risk" insurance for physical loss or damage including, without duplication of coverage, theft, vandalism, and malicious mischief. This insurance shall cover those portions of the Work stored off the site or in transit when such portions of the Work are to be included in an Application for Payment.

(b) A loss insured under the builder's risk/installation floater insurance policy shall be adjusted by TAA for the insureds, as their interests may appear, subject to requirements of any applicable mortgagee clause. Contractor shall pay Subcontractors their just shares of insurance proceeds received by Contractor, and by appropriate agreements, written where legally required for validity, shall require Subcontractors to make payments to their Subcontractors in similar manner. TAA's adjustment of funds received under the builder's risk/installation floater insurance policy shall not create a fiduciary relationship between TAA and Contractor or anyone for which Contractor is responsible.

(c) TAA and Contractor waive all rights against each other and any of their Additional Insureds, Subcontractors, agents, and employees, each of the other, for damages caused by fire or other perils, but only to the extent covered by the builder's risk/installation floater insurance purchased hereunder. Contractor will require from Subcontractors and their agents and employees, by appropriate agreements, where legally required for validity, similar waivers each in favor of TAA and for all Additional Insureds. The policies must provide waivers of subrogation by endorsement or otherwise. A waiver of subrogation will be effective as to a person or entity even though that person or entity would otherwise have a duty of indemnification, contractual or otherwise, did not pay the insurance premium directly or indirectly, and whether or not the person or entity had an insurable interest in the property damaged. Any waiver of subrogation shall apply only if it will not void or impair any coverage of insurance by TAA and only to the extent proceeds of such insurance are actually received by TAA.

1.2.6 Cyber-liability Insurance. Contractor agrees to purchase and maintain throughout the term of this Agreement a technology/professional liability insurance policy, including coverage for network security/data protection liability insurance (also called "cyber liability") covering liabilities for financial loss resulting or arising from acts, errors, or omissions, in rendering technology/professional services or in connection with the specific services described in this Agreement:

Violation or infringement of any right of privacy, including breach of security and breach of security/privacy laws, rules, or regulations globally, now, or hereinafter constituted or amended; Data theft, damage, unauthorized disclosure, destruction, or corruption, including without limitation, unauthorized access, unauthorized use, identity theft, theft of personally identifiable information or confidential corporate information in whatever form, transmission of a computer virus or other type of malicious code; and participation in a denial-of-service attack on third party computer systems; Loss or denial of service.

With a cyber terrorism exclusion; the Contractor will have a cyber insurance policy with a minimum limit of \$1,000,000 each and every claim and in the aggregate. Such coverage must include technology/professional liability including breach of contract, privacy and security liability, privacy regulatory defense and payment of civil fines, payment of credit card provider penalties, and breach response costs (including without limitation, notification costs, forensics, credit protection services, call center services, identity theft protection services, and crisis management/public relations services).

Such insurance must explicitly address all of the foregoing without limitation if caused by an employee of the Contractor or an independent contractor working on behalf of the Contractor in performing services under this Agreement. Policy must provide coverage for wrongful acts, claims, and lawsuits anywhere in the world. Such insurance must include affirmative contractual liability coverage for the data breach indemnity in this Agreement for all damages, defense costs, privacy regulatory civil fines and penalties, and reasonable and necessary data breach notification, forensics, credit protection services, public relations/crisis management, and other data breach mitigation services resulting from a breach of confidentiality or breach of security by or on behalf of the Contractor.

1.3 ADDITIONAL INSURED, COMPLETED OPERATIONS COVERAGE, SEVERABILITY OF INTERESTS, AND TAA'S INSURANCE NON-CONTRIBUTING. The Commercial General Liability insurance policy required herein shall be endorsed to name and protect all Additional Insureds on such policies, and such additional insured endorsements shall include completed operations coverage. The Commercial General Liability insurance policy required herein shall state that the inclusion of more than one insured shall not operate to impair the right of one insured against another insured and the coverages afforded shall apply as though separate policies had been issued to each insured except with respect to the limits of liability which shall not be increased regardless of the number of insureds. Contractor shall maintain insurance for completed operations coverage for at least five (5) years after completion of the Work in the amount of not less than that which is specified in the Construction Services Agreement. The CGL and umbrella insurance policies shall provide that such insurance is primary with any other applicable insurance carried by TAA and shall be so endorsed. Any other insurance carried by TAA shall be excess and noncontributing with respect to the insurance required hereunder.

1.4 PROOF OF INSURANCE. Promptly after notification of the award of the Agreement, and prior to the commencement of any Services, Contractor shall deliver to TAA certificates of insurance, evidencing all coverages required hereby. In addition, the certificates shall clearly state that: (a) TAA and the Additional Insureds are named as additional insureds; (b) the insurance is primary as set forth above; and (c) TAA shall receive at least thirty (30) Calendar Days' notice of cancellation (ten (10) days for non-payment of premium) as set forth above. The acceptance of such certificates will not relieve Contractor of the responsibility of compliance with the provisions of this Section and TAA will not be deemed to imply, warrant, or waive compliance by acceptance of said certificates. If requested in writing, Contractor will furnish to TAA certified copies of all required insurance policies to TAA.

1.5 ENDORSEMENTS. Contractor shall provide TAA a copy of all endorsements required by this Article. The Commercial General Liability insurance policy must be endorsed to: (a) add the Additional Insureds; (b) use a standard industry form reasonably acceptable to TAA; (c) provide all required coverages including coverages for ongoing operations, if required under Section 13.2; (d) stipulate that such insurance is primary and is not excess of, or contributing with, any other insurance carried by, or for the benefit of the Additional Insureds; and (e) contain a cross liability/severability endorsement. All insurance policies required herein, shall waive any and all rights of subrogation against the Additional Insureds.

1.6 MANDATORY DEDUCTIBLE. If by the terms of this insurance any mandatory deductibles are required, or if Contractor should elect, with concurrence of TAA, to increase the mandatory deductible amounts or purchase this insurance with voluntary deductible amounts, Contractor shall be responsible for payment of the amount of the deductible in the event of a paid claim.

1.7 FAILURE OF COVERAGE. If TAA is damaged by the failure of Contractor to obtain or maintain insurance as required herein, then Contractor shall bear all reasonable costs properly attributable thereto. All the insurance policies shall contain an endorsement providing that written notice by registered mail shall be given to TAA at least thirty (30) Calendar Days prior to termination or cancellation of coverage of any policy. Contractor, upon its knowledge, shall promptly advise TAA in writing of any and all cancellation in insurance coverage. Failure of Contractor to give such notice may, at the sole option of TAA, be deemed a breach of Construction Services Agreement, and TAA shall have the option of canceling the Construction Services Agreement and/or of pursuing any and all other legal remedies it has against Contractor for breach of the Construction Services Agreement.