



City of Colorado Springs

**ADDENDUM #1
B24-003NS
FEBRUARY 12, 2024**

NAME OF PROJECT: TAXIWAY A REALIGNEMENT (A4-A7)

PROPOSAL DUE DATE: REMAINS: FEBRUARY 20, 2024 - NO LATER THAN 2:00 PM

This document shall become as fully a part of the above named solicitation and Contract Documents as if included and shall take full and complete precedence over anything stated or shown to the contrary in them.

Acknowledgment: Each Offeror shall indicate in the place provided acknowledgment of receipt of this Addendum.

Each and every Offeror, subcontractor, and material supplier shall be responsible for reading each and every item in this Addendum to ascertain the extent and manner it affects the work in which he is interested.

*****CHANGES TO THE PUBLICATION NOTICE*****

The following items and information are corrections and additions to the above referenced project.

- 1. REVISED PLAN SETS ARE UPDATED AND INCORPORATED BY REFERENCE SEE #8
(Please see Bidnet www.bidnetdirect.com)**
- 2. REVISED SCHEDULE A IS UPDATED AND INCORPORATED BY REFERENCE
(Please see Bidnet www.bidnetdirect.com)**
- 3. QUESTIONS & ANSWERS PROVIDED**

Offeror shall acknowledge receipt of this addendum by signing below, and this addendum must be returned as part of the proposal.

Signature

Date

Firm



Questions:

1. Can you please confirm the DBE % Requirements? Could not find it in the documents.

RESPONSE: DBE Goal is 6.61%

2. On E207 at the South GA Connector Station 5 + 45, there is a 1-2" CE duct crossing that is shown. However, the pavement of the South GA Connector is not to be removed. We don't see any provision to cross the South GA Connector. Will the pavement be removed? Is directional boring required?

RESPONSE: Contractor is to sawcut and trench existing pavement for installation of 1-2" concrete encased duct crossing and to follow detail 3/E503 for pavement replacement. Specification L-110 is inclusive of removal and restoration of any paved areas therefore this work shall be incidental to L-110-5.12.

3. There are several lights and J-Cans in the Turf that don't appear to have bid items. How should these items be bid? E201-Sch 2 at the intersection of New TW A(East side of Alpha) and N. GA Connector--There is a light with a lightning arrester in the turf E207 - Sch 6--There is TW elevated light in the turf near sign SGA2 E202 and 203-Sch 7--There are 3 ea J-Cans in turf for RDR circuit

RESPONSE: There is a Junction Can in Turf Item. Included in Bid Form. Item L-115-5.2. There is a Taxiway Edge Light in Turf Item. Included in Bid Form. Item L-125-5.5.

4. On Sheet E201, at TW A Station 543 + 90 there is a elevated taxiway light symbol with an "A" next to it. The "A" would indicated a lightning arrester. This is an existing can, but there is no bid item for a taxiway elevated light with a lightning arrester on an existing can. Also, in the Legend on E002, that symbol calls for a L867B can with a lightning arrester, but detail 3 on E502 calls for L-867D can. Which is the correct can?

RESPONSE: The lightning arrester will be moved one light to the south to the new taxiway edge light in turf at approximately STA. 543+15. That light shall now be a L-867D base with lightning arrester as shown in detail 3/E502. A new pay item "L-125-5.15 L-861T(L) Taxiway Elevated Edge Light with Lightning Arrester on 24" Deep L-867D Base Can, in Turf" shall be added.

5. Exhibit 12 - DBE Participation/Requirements are to apply to this contract but there is not a defined DBE goal. What are the DBE Goals for this project? The 6.61% goal listed in Schedule C is a minority and female in the Contractor's workforce goal.

RESPONSE: DBE Goal is 6.61%. The Minority Participation should be 6.9%.

6. Are CAD files able to be obtained & used at the bidder's risk?

RESPONSE: CAD files will not be provided for bidding purposes. Electronic files will be provided to successful bidder.



7. It appears the existing and proposed contours on Drawing C-505 are incorrect, the contours do not line up at the match line with Drawing C-504 & C-510, please verify.
RESPONSE: Sheet C505 & C510 will be re-issued with revised contours.
8. The proposed grading contours on Drawing C-511 do not match the contours shown on Drawing EC-014, please confirm which drawing is correct.
RESPONSE: Sheet C511 to be re-issued with revised contours.
9. The Formula for bedding under RCP on Sheet C557 Detail 20 calculates no bedding under all pipe sizes. Is this the intent or should it be assumed that 6" of bedding for all RCP is required?
RESPONSE: Assume 6" of bedding for all RCP installation.
10. The Pay Items for D-506-9.1 Relay and Grout CDOT Type M (12-inch) Riprap in SCHEDULE 1 & 3 are listed as LF and in SCHEDULE 2 is listed as CY. Please verify that CY is the correct Unit of Measure?
RESPONSE: CY is the correct unit of measure for Grouted Riprap in all schedules and will be updated in Bid Form.
11. Are asphalt millings able to be used in the P-152 Embankment areas?
RESPONSE: No. Asphalt millings are to be stockpiled in the existing asphalt stockpile area adjacent to ACP-420.
12. What is the approval process to use the existing stockpiles shown on Sheet C007?
RESPONSE: Colorado Springs Airport is to perform PFAS testing of existing stockpiles. Dependent on results of testing, the material may be used as project fill based on resultant testing and Airport approval.
13. Exhibit 2 - MINIMUM INSURANCE REQUIREMENTS the contract is requiring flow down of these requirements to all subcontractors including the \$15M Commercial General Liability and \$5M Automobile Liability. Is this the intent or is the intent for only the Prime to meet these insurance requirements?
RESPONSE: The minimum insurance requirement is required for the Prime Contractor and Prime Contractor to determine level of insurance required for sub-consultants.
14. Will the Airport/City charge the contractor for using any of the Milling, Crushed Concrete and/or CTS stockpiles listed on Sheet C007? If so, please provide unit pricing.
RESPONSE: No. No separate charge for use of material by Airport. Bid item 152-4.2 Embankment (Material Provided by Airport) shall cover payment for loading, hauling, and placement of existing material provided by airport.
15. Please clarify the language in 1.15 Basis of Award. Is the intent to award based off base bid (Schedule 1), Cumulative (all schedules), or lowest bid with most schedules under the budgetary control budget?
RESPONSE: Award will be based on low bidder based on cumulative schedules (1+ 2, 1+ 2 +3, etc.) up until the budget cap has been met. Example: If budget only allows for schedules 1 through 4 to be awarded. The low qualified bidder of schedules 1 through 4 will be awarded the contract.



16. BID FORM SCHEDULE 2 - There is no Item 37 in the bid form, please verify this is correct?
RESPONSE: This is correct. There is not item number 37 shown in bid form schedule 2, however there is no item missing. Numbering to be updated in bid form.
17. Is a Material Transfer Vehicle (MTV) required for all asphalt paving (P-401 & P-403)?
RESPONSE: Material Transfer Vehicle (MTV) is not required for asphalt paving however, if MTV is used it shall meet requirements in P-401 and P-403.
18. Is a Control Strip required for each type of mix and/or each thickness placed? Or is one Control Strip sufficient for all Asphalt Paving (P-401 & P-403)?
RESPONSE: A Control Strip is required for each type of mix. I.e. if two mixes are submitted for either P-401 or P-403, each mix will require a Control Strip.
19. The basis of award, as explained during the pre-bid meeting, contradicts the IFB. Please clarify basis of award.
RESPONSE: Award will be based on low bidder based on cumulative schedules (1+ 2, 1+ 2 +3, etc.) up until the budget cap has been met. Example: If budget only allows for schedules 1 through 4 to be awarded. The low qualified bidder of schedules 1 through 4 will be awarded the contract.
20. Would it be possible to schedule a site visit? Who should we contact to set this up?
RESPONSE: A site visit will not be held for this project.
21. Considering the condition of the existing roads indicated for use as haul routes, to what extent will the Contractor be responsible for repairs of the existing roads at the end of the contract?
RESPONSE: Refer to General Note #13 on Sheet C002.
22. Can you provide CAD files?
RESPONSE: CAD files will not be provided for bidding purposes. Electronic files will be provided to successful bidder.
23. Please verify the scales relative to the page size of the document for the Pond 5 and 8 Structural Details on sheets C561 through C578 in the plans.
RESPONSE: Structural detail plans originally produced at 22x34 size however plans reduced to 11x17 for distribution.
24. Will CADD drawings be released for grading?
RESPONSE: CAD files will not be provided for bidding purposes. Electronic files will be provided to successful bidder.
25. There are numerous stockpiles of materials on the airport property that appear to be to be intended for use in association with Bid Item P-152-4.2. No testing was provided for these stockpiles and it appears the airport will not confirm that these stockpiles contain suitable material per P-152. Please confirm that if soil is found to be unsuitable for PFAS testing or because the properties do not match the requirements of P-152 the airport will under run item P-152-4.2 and allow an overrun of P-152-4.3



RESPONSE: Confirmed. The availability of shown stockpiles is dependent on PFAS testing and Airport approval. If there is insufficient, suitable material on site, it will be allowable to under run item P-152-4.2 and allow for overrun of P-152-4.3.

26. The material that is excavated from Pond 5 & Pond 8 is to be utilized for the Taxiway Alpha embankment. The ponds are to be excavated in 2024 and the taxiway work completed in 2025. Based on the 2024 Phasing Plan all airfield surfaces are to remain open. Please confirm the contractor can assume that we will be allowed to work within the Taxiway Alpha TOFA to place the material excavated in 2024 so the material will not need to be double handled. If we are not allowed to place the excavated material directly from the pond excavation into the new Taxiway Alpha alignment please clarify where the contractor will be allowed to stockpile the material until it is needed in 2025.

RESPONSE: The intent is that all excavated material from Pond 5 and Pond 8 will be placed within proposed TW A grading limits. Any work within the existing TW A TOFA will need to be coordinated through the RPR and COS Operations.

27. Can millings generated from this project be left on airport property at the existing milling stockpile?

RESPONSE: Yes. Asphalt millings are to be stockpiled in the existing asphalt stockpile area adjacent to ACP-420.

28. Relay and Grout CDOT Type M Riprap bid items have a Unit of Measure of LF, believe this should be SY or CY. Please confirm.

RESPONSE: Correct. All Riprap unit of measurement should be by CY and will be corrected on re-issued Bid Form.

29. Please confirm thickness of the existing Rip-Rap that is to be removed. Per the drawings this material is to be Re-Installed and Grouted and need to confirm enough existing material exists onsite.

RESPONSE: Existing Riprap is approximately 2-foot deep.

30. P-153 Spec is provided and mentioned in D-701 as well. Please confirm flow-fill is not required for storm sewers on this project?

RESPONSE: P-153 Flow Fill is not required, however is allowed within P-152 backfill areas where contractor elects and is incidental to pipe installation.

31. P-209 is called out under Detail C on C220 as the base material under VSR. The callout is called New 6" Aggregate Base Course (P-209) but other P-209 Materials under taxiways are called out as 6" Crushed Aggregate Base Course (P-209). Please confirm P-209 is to be used under VSR and not P-154.

RESPONSE: All references to P-209 shall be the same material and meet the P-209 specification.

32. There is a discrepancy between the estimated quantities on the bid form for Schedule 4 and the electrical quantities shown inside the Schedule 4 red box on E206 and E207. For example Schedule 4 Item 41 has 22 Elevated Edge Lights, but there are no edge lights shown within the Schedule 4 boundary on E206 and E207. It seems like the some of quantities on the Schedule 4 bid form are duplicates of quantities on Schedule 5. How will the bids be evaluated if some of the quantities are duplicates?



RESPONSE: Bids will be evaluated based on the quantity shown in the individual schedules as shown in the Bid Form. Quantity adjustments may be necessary based on which schedules are to be awarded.

33. The Typical Section for Existing South Taxiway A Additional Pavement (where the Taxiway dead ends on the South end) shows that area to have 3.5" of asphalt and 5.5" of concrete but on the removal plans it shows full depth asphalt. Please verify that section and which quantities/pay items apply?

RESPONSE: The typical section H/C122 is correct. The asphalt section shall be removed and paid under P-101-5.1 Full Depth Bituminous Pavement Demolition. The concrete demolition will be accounted for in a new Concrete Base Demolition item to be added.

34. The VSR removal Quantity from the Demo Plans measures out to 8,956 SY but the summary of Quantities only has 5,040 SY, can you please verify that difference?

RESPONSE: VSR removal quantities will be updated and re-issued with a revised Bid Form.

35. Bid Questions

- a. Will the material excavated from the ponds in 2024 be able to be placed along the existing taxiway A (rough limits of Bid Schedule 2 Scope of Work) in the 2024 scope of work and needed haul routes adjusted?
 - a. RESPONSE: The intent is that all excavated material from Pond 5 and Pond 8 will be placed within proposed TW A grading limits. Any work within the existing TW A TOFA will need to be coordinated through the RPR and COS Operations.
- b. Dependent on Funding for 2025, will the phasing and durations be renegotiated to account for the changes in scope?
 - a. RESPONSE: Yes. Phasing and durations will be re-evaluated based on level of award.
- c. Dependent on Funding for 2025, to what extent will the design and bid quantities be adjusted to address interim conditions between funded and unfunded schedules of work, including grading, drainage, electrical, paving and striping?
 - a. RESPONSE: Bid quantities will be re-evaluated based on level of award.
- d. How is the temporary paving on sheet C201 to be paid? How is this work to be sequenced within the current project schedule?
 - a. RESPONSE: Temporary pavement section to be paid under respective pay items similar to other paving areas. Work is to be completed concurrently with adjacent paving. Pavement section is to remain in place at conclusion of construction.
- e. Please provide a detail for the Relay and Grout CDOT Type M (12-inch) Riprap? To be paid by LF?
 - a. RESPONSE: Refer to detail 16/C557 for riprap installation. All riprap to be paid by CY and unit of measure to be adjusted for all schedules.
- f. How deep is the existing riprap to be removed?
 - a. RESPONSE: Existing Riprap is approximately 2-foot deep.
- g. Where is the geogrid bid item to be utilized?
 - a. RESPONSE: Geogrid is to be used in the event of unsuitable excavation and locations to be approved by RPR.



- h. Will CAD drawings be made available for bidding?
 - a. RESPONSE: CAD files will not be provided for bidding purposes. Electronic files will be provided to successful bidder.
- i. Earthwork quantities on sheet C007 do not correlate with the bid schedule quantities. Which is to be priced?
 - a. RESPONSE: Bids to be based on bid schedule quantities.
- j. How is the embankment on schedule 2 to be paid?
 - a. RESPONSE: Schedule 2 embankment is to be generated from Schedule 1 excavation which is to be paid under Unclassified Excavation at the time of excavation and placement.
- k. Are we to assume that cut to fill is incidental to the remaining import quantities?
 - a. RESPONSE: Item P-152-4.3 is for required additional material not on site to meet proposed grading and is to be paid for complete, in place per CY.
- l. Bit Item #23 in schedule #4 – This has a quantity in the drawings tables but does not have a quantity on the bid schedule Xcel File. We don't see a callout of this type of work in the Demo drawings. What quantity should be included to bid?
 - a. RESPONSE: Bid item #23 in Schedule 2 should be 1 EA and will be adjusted in the Bid Form.
- m. Please specify flared end section sizes on the bid schedules.
 - a. RESPONSE: Flared end sections sizes shall correspond to the attached pipe size.

36. According to the demo plans there are 11 FES that need removed but only shows 9 in the Quantities, can you please verify where the additional 2 are?
RESPONSE: Quantity has been verified. Please refer to demolition sheets C100-C111

Revised/Additional Issued Documents:

- Schedule A Bid Form R1
- Plan sheets:
 - C505 Grading & Drainage Plan (Sheet 5 of 11)
 - C510 Grading & Drainage Plan (Sheet 10 of 11)
 - C511 Grading & Drainage Plan (Sheet 11 of 11)
 - E201 – Proposed Airfield Lighting & Signage Plan (Sheet 1 of 10)
 - COS TW A4-A7_PCM PLANS_IFB