

Response to questions

1) On the West Runway drawings are circuits does circuit DM stay as-is in the existing ductbank and we demo only WR-12 and WR-13.

Answer:

Circuit DM, for the Distance Marker signs, is to remain in the existing duct bank and only circuits WR-12 & WR-13 are to be removed. Other cables in the existing 2-way 4-inch duct bank, not discovered during field surveys, are also to remain.

2) I have not found any drawings showing replacing or adding any L-824C cable from the vault to the west runway or any of the taxiways for any of the circuits. Are we replacing the cable or just connecting to existing cables?

Answer:

Taxiway Alpha: All circuit cables are to be replaced on Taxiway Alpha, except the south portion between Taxiway Echo East and Taxiway Delta, and; in the area of the de-icing pads, between Taxiway Delta and Taxiway Charlie. Taxiway Echo East is on the Taxiway Alpha South circuit and Taxiway Bravo East is on the Taxiway Alpha North circuit.

West Runway: All cables for circuits WR-12 and WR-13 are to be replaced. The main East- West duct bank for homerun cables to the electrical vault is located near Sta. 141 +00 (See plan sheet #77, sheet coordinates 3A).

Taxiway Bravo: All cables on Taxiway Bravo West and Taxiway Bravo Center are to be replaced. Taxiway Bravo West is shown on plan sheet #310, Taxiway Bravo Center is shown on plan sheet #183 and the West Runway intersection is on sheet # 78. Taxiway Bravo West and Center are one circuit. The homerun cables for this circuit cross the East Runway, run along Taxiway Bravo East on sheet #144 to the new 2-way, 4-inch duct bank along Taxiway Alpha, and to the vault main duct bank at Sta. 339+50 (sheet #143, coordinates 1 F & 1 G).

Taxiway Echo: All cables on Taxiway Echo Center and Taxiway Echo West make up one circuit and are to be replaced. Taxiway Echo West is shown on sheet #306, Taxiway Echo Center is on sheet #183 and the West Runway intersection is on sheet #74. The homerun circuit for Taxiway Echo West and Center is to run in the existing 2-way, 4-inch duct bank along the East side of the West Runway to the main duct bank near Sta 141 +00, and then on to the vault. See the note on sheet #183 at coordinates 2D.

Taxiway Delta: All cables for Taxiway Delta East, Center and West are on circuit. The homerun cable is to run in the existing 2-way, 4-inch duct bank along the East side of the West Runway to the main duct bank near Sta 141 +00, and then on to the vault. See plan sheet #237 and the note at sheet coordinates 3C.

Taxiway Charlie: All cables for Taxiway Charlie East, Center and West are one circuit. The homerun cable is to run in the existing 2-way, 4-inch duct bank along the West side

of the West Runway to the main duct bank near Sta 141 +00, and then on to the vault. See plan sheet #239 and the note at sheet coordinates SD.

Taxiway Foxtrot: Taxiway Foxtrot is all one circuit with the homerun starting near Sta. 141 +00, in the main duct bank to the electrical vault. See plan sheet #308, coordinates SC & 6C.

3) There are handholes that appear to fall in the new shoulder that don't show up on EA-706 to be adjusted, what needs to happen to these handholes. (Example handholes at station 80 on sheet EA-101 of the West Runway drawings and others.)

Answer:

Handholes shown on the plans were taken from record drawings. Handholes shown in the Handhole Adjustment schedule on sheet #84 (EA-706) were located during field surveys. For bidding purposes, assume handholes not listed in the adjustment schedule do not exist. If handholes are discovered during excavation for the shoulders, they will be addressed at that time.

4) With the difficulty in setting cans for edge lights and getting exact height to match proposed asphalt shoulder grade should the Corp make it a requirement that 2 piece cans be installed with the bottom half installed prior to paving and the top half along with spacers needed for top be installed at correct elevation be installed after paving using core drilling and grout. This very problem is being corrected on existing fixtures on sheet EA-103 note 2 of the Alpha drawings.

Answer:

Using 2 piece cans as described above, is an acceptable method for light base installation in flexible pavement. The existing fixtures noted on EA-103 are being adjusted because the top of the fixture flange is greater than 1/8" below the pavement surface.

5) On sheet EA-801 of the West Runway drawings are we replacing just the fixtures or are we replacing the can, isolation transformer, L-824C cable, and fixture?

Answer:

Light fixtures and transformers are to be replaced. Cables will only need to be replaced in order to connect the lights in the new configuration without splices.

6) Question: Is work associated with "Duct Bank Repairs & Duct Bank Replacements" shown on contract drawings or is it in addition to shown contract drawing work for lighting, etc. under "All other work"?

Answer: The drawings do not show all duct bank repair or replacements, due to the possibility of varying site conditions. The bid schedule identifies the quantity for repair of duct bank and a quantity for replacement of duct bank. Section 16526 identifies the work associated with repair and replacement of duct. In general the quantities listed in the bid schedule are provided so all bidder have a base for their bid. The actual work may vary from these quantities and will be adjusted accordingly. Items work not listed is included in "all other work".