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Addendum

Solicitation Name	Restoration of site including demolition of aircraft hangar at Knoxville Downtown Island Airport Q2111	Addendum Number	1	Date	03/19/21
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This addendum has two parts. Part One answers questions raised about this solicitation. Questions are generally verbatim as received. To aid in readability, the questions are in black, the answers are in **bolded blue** and the answers follow immediately below. Part Two clarifies information from the specification.

Part One

Q1	Is there a wage scale on this project? If so, which one, City of Knoxville, Davis Bacon, etc. There is not.
Q2	What is the time for completion? The contractor is to provide a draft schedule indicating major milestones for estimated total project schedule. Our assumption is that the project should be finished within 30-45 days of a notice to proceed.
Q3	Are there liquidated damages, if so, how much? \$100.00 per day (calculated after the notice to proceed is issued and subject to approved weather delays based on NOAA data).
Q4	Are bonds required? Bid bond, P&P bonds, etc. Bonds are not required.
Q5	Can the thickness of the concrete both inside and outside the hangar be determined? See Part Two of this document.
Q6	Is there a weight limit or other restrictions on the Campbell bridge at the airport? If so, what is it? 20 Tons per TDOT Inspection records.
Q7	How long must the pricing on this proposal be good for? 60 days.
Q8	On the general liability and pollution insurance, will an occurrence-based policy be acceptable? Our insurance agent informs us that KCDC is requiring a claims-based policy. An occurrence version policy is required for the GL policy (Reference Paragraph 1.a). Either an occurrence version or a claims made policy is acceptable for the Pollution policy (Reference Paragraph 1.e.7).
Q9	The specification calls for the response to be typed in MS Word and emailed. Can I handwrite it if I do so neatly? Yes.
Q10	Discuss the work schedule that you want.



	Submit a draft schedule with your bid. Upon award, you will work with KCDC and MKAA to finalize a detailed schedule. List the number of days for each major milestone.
Q11	When can work commence?
	The MKAA Board must approve the award and that will occur in April. Work can-commence after award and all requirements per the solicitation have been met.
Q12	Discuss marking requirements for our equipment?
	Company names must be on vehicles. Additionally, equipment must meet FAA guidelines as to flags and lights. See the FAA circular that is posted on KCDC's webpage. (3'X3' orange and white checkered flag with 1' squares each side for cranes and equipment used at topsoil stockpile – lights will be addressed with selected contractor if needed based on equipment / heights planned to be utilized).
Q13	Concerning the driver training requirements, how do I handle that if the tractor trailer drivers vary from day to day?
	Driver training is for the contractor's staff assigned to the project. The contractor will escort delivery or other drivers as needed to site. The contractor is to notify DKX's front desk.
Q14	Will there be air traffic at the hangar?
	DKX will designate area of aircraft movement outside of project limits – so the answer is no.
Q15	Concerning debris and wildlife control, I heard that employees cannot spit sunflower seeds on the grounds. Is that accurate?
	Yes, because they attract wildlife to the area.
Q16	Concerning debris, what the is containment requirement?
	Keep it within the construction zone. Debris at risk of being blown out of the construction zone must be covered or strapped and hauled away as soon as feasible.
Q17	Discuss asbestos findings and reports. This is about the information required to obtain air quality approval from the Air Pollution Control agency.
	A letter certifying the absence of asbestos is being obtained from an independent environmental engineering firm and will be available at contract award.
Q18	I saw some utility markings at the site. Do I still need to contact Tennessee One Call?
	Yes, you must.
Q19	Is a City of Knoxville demolition permit required?
	Yes.
Q20	Is a formal background check required?
	Not for MKAA since badging is not required but refer to item 13 regarding employees.
Q21	What are the working hours?
	The entrance gate at the bridge is opened at 7:00 am. Beginning hours will be discussed with selected contractor to keep noise from surrounding neighborhood reasonable and work may continue until dark. Work may also occur on the weekends if coordinated prior to with MKAA. However, you must be cognizant that this is a residential neighborhood and keep noises to a minimum when passing through the neighborhood.
Q22	When was the hangar built?
	The hanger's age is unknown. Historic aerial photographs indicate the current hanger was there in 1969. There was an older hanger near the site in photographs of 1953. There were no hangers on the site in aerial photograph.

Q23	I saw asphalt pads outside the hangar. Are they to be removed?
	Asphalt at hangar front to be cut. Everything from that cutline to rear and sides of hangar to be removed and graded/grassed.
Q24	Can the asphalt be left on the site?
	Asphalt must be removed.
Q25	Is rubberized concrete acceptable to backfill the hangar slab area?
	Rubberized concrete is NOT allowed as backfill. Refer to Section 8.09 Backfill and Grading; paragraph C "If sufficient fill material is not available, supply additional material of equal quality to the soil on site."
Q26	Are there live underground utilities?
	Yes. The contractor is responsible for contacting TN One-Call. Identified utilities should be dug by hand to establish depth and protection prior to excavation.
Q27	Are there accessible fire hydrants?
	A hydrant is located near the hangar. The contractor will be responsible for contacting KUB for a metered feed. The contractor must notify MKAA before connecting a meter. The road must remain open for DKX personnel. If a hose is temporarily laid across the road, protect it with barrels or safety fence for visibility.

Part Two

Removal of Asphalt

The floor of the hangar is asphalt on a compacted gravel base. Three core drillings were taken with an average depth of 5". The estimated area and volume are as follows:

Length (feet)	105
Width (feet)	170
Area (Cubic Feet)	17,850
-Assume-	18,000
Depth (5")	0.4167
Calculated Cubic Feet	7,500
Calculated Cubic Yards	277.8

The "T" shaped area behind the hangar is also to be removed. The average depth of the asphalt is 1.5". The estimated area and volume are as follows:

Area (Cubic Feet)	3,925
Depth (1.5")	0.125
Calculated Cubic Feet	490.6
Calculated Cubic Yards	18.2

These measurements and calculations are deemed reliable and accurate, but contractors are encouraged to conduct their own measurements.