



SPOKANE INTERNATIONAL AIRPORT

BUSINESS PARK AND FELTS FIELD

9000 W AIRPORT DRIVE, SUITE 204
SPOKANE, WA 99224

CIPP SEWER REHABILITATION, Re-Bid Project #19-40-1947

Addendum No. 1

DATE OF ADDENDUM: April 10, 2019

The following changes, additions, and/or deletions are considered as Addendum No. 1, and are hereby made a part of the contract documents. All bidders are required to base their bid upon the information furnished in this addendum; and as required in the contract documents. The Contractor is required to acknowledge Addendum No. 1 in their company proposal. Failure to acknowledge addendum on the bid form will result in bid being declared non-responsive.

The bid submission due date scheduled for **Friday, April 12, 2019 at 2:00 AM** at the Spokane International Airport has not changed.

EMAILED QUESTIONS and ANSWERS:

- Q.** Looking over the specs for the CIPP Sewer Rehab project that bids this Friday, 4/12, and I am not seeing a bid bond form included. Is there one in the specification documents that maybe I have over looked?
- A.** Please refer to the Instructions to Bidders § 5.2, page 5. Bid bond forms are not provided by the Airport.
- Q.** On the bid item, "Sewer Pipe Repair" there is nothing shown on the plans as far as a repair location. Do you actually anticipate a repair being needed or is this just a bid item in the event a point repair needs to be done?
- A.** The sewer pipe repair is at approximately STA 3+75 and can be found on the profile on Sheet 2.
- Q.** Also, the upstream end of the lining segments shows a clean-out on the plans. Is there an actual cleanout cap at the ground surface and if so, what is the diameter of the upright pipe leading the cleanout?
- A.** Design plans for other projects in the area show a clean-out at this location. The Dec 2018 sewer video show two existing cleanouts, at STA 8+11 and 8+13. The diameter of the upright pipe appears to be 4-inches.

- Q.** Is there an actual cleanout cap at the ground surface and if so, what is the diameter of the upright pipe leading the cleanout?
- A.** The existence and the diameter of the cleanout cap surveying was excluded during the design phase due to snow coverage. The cleanout cap measures 8-inches in diameter. The area is accessible to the public for inspection.
- Q.** It sounds like you are expecting the contractor to excavate and expose the end of the pipe and install through an insertion pit type excavation at the cleanout location?
- A.** That would be acceptable. Or, an open-ended liner can begin at the Springhill Manhole at STA 7+30+/- and end upstream at or just short of the cleanouts.
- Q.** The final question I had was the naming of subcontractors. There are no excavation-type subs on the Planholders list and it is tough to generate interest in the work as it is a relatively small project and we aren't having much luck finding anybody.
- A.** Prime contractors are not required to use subs from the Planholders list. It is the prime contractor's responsibility to assemble subcontractors required to complete the work.
- Q.** Do you have any suggestions for a contractor (excavation contractor) who is familiar with working on the airport that you are comfortable with and who has performed well for you in the past?
- A.** It is the prime contractor's responsibility to assemble subcontractors required to complete the work.
- Q.** Also, if we can't find someone to quote the possible excavation work is it acceptable to submit "no subcontractors" on the subcontractor list then if we end up needing one prior to the work commencing we can submit a proposed subcontractor for approval at that time?
- A.** It is the prime contractor's responsibility to assemble subcontractors required to complete the work. If subcontractors are not listed on the "Subcontractor List" form, it is assumed the contractor is self-performing the work. The General Conditions § 5.20, page 17, identifies the process for introducing a subcontractor after award of the project.

End of Addendum No. 1