



**City of Phoenix  
Office of the City Engineer  
Design and Construction Procurement**

**PROJECT NO. AV08000087 FAA  
PHOENIX SKY HARBOR INTERNATIONAL AIRPORT  
TERMINAL 3 NORTH CONCOURSE 2 APRON  
DESIGN-BID-BUILD**

**ADDENDUM NO. 2**

ISSUE DATE: February 25, 2026

Bidders are hereby notified that the Bidding and Contract Documents for the above project, for which Bids are to be received on **March 3, 2026**, are amended as follows:

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| Q1. | For the drainage structures where the low bidder is only responsible for constructing the lid/frame integrated panel, at what point will the CMAR contractor construct the remainder of the structure? Will the structures already be in place when the low bidder begins their work, or will the work need to be coordinated between both parties? If coordination is required, who will be responsible for coordinating the work?   |
| A1. | <b>The drainage structures will be completed to bottom of lid section prior to the low-bid contractor coming onsite—most are complete already. This has been coordinated with the overall design, specifically, for the aircraft rated drainage vaults/basins. The low bid contractor will also set the surface features of other below grade structures such as, non-aircraft PCCP manhole lids, inlets, etc., and install the C.I.P basins that are installed to finished grade as a complete unit. Those basins are identified on the plan and have the S.S. pipe in place for it.</b> |
| Q2. | In the original bid proposal, the allowance items included specified dollar amounts. However, the Addendum 1 bid proposal sheet does not show any dollar amounts for those same allowance items. Could you please provide the dollar amounts for those allowance items?   |
| A2. | <b>The Bid Proposal has been updated to include the Allowance amounts. See Attachment to this Addendum No. 2.</b>   |
| Q3. | Can you clarify where the limits of the “ <i>Low Bid</i> ” project’s Aircraft-Rated Trench Drain improvements versus the limits of the “ <i>CMAR</i> ” project’s Storm Drain improvements?  |
| A3. | <b>The “<i>CMAR</i>” Contractor will install the lateral 18” stub out (<i>which will be plugged at the end of the stub out per MAG standards</i>) from the adjacent proposed manhole structure base (<i>also installed by the “<i>CMAR</i>” Contractor</i>). The “<i>Low Bid</i>” Contractor will install the Aircraft-Rated Trench Drain and the associated 12” vertical pipe connection (<i>to top of the “<i>CMAR</i>” project’s previously installed 18” lateral storm drain stub out</i>), per Detail #5 on Sheet B-C402 of the plans.</b>   |
| Q4. | Typical Section 1 (aircraft – rated PCC apron pavement (P-501) detail) is showing a 6” P-403 Asphalt mixture stabilized base course as a single lift. If we do a 6” lift it will be extremely difficult to achieve a mat that is within the specified tolerance of 1/2”. Is there any room to change the spec over to allow two 3” lifts?   |
| A4. | <b>The intent of the proposed design (Typical Section 1) is not to do a single 6” lift, but two 3” lifts with a Bituminous Tack Coat (P-603) between the lifts. The Detail 1 on Sheet B-</b>  |

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|     | <b>C301 will be updated accordingly for clarification and issued as part of an Addendum No.2.</b>   |
| Q5. | Page 262 section 403-4.10 APPLICATION OF PRIME AND TACK COAT states that a prime coat in accordance with Item P-602 shall be applied to aggregate base prior to placing the asphalt mixture, however there is not a Prime Coat item in the bid schedule. Is this project going to require Prime Coat on the P-209 6" Aggregate Base in Typical Section 1?   |
| A5. | <b>The application of a Prime Coat (P-602) to the proposed Aggregate Base Course (P-209) will not be required for this project.</b>   |
| Q6. | Page 262 section 403-4.10 APPLICATION OF PRIME AND TACK COAT calls out tack coat to "be applied in accordance with Item P-603 to all vertical and horizontal asphalt and concrete surface prior to placement of the first and each subsequent lift of asphalt mixture." The quantity of Emulsified Tack Coat in the bid items is showing a quantity of 12 ton, this quantity is extremely high for the area as the pavement section will be placed on ABC in a single lift. Is the plan for this item to go on the surface of the 6" P-403 Asphalt lift before the pcc section is poured?   |
| A6. | <b>The Asphalt Mixture (P-403) will be constructed in two 3" lifts with a Bituminous Tack Coat (P-603) between the lifts. A Tack Coat will not be used between the Asphalt Mixture (P-403) and the Concrete Pavement (P-501) sections. The quantity of Bituminous Tack Coat (P-603) is correctly shown at a quantity of 12 tons.</b>  |
| Q7. | Please confirm the "flowable fill backfill" on sheet B-C412C notated in detail 17-Hydrant Pit Backfill Detail and detail 19-Test Station Pit Backfill Detail is to be completed by CMAR Contractor. There is no bid item(s) for the Low Bid Contractor corresponding to the flowable fill backfill referenced in the aforementioned details.  |
| A7. | <b>Sheet B-C412C shows the "flowable fill backfill" to be completed by the "Low Bid" Contractor (not the "CMAR" Contractor). The "Flowable Fill Backfill" will be a "Controlled Low-Strength Material" (CLSM), (P-153), and will be incidental to achieving proper compaction around the proposed Fuel Hydrant Pits (per Detail #17) and Fuel Test Station Pits (per Detail #19), and will be a No Pay Item (NPI). The details "#17 - Hydrant Pit Backfill Detail" and "#19 - Test Station Pit Backfill Detail" on Sheet B-C412C of Addendum No. 1 will be updated accordingly for clarification and issued as part of an Addendum No.2.</b>  |
| Q8. | Please confirm the existing ground contours shown on B-CG101-103 are accurate and to be used when calculating the quantities of excavation / embankment bid items.  |
| A8. | <b>The Existing Ground (EG) contours shown on sheets B-CG101 – B-CG103 are for general reference purposes only. These contours represent the surveyed existing grade prior to the start of any construction activities associated with the proposed "T3N2 Package 3" improvements (including the proposed CMAR portion of the project, that is currently under construction). The "CMAR" Contractor will be responsible for mass grading the "Low Bid" project limits to within a 0.1' tolerance to the top of the proposed Compacted Subgrade (P-152). The "Low Bid" Contractor shall be responsible for bidding the current quantity shown in line item P-152-4.1 "Unclassified Excavation/Embankment Placement" (which is 1,077 CY). The contractor shall not use the (for reference only) Existing Ground Contours to estimate the quantity of excavation / embankment bid items, because the existing conditions of the site will differ from what is shown currently on the plans after completion of the CMAR mass grading activities.</b> |
| Q9. | Please provide Detail 5A on Sheet B-C401 for Trench drain reinforced panel.   |
| A9. | <b>Detail #5A "Reinforced Panel Section" is provided on Sheet B-CJ401. Detail #8 "Aircraft-Rated Trench Drain Jointing, Rebar, and Thickened Edge Detail" on Sheet B-C402 will be updated accordingly to correctly reference Detail #5A (Sheet B-CJ401) and issued as</b>   |

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|      | <b>part of an Addendum No.2.</b>   |
| Q10. | Supplementary Conditions, 6, Commercial General Liability requires Contractor's policies to "be endorsed to provide an extension of the completed operations coverage for a period of nine years." Please confirm that an annually renewing policy will meet this requirement.   |
| A10. | <b>Yes, annual renewal meets the requirement.</b>  |
| Q11. | Supplementary Conditions, 6, Builders' Risk Insurance. We are seeking the following revisions: (a) The City of Phoenix and Subcontractors should be listed as additional insureds on the Builders' Risk policy versus "named insureds".; (b) The policy is required to be maintained until either 1-final payment has been made; or 2-until no person or entity, other than the City of Phoenix has an insurable interest in the property. Builders' risk insurance ends upon Substantial Completion or at the point the Work is put to its intended use by the Owner, whichever is earlier. Please amend to recognize insurance industry practices. |
| A11. | <b>(a) The City of Phoenix Risk Management will accept additional insured versus named insured;</b><br><b>(b) We can include the achievement of substantial completion or occupancy as one of the events that triggers termination of the policy. Policy must be maintained until the earliest of the following events: 1) Final payment has been made; 2) No person or entity other than the City of Phoenix has an insurable interest in the property required to be covered; or 3) substantial completion of the Work has been achieved; or 4) Use or occupancy of any part of the Work for its intended purpose.</b>                             |
| Q12. | Supplementary Conditions, 7 and 8, bonding requires a resident agent countersignature. Because resident agent countersignature laws have been eradicated throughout the United States, any bid, performance, or payment bond that requires a resident agent countersignature or a resident agent signature violates law. Please amend the bond forms and contractual requirements to remove the requirement for a resident agent countersignature.   |
| A12. | <b>The Bond forms will be addressed with the awarded bidder.</b>   |
| Q13. | Do the storm drain inlets or trench drain require coatings of any kind?  |
| A13. | <b>The storm drain inlets and trench drains shall be installed and prepared per manufacturer recommendations (for aircraft-rated apron conditions as shown on the plans) by the "Low Bid" Contractor.</b>  |
| Q14. | Are there any daytime/nighttime/hour hauling restrictions? If so, what are the restrictions?   |
| A14. | <b>The Contractor is not restricted for hauling operations except for "No Work" days. Please refer to the City of Phoenix Aviation Construction and Maintenance Moratorium. <a href="https://www.skyharbor.com/media/rx4bcgsg/construction-maintenance-work-moratorium-thru-january-2026.pdf">https://www.skyharbor.com/media/rx4bcgsg/construction-maintenance-work-moratorium-thru-january-2026.pdf</a></b>  |
| Q15. | Per the plans and the on-site discussion on 2/19, the main/only site access will be from Sky Harbor Blvd. Will a full-time broom/sweeper be required to operate on Sky Harbor Blvd during all hauling operations? If so, is it the responsibility of the CMAR or low-bid contractor?   |
| A15. | <b>Yes, a broom/sweeper will be required to operate on Sky Harbor Blvd and associated ramps while any hauling operations, associated with the "Low Bid" portion of work, are taking place.</b>   |
| Q16. | At the on-site meeting 2/19 it was mentioned that the current CMAR contractors Klein tank may be available for contractor usage. Please clarify if the low-bid contractor is to provide and use their own water meter for tracking usage and billing purposes?   |
| A16. | <b>If the "Low Bid" Contractor intends to utilize the "CMAR" Contractor's Klien Tank as a source of construction water, the "Low Bid" Contractor will need to establish a "Terms</b>   |

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|      | <b>of Use / Service” contract agreement with the “CMAR” Contractor. The “Low Bid” Contractor will be also allowed to establish/use their own designated water meter for separate usage and billing purposes. Coordination with the "CMAR" Contractor will be required to ensure the hydrant use will not impact either contractor.</b>   |
| Q17. | Has a location been determined for the on-site beam curing facility? If so, is power and water already available at that location, or will it need to be installed by the low bid contractor?  |
| A17. | <b>The "Low Bid" contractor will be required to provide an on-site beam curing facility within their staging area footprint, including a temporary power supply and water. There is no power available on site. The "Low Bid" Contractor should plan to relocate the curing facility two additional times after the initial placement, including any fees for recertification.</b>   |
| Q18. | Please provide a detail or clarify which detail corresponds to Bid Item No. 18 SD MH, Vehicle-rated.   |
| A18. | <b>The “Vehicle-Rated Storm Drain Manhole” (associated with bid item #18) corresponds to MAG STD Detail 522, in combination with Detail #10 “PCCP Expansion Joint Around Storm Drain Inlet/Manhole (Aircraft-Rated)” sheet B-CJ401.</b>  |
| Q19. | Please provide which construction note corresponds to detail B-C412B and the associated pay item.  |
| A19. | <b>See Sheet B-CJ101, Construction Note #12 for location reference to Detail Sheet B-C412B. This work shall be paid under bid item D-751-5.5 “Adjust Existing Handhole/Manhole Lid to Grade, Aircraft-Rated”.</b>  |
| Q20. | We are a SBE that provides Street Sweeping, Water Truck Service, and SWPP. In the past we are able to view which General Contractors have shown interest in a project and that allows us to reach out to see if our services could be used on jobs. I don't see a section within this project portal showing a list. Does that exist? If not, and any GC's see this question with SBE goals to meet, please contact at craig@offsitesweeping.com or at 480.272.6393.   |
| A20. | <b>The option to view followers of the project in the OpenGov procurement portal has been turned on. Now all can view those firms that are following the project.</b>  |
| Q21. | What condition will the catch basins be left in?   |
| A21. | <b>The rebar will be bent close to its final configuration. The top will be plywood capped with fence around. The "Low Bid" contractor will be responsible for the trench drains and their pipe connections per the plans.</b>   |
| Q22. | Will the Temporary AOA Perimeter Fence that is currently up stay in place throughout the duration of this project?   |
| A22. | <b>The Temporary AOA Perimeter Fence (<i>installed by the “CMAR” Contractor</i>) that is currently on site, will stay in place for the duration of the “<i>FAA Low Bid</i>” project. It is important to note that a portion of this fence will need to be relocated (<i>per plans, Sheet B-C112</i>) prior to beginning the Sequence 2 portion of work (<i>and will need to stay relocated throughout the duration of the rest of the project</i>). It will be the “<i>FAA Low Bid</i>” Contractor’s responsibility to demo the segment of existing fence associated with this relocation, and shall also be responsible for furnishing/installing the relocated portion of fence (<i>and maintain it throughout the duration of the project</i>).</b> |
| Q23. | Where are the project construction water locations?  |
| A23. | <b>Current on-site construction water locations are at the northeast corner of the project area (<i>the CMAR Contractor currently has a Klein Tank erected at this location</i>), and there is another hydrant next to the existing RMF Building. These locations may change</b>   |

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|      | <b>due to the progress of adjacent construction activities, the Airport/City will coordinate with the selected “Low Bid” Contractor exact locations for construction water access prior to NTP.</b>   |
| Q24. | Will the proposed Fuel Hydrant Pits and Fuel Test Stations all be installed prior to the “Low Bid” project NTP?   |
| A24. | <b>Yes, the “CMAR” Contractor will have all Fuel Hydrant Pits and Fuel Test Stations installed prior to the “Low Bid” project NTP. Please reference the recently issued details associated with these Fuel Hydrant Pits and Fuel Test Stations, included in Addendum No. 1 (Sheet B-C412C). There will also be barricades around each fuel pit to protect in place. Barricade removal will be coordinated with the “CMAR” Contractor.</b>                           |
| Q25. | Will the ~1-FT wide strip of existing PCC Apron pavement ( <i>that is currently still in place</i> ) around the perimeter of the work zone be removed prior to the “Low Bid” project NTP?   |
| A25. | <b>Yes, the existing ~1-FT wide strip of existing PCC Apron pavement will be removed to the next adjacent joint location (<i>by the “CMAR” Contractor</i>), per plans, prior to the prior to the “Low Bid” project NTP. It is currently still in place as a means of protecting the existing edges/joints (<i>from the current construction activities associated with the “CMAR” project</i>) of the PCC Apron pavement that is to be left protected in place.</b> |
| Q26. | The revised bid schedule in addendum 1 does not have a value for allowance items (Item number 25-27) can the City provide these values?   |
| A26. | <b>The Bid Proposal has been updated to include the Allowance amounts. See Attachment to this Addendum No. 2.</b>   |

INFORMATION FOR BIDDERS – SECTION II – Submittals:

- a. Delete Bid Proposal Bid Tabs, Section II – Submittals, Item No. 1, Pages P-2 to P-3, and replace with the attached Bid Proposal Bid Tabs, Section II – Submittals, Item No. 1, Pages P-2 to P-3.

TECHNICAL SPECIFICATIONS:

1. Delete the following section in its entirety and replace with the following section:
  - a. Delete FAA P-610 Concrete For Miscellaneous Structures, Sec. 610-3.2 Concrete Mixture, Page P-610-3 and replace with the following:  
**610-3.2 CONCRETE MIXTURE:** The concrete shall develop a compressive strength of **5000 psi** in 28 days as determined by test cylinders made in accordance with ASTM C31 and tested in accordance with ASTM C39. The concrete shall contain not less than 470 pounds of cementitious material per cubic yard (280 kg per cubic meter). The water cementitious ratio shall not exceed 0.45 by weight. The air content of the concrete shall be 5% +/- 1.2% as determined by ASTM C231 and shall have a slump of not more than 4 inches (100 mm) as determined by ASTM C143.

PLAN SHEETS:

1. **SHEET B-C301** - [Replaces Sheet #19 of 42] Previously issued sheet but has been revised so that Detail #1 “Aircraft-Rated PCC Apron Pavement (P-501) Detail” more clearly states the lifts of the “Asphalt Mixture Section” (P-403), and the location of the Bituminous Tack Coat (P-603).

2. **SHEET B-C402** - [Replaces Sheet #37A of 42] Previously issued sheet but has been revised so that Detail #8 "Aircraft-Rated Trench Drain Jointing, Rebar, and Thickened Edge Detail" accurately refers to sheet "B-CJ401" for Detail #5A "Reinforced Panel".
3. **SHEET B-C405** – [Replaces Sheet #38 of 42] Previously issued sheet but has been revised so that a 12" Aggregate Base Course (P-209)(NPI) and 6" Compacted Subgrade (P-152)(NPI) has been added to the Details of the Storm Drain Inlet. Also, the compressive strength of the structural concrete has been revised to be 5,000 psi (from 4,000 psi).
4. **SHEET B-C406** – [Replaces Sheet #39 of 42] Previously issued sheet but has been revised to add supplemental information to the rebar used in the proposed Storm Drain Manhole Structure and Lid. Also, the compressive strength of the structural concrete has been revised to be 5,000 psi (from 4,000 psi).
5. **SHEET B-C407** – [Replaces Sheet #40 of 42] Previously issued sheet but has been revised to add supplemental information to the rebar used in the proposed Storm Drain Manhole Structure and Lid. Also, the compressive strength of the structural concrete has been revised to be 5,000 psi (from 4,000 psi).
6. **SHEET B-C408** – [Replaces Sheet #41 of 42] Previously issued sheet but has been revised to add supplemental information to the rebar used in the proposed Storm Drain Manhole Structure and Lid. Also, the compressive strength of the structural concrete has been revised to be 5,000 psi (from 4,000 psi).
7. **SHEET B-C412C** - [Replaces Sheet #42C of 42] Previously issued sheet but has been revised so that Detail #17 "Hydrant Pit Backfill Detail" and Detail #19 "Test Station Pit Backfill Detail" correctly state the use of Controlled Low-Strength Material (P-153) as backfill material (NPI).

**ATTACHMENTS:    **BID PROPOSAL (2 Pages)**  
                          **REVISED PLAN SHEETS (7 Total, As Previously Listed)****

**NOTE: Bidders must acknowledge receipt of this Addendum by listing the number and date, where provided, on the PROPOSAL P-1.**

**END OF ADDENDUM**



Jarrett Moore, PE  
Engineer of Record

**CITY OF PHOENIX  
 BID PROPOSAL  
 ADDENDUM NO. 2**

PROJECT TITLE: PHOENIX SKY HARBOR INTERNATIONAL AIRPORT TERMINAL 3 NORTH CONCOURSE 2 APRON DESIGN-BID-BUILD  
 PROJECT NO.: AV08000087 FAA

| ITEM NO. | FAA / CSI SPEC NO. | DESCRIPTION  | UNIT | QUANTITY | UNIT PRICE | TOTAL |
|----------|--------------------|--|------|----------|------------|-------|
| 1        | P-152-4.1          | UNCLASSIFIED EXCAVATION / EMBANKMENT PLACEMENT   | CY   | 1,077    |            |       |
| 2        | P-152-4.2          | COMPACTED SUBGRADE, 24" DEPTH  | SY   | 25,891   |            |       |
| 3        | P-604-6.1          | COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS, 1/2-INCH   | LF   | 37,395   |            |       |
| 4        | P-604-6.2          | COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS, 1-3/4-INCH   | LF   | 1,410    |            |       |
| 5        | P-605-5.1          | JOINT SEALING FILLER   | LF   | 100      |            |       |
| 6        | 310000.01-5.1      | EARTHWORK (NON-AIRCRAFT-RATED)   | CY   | 379      |            |       |
| 7        | CSI 312313.01-5.1  | SUBGRADE PREPARATION (NON-AIRCRAFT-RATED), 24" DEPTH   | SY   | 9,093    |            |       |
| 8        | CSI 321123.01-5.1  | AGGREGATE BASE COURSE (NON-AIRCRAFT-RATED), 4" DEPTH   | SY   | 9,093    |            |       |
| 9        | CSI 321313.01-5.1  | CONCRETE PAVEMENT (NON-AIRCRAFT-RATED), 10" DEPTH  | SY   | 9,093    |            |       |
| 10       | D-702-5.1          | AIRCRAFT-RATED TRENCH DRAIN (12" INNER DIAMETER, 14" DUCTILE IRON GRATE)   | LF   | 360      |            |       |
| 11       | D-751-5.1          | DUAL STORM DRAIN INLET, AIRCRAFT-RATED   | EA   | 2        |            |       |
| 12       | D-751-5.2          | STORMCEPTOR (LID/FRAME INTEGRATED PANEL ONLY), AIRCRAFT-RATED  | EA   | 1        |            |       |
| 13       | D-751-5.3          | STORM DRAIN MANHOLE (LID/FRAME INTEGRATED PANEL ONLY), AIRCRAFT-RATED  | EA   | 4        |            |       |
| 14       | D-751-5.4          | STORM DRAIN MANHOLE (LID/FRAME AND RISER ONLY), VEHICLE-RATED  | EA   | 3        |            |       |
| 15       | D-751-5.5          | ADJUST EXISTING HANDHOLE/MANHOLE LID TO GRADE, AIRCRAFT RATED  | EA   | 2        |            |       |
| 16       | -                  | VIDEO INSPECTION OF STORM DRAINS (PRE & POST IMPROVEMENTS) AND ASSOCIATED CLEANING/CLEARING TO RETURN TO PRE-PROJECT CONDITION | EA   | 2        |            |       |
| 17       | -                  | CONTRACTOR SURVEYING AND STAKING   | LS   | 1        |            |       |
| 18       | -                  | FAA PAVING QA/QC WORKSHOP  | LS   | 1        |            |       |
| 19       | C-100-14.1         | CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)  | LS   | 1        |            |       |
| 20       | C-102-5.1          | TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL   | LS   | 1        |            |       |
| 21       | C-105-6.1          | MOBILIZATION (MAXIMUM OF 5%)   | LS   | 1        |            |       |
| 22       | C-105-6.2          | CONTRACTOR LAYDOWN YARD SETUP  | LS   | 1        |            |       |
| 23       | C-105-6.3          | RPR FIELD OFFICE AND CURING FACILITIES   | LS   | 1        |            |       |

**CITY OF PHOENIX  
 BID PROPOSAL  
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 PROJECT NO.: AV08000087 FAA

| ITEM NO.   | FAA / CSI SPEC NO. | DESCRIPTION                               | UNIT  | QUANTITY | UNIT PRICE   | TOTAL        |
|--|--------------------|---|-------|----------|--------------|--------------|
| 24   | C-108-4.1          | CONSTRUCTION TRAFFIC CONTROL AND SECURITY | LS    | 1        |              |              |
| 25   | -                  | CMAR PHASING COORDINATION                 | ALLOW | 1        | \$350,000.00 | \$350,000.00 |
| 26   | -                  | UNSUITABLE SOILS                          | ALLOW | 1        | \$50,000.00  | \$50,000.00  |
| 27   | -                  | UNFORESEEN UTILITY IMPACTS                | ALLOW | 1        | \$50,000.00  | \$50,000.00  |
| <b>BASE BID (ITEMS 1 THROUGH 27 - INCLUSIVE)</b> |                    |   |       |          |              |              |
| & _____ /100 DOLLARS                             |                    |   |       |          |              |              |
| WRITTEN WORDS                                    |                    |   |       |          |              |              |

Prepared By:

\_\_\_\_\_  
 Signature

\_\_\_\_\_  
 Name

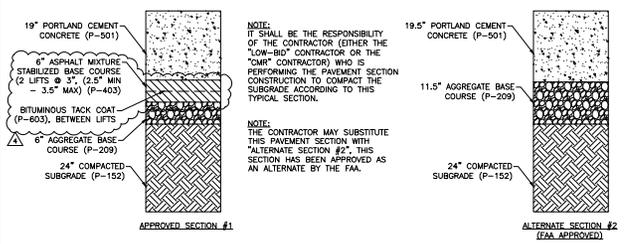
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 Position/Title

\_\_\_\_\_  
 Firm Name

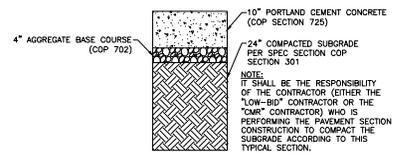
| <b>ALTERNATE NO. 1 - PCC PAVEMENT</b> |                    |   |      |          |            |       |
|---------------------------------------|--------------------|---|------|----------|------------|-------|
| ITEM NO.                              | FAA / CSI SPEC NO. | DESCRIPTION   | UNIT | QUANTITY | UNIT PRICE | TOTAL |
| 1                                     | P-209-5.2          | PAVEMENT ALTERNATE 1 - CRUSHED AGGREGATE BASE COURSE, 11.5" DEPTH | CY   | 8,254    |            |       |
| 2                                     | P-501-8.2          | PAVEMENT ALTERNATE 1 - CONCRETE PAVEMENT, 19.5" DEPTH             | SY   | 25,891   |            |       |
| <b>ALTERNATE NO. 1 TOTAL</b>          |                    |   |      |          |            |       |

| <b>ALTERNATE NO. 2 - AC PAVEMENT</b> |                    |   |      |          |            |       |
|--------------------------------------|--------------------|---|------|----------|------------|-------|
| ITEM NO.                             | FAA / CSI SPEC NO. | DESCRIPTION   | UNIT | QUANTITY | UNIT PRICE | TOTAL |
| 1                                    | P-209-5.1          | PAVEMENT ALTERNATE 2 - CRUSHED AGGREGATE BASE COURSE, 6" DEPTH          | CY   | 4,306    |            |       |
| 2                                    | P-403-8.1          | PAVEMENT ALTERNATE 2 - ASPHALT MIXTURE STABILIZED BASE COURSE, 6" DEPTH | SY   | 25,891   |            |       |
| 3                                    | P-501-8.1          | PAVEMENT ALTERNATE 2 - CONCRETE PAVEMENT, 19" DEPTH                     | SY   | 25,891   |            |       |
| 4                                    | P-603-5.1          | PAVEMENT ALTERNATE 2 - EMULSIFIED ASPHALT TACK COAT                     | TON  | 12       |            |       |
| <b>ALTERNATE NO. 2 TOTAL</b>         |                    |   |      |          |            |       |

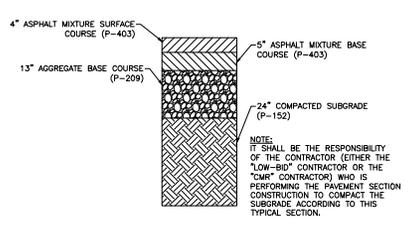
PER CITY OF PHOENIX CODE CHAPTER 9, SECTION 9-2-28, THESE PLANS ARE FOR OFFICIAL USE ONLY AND MAY NOT BE SHARED WITH OTHERS EXCEPT AS REQUIRED TO FULFILL THE OBLIGATIONS OF THE CONTRACTORS CONTRACT WITH THE CITY OF PHOENIX.



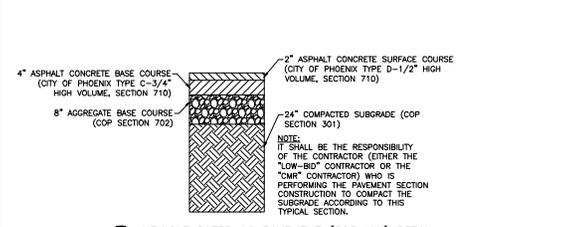
**1 AIRCRAFT-RATED PCC APRON PAVEMENT (P-501) DETAIL**  
SCALE: N.T.S.



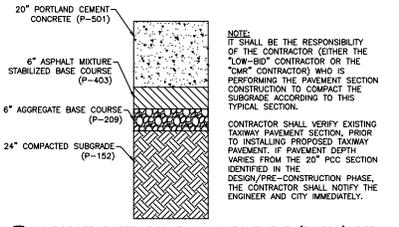
**2 VEHICLE-RATED PCC PAVEMENT (COP MIX) DETAIL**  
SCALE: N.T.S.



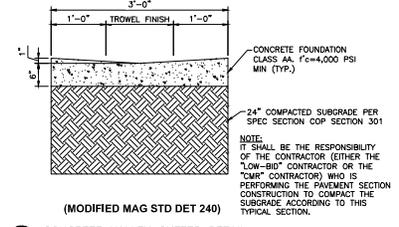
**3 AIRCRAFT-RATED AC SHOULDER PAVEMENT (P-403) DETAIL**  
SCALE: N.T.S.



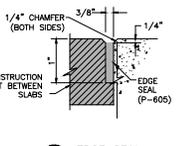
**4 VEHICLE RATED AC PAVEMENT (COP MIX) DETAIL**  
SCALE: N.T.S.



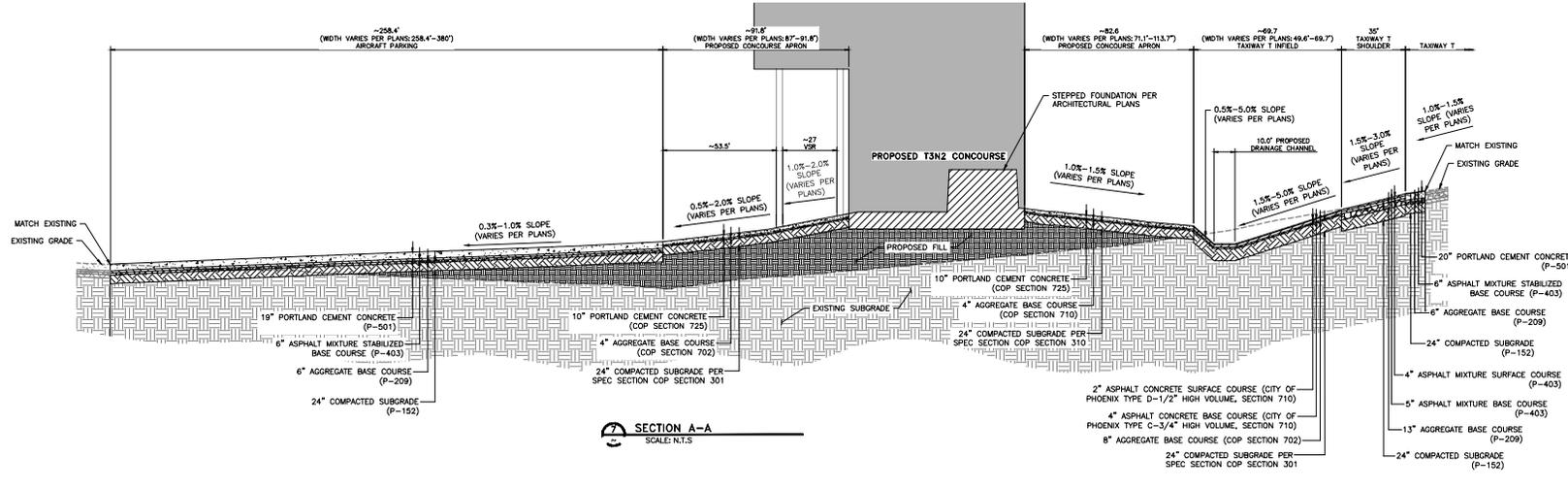
**5 AIRCRAFT-RATED PCC TAXIWAY PAVEMENT (P-501) DETAIL**  
SCALE: N.T.S.



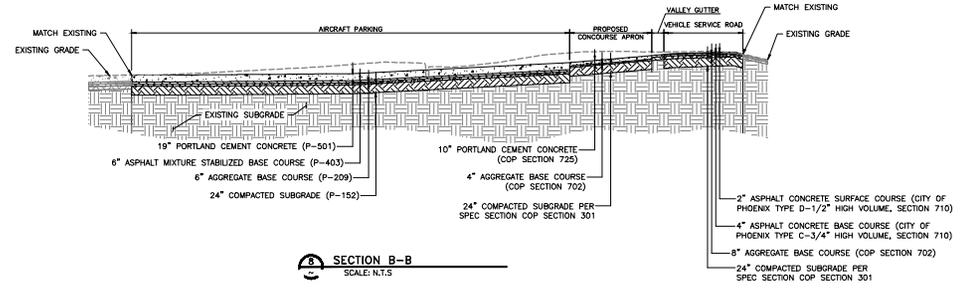
**6 CONCRETE VALLEY GUTTER DETAIL**  
SCALE: N.T.S.



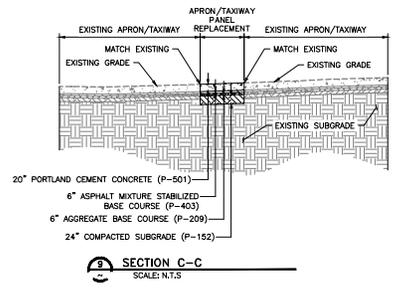
**7 EDGE SEAL**  
SCALE: N.T.S.



**8 SECTION A-A**  
SCALE: N.T.S.



**9 SECTION B-B**  
SCALE: N.T.S.



**10 SECTION C-C**  
SCALE: N.T.S.

PLANS TO BE PRINTED IN COLOR  
PRINTING OF COPYING PLANS IN BLACK & WHITE (GRAYSCALE) MAY CAUSE SOME VITAL DIMENSIONS, SYMBOLS AND NOTES, ETC. TO BECOME UNREADABLE. OFFICIAL PLAN SETS TO BE USED FOR CONSTRUCTION AND RECORD SETTING ARE TO BE PRINTED IN COLOR.

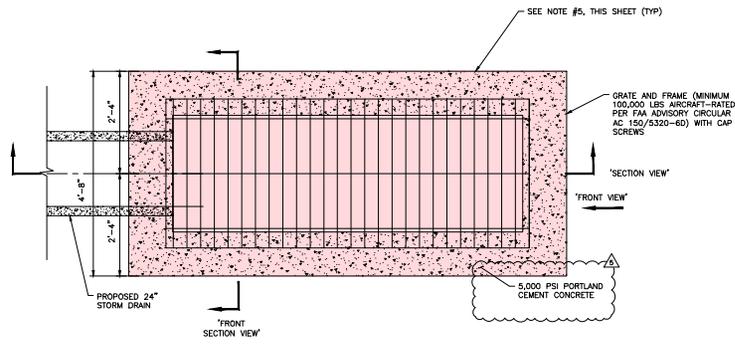
PHX PVI PVI  
PHOENIX SKY HARBOR INTERNATIONAL AIRPORT TERMINAL  
DESIGN OF APRON AND TAXIWAY  
DESIGN NO. AV08000007

TYPICAL SECTIONS

B-C301  
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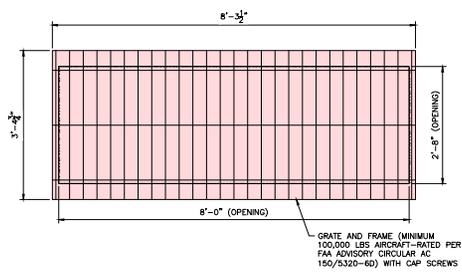


PER CITY OF PHOENIX CODE CHAPTER 9, SECTION 9-28, THESE PLANS ARE FOR OFFICIAL USE ONLY AND MAY NOT BE SHARED WITH OTHERS EXCEPT AS REQUIRED TO FULFILL THE OBLIGATIONS OF THE CONTRACTORS CONTRACT WITH THE CITY OF PHOENIX.



INLET STRUCTURE 'PLAN VIEW'

- NOTES:
1. CONCRETE TO BE 5,000 PSI MIN. AT 28 DAYS.
  2. REINFORCING TO BE ASTM A618, GRADE 60.
  3. PROVIDE 2" CLEAR COVER FOR REINFORCING STEEL UNLESS NOTED OTHERWISE.
  4. PREPARE SUBGRADE IN ACCORDANCE WITH PROJECT GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.
  5. INSTALL EDGE SEAL BETWEEN STRUCTURE AND ADJACENT PCC PAVEMENT SECTION.



INLET GRATE 'TOP VIEW'

LEGEND

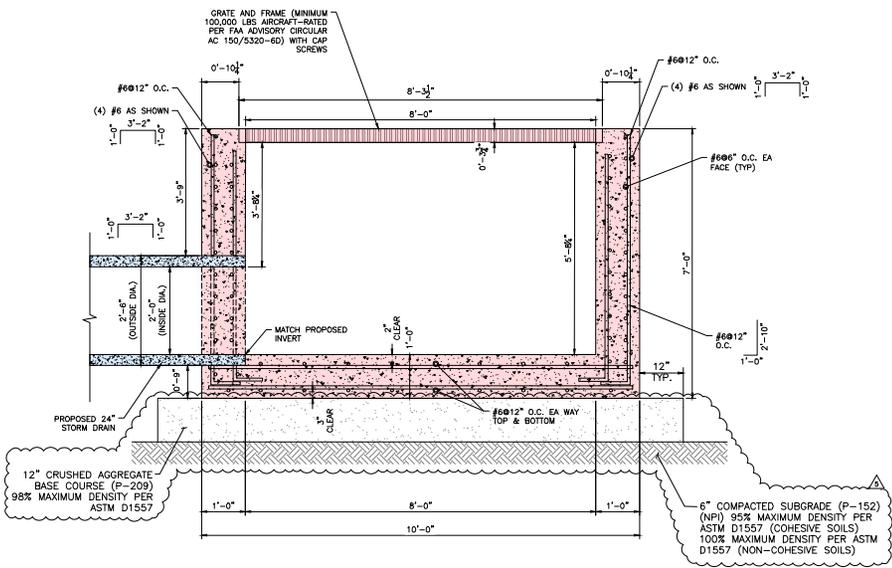
- [Pink Box] "LOW BID" CONTRACT PCC PAVEMENT SECTION ASSOCIATED BID ITEMS
- [Blue Box] "CMAR" CONTRACT PCC PAVEMENT SECTION ASSOCIATED BID ITEMS

THE COLOR-CODED LEGEND (ABOVE) ON THIS DETAIL SHEET SHALL SUPPLEMENT THE DELINEATION OF THE SCOPE ITEMS, LIMITS, AND QUANTITIES ASSOCIATED WITH THE "LOW BID" CONTRACT, AS PREVIOUSLY DEFINED ON THE "PROJECT SCOPE DEFINITION PLAN" (B-C100). THE SCOPE ITEMS, LIMITS, AND QUANTITIES AS DEFINED ON THIS SHEET SHALL GOVERN WHAT WILL BE CONSTRUCTED AS PART OF THE "LOW BID" CONTRACT, AND SHALL BE USED AS A MEANS OF DIFFERENTIATING THESE ITEMS FROM THE REST OF THE WORK ELEMENTS/APPROVEMENTS SHOWN.

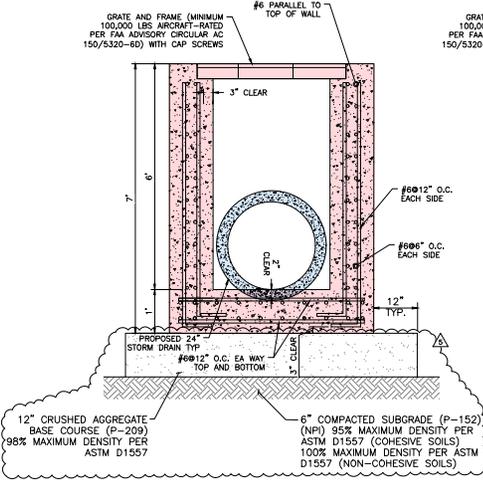
ALL OTHER INFORMATION SHOWN ON THIS DETAIL PLAN (THAT IS NOT SPECIFICALLY DEFINED ON THIS SHEET AS "LOW BID" ASSOCIATED WORK ELEMENTS/APPROVEMENTS) ARE SHOWN ONLY FOR GENERAL REFERENCE PURPOSES (AND ARE PART OF THE SEPARATE "CMAR" CONTRACT).

DRAINAGE INLET STRUCTURE CHART

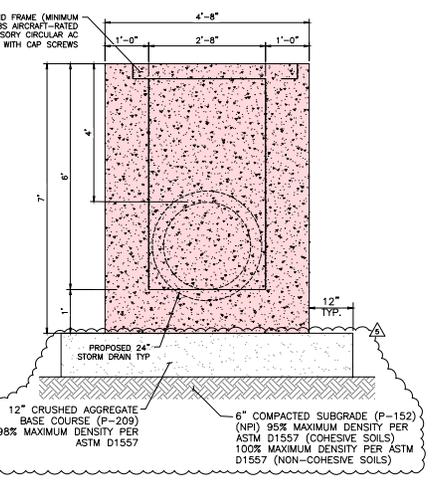
| INLET NO. | RIM ELEVATION | INV. OUT            |
|-----------|---------------|---------------------|
| CB A1     | 1124.18       | 1118.18 (24" RGRCP) |
| CB A2     | 1122.19       | 1116.19 (24" RGRCP) |



INLET STRUCTURE 'SECTION VIEW'



INLET STRUCTURE 'FRONT SECTION VIEW'



INLET STRUCTURE 'FRONT VIEW'

PHX DVI CYR  
PHOENIX SKY HARBOR INTERNATIONAL AIRPORT TERMINAL  
3 NORTH CONCOURSE APPROX. CONSTRUCTION  
DEVELOPMENT 08087-AV13000003  
AV080800087-AV13000003

PROJECT DETAILS  
SHEET 5 OF 12

B-C405  
SHEET 38 OF 42

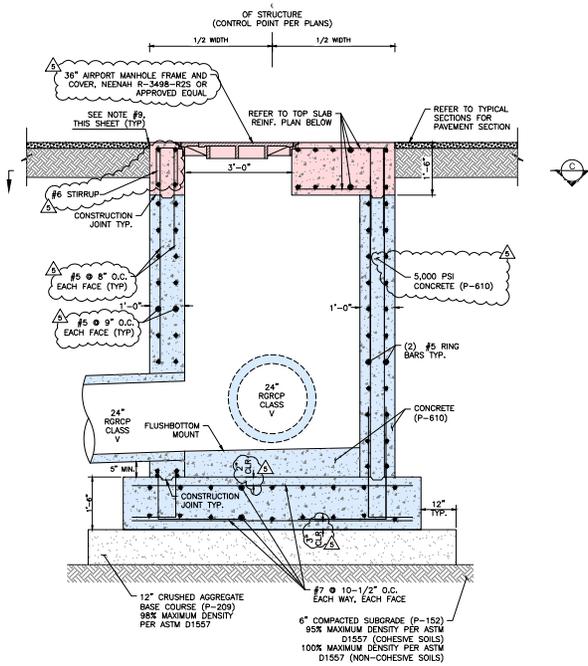
PLANS TO BE PRINTED IN COLOR

PRINTING OF COPIES PLANS IN BLACK & WHITE (GRAYSCALE) MAY CAUSE ERROR WITH DIMENSIONAL CALCULATIONS AND WORK, ETC. TO BECOME UNREADABLE. OFFICIAL PLAN SETS TO BE USED FOR CONSTRUCTION AND RECORD SETS ARE TO BE PRINTED IN COLOR.

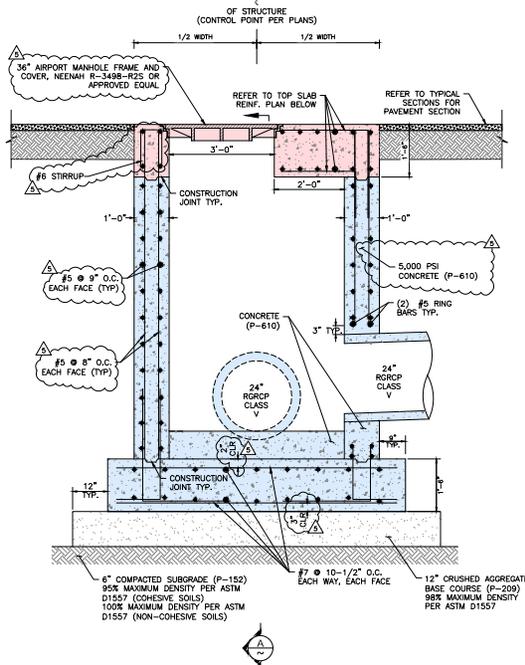




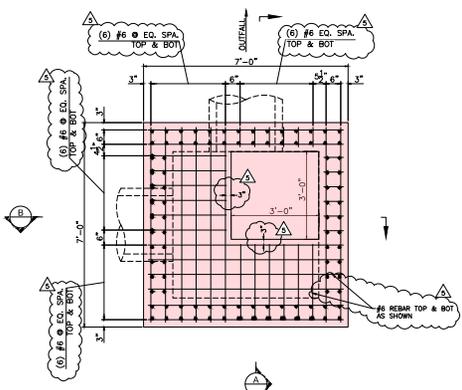
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**A** AIRCRAFT RATED MANHOLE SECTION VIEW A  
N.T.S.



**B** AIRCRAFT RATED MANHOLE SECTION VIEW B  
N.T.S.



**C** AIRCRAFT RATED MANHOLE PLAN VIEW  
N.T.S.

- NOTES:**
1. COMPACT EXISTING MATERIAL UNDER AND AROUND THE CATCH BASIN IN ACCORDANCE WITH SPECIFICATION NO. P-152.
  2. PIPE BEDDING PER MAG SPECIFICATION 601.
  3. ALL REBAR IS 2-1/2" CLEAR UNLESS NOTED OTHERWISE.
  4. FORMS SHALL BE USED FOR ALL STRUCTURES, BOTH INSIDE AND OUTSIDE.
  5. OUTLET PIPE SHALL BE TRIMMED BY SAWCUTTING TO FINAL SHAPE AND LENGTH BEFORE CONCRETE IS PAURED.
  6. BOTTOM OF BOX TO BE SLOPED TO OUTLET PIPE FROM ALL DIRECTIONS AND TROWELLED TO A HARD SMOOTH SURFACE.
  7. ALL STRUCTURAL STEEL FOR INLET GRATES TO BE GALVANIZED.
  8. ALL WELDS ON THE FRAME AND SIDE BARS ON GRATE SHALL BE FULL LENGTH OF JOINT, AND IN ACCORDANCE WITH A.W.S. SPECIFICATIONS.
  9. INSTALL EDGE SEAL BETWEEN STRUCTURE AND ADJACENT AC PAVEMENT SECTION OR INSTALL 1" FIRE MOLDED JOINT FILLER BETWEEN STRUCTURE AND ADJACENT PCC PAVEMENT SECTION.

**MANHOLE STRUCTURE CHART**

| MANHOLE NO. | R/W ELEVATION | INV. IN | INV. OUT |
|-------------|---------------|---------|----------|
| E1          | 1122.95       | 1112.19 | 1112.09  |

**LEGEND**

LOW BID CONTRACT PCC PAVEMENT SECTION ASSOCIATED BID ITEMS

CMAR CONTRACT PCC PAVEMENT SECTION ASSOCIATED BID ITEMS

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THE SCOPE ITEMS, LIMITS, AND QUANTITIES AS DEFINED ON THIS SHEET SHALL GOVERN WHAT WILL BE CONSTRUCTED AS PART OF THE LOW BID CONTRACT, AND SHALL BE USED AS A MEANS OF DIFFERENTIATING THOSE ITEMS FROM THE REST OF THE WORK ELEMENTS/APPROVEMENTS SHOWN.

ALL OTHER INFORMATION SHOWN ON THIS DETAIL PLAN (THAT IS NOT SPECIFICALLY DEFINED ON THIS SHEET AS LOW BID ASSOCIATED WORK ELEMENTS/APPROVEMENTS) ARE SHOWN ONLY FOR GENERAL REFERENCE PURPOSES (AND ARE PART OF THE SEPARATE "CMAR" CONTRACT).

**PHX BVT CYR**  
PHOENIX SKY HARBOR INTERNATIONAL AIRPORT TERMINAL  
3 NORTH CONCOURSE ZAPROR CONSTRUCTION  
DESIGNED BY PHOENIX BVT CYR  
A1080000087, A103000003

**PROJECT DETAILS**  
SHEET 8 OF 12

**B-C408**  
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