



ADDENDUM #1:

DATE: June 9, 2017

JOB: Fayetteville Regional Airport – Airline Terminal Improvements – Part 1; APN 1515

OWNER: City of Fayetteville

ARCHITECT: Gordon Johnson Architecture

The following items or modifications to the original Plans and Specifications shall be included as part of the contract work. All General Provisions, Supplemental General Provisions, or Project Special Provisions shall remain as originally specified unless otherwise noted herein.

Respective Bidders shall include the provisions of this Addendum in their proposal and shall make a notation in the proposal that these provisions have been included.

GENERAL

- 1) Attached are the pre-bid minutes and attendees list. Only general contractors who are pre-qualified may bid this project.

PROJECT MANUAL

- 1) **Bid Proposal Form** page BP-2; Please change the liquidated damages value to \$1,500.00 per calendar day.

DRAWINGS

- 1) **Sheet TS2.01** – Index of Drawings; Delete the reference to Drawing Sheet A7.11.
- 2) **Sheet C1.01** – Aviation Safety and Phasing Plan Overview, Terminal Project Area; Add the following note under Access Requirements.
 4. The Contractor shall manage trucking operations, including those of subcontractors and suppliers, such that queued or idle trucks do not block public, private and/or emergency access to facilities and properties on or off the airport property. This effort shall include provision of off-site marshalling areas as, if and when needed. All costs associated with this requirement shall be included in the base bid lump sum price.

- 3) **Sheet C1.02** – Aviation Safety and Phasing Plan Overview, Notes and Details; Right hand column of notes, Work Zone D: Change the last sentence of the first paragraph to read, “The Contractor may anticipate a 7-hour work window, typically 8:30 pm to 3:30 am, subject to airline departure schedules.” Add the following at the end of the first paragraph: When night work is in progress on Work Zone D, airline personnel will need pedestrian access across the work zone from the ticketing wing rear doors to the active apron area, to service evening and night time arrivals. The Contractor shall provide a pedestrian pathway through the work zone, clearly delineated with cones or other means. The Contractor shall provide a flagger posted where the pedestrian path crosses the construction access route to facilitate safe pedestrian crossings whenever construction traffic is active prior to the end of aircraft servicing activities for the night. All costs associated with this requirement shall be included in the base bid lump sum price.
- 4) **Sheet C1.03** – Phasing Plan, Work Zone Layout Wide View; Change the Work Zone A limits and temporary fence line layout to provide additional space for aircraft parking at Gate B1. See attached sketch plan SK-C2. All costs shall be included in the base bid lump sum bid price.
- 5) **Sheet C1.05** – Phasing Plan, Temporary Construction Access Across Apron; Add the following Construction Access Notes:

1. Vehicle Tracking and FOD Control

The Contractor shall be responsible for the pro-active control of sand, silt, gravel, and similar materials on the general aviation and air carrier aprons along the construction vehicle access routes and around construction zones. These materials can represent a hazard to aircraft operations, including Foreign Object Damage (FOD) to aircraft engines and aircraft finishes. Such materials can be deposited onto the apron surface by direct placement (such as stockpiles of bedding stone), construction vehicle tracking and spillage. The materials can then be carried into active air operations areas by wind, jet blast, propeller wash, stormwater runoff, wash water runoff and other means. The materials can also be carried into active air operations areas by tire tracking by airport, airline, ARFF truck, FBO and other authorized vehicles which must cross the construction access routes on a routine basis. The Contractor shall implement all necessary practices, equipment and devices to keep the construction access routes and work area perimeter clean of such materials. This requirement shall include but is not limited to sweeping, vacuuming, dampening, tire washing, use of truck pads, etc., as and when required for effective control. The Contractor shall immediately clean up any spills or accumulations of sand, silt, gravel, etc., regardless of quantity, found or reported on haul routes or active areas of the general aviation and/or air carrier aprons. All costs associated with this requirement shall be included in the base bid lump sum price.

2. Vehicle Escort

The Contractor shall provide an escort with a SIDA badge for all vehicles entering and leaving Work Zone A via the construction access route shown on this plan sheet. This individual shall be in addition to and shall be in communication with the gate keeper at Airport Gate 7. The escort shall have a golf cart or similar small vehicle suitable for escort operations. All costs associated with this requirement shall be included in the base bid lump sum price.

- 6) **Sheet C5.04** – Site Grading and Drainage Plan (Sheet 3 of 3); Clarify curb ramp selective demolition and reconstruction requirements for tying the new 5-foot wide sidewalk (flag note 6) to the existing

sidewalk at an existing curb ramp/crosswalk location, upper right-hand corner of the plan view. See attached sketch plan SK-C1. All costs shall be included in the base bid lump sum price.

- 7) **Sheet A4.02** – Change the ramp landing material to metal as shown on revised drawing sheet (attached).
- 8) **Sheet PB2.1** – Disregard the gate B2 PBB position shown. Refer to Drawings C1.03, A1.20, and A4.02 for the temporary position of the gate B2 PBB and for a site built ramp to be design and constructed by the Contractor.

End of Addendum #1

Fayetteville Regional Airport - Airline Terminal Improvements - Part 1

Pre-Bid Sign-In

May 24, 2017

Representative	Company	Phone #	e-mail
Gordon Johnson	Gordon Johnson Architecture	(910) 223-2186	gordon@gordonjohnsonarchitecture.com
Eric Stumph	Talbert & Bright	(910) 763-5350	estumph@tbiilm.com
Kim Vrana	Resolute Building	(919) 933-1600	kv@resoluteinc.com
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David Rockwell	Johnson Controls		david.t.rockwell@jci.com
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Fayetteville Regional Airport - Airline Terminal Improvements – Part 1

Owner: City of Fayetteville
Fayetteville, North Carolina

AP# 1515

May 24, 2017

Pre-Bid Conference Minutes **Wednesday, May 24, 2017 @ 10:00 AM** **Airport Conference Room**

Pre-Bid Conference Items

1. Introductions/Sign-in: See attached sign-in sheets for a record of all attendees.
2. Project Overview
 - a. Gordon Johnson (Architect / Project Manager) reviewed the general scope of the project and bid requirements with all contractors present. He also handed out hard copies of the plans and bid specifications to all four pre-qualified General Contractors still planning to bid. He stated that the plans and specifications are also posted online on his website www.gordonjohnsonarchitecture.com for the contractors use. To access those files once on the GJA home page click on the “Bid Sets & Addenda” tab in the upper right-hand corner and then click on the project name to open the list of specifications, drawings and other available information. The scope of work includes all construction work necessary to remove and replace Concourse A and its associated Connector structure. All associated Civil, Structural, Fire Protection, Plumbing, Mechanical, Electrical, Passenger Boarding Bridges, Baggage Handling Equipment, and Communications/Security systems needed to support the new additions are to be included in this project. Also included are replacement of the primary electrical and emergency generator services. Some work in Concourse B and the Main Terminal portions of the building will be required to complete Part 1 of the project. Plans for Part 2 project work (not part of this project’s scope) which includes more additions and renovations to all other Terminal structures will be available for bids sometime next summer. He stated that it was his hope that the current prequalified contractors would also participate in that bid process also.
 - b. Eric Stumph described in more detail the Site/Civil scope of work to include working within the Secure Identification Display Area (SIDA). He also reviewed the Buy American Preference and Davis-Bacon Wage Act requirements for this project.
3. Submitting Complete and Accurate Bid Proposals
 - a. The Bid Opening date and time will remain unchanged which is set for June 20, 2017 @ 5:00 pm at the ground floor Airport conference room.
 - b. Gordon Johnson reminded everyone that a DBE, Minority, & Local Contractor Meeting is scheduled for June 6th @ 6pm at the Kiwanis Recreation Center on Fort Bragg Road in Fayetteville, NC. Information will be presented at that meeting regarding DBE participation requirements and how all minority and local contractors and vendors can get involved with the project.
 - c. The three major components of the bid form were reviewed to include properly filling out the total lump sum base bid price in words and numerals (Bid Proposal page BP-2), filling in the major subcontract names & prices (Page BP-2), and completing the alternate’s prices in words and numerals (BP-2 & 3). The contractors must also

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- acknowledge receiving any and all addenda (BP-4) as well as complete the execution page of the bid form (BP-5).
- d. A bid Security 5% of total bid (BP-3) will be required to be submitted with the bid for this project.
 - e. Other forms reviewed to be presented with the bid include the Debarment Form, Buy American Preference (Federal Contract Provisions) Form, Bidder Information Form, and DBE forms.
 - f. The Disadvantaged Business Enterprise Program was reviewed to include the following requirements:
 1. The bidder must submit with his bid the DBE participants that total at least a 6.6% of his base bid price to reach the FAA's DBE participation goal. If that goal is not reached he must then show his good faith efforts towards reaching that goal immediately after the bid to be accepted. The City of Fayetteville would also like to see more Minority Participation whether DBE certified or not as well as local business participation to support the local business community.
 2. Submit List of DBE Subcontractors and Suppliers on the form provided with bid.
 3. Submittal of DBE Letters of Intent to Perform and Good Faith Efforts by Apparent Low Bidder after bid.
4. Gordon Johnson gave an overview of project administration Issues to include recognition of the General Provisions, the Supplemental General Provisions, the Contract Bonds (SGP-1), the Insurance requirements (SGC-2 thru 5), the Contract Time (550 calendar days) and Liquidated Damages (\$1,500 per day) (SGP-8 & 9), and the E-Verify Requirements (SGP-24).
- a. Project Special Provisions (PSP) were reviewed by both Gordon Johnson and Eric Stumph to include:
 1. Traffic Control (PSP-1): Eric Stumph reminded the contractors that there are fines for speeding over 15 MPH on the terminal loop road, no unmarked passenger cars or trucks will be allowed in the SIDA areas, and that regular Airport operations must not be hindered during the construction process.
 2. Asbestos Containing Material (PSP-2): Gordon Johnson noted that the contractor will be responsible for obtaining a certified asbestos abatement contractor to remove the asbestos containing sprayed ceiling finish on the Concourse A ramp concrete structure as part of his base bid. Eric Stumph noted that it is anticipated that abandoned asbestos cement (AC) water mains may be encountered and that removal / disposal will be necessary. It is also possible that asbestos containing electrical / communications ducts / conduits may be encountered. Refer to item PSP.2.
 3. List of documents available to bidders (PSP-5 & 6): Mr. Johnson stated that these documents will be posted on the website mentioned above for all contractors' reference.

Fayetteville Regional Airport - Airline Terminal Improvements – Part 1

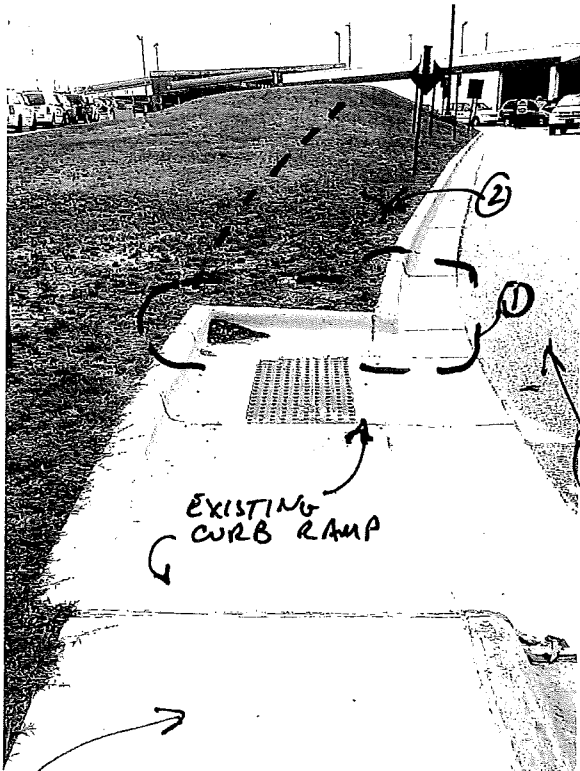
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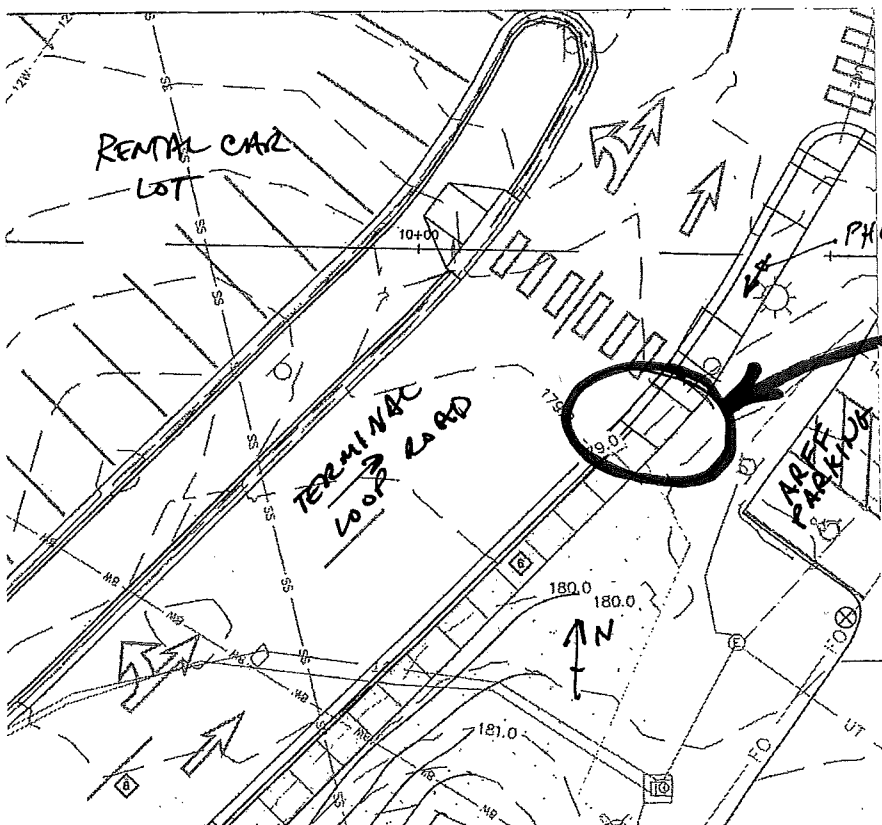
5. An overview of certain project technical issues was covered by Mr. Johnson to include understanding the construction phasing expected of the contractor to maintain normal Airport operations at all times. At no time will the Airport be shut down to accommodate construction activities. The Airport operating hours are from approximately 4:30am to 12:30am seven days a week.
6. Any and all changes to the contract documents will be presented through formal addendums to the bidders. Any verbal or other type of directions given to contractors not through addendums will not be accepted as changes to the contract documents. Questions from bidders should be submitted in writing via e-mail to Gordon Johnson or his consultants (and copied to Gordon Johnson) for tracking purposes. No questions after June 13, 2017 at 5pm will be accepted. Mr. Johnson reminded bidders that the existing TSA checkpoint equipment will be moved and recertified by the contractor via TSA approved vendors. The Architect will identify those vendors via addenda. All sewer/water tap fees, material testing fees, and building permit fees will be the responsibility of the contractor.
7. Upon adjournment of the meeting interested contractors were given a site tour of areas affected by proposed construction activities. Another walk-thru was scheduled for June 6, 2017 for any interested contractors to again review the secured side of the terminal building areas.

End of Report



EXISTING SIDEWALK
LOOKING SOUTH

- ① DEMOLISH CURB & GUTTER AND BACK CURB SOUTH OF "LEVEL LANDING" OF EXISTING CURB RAMP.
 - ② CONSTRUCT SLOPING SECTION OF CURB & GUTTER AND SIDEWALK WITH BACK CURB AS PART OF NEW SIDEWALK CONSTRUCTION SOUTH OF EXISTING CURB RAMP LANDING.
- EXIST TERMINAL LOOP ROAD

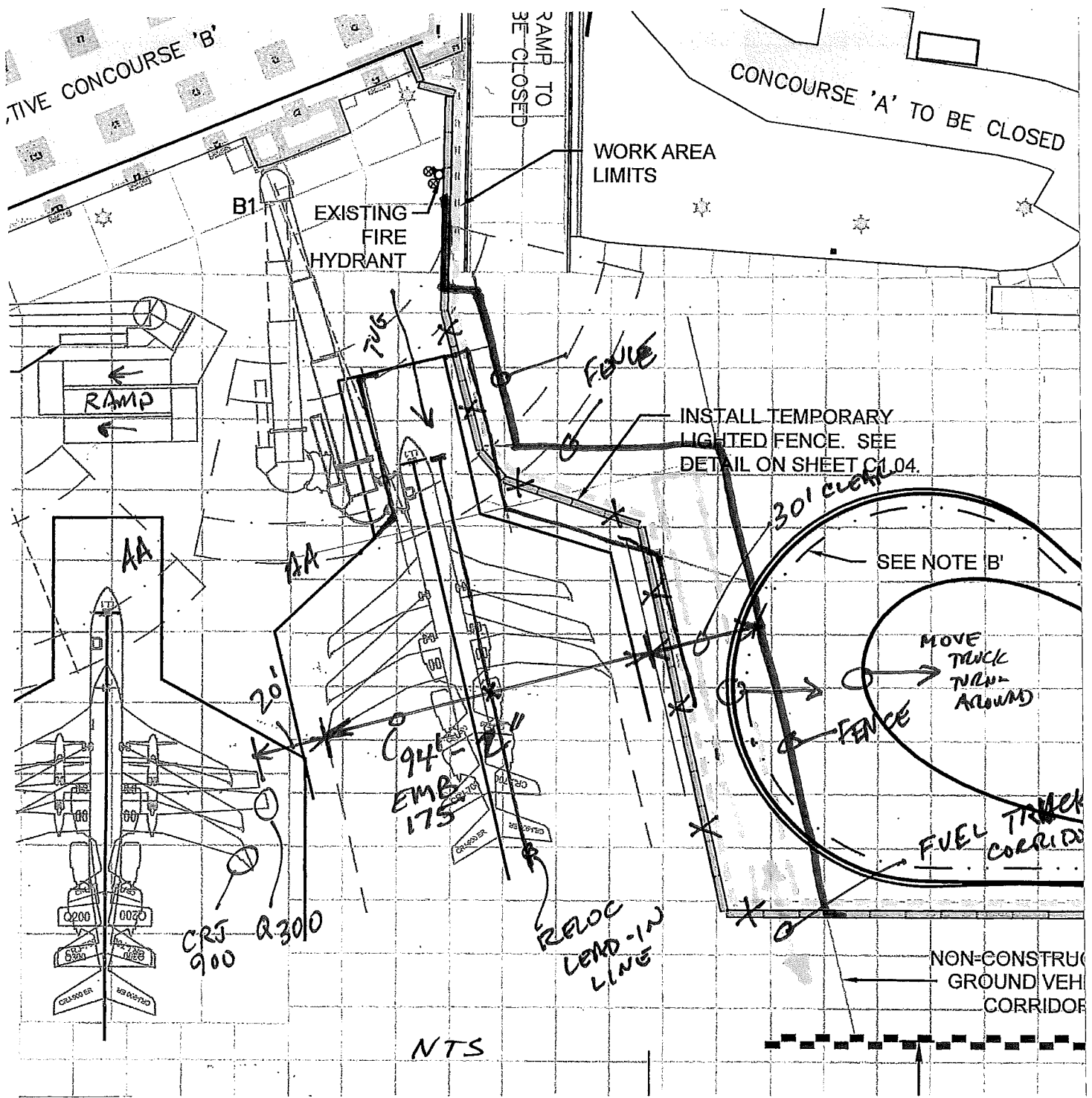


LOCATION
PART PLAN
REFERENCE
DWG C5.04

JUNE 8, 2017

N.T.S.
FAYETTEVILLE REGIONAL AIRPORT
AIRLINE TERMINAL IMPROVEMENTS
PART I

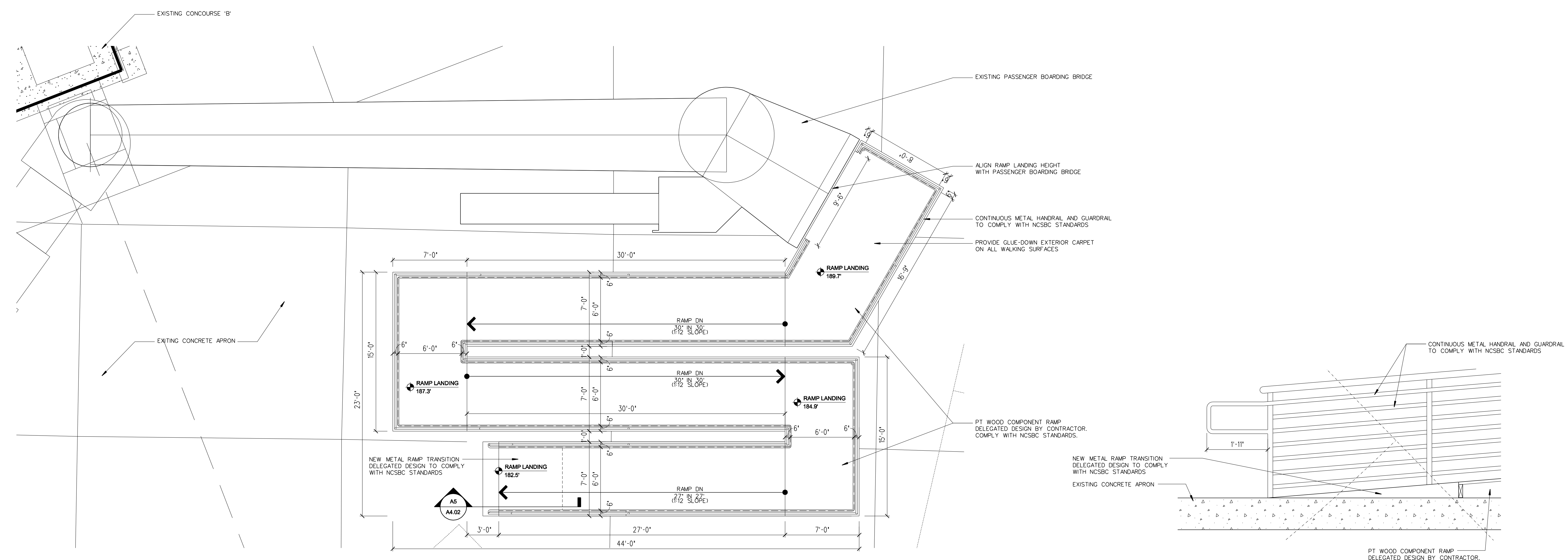
SK-C1



FAYETTEVILLE REGIONAL AIRPORT
 AIRLINE TERMINAL IMPROVEMENTS - PART 1

JUNE 8, 2017

SK-C2



A1 ENLARGED RAMP PLAN
 1/4" = 1'-0"

A5 RAMP PLAN DETAIL
 3/4" = 1'-0"