

**ADDENDUM #1**

Date of Addendum: May 30, 2018

**NOTICE TO ALL BIDDERS AND PLANHOLDERS**

The Contract Documents for the above-referenced Project are modified as set forth in this Addendum. The original Contract Documents and any previously issued addenda remain in full force and effect, except as modified by this Addendum, which is hereby made part of the Contract Documents. Bidder shall take this Addendum into consideration when preparing and submitting a bid, and shall acknowledge receipt of this Addendum in the space provided on the Bid Form on Page B-6.

**BID SUBMITTAL DEADLINE**

**The bid submittal deadline remains June 14, 2018 at 2:00 P.M. All bidder questions must be received by the end of the day, June 7, 2018. Address all questions to: [kmorris@holtconsultingco.com](mailto:kmorris@holtconsultingco.com)**

**1.0 – SPECIFICATIONS**

Item	Section No.	Description of Change
1.1	Bid Schedule	Replace Bid Schedule with the revised attached Bid Schedule which corrects several incorrect units and adds a mobilization pay item for Additive Bid No. 2.
1.2	GP-105	Revise 105-2.e on Page GP-105-1 to read as follows:  e. Payment will be made under:  <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p><b>GP-105A Mobilization for Base Bid – per Lump Sum</b>  <b>GP-105B Mobilization for Additive Bid No. 2 – per Lump Sum</b></p> </div>

**2.0 – DRAWINGS**

Item	Drawing No.	Description of Change
2.1	G0.03	Replace Summary of Quantities Items, descriptions, and quantities with those shown in attached revised Bid Schedule.
2.2	G2.02	Revise Phasing: Taxiway lighting work (trenching, conduit, backfilling, and base can installation) within Runway 1-19 safety area (within 200' of runway centerline) shall be

		performed at night in conjunction with Base Bid nighttime work phasing. Light fixture installation and final wiring can be performed within daytime phases as shown on current drawing.
2.3	G2.03	Revise Phasing: Taxiway lighting work (trenching, conduit, backfilling, and base can installation) within Runway 1-19 safety area (within 200' of runway centerline) shall be performed at night in conjunction with Base Bid nighttime work phasing. Light fixture installation and wiring can be performed within daytime phases as shown on current drawing.
2.4	E2.09	Revise orientation and location of vault building to conform to orientation and location shown on Drawing C1.01. Long axis of vault building shall be perpendicular to North Ramp edge of pavement, as shown on C1.01. Junction can plazas JCP-4-1 and JCP-4-2 shall be on back side (east side) of vault.

### 3.0 – QUESTIONS AND ANSWERS

The following questions and answers are provided as a matter of information to clarify issues raised about the Contract Documents. To the extent that changes to the Contract Documents are required based on the questions received, the Contract Documents have been modified as noted above in the Specifications and Drawings sections of this Addendum.

Item	Questions and Answers
3.1	See Pre-Bid Meeting minutes to questions and answers.

### 4.0 – INFORMATION

The following item(s) are provided to all bidders and plan holders and become part of the Contract Documents.

Item	Description
4.1	<p>Bid Schedule in Excel spreadsheet format.</p> <p>This is provided to the bidders for convenience in preparing bids. The bidders shall be responsible for inputting data in the spreadsheet and checking all formulas in the spreadsheet prior to submission. Spreadsheet as included in this addendum has “zeroes” in all unit price cells. Contractor shall not modify the item numbers, descriptions, estimated quantity or unit cells.</p>

**Attachments:**

1. Revised Bid Schedule (5 pages)
2. Excel Bid Schedule spreadsheet (via email)
3. Pre-Bid Meeting Minutes and Sign-In Sheet (9 pages)

**END OF ADDENDUM NO. 1**



## BID SCHEDULE

### Airfield Lighting Rehabilitation Project

*Greenville Downtown Airport*

#### Bid Summary

**Base Bid (Runway 1-19 & New Lighting Vault) Total (Items 1 thru 34) = \$ -**

**Non-AIP Base Bid Total (Items 35 thru 40) \$ -**

**Additive Bid 1 (MALSF Rehabilitation) Total (Items A1 thru A13) = \$ -**

**Additive Bid 2 (Taxiways A & B Lighting) Total (Items B1-B15)= \$ -**



## BID SCHEDULE

### Airfield Lighting Rehabilitation Project

*Greenville Downtown Airport*

Base Bid (Runway 1-19 and New Lighting Vault)						
Item #	Spec. No.	Description	Quantity	Unit	Price	Total
1	GP-105A	Mobilization for Base Bid	1	L.S.	\$	-
2	01530A	Airfield Barricades and Runway Closure Markers	1	L.S.	\$	-
3	L-105-1	Demolish L-824 5kV Cable	570	L.F.	\$	-
4	L-105-2	Demolish L-850C or L-862 Runway Edge Light, 6.6A, L-830 Xfmr, Retain Base	54	EA.	\$	-
5	L-105-3	Demolish L-862 Runway Threshold/End Light, Elevated, 6.6A, L-830 Xfmr, L-867 Base	16	EA.	\$	-
6	L-105-4	Demolish Runway End Identification Light System Complete with Bases, Controller, and Associated Appurtances	1	LS.	\$	-
7	L-105-8	Demolish L-828 Ferroresonant Regulator, 240VAC, 6.6A, 60Hz	6	EA.	\$	-
8	L-105-9	Demolish 5 KV Series Cutout	6	EA.	\$	-
9	L-105-10	Demolish L-821 Control Panel	1	EA.	\$	-
10	L-108-1	1/C, #8 AWG, L-824C,5kv Cable installed in Conduit	14,512	L.F.	\$	-
11	L-108-2	#6 Bare CU Ground Counterpoise	1,700	L.F.	\$	-
12	L-108-3	Trench and Backfill for Counterpoise	1,700	L.F.	\$	-
13	L-108-4	No. 10, 600 Volt conductor in conduit for L-821 control	76,000	L.F.	\$	-
14	L-108-5	Additional CU Clad Ground Rod, 3/4" x 10", (Contingency in the event a single rod will not suffice due to Poor Soil Conditions)	12	EA.	\$	-
15	L-109-1	Installation of Airport Transformer Vault Equipment in Place	1	LS.	\$	-
16	L-109-2	Relocate Constant Current Regulator	1	EA.	\$	-
17	L-109-3	L-828 Ferroresonant Regulator, 2.5 KW, 240VAC, 6.6A, 60Hz,	1	EA.	\$	-
18	L-109-4	L-828 Ferroresonant Regulator, 7.5 KW, 240VAC, 6.6A, 60Hz,	2	EA.	\$	-
19	L-109-5	L-828 Ferroresonant Regulator, 10 KW, 240VAC, 6.6A, 60Hz,	1	EA.	\$	-
20	L-109-6	L-828 Ferroresonant Regulator, 15 KW, 240VAC, 6.6A, 60Hz,	2	EA.	\$	-
21	L-109-7	L-854 Radio Receiver	1	EA.	\$	-
22	L-109-8	L-821 Lighting Control Panel with Enclosure, Rotary & Toggle Switches, Relays, Contactors	2	EA.	\$	-
23	L-110-1	2" Schedule 40 PVC, Direct Buried Including Trench and Backfill	920	L.F.	\$	-
24	L-110-3	4 way 2" Horizontal Bore	320	L.F.	\$	-
25	L-110-4	8 Way 2" Schedule 40 PVC, Direct Buried	782	L.F.	\$	-



**BID SCHEDULE**

**Airfield Lighting Rehabilitation Project**

*Greenville Downtown Airport*

<b>Base Bid (Runway 1-19 and New Lighting Vault)</b>						
<b>Item #</b>	<b>Spec. No.</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Price</b>	<b>Total</b>
26	L-111-1320-1	Construction of Prefabricated Concrete Building and Foundation in Place	1	L.S.	\$	-
27	L-115-1	4-Way Junction Can Plaza	10	EA.	\$	-
28	L-115-3	Auxiliary L-867 Base can	11	EA.	\$	-
29	L-119-1	L-810(L) Dual Airport Obstruction Light, LED Type, Complete in Place	2	EA.	\$	-
30	L-125-1	L-862E High Intensity Quartz Runway Edge Light, Elevated, 6.6A, L-830 Xfmr, Existing Base	44	EA.	\$	-
31	L-125-2	L-850C High Intensity Quartz Runway Edge Light, In Pavement, 6.6A, L-830 Xfmr, Existing Base	10	EA.	\$	-
32	L-125-3	L-862E High Intensity Quartz Runway Threshold/End Light, Elevated, 6.6A, L-830 Xfmr, L-867 Base	16	EA.	\$	-
33	L-125-4	L-849V(L) Runway End Identification Light (REIL-L) System Complete with Disconnect	1	EA.	\$	-
34	Plans	Lighting Vault Site Work (Drawing C1.01)	1	L.S.	\$	-

**Base Bid (Runway 1-19 & New Lighting Vault) Total (Items 1 thru 34) = \$ -**

35	L-125-1	DEDUCT L-862E High Intensity Quartz Runway Edge Light, Elevated, 6.6A, L-830 Xfmr, Existing Base	44	EA.	\$	-
36	L-125-2	DEDUCT L-850C High Intensity Quartz Runway Edge Light, In Pavement, 6.6A, L-830 Xfmr, Existing Base	10	EA.	\$	-
37	L-125-3	DEDUCT L-862E High Intensity Quartz Runway Threshold/End Light, Elevated, 6.6A, L-830 Xfmr, L-867 Base	16	EA.	\$	-
38	L-125-1A	ADD L-862E(L) High Intensity LED Runway Edge Light, Elevated, 6.6A, L-830 Xfmr, Existing Base	44	EA.	\$	-
39	L-125-2A	ADD L-850C(L) High Intensity LED Runway Edge Light, In Pavement, 6.6A, L-830 Xfmr, Existing Base	10	EA.	\$	-
40	L-125-3A	ADD L-862E(L) High Intensity Runway Threshold/End Light, Elevated, 6.6A, L-830 Xfmr, L-867 Base	16	EA.	\$	-

**Non-AIP Base Bid Total (Items 35 thru 40) \$ -**



## BID SCHEDULE

### Airfield Lighting Rehabilitation Project

*Greenville Downtown Airport*

Additive Bid 1: MALSF Rehabilitation						
Item #	Spec. No.	Description	Quantity	Unit	Price	Total
A1	L-105-11	MALSF Demolition	1	EA.	\$	-
A2	L-150-1	Service Rated TVSS	3	EA.	\$	-
A3	L-150-2	2 Pole, 100 Amp, Nema 3R Fused Safety Switch with Fuses	1	EA.	\$	-
A4	L-150-3	MALSF Control Cabinet	1	EA.	\$	-
A5	L-150-4	Transformer (15 KVA)	1	EA.	\$	-
A6	L-150-5	Individual Control Cabinet	3	EA.	\$	-
A7	L-150-6	Junction Box Assembly	3	EA.	\$	-
A8	L-150-7	Flash Head Assembly with Lamp	3	EA.	\$	-
A9	L-150-8	150 Watt, Par 38 Lamp, 120 Volt	45	EA.	\$	-
A10	L-150-9	300 Watt, Par 56 Lamp, 120 Volt,	18	EA.	\$	-
A11	L-150-10	MALSF Conduit and Cabling	1	L.S.	\$	-
A12	L-150-11	Refinish Structures and LIR's	9	L.S.	\$	-
A13	L-150-12	Owner's maintenance package comprised of (1) Aiming Device, (1) Flasher Tester, (1) Spare Parts trunk, and (1) Operators manual	1	EA.	\$	-

<b>Additive Bid 1 (MALSF Rehabilitation) Total (Items A1 thru A13) = \$ -</b>
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## BID SCHEDULE

### Airfield Lighting Rehabilitation Project

*Greenville Downtown Airport*

<b>Additive Bid 2: Taxiways A &amp; B Lighting</b>						
Item #	Spec. No.	Description	Quantity	Unit	Price	Total
<b>B1</b>	<b>GP-105B</b>	<b>Mobilization for Additive Bid No. 2</b>	<b>1</b>	<b>L.S.</b>		\$ -
B2	01530B	Airfield Barricades and Runway Closure Markers	1	L.S.		\$ -
B3	L-105-1	Demolish L-824 5kV Cable	4,860	L.F.		\$ -
B4	L-105-5	Demolish L-861T Taxiway Edge Light, Elevated, 6.6A, L-830 Xfmr, L-867B Base	89	EA.		\$ -
B5	L-105-6	Demolish L-861T Taxiway Edge Light, Elevated, 6.6A, L-830 Xfmr, Mounting Stake	377	EA.		\$ -
B6	L-105-7	Demolish Helipad Edge Light, Elevated, 6.6A, L-830 Xfmr, Retain Base	14	EA.		\$ -
B7	L-108-1	1/C, #8 AWG, L-824C,5kv Cable installed in Conduit	38,250	L.F.		\$ -
B8	L-108-2	#6 Bare CU Ground Counterpoise	26,700	L.F.		\$ -
B9	L-108-3	Trench and Backfill for Counterpoise	26,700	L.F.		\$ -
B10	L-110-1	2" Schedule 40 PVC, Direct Buried Including Trench and Backfill	26,700	L.F.		\$ -
B11	L-110-2	2" Duct Extension to can Plaza	280	L.F.		\$ -
B12	L-115-2	1-Way Junction Can Plaza	28	EA.		\$ -
B13	L-115-3	Auxiliary L867-B Base Can	47	EA.		\$ -
B14	L-125-5	L-861T(L) LED Taxiway Edge Light, Elevated, 6.6A, L-830 Xfmr, L-867B Base	526	EA.		\$ -
B15	L-125-6	LED Helipad Edge Light, Elevated, 6.6A, L-830 Xfmr, Existing Base	14	EA.		\$ -

<b>Additive Bid 2 (Taxiways A &amp; B Lighting) Total (Items B1-B15)= \$</b>	<b>-</b>
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## PRE-BID MEETING Greenville Downtown Airport

**PROJECT:** Airfield Lighting Rehabilitation Project  
**MEETING DATE:** Thursday, May 24, 2018 at 10:00 AM  
**LOCATION:** GMU – Conference Room  
**ATTENDEES:** See Sign-In Sheet

### MEETING MINUTES

#### Introduction

- Minutes will be sent to all attendees and plan holders via addendum
- Introductions were made for attendees (see attached Sign-in sheet)
- A Site Visit following the meeting was offered to those interested

#### Project Overview

This project generally consists of runway and taxiway lighting and electrical improvements for the Greenville Downtown Airport. Improvements will include the following:

- **Base Bid – Runway 1-19 High Intensity Runway Lighting (HIRL)**
  - Demolition of approximately 80 existing runway lights and regulators, circuits, REIL
  - 80 New High Intensity Runway Edge or Threshold Lights (HIRLs)
  - New circuits and conduit
  - New duct banks and junction can plazas
  - New 12'x20' prefabricated lighting vault building and vault equipment
  - New Runway End Identifier Lights (REILs)
  - Owner paid option to upgrade runway lights to LED
- **Additive Bid No. 1 – Runway 1 MALSF Rehabilitation**
  - Demolition of old Medium Intensity Approach Lighting System with flashers components (MALSF)
  - New MALSF lights, control cabinets, cabling, transformer, and other equipment
  - Refurbish existing MALSF towers
- **Additive Bid No. 2 – Taxiways A & B Medium Intensity Taxiway Lights (MITLs)**
  - Demolition of approximately 480 existing taxiway or helipad lights and cabling
  - Approximately 540 New Medium Intensity Taxiway or Helipad Lights (MITLs)
  - Approximately 40,000 LF of new conduit, cable, counterpoise, junction can plazas



## PRE-BID MEETING Greenville Downtown Airport

### Schedule

#### BIDDING

PRE-BID CONFERENCE	5/24/2018
LAST DAY FOR QUESTIONS	6/07/2018
OPEN BIDS	6/14/2017

#### CONSTRUCTION

PRE-CON MEETING	TBD
PARTIAL NTP	August (Tentative)
ANTICIPATED NTP AND START OF CONSTRUCTION	September-October
WINGS OF FREEDOM WEEKEND	10/26 to 10/28/18

### Highlights for Project Manual

#### Bid Requirements

- Sealed bids will be received by **Greenville Downtown Airport**, 100 Tower Drive, Unit 2, Greenville, South Carolina 29607 until **2:00 P.M (Local Time) on June 14, 2018**, at which time they will be publicly opened and read for the **Airfield Lighting Rehabilitation Project** at the Greenville Downtown Airport.
- Late bids will not be accepted.
- Pre-bid meeting is **Non-Mandatory**. Attendance by Prime Contractors at the Pre-Bid is not required to bid on this project but is recommended.
- Bid bond of 5% of total bid is required to be submitted with bid.
- No bidder may withdraw his bid within one hundred and twenty (120) days after opening.
- Obtaining bid documents. Bid documents are available directly from Quest CDN. Documents are available to download from Quest CDN for \$10.00. Downloading the documents from Quest CDN will register you for receipt of addenda for project.
- Bids shall be submitted at the time and place indicated in the Advertisement in a sealed envelope. Each BID shall be marked and addressed as required in the Advertisement and shall be accompanied by the Bid Security and other required documents. If the BID is sent through the mail or other delivery system, the sealed envelope shall be enclosed in a separate envelope with the notation **“BID ENCLOSED, AIRFIELD LIGHTING REHABILITATION PROJECT, GREENVILLE DOWNTOWN AIRPORT”** on the face thereof. Do not submit the project manual or drawings with bid.
- The Owner reserves the right to accept or reject any and or all bids and, to waive all technicalities and formalities and to award the Contract to another other than to low bidder, should it be deemed in his best interest.

### Instructions to Bidders



## PRE-BID MEETING Greenville Downtown Airport

- Self-performance. Bidder must self-perform work equivalent to at least **FORTY PERCENT (40%)** of the total amount of the Work to be performed for the bid schedule awarded.
- Bidders are required to be licensed Contractors in the State Of South Carolina at the time of submission of the bid, in accordance with the Provisions of Section 40-11-5 through 40-11-430 of the Code of Laws of South Carolina as amended prior to the execution of the Contract. In addition, electrical contractors performing work on the project shall hold an active South Carolina public electrical utility license at the time of bid. All subcontractors used by Prime Contractor will be required to obtain all proper license(s) to do business in the state of South Carolina prior to the execution of the contract. Said license(s) must be obtained and evidence thereof presented to the Owner no later than 30 days after the date of the bid opening or the bid will be considered nonresponsive.
- Bidders are encouraged to visit the site to familiarize themselves with the project area and develop any questions to submit prior to the bids.
- **All bidder questions must be received by end of day, June 07, 2018.** Only questions answered by formal written Addenda will be binding. Oral and other interpretations or clarifications will be without legal effect. The best way to transmit the questions is via email. Email: [kmorris@holtconsultingco.com](mailto:kmorris@holtconsultingco.com) with questions. Please include the drawing or specification that you are referencing in the questions.
- Award of Contract. The OWNER may enter an agreement with the lowest responsive bidder. Responsive is defined in Paragraph 16.1.1 on Page IB-7.
  - The completeness and regularity of Bid Form;
  - A Bid Form without excisions or special conditions;
  - A Bid Form having no alternative bias for any items unless requested in the Specifications;
  - Bid Form without obviously unbalanced unit prices;
  - Submission of a properly executed Bid Bond; and
  - A Bid responsive to the requirements of Part 152 of Federal Aviation Regulations.
- Signing of Agreement. The contractor has 15 days from effective date of award to prepare and deliver the executed contract documents, including insurance certificates and bonds.
- Wage Rates. This is a federally funded project, therefore wage determinations by Department of Labor will be in effect. Wage decisions are located at the back of the Federal Contract Provisions section.
- Federal Requirements. See section 23 of the ITB section for federal requirements, such as equal opportunity, Buy American, DBE, and affirmative action.
- Preconstruction Conference. A mandatory preconstruction conference will be held prior to construction.

### **Bid Forms**

- The Unit Prices includes all applicable taxes and fees.
- Contract Time = 60 calendar days for the Base Bid, 100 days for Additive Taxiway lighting.
- Quantities are approximate and estimated. Unit price contract. Contractor is paid based on actual quantities of work performed in accordance with the Contract Documents.



## PRE-BID MEETING Greenville Downtown Airport

- Submit entire bid forms section, completely filled out, signed and notarized as required. Failure to complete ALL forms may disqualify you as non-responsive.
- Make sure to acknowledge all addenda with dates on Page B-6 of the Bid Form.
- DBE Program. The DBE section starts on Page B-12.
  - The DBE goal for this project is **6.45 %**.
  - Good Faith Effort required if your bid does NOT meet goal.
  - DBEs must be listed in the current SCDOT “DBE Certified List” and they shall be used in the manner of their DBE status based on the applicable NAICS codes. In other words, you can’t have a DBE hauling subcontractor on the list doing airfield lighting.
  - A Letter of Intent is required for EACH DBE included in the percentage.
  - Fill out percentage table on Page B-16 completely.

### Contract

- Prior to issuance of the Notice-to-Proceed, but after receipt of FAA funds for the project, a Partial Notice-to-Proceed will be issued to allow for the procurement of materials and equipment. No construction work or progress payments shall be completed during the procurement period. Contract calendar day “clock” will not start with the Partial Notice-to-Proceed. Refer to Section GP-90-07 for procedures on payment for stored materials. Payment for stored materials will require proof of purchase of materials, list of materials, partial release of lien form, and certification of insurance on stored materials.
- Liquidated Damages will be assessed, based on adjustments made for weather days. Reference General Provisions, GP-80-08, and General Requirements 01035. Liquidated damages will be \$1,000/ calendar day. For failure to complete the punch list within 30 days of final inspection liquidated damages are \$500/day. In addition CONTRACTOR will be responsible for cost of inspector time and expenses after contract period has expired.
- Monthly Payments. Must follow procedures in contract for approval. Refer to Article 5. Requires pay application form, updated project schedule, DBE report.

### Supplementary Conditions

- SC-50-06, Page 6. Construction stakeout will be required. Contractor shall employ surveyor familiar with construction stakeout and follow requirements of each item specification for payment. CAD files will be supplied to Contractor prior to construction to aid in stakeout.
- SC-70-11, Page 14 through 19. This provides specific insurance requirements for the project. Coverages are listed on pages 16-17. We recommend sending these to your insurance provider to make sure your insurance covers. If not you will need to pay for the required insurance to submit the bid. Greenville Airport Commission and Holt Consulting shall be named as additional insureds (See page 18 of Section 00800).

### General Requirements



## PRE-BID MEETING Greenville Downtown Airport

- Section GP-105, Mobilization. Read carefully what this item includes and does NOT include. Also read carefully how and when this item will be paid. A mobilization will be paid for Base Bid work, and a separate mobilization for Additive Bid will be paid.
- Section 01010, Scope of Work.
  - Work Restrictions. Airfield requires phasing and NOTAMs.
  - Radio communication. Contractor must have cell phone and working airfield radio monitoring the GMU Ground (121.25) and Tower (119.9) frequencies. The tower is manned from 0700 until 2200 each day.
  - Use of facility. Limit contractor use to areas shown as project areas. Being awarded the project does not give license to use the entire property.
  - Contractor work hours – Shown on CSPP Phases 1 through 3.
- Section 01030, Airport Project Procedures. Pay careful attention to requirements of this section. Vehicles require marking and strict compliance with FAA Circular 150/5370-2G, Safety During Construction. A copy of this circular is included in Appendix A of the project manual. All work is included in Mobilization.
  - Contractor also responsible for completion of Security Plan Document prior to construction.
  - Airport is responsible for issuance of NOTAMs. This will be coordinated with Tower staff.
- Section 01035, Weather Delays. Normal rain/weather days are NOT a consideration of time extension. See Page 1 of Section 01035 for rain days baseline based on historical rainfall data.
- Section 01040, Project Coordination. There will be inspection on the project, so regular meetings will be held to include Contractor, Engineer and Owner. Contractor will be responsible to keep up with schedule and changes.
- Section 01300, Submittals. Review carefully on paperwork required for project. These will be required. This section instructs on format and content for submittals.
- Section 01400, Quality Control Services. Contractor is responsible for providing QC testing for concrete testing/earthwork. Owner will have QA services. It is the Contractor's responsibility to review documents for what items require the QC testing and frequencies. Those items shall be included in the Contractor's Quality Control (QC) Plan.
- Section 01510, Temporary Facilities. This is covered by the Mobilization pay item. This section tells what temporary facilities are required. Contractor primary staging and storage area is shown on Drawing G1.01. Additional onsite storage is available near the West Ramp, if needed by the contractor.
- Section 01530, Airfield Barricades and Runway Closure Markers. Barricades and Runway Closure Markers shall be utilized. GMU owns four vinyl windscreen "X" markers, and will be provided to the Contractor as shown on the plans and required for completion of phasing and work areas. Contractor is responsible for providing low-profile barricades as shown on phasing plans.
- Section 01700, Contract Closeout. This section gives the forms required at end of job that must be completed for final acceptance and release of retainage.
- Section 01720, Project Record Documents. An as-built survey is required. See this section for information.



## PRE-BID MEETING

### Greenville Downtown Airport

#### Project Plans

- Project Layout and Phasing
  - Existing Constraints
    - Runway safety areas: RWY 1-19 = 400' wide; RWY 10-28 = 150' wide.
    - Taxiway safety areas: Straight sections: 39.5' from CL. Turns/Filletts: 22' from pavement edge.
  - Runway 1-19 remains open for unattended flights. Contractor shall monitor radio throughout each night's work. Most of the airfield will remain active throughout the duration of the project. Safety is of the utmost importance. Runway 10-28 will also be available for most phases, and the Airport staff said that the aircraft used for emergency organ transplant flights can use 10-28 as well, which will assist contractor and avoid interruptions to work.
  - Staging and storage Area – On Drawing G1.01.
  - Construction entrance – On Drawing G1.01.
  - Base Bid = 60 days
    - Night work between the hours of 10:00 PM to 6:00 AM
    - Open excavations will be unavoidable inside RWY 1-19 RSA. Will require close coordination, so each morning area is "safed up". Temporary backfill/plates may be necessary.
    - FOD sweep of the runway after each night of work.
    - Temporary runway lights are not required. Runway edge lights will be out of service during each work night. Contractor will need to re-energize the runway circuit at the end of each night's work.
    - Coordinate with Tower Staff, Engineer and Ken Koch with GMU.
  - Additive Bid 1 – MALSF – Same Schedule as Base Bid
    - MALSF will be removed from service.
    - Normal work hours for all but first station of MALSF
    - First station (as measured from RWY 1 threshold) will be performed at night.
    - Contractor should be aware of the steep terrain in the MALSF areas. This will affect lengths of cables, trenching and access. A sketch will be included via addendum to convey this for contractors use.
  - Additive Bid 2 – Taxiway B - 50 days
    - Taxiway B system lighting.
    - Will require multiple subphases to keep access for key areas of airfield (Ramps, Hangars)
    - Trenching, conduit and can installation within the Runway 1-19 safety area will need to be performed concurrently with the Base Bid night work phases.
  - Additive Bid 2 – Taxiway A – 50 days
    - Taxiway A system lighting.



## PRE-BID MEETING

### Greenville Downtown Airport

- Will require multiple subphases to keep access for key areas of airfield (Ramps, Hangars)
  - Critical portion is closure of south end of Runway 1-19 at Taxiways A1 and A2. This must be performed quickly so that Tower will have use of A1 and A2 for turnarounds and to get aircraft off the runway if other landings/takeoffs are needed.
  - Trenching, conduit and can installation within the Runway 1-19 safety area will need to be performed concurrently with the Base Bid night work phases.
  - Low Profile Barricades – The Airport does NOT have barricades that the Contractor can use. Contractor must provide, move, maintain and remove barricades for all phases of construction.
  - GMU owns four vinyl “X” markers that will be made available for contractor use during project.
  - Contractor responsible for completing a Safety Plan Compliance Document (SPCD). Contractor responsibilities are shown on G2.04. 18 points must be covered.
- Demolition Plan
- Lights and Signs
    - Existing cable
    - Vault Equipment
    - Runway edge, and threshold lights, REIL
    - Taxiway edge lights
    - Control panel
  - MALSF components – lump sum item.
- Lighting and Electrical
- BASE BID
    - Replace high intensity quartz Runway edge, threshold lights
      - Alternate for Owner to pay for LED upgrade
    - New cable, conduit, directional bores, junction can plazas
    - New 12x20 vault and equipment – **See drawings E4.0x Series**
      - Contractor responsible for obtaining building permit
    - Replace 2 obstruction light assemblies (See G1.01)
    - New vault sitework – lump sum of ALL work on **C1.01 and C1.02**.
    - REIL system
  - ADDITIVE BID – MALSF – **E6.0X Series**
    - New TVSS (3)
    - Control Cabinets and Transformer
    - New lights
    - New conduit/cable
    - Refurbish structures
  - ADDITIVE BID – Taxiway Lighting



## PRE-BID MEETING Greenville Downtown Airport

- New medium intensity LED edge lighting
  - New cable, conduit counterpoise
  - Junction Can Plazas
- FAA Form 7460 and CSPP approval by FAA already obtained.

### Questions:

- Q: There are dozens of airfield signs that will require reconnection to the runway circuit. How will this work be paid for?
- A: This will be added via addendum.
- Q: Will new runway distance remaining signs be included in the project? The current ones are old and unreliable.
- A: This will be directed to the FAA program manager to determine eligibility of inclusion in project and addressed via addendum.
- Q: There are items in the old vault that are part of the FAA owned airfield equipment. Will this equipment stay, or be moved to the new vault building?
- A: This question will be directed to the electrical engineer and addressed via addendum. It is the Owner's intent that the old vault room be cleaned out completely and all new equipment be moved to the new vault. A separate meter would be required so that electric bills will remain separate (FAA vs. GMU) for the different systems.
- Q: There will most likely be a one or two-day period where power and connectivity are transitioned from the old vault services to the new vault services. This will require outage of the affected airfield systems. How will this be handled?
- A: NOTAMs indicated airfield lighting being out of service will be issued when this work is required.
- Q: The current L-821 lighting control is a hard-wired system. Is the owner interested in a wireless system?
- A: The owner will stay with the hard-wired system, due to potential for frequency interference at the tower.
- Q: The bid form has multiple items with the wrong item type (e.g. L.F. where it should be Each, etc.).
- A: A revised bid schedule will be provided via addendum.

After meeting, a site visit was offered to attendees, but no one expressed a desire to visit the site. Bidders may still visit the site, provided they coordinate with GMU staff.

These minutes prepared by:

  
Kevin Morris – Holt Consulting Company





# Airfield Lighting Rehabilitation Project | Sign-In Sheet



Meeting date | Time 5/24/2018 10:00 AM | Meeting Location GMU Airport | Conference Room

Name	Company	Position	Phone	E-Mail
Joe Frasher	Greenville Downtown Airport	Airport Director	864-242-4777	<a href="mailto:joe@GreenvilleDowntownAirport.com">joe@GreenvilleDowntownAirport.com</a>
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Stan Mays	Greenville Airport Commission	Commissioner	864-419-8036	
Terry Rogers	Walker & Whiteside	Vice Pres.	864-242-4620	<a href="mailto:trogers@walkerwhiteside.com">trogers@walkerwhiteside.com</a>