ADDENDUM NO. 1

GMIA, PARKING STRUCTURE RELIGHTING

PROJECT NO. A096-10012

GENERAL MITCHELL INTERNATIONAL AIRPORT
Milwaukee County, Wisconsin

Prepared By:

MILWAUKEE COUNTY DEPARTMENT OF ADMINISTRATIVE SERVICES
ARCHITECTURE AND ENGINEERING UNIT
Airport Engineers - Telephone 414-747-5320
5300 South Howell Avenue
Milwaukee, Wisconsin 53207

DATE OF ADDENDUM: August 24, 2012

BIDS DUE: 2:00 P.M., August 29, 2012

TO ALL BIDDERS:

Each bidder shall read this Addendum in its entirety to determine to what extent his proposal and the contract conditions will be affected. This Addendum to the Contract Documents is issued to modify, explain, or correct the original documents and is hereby made part of the Contract Documents.

RECEIPT - Sign the following receipt and attach to submitted Proposal Form.

Receipt of Amendment No. 1, consisting of seventeen (17) pages, for **GMIA, Parking Structure Relighting Project** at General Mitchell International Airport, Milwaukee, Wisconsin, dated August 24, 2012 is acknowledged.

Date _____ Firm _____

Per _____ Address _____

CHANGES

CLARIFICATIONS

The following major items listed are to be included under each category are as follows:

-Base Bid

1. Cut trenches and install new conduits per floor plans. Coordinate all closures with GMIA Landside Operations, CPS parking & Car Rental companies. See phasing plan enclosed.
2. Contractor will be provided designated haul routes to construction site.
3. Base bid shall include all conduits, back fill and concrete in designated area.
4. Includes the construction of one electrical room (SG/14-1B) & two electrical closets (SG/14-1F & SG14-1C). See architectural & electrical drawings.
5. Provide new pull box in northwest corner of duct package run.
6. Extend 5 KV feeder from SG/4 via manhole PBP-2 to new SG/14-1B room. See sheet E0.46.
7. Connect all new panel boards to new service. This includes panels in both basement stair wells. Transfer existing normal branch circuits to new panels. Provide new feeders to existing panels to remain.
8. Install fire alarm system. See sheets E0.31 & E0.90.
9. Install new 500 KW generator in the temporary location west of the parking structure. Once testing of generator system is complete, connect emergency panels & transfer switches to new generator. Transfer emergency circuits to new emergency panels. Disconnect existing 200 KW generator.
10. Disconnect emergency feeder from baggage claim basement to main emergency panel in the parking structure basement.

-Alternate One

1. Extend duct package to electrical closets-SG/14-1D, SG/14-1A & SG/14-1E.
2. Construct closets SG/14-1D, SG/14-1A & SG/14-1E as specified.
3. Connect all new panels and remove old panel boards as specified.
4. Install fire alarm system. See E0.31 & E0.90.

-Alternate Two

1. Construct second floor electrical rooms SG/14-2A, SG/14-2B, SG/14-2C, SG/14-2D, SG/14-2E & SG/14-2F.
2. Construct third floor electrical rooms SG/14-3A, SG/14-3B, SG/14-3C, SG/14-3D, SG/14-3E & SG/14-3F.
3. Connect electrical panels to existing circuits and demo as specified.
4. Install fire alarm system-see E0.32, E0.33 & E0.90.

-Alternate Three

1. Construct fourth floor electrical rooms SG/14-4A, SG/14-4B, SG/14-4C, SG/14-4D, SG/14-4E & SG/14-4F.
2. Construct fifth floor electrical rooms SG/14-5A, SG/14-5B, SG/14-5C, SG/14-5D, SG/14-5E & SG/14-5F.
3. Connect electrical panels to existing circuits and demo as specified.
4. Install fire alarm system-see E0.39, E0.35 & E0.90.
5. Relocate & reconnect 500 KV electrical generator to new switchboard in Electrical Distribution building.
6. Provide and install new 5KV switch in power house and 5KV cable to SG//14 via existing duct bank.

PHASING

See attached phasing drawing. The enclosed plan supplements phasing language previously stated in the project specifications.

Please change the night hours to **8:00pm to 4:00am every day**. Night operations shall include concrete saw cutting, concrete removal, spoil removal & switchgear installation. Allowable day time operations can include duct bank installation, construction of electrical rooms & closets, cable pulling & concrete placement in non active roadway entrances.

Airport Landside operations & CPS parking will designated haul routes for ingress/egress to the construction phase. Its anticipated the haul route will be thru the contractor's designated staging area to west end of parking structure. GMIA will be responsible for relocating the existing jersey barriers in the structure. The contractor must provide any additional barrels with lighting to keep the area safe for parking structure customers. GMIA will coordinate with the contractor to clear duct bank routes as necessary.

The contractor staging area is designated on the enclosed parking structure "Project Phasing" drawing.

Due to high parking structure usage starting in late February 2013 the staging area shall be closed prior to that date. An alternate area will be selected at that time. No concrete or spoil material form trench work will be allowed to be stockpiled in this area. At every shift the contractor must remove all excavated material from airport property.

The contractor can only work in the project phase as shown. Work phase areas shall be segregated from the rental agencies & general parking by the use of visqueen (poly sheeting) to form walls along the duct bank route.

The contractor will be responsible for cutting and reinstalling yellow barrier fencing. This is located on the first floor, south of the car rental space. The fence shall be welded & bolted back into its original location and painted to match adjoining metal.

DUCT BANK CONSTRUCTION PHASING

Phase 1 Conduit installation as shown must be completed in this manner as to allow limousine traffic to exit at the designated location. Install visqueen (poly sheeting) to form walls along the duct bank route. Pedestrian foot traffic route shall be signed to direct passengers around the work area. This phase must be completed in two weeks.

Phase 2 Limousine traffic will be directed onto the new phase 1 pavement in order to exit the parking structure. Install visqueen (poly sheeting) to form walls along the duct bank route. Remove guard rail located in Phase 3 immediately adjacent to Phase 2 to allow vehicles to exit. Install duct bank and pour concrete. This phase must be completed in one week.

Phase 3 After CPS parking has cleared Phase 3 area, reinstall guard rail. Install visqueen (poly sheeting) to form walls along the duct bank route. Saw cut, remove and excavate per allowable hours. Install duct package as per plan. Electrical closets & switchgear room construction can proceed after duct banks are installed only if dust control measures are in place.

Phase 4, 5 & 6 After CPS parking has cleared these areas, remove metal guard rail in adjacent Phase 3 area to divert traffic around closed section as indicated. Install visqueen (poly sheeting) to form walls along the duct bank route. Saw cut, remove and excavate per allowable hours can be done at anytime during the project duration. Install duct package & manhole as per plan. Pedestrian traffic must be directed to alternate elevators.

Phase 7, 8 & 9 Phasing can be varied with input from car rental company. Traffic ingresss/egress must be maintained. Install visqueen (poly sheeting) to form walls along the duct bank route. Saw cut, remove and excavate per allowable hours. Install duct package as per plan. Electrical closets construction can proceed after duct banks are installed only if dust control measures are in place. Guard rails will need to be removed and reinstalled.

Prior to moving to another phase the entire area must be clean and free of all debris including dust to allow a safe working environment for the car rental agencies. Any parking lanes removed (obsured) during construction shall be the responsibility of the contractor to restore.

PLANS

General: any notations which read – "futures add alternate no. 3" means this items is a part of add alternate no. 3.

PS-E0.01
Replace narrative with base bid through add alternate and project phasing listed above.

PS-E0.21 detail no. 2
Panels B/2N and B/XXN should not have been shown; they were removed in detail no. 1

PS-E0.22
Sheet reference which points to the basements should be sheet E0.21 not E0.22

PS-E0.221
Dark conduit near N/W7 which extends east to column W/3 and turns south should not have been shown dark, this conduit shall remain as is, not removed.

PS-E0.222
Existing note "contractor to remove unused junction box, conduits, LV conductors back to previous box" should be changed to "contractor to remove unused junction box, conduits and conductors in (2) 2" conduits which extend all the way through the West structure, (2) 1" conduits which extend all the way through the original structure to the north and (1) 1" conduit to the east which extends to lobby wall shall be removed back to previous box.

PS-E0.30
- Along C-7 to C-14, cut and remove Hertz yellow rails during installation of under floor duct package. Once complete, replace and paint cut edge to match.
-foundation details 2 & 3 – clarification – where quantities of 6 or more conduits pass through concrete contractor to locate the opening(s) 2 feet below the top of slab, coring or cutting a window in the wall of the foundation is acceptable.
-Clarification – At West structure conduit exit location 8' x 8' enclosure shall be Hubbell no. EOC969644A, or approved equal, installed per manufactures recommendations.

PS-E0.31
-In details 1, 2, 5 &6 – sheet notification no. 21, inside hexagon, should have been no. 25 to correspond to sheet notes.
-Panel in Southeast corner labeled QH/PS1B should be labeled XLPS/1G.

PS-E.032
-In lieu of wall shown between electrical room and communication room, provide a fence and entry door similar to the other electrical closets such as "A" or "E".
-detail 4: DELETE notation – "re-lamp and re-ballast", GMIA staff shall correct themselves.
-ADD note no. 21 to sheet notes "Remove and reinstall strobe unit into remaining elevator lobby, locate 80" AFF."

PS-E033
-Note no. 2 – Delete
-Sheet note no. 25 applies to detail 1, 2,3,4,5 & 6
-Details 3 & 4 – sheet notification no. 21, inside hexagon, should have been no. 25 to correspond to sheet notes.
-Detail no. 3 in one location, note no. 23 is referenced, should have been no. 21.

PS-E0.43
-Regarding transformers shown on riser - Size and selection is indicated to the right of each transformer required.
-Detail 1, Feeders to NH/PS1A and NH/PS1E are indicated with a no. 19 change both feeders to a no. 18.

PS-E.036
Cell identification detail- cross sections 12, 13 & 14 indicate the quantity of conduits which will need to penetrate the North wall of their existing manholes.
Cell identification detail – conduits have been shown only two deep, contractors may go three or four deep if conditions allow, modifications to this need to be discussed and documented.

PS-E0.44
-Automatic transfer switch schedule – two ATS's identified as located in future ED building shall be installed with the building by the redundant feeder contract as identified on detail riser 2/E0.44
-On West wall panel currently labeled XHPS1C1 should be labeled XH/PS1C as see in room PS-130, on sheet E0.31, panel XH/PS1B3 on North wall should be labeled XHPS2B as see in room PS-125, on sheet E0.31
-Remove Panel 1ELO from sheet.

PS-E0.45
See attached elevation of gear (sheet E-2) which identifies quantity and location of feeder breakers.

PS-0.74 Panel XH/PS2A
Panel schedule should be removed.

PS-E0.75, 76 & 77 - Panels indicated XH/PS3A, XH/PS4A and XH/PS5A
Should have been identified XH/PS3C, XH/PS4C and XH/PS5C respectfully.

PS-E0.75, 76, 77 and 88 - Panels indicated XH/PS3B, XH/PS4B and XH/PS5B
Have duplications for panel schedules, West structure panels identified are redundant and should be removed.

PS-E0.78 panels XH/PSBC and XL/PSBC
These two panels should be removed; they are not a part of the emergency riser.

PS-E0.90
Clarification: Notation above existing Simplex panel should read "…..add alternate 3" in lieu of "….add alternate 4" shown.
Clarification: note which reads-"to existing electrical room……feeder project" – conduit installation shall be run overhead.

PS-E0.91 detail no. 5
ADD Generator accessories provided and installed by:
Battery charger – this project
Heater – provided and installed – this project
Interlock wiring to transfer switches – this project
Grounding of generator – this project
600 gallon sub-base tank – this project
Generator monitoring – provided during redundant feeder project once located inside SG/2 building

PS-E0.93
Delete - note on detail 1/E0.93 which reads –"extend concrete encased duct to 2 feet behind back of shoulder. Cap conduit ends, if not used"
Clarification – Only two manholes are to be provided PBP-A and PBC-A as shown on sheet E0.30.

PS-E0.95
Change sheet Note 1 to read –"...provide a temporary feeder from SG/4 to new SG/14 as shown on sheet E0.47.

See attached revised details sheets E-1, E-2, A-1, A-2, A-3, and P-1

SPECIFICATIONS

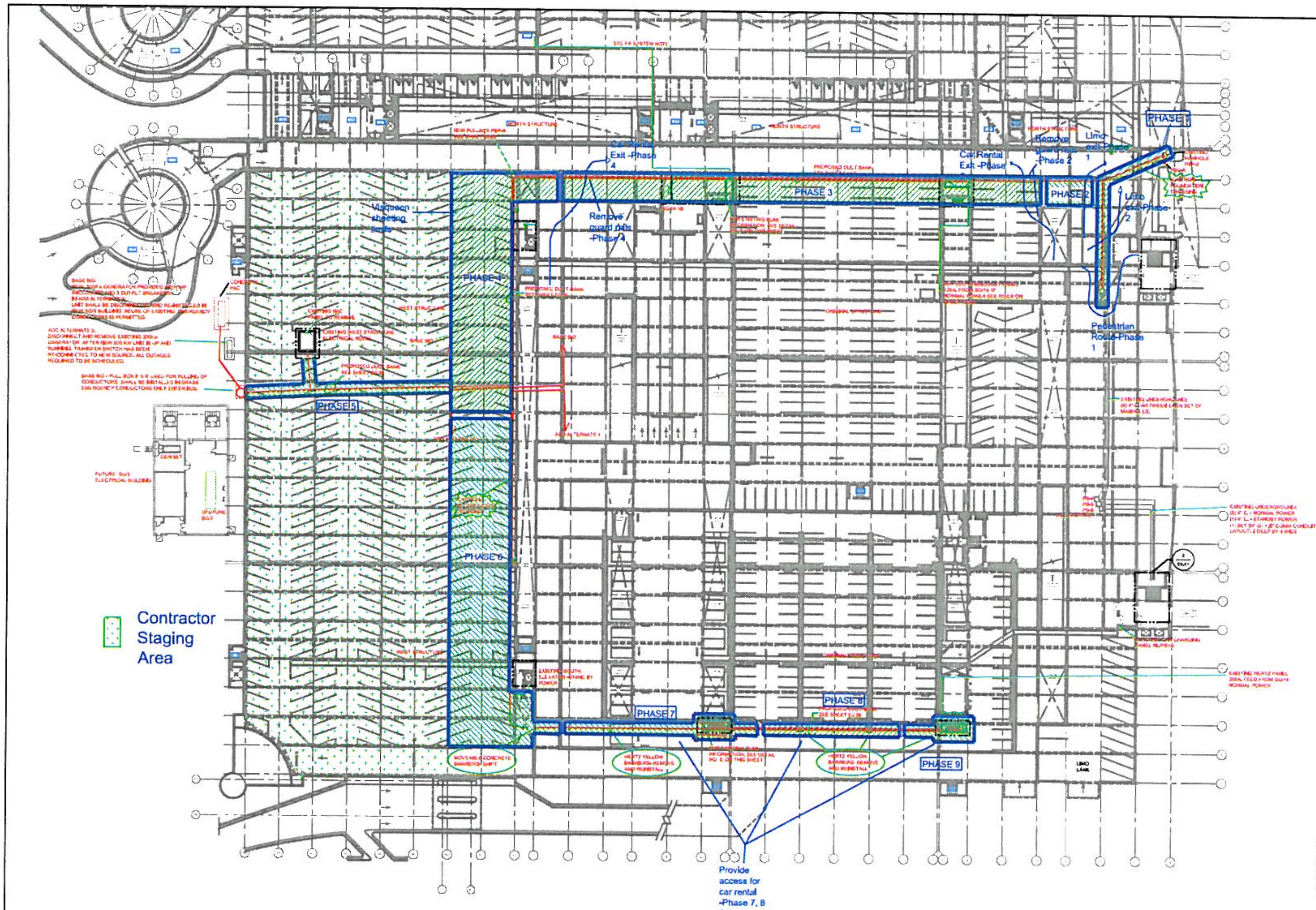
Special Provisions. Delete January 2013. Insert March 1, 2013.

26 32 13.13-6; G, 3
Replace the number 300 gallons to 600 gallons as indicated also on sheet PS-E0.44

26 05 00-10; C
Add sub paragraph 1: Once existing 200 KW generator is disconnected from use, request location GMIA site for unit to be placed for storage.

Section 31 20 00 titled Earth Moving indicated the specification index is attached.

END OF ADDENDUM



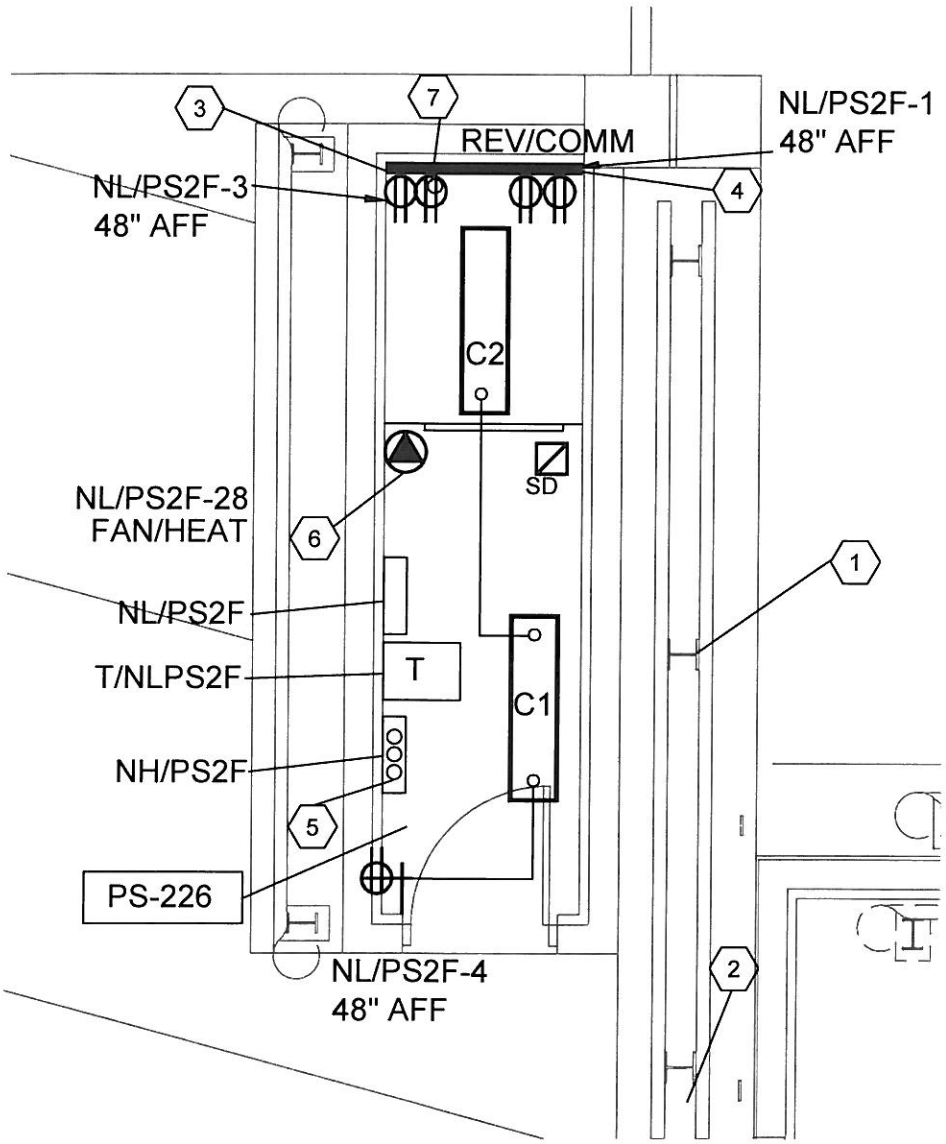
ORIGINAL AND WEST - NEW POWER & COMMUNICATION DUCT BANKS AND NEW ELECTRICAL ROOM LOCATIONS - FIRST FLOOR

PROJECT PHASING

PRIME CONSULTANT
LEEDY & PETZOLD ASSOCIATES, LLC

SHEET NO.	PS-E0.30
FILE NO.	7985
PROJECT NO.	A096-10012
PROJECT TITLE	GENERAL MITCHELL INTERNATIONAL AIRPORT 5300 S. HOWELL AVENUE MILWAUKEE, WISCONSIN
PHASE	PARKING STRUCTURE RELIGHTING PHASE 1 POWER INFRASTRUCTURE MODIFICATIONS
SHEET TITLE	POWER & COMM. DUCT BANKS AND ELEC. RM LOCATIONS -FIRST FL.
SCALE	1/32"=1'
DATE	JULY 2012
DRAWN BY	DTU
CHECKED BY	DSP
REVISIONS	

MILWAUKEE COUNTY DEPARTMENT OF ADMINISTRATION SERVICES
ARCHITECTURE ENGINEERING & ENVIRONMENTAL DIVISION
CITY CAMPUS BUILDING 2711 W. WELLS STREET
MILWAUKEE, WISCONSIN 53208



2
E0.32

REMOTE CLOSET SG/14-2F

SCALE: ¼" = 1'-0"

0 1 2 4 8 16

Milwaukee County
Parking Structure Relighting, Phase 1
ADDENDUM #1

DESIGN FIRM

LEEDY & PETZOLD ASSOCIATES, LLC
Consulting Electrical Engineers/Planners
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Elm Grove, Wisconsin 53122
Ph. (262) 860-1544, Fax (262) 860-1566
LPA # 7985

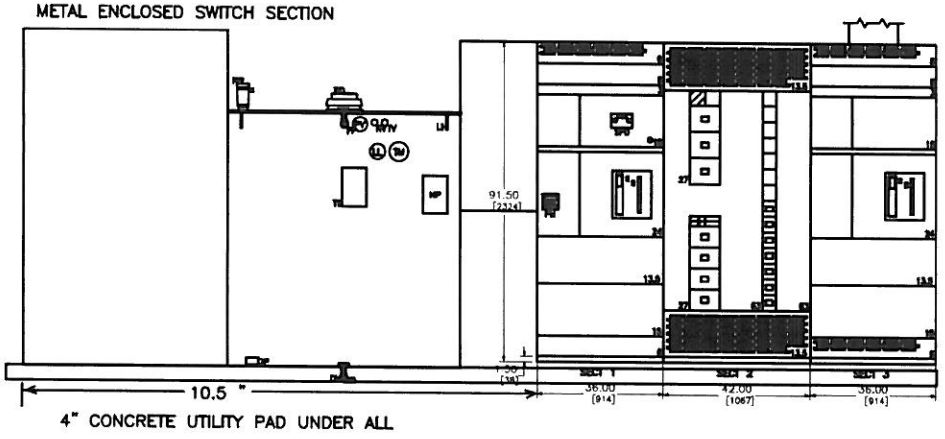
DRAWN BY:
DSP

DATE
Aug. 24, 2012

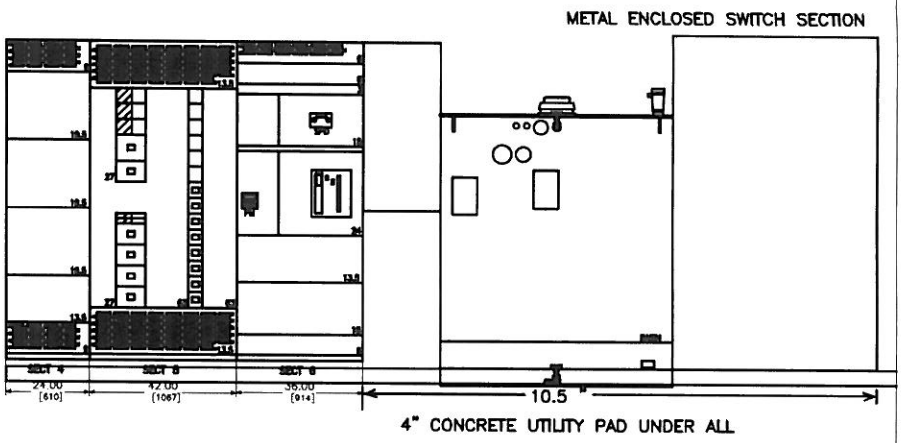
PROJECT
A096-10012

SHEET NO.
E-1

NORTH ELEVATION



SOUTH ELEVATION



EACH ROW OF GEAR – OVERALL LENGTH 18' 4" LONG

NEW- DOUBLE ENDED - SWITCHGEAR DETAIL - SG/14

1 / E0.45

NOT TO SCALE

DESIGN FIRM

LEEDY & PETZOLD ASSOCIATES, LLC

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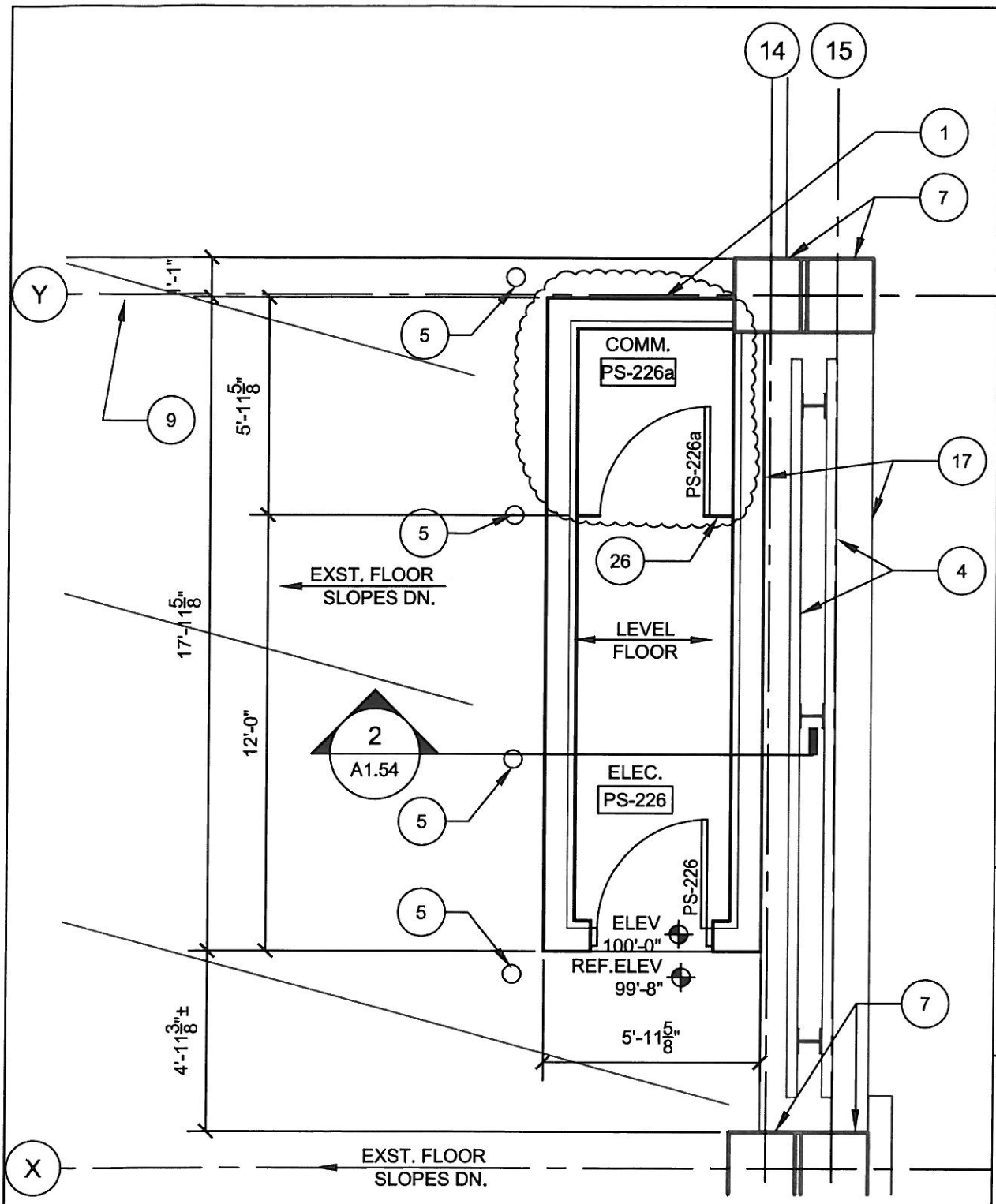
DRAWN BY: DSP

DATE Aug. 24, 2012

PROJECT A096-10012

SHEET NO. E-2

Milwaukee County
Parking Structure Relighting, Phase 1
ADDENDUM #1



SG/14-F LEVEL 2 FLOOR PLAN

9 / A1.53

SCALE: 1/4" = 1'-0"

0 1 2 4 8 16

PLAN NORTH

Milwaukee County
Parking Structure Relighting, Phase 1
ADDENDUM #1

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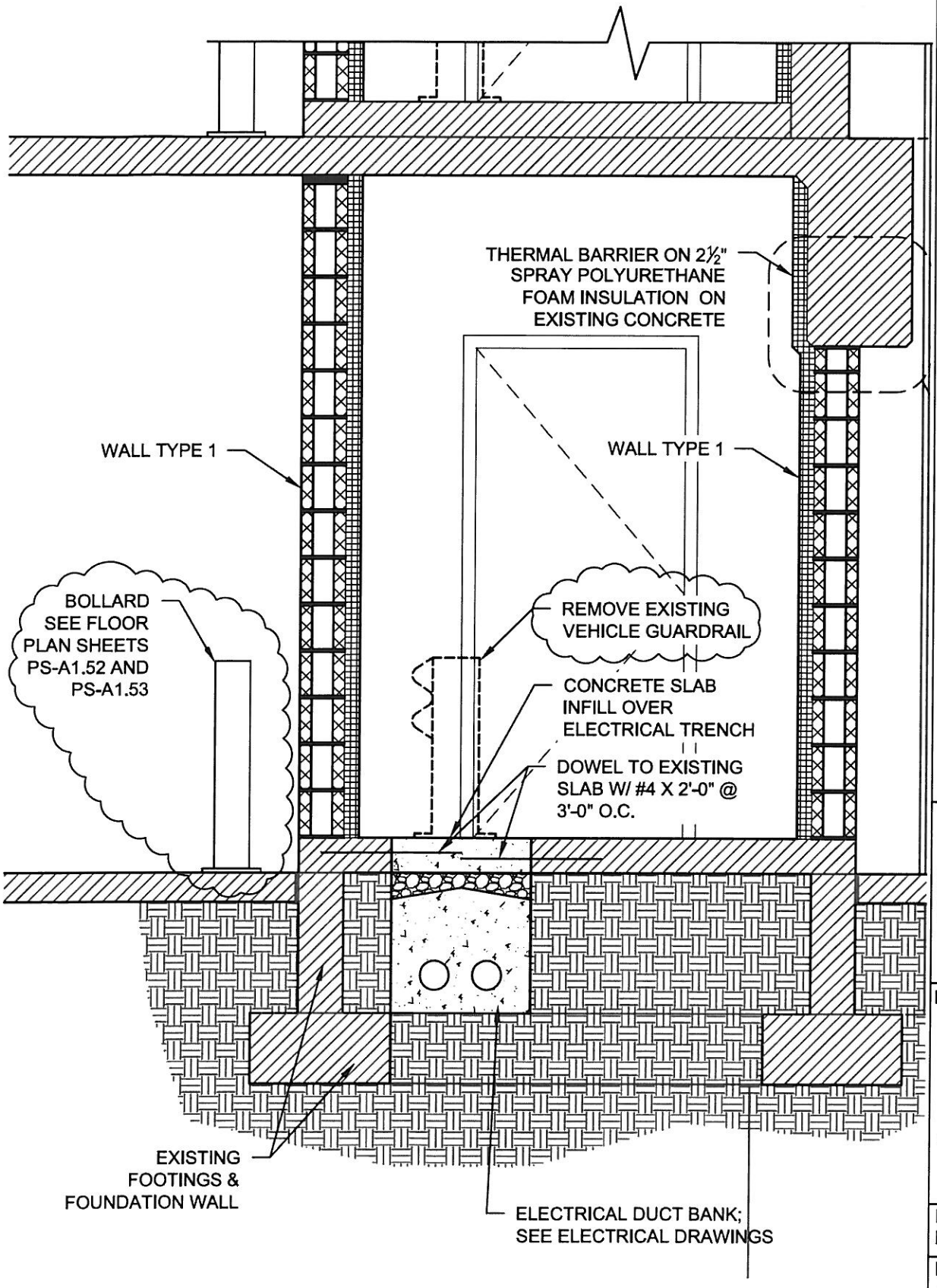
DRAWN BY: NAE

DATE: Aug. 24, 2012

PROJECT: A096-10012

SHEET NO.: A-1



ROOM 'A' SECTION

1 / A1.54

SCALE: ½" = 1'-0"

0 1 2 4

Milwaukee County
Parking Structure Relighting, Phase 1
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DRAWN BY:	NAE
DATE	Aug. 24, 2012
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SHEET NO.	A-2

DOOR SCHEDULE

FLOOR	OPENING NUMBER	DOOR					FRAME				FIRE RATING	HARDWARE SET	REMARKS
		TYPE	MAT'L	NOMINAL SIZE			TYPE	MAT'L	DETAILS				
				WIDTH	HEIGHT	THICK			HEAD	JAMB			
2ND FLOOR	PS-225	A	HM	3'-0"	7'-0"±	1-3/4"	F-1	HM	3/A1.55		–	1	1
	PS-225a	–	–	3'-0"	7'-0"	–	–	–	–		–	6	1,2,3
	PS-226	A	HM	3'-0"	7'-0"	1-3/4"	F-1	HM	3/A1.55		–	1	–
	PS-226a	–	–	3'-0"	7'-0"	–	–	–	–		–	1	3
	PS-227	A	HM	3'-0"	7'-0"	1-3/4"	F-1	HM	3/A1.55		–	5	–
	PS-227a	–	–	3'-0"	7'-0"	–	–	–	–		–	6	1,3
	PS-228	A	HM	3'-0"	7'-0"±	1-3/4"	F-1	HM	3/A1.55		–	1	1
	PS-228a	–	–	3'-0"	7'-0"	–	–	–	–		–	6	1,2,3
	PS-229	B	HM	3'-0"	7'-0"	1-3/4"	F-1	HM	2/A1.55		–	4	–
	PS-230	B	HM	3'-0"	7'-0"	1-3/4"	F-1	HM	2/A1.55		–	4	–

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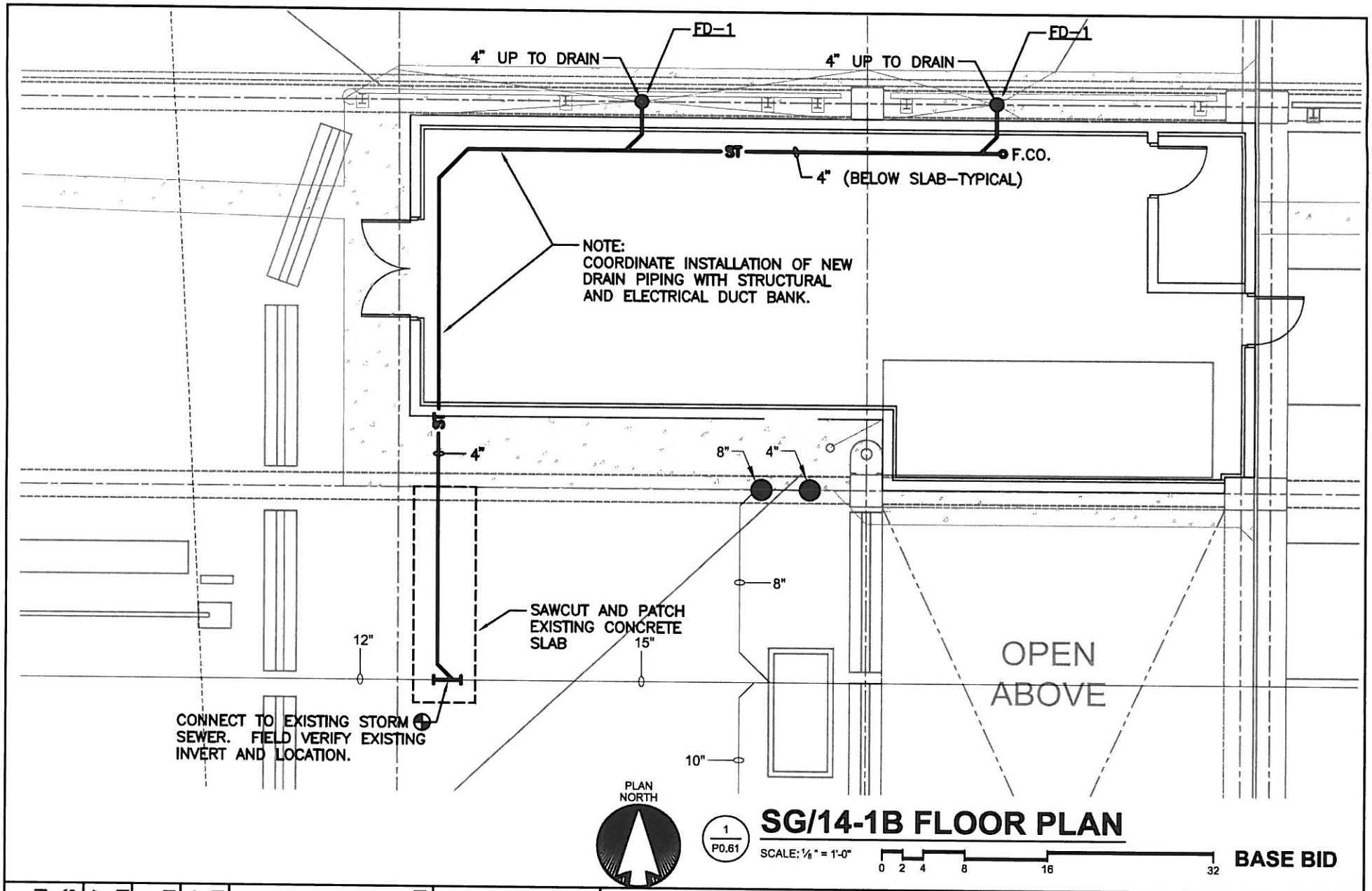
DRAWN BY: NAE

DATE Aug. 24, 2012

PROJECT A096-10012

SHEET NO. A-3

Milwaukee County
Parking Structure Relighting, Phase 1
ADDENDUM #1



1 / P0.61 **SG/14-1B FLOOR PLAN**

SCALE: 1/8" = 1'-0" 0 2 4 8 16 32

BASE BID

DESIGN FIRM

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DRAWN BY: JCW

DATE Aug. 24, 2012

PROJECT A096-10012

SHEET NO. P-1

Milwaukee County
Parking Structure Relighting, Phase 1
ADDENDUM #1

SECTION 31 20 00

EARTH MOVING

PART 1 - GENERAL

A. RELATED DOCUMENTS

B. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes:

1. Preparing sub grades for slabs-on-grade.
2. Excavating and backfilling for structures.
3. Drainage course for slabs-on-grade.

1.3 DEFINITIONS

A. Drainage Course: Course supporting the slab-on-grade that also minimizes upward capillary flow of pore water.

B. Excavation: Removal of material encountered above sub-grade elevations and to lines and dimensions indicated.

1. Unauthorized Excavation: Excavation below sub-grade elevations or beyond indicated lines and dimensions without direction by Architect. Unauthorized excavation, as well as remedial work directed by Architect, shall be without additional compensation.

❖ Structures: Buildings, footings, foundations, retaining walls, slabs, tanks, curbs, mechanical and electrical appurtenances, or other man-made stationary features constructed above or below the ground surface.

C. Sub-grade: Surface or elevation remaining after completing excavation, or top surface of a fill or backfill immediately below sub-base, drainage fill.

1.4 PART 2 - PRODUCTS

1.5 MATERIALS

A. Engineered Fill: Naturally or artificially graded mixture of natural or crushed gravel, crushed stone, and natural or crushed sand; ASTM D 2940; with at least 90 percent passing a 1-1/2-inch sieve and not more than 12 percent passing a No. 200 sieve.

B. Drainage Fill: Narrowly graded mixture of washed crushed stone, or crushed or uncrushed gravel; ASTM D 448; coarse-aggregate grading Size 57; with 100 percent passing a 1-1/2-inch sieve and 0 to 5 percent passing a No. 8 sieve.

PART 2 - EXECUTION

2.1 PREPARATION

A. Protect structures, utilities, sidewalks, pavements, and other facilities from damage caused by settlement, lateral movement, undermining, washout, and other hazards created by earthwork operations.

2.2 DEWATERING

A. Prevent surface water and ground water from entering excavations, from ponding on prepared sub-grades, and from flooding Project site and surrounding area.

2.3 EXCAVATION FOR STRUCTURES

A. Excavate to indicated elevations and dimensions within a tolerance of plus or minus 1 inch. If applicable, extend excavations a sufficient distance from structures for placing and removing concrete formwork, for installing services and other construction, and for inspections.

1. Excavations for Footings and Foundations: Do not disturb bottom of excavation. Excavate by hand to final grade just before placing concrete reinforcement. Trim bottoms to required lines and grades to leave solid base to receive other work.

2.4 SUBGRADE INSPECTION

A. Notify Architect/Engineer when excavations have reached required subgrade.

B. If A/E determines that unsatisfactory soil is present, continue excavation and replace with compacted backfill or fill material as directed.

2.5 UNAUTHORIZED EXCAVATION

A. Fill unauthorized excavation under foundations or wall footings by extending bottom elevation of concrete foundation or footing to excavation bottom, without altering top elevation. Lean concrete fill, with 28-day compressive strength of 2500 psi, may be used when approved by A/E.

1. Fill unauthorized excavations under other construction or utility pipe as directed by Architect.

2.6 BACKFILL

A. Place and compact engineered fill in excavations promptly, but not before completing the following:

1. Construction below finish grade
2. Removing concrete formwork.
3. Removing trash and debris.
4. Removing temporary shoring and bracing, and sheeting.

2.7 COMPACTION OF BACKFILLS AND FILLS

A. Place backfill in layers not more than 8 inches in loose depth for material compacted by heavy compaction equipment, and not more than 4 inches in loose depth for material compacted by hand-operated tampers.

B. Place backfill evenly on all sides of structures to required elevations, and uniformly along the full length of each structure.

C. Compact materials to not less than the following percentages of maximum dry unit weight according to ASTM D 1557:

1. Each layer of backfill material at 95 percent.

2.8 DRAINAGE COURSE

A. On prepared sub-grade, place and compact drainage fill under cast-in-place concrete slabs-on-grade as follows:

1. Place drainage course 6 inches or less in compacted thickness in a single layer.

2. Place drainage course that exceeds 6 inches in compacted thickness in layers of equal thickness, with no compacted layer more than 6 inches thick or less than 3 inches thick.

3. Compact each layer of drainage course to required cross sections and thickness to not less than 95 percent of maximum dry unit weight according to ASTM D 698.

2.9 DISPOSAL OF SURPLUS AND WASTE MATERIALS

A. Remove surplus and waste material, including trash, and debris, and legally dispose of it off Owner's property.

END OF SECTION