

ADDENDUM NO. 02

Baggage Screening Improvements – Phase 2B
[Baggage Handling Building Addition and OSR Room]

PROJECT NO. A044-09002-02

OFFICIAL NOTICE NO. 6688

GENERAL MITCHELL INTERNATIONAL AIRPORT
Milwaukee County, Wisconsin

Prepared By: MILWAUKEE COUNTY DEPARTMENT OF
ADMINISTRATIVE SERVICES
Airport Engineers - Telephone 414-747-5320
5300 South Howell Avenue
Milwaukee, Wisconsin 53207

DATE OF ADDENDUM: February 07, 2012

BIDS CLOSE: 2:00 P.M., WEDNESDAY February 15, 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 Addendum No. 2, consisting of twenty (20) pages, for **Baggage Screening Improvements – Phase 2B**, [Baggage Handling Building Addition and OSR Room], Official Notice No. 6688, at General Mitchell International Airport, Milwaukee, Wisconsin, dated January 18, 2012 is acknowledged.

Date _____

Firm _____

Per _____

Address _____

CHANGES

SPECIFICATIONS

BOOK 1 of 2

SECTION Item 5, BID SCHEDULE: Page 3 of 3: ADD:

b. **Alternate #2:** Add or deduct from Total Base Bid if S and C Electric Medium Voltage Switch Gear is used, the sum of:

\$ _____ **ADD**

c. **Alternate #3:** Add or deduct from Total Base Bid if Square D Medium Voltage Switch Gear is used, the sum of:

\$ _____ **ADD**

d. **Alternate #4:** Add or deduct from Total Base Bid if Square D Low Voltage distribution equipment is used, the sum of:

\$ _____ **ADD**

e. **Alternate #5:** Add or deduct from Total Base Bid if Cutler-Hammer Low Voltage distribution equipment is used, the sum of:

\$ _____ **ADD**

f. **Alternate #6:** Add or deduct from Total Base Bid if General Electric Low Voltage distribution equipment is used, the sum of:

\$ _____ **ADD**

SUBSTITUTION OF MATERIALS

For use by Bidders at their option the following substitutions from specifically named materials or items.

MANUFACTURER'S NAME	MATERIAL	ADD/DEDUCT
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

BOOK 2 of 2

SECTION 00 01 10 – TABLE OF CONTENTS

SECTION 05 12 00 STRUCTURAL STEEL

Item: sub section 1.3 SUBMITTALS paragraph D, **CHANGE** from: “Shop drawings which include the following and have been prepared under the supervision of a Structural Engineer registered in the State of Wisconsin and shall bear seal and signature of the supervising design engineer.” **TO:** “Shop drawings which include the following and have been prepared under the supervision of a Structural Engineer registered in the State of Wisconsin and shall be accompanied by a letter bearing seal and signature of the supervising design engineer stating that the connections shown on the shop drawings are in general conformance with the submitted and approved connection calculation design.”

Item: sub section 1.3 SUBMITTALS paragraph B, **CHANGE** from: “Shop drawings which include the following and have been prepared under the supervision of a Structural Engineer registered in the State of Wisconsin and shall bear seal and signature of the supervising design engineer.” **TO:** “Shop drawings which include the following and have been prepared under the supervision of a Structural Engineer registered in the State of Wisconsin and shall be accompanied by a letter bearing seal and signature of the supervising design engineer stating that the joists shown on the shop drawings are in general conformance with the submitted and approved joist design.”

SECTION 07 27 26 – FLUID APPLIED MEMBRANE AIR BARRIERS

Item: Paragraph 2.3/A/1/a. – products, **ADD** ;“(7) BASF Products; Enershield-Hp, vapor permeable Air Barrier”, to list of approved products.

SECTION 08 71 00 – DOOR HARDWARE

Item: Hardware groups, **ADD**; GROUP 31 - Passage with closer & Exit device
Function: Latch bolt retracted by lever either side.
Hinges as specified
1 each Lockset passage Function
1 each “panic bar” Exit Device,
1 each Closer
1 each Kick plate
1 each Stop

GROUP 32-33, Not used

SECTION 11 60 00 – EQUIPMENT

Item: Paragraph 3.4/A/2/a. – Threat containment vessel & trailer, **CHANGE:** “a. 3,595lbs (4,446 lbs with trailer)”

SECTION 14 11 00 – MATERIAL LIFT

Item: Paragraph 2.2/B/6. – Material Lift power requirement, **CHANGE:** “6. Electric Power Supply: 460Volts / 3-Phase / 60Hertz / 20Amps

SECTION 26 11 00 – SECONDARY UNIT SUBSTATIONS, PART 2 PRODUCTS

Article 2.5, SECONDARY SWITCHBOARD Paragraph A. **ADD**
“2. Cutler Hammer.”
“3. G.E.”

SECTION 26 24 16 – PANELBOARDS, PART 2 PRODUCTS

Article 2.3, BRANCH CIRCUIT PANELBOARDS, Paragraph A. **ADD**
“2. Cutler Hammer.”

“3. G.E.”

SECTION 26 28 19 – ENCLOSED SWITCHES, PART 2 PRODUCTS
Article 2.2, NONFUSIBLE SWITCH ASSEMBLIES, Paragraph A. **ADD**

“2. Cutler Hammer.”

“3. G.E.”

DRAWINGS

Cover Sheet – T000

ADD the following sheet to the PLUMBING portion of the DRAWING LIST.
“FP101B PARTIAL GRADE LEVEL FIRE PROTECTION PLANS”

Architectural

SHEET A002B:

Item: Code plan information, **ADD**: Fire sprinklering note to the existing baggage make up north & south rooms, as shown on supplemental detail A002B attached.

SHEET A003B - Enlarged Grade Level Code Plan

Item: Code plan information, **CHANGE** Existing & new fire barrier ratings to the plan as shown on supplemental detail A003B attached. (East wall of corridor H-T110 changes from 3 hr rating to 2 hr rating). (West wall of corridor H-T110 changes from 2 hr rating to 3 hr rating).

SHEET A101B, 102B - PARTIAL GRADE LEVEL PLAN – NORTH & SOUTH

Item: Plan information, **CHANGE** General Note on plan referring to alternate #1; “Unless noted otherwise, all ticket counter casework shown on this plan shall be alternate #1.”

SHEET A101B - PARTIAL GRADE LEVEL PLAN - NORTH

Item: Plan information, **CHANGE**: Existing & new fire barrier ratings to the plan as shown on supplemental detail A101B attached. Add rated passage door H-T11-1 to plan. (East wall of corridor H-T110 changes from 3 hr rating to 2 hr rating). (West wall of corridor H-T110 changes from 2 hr rating to 3 hr rating).

SHEET A703B - Wall Sections

Item: Detail 1 & 2 information **CHANGE**: Existing & new fire barrier ratings to the wall sections as shown on supplemental detail A703B attached. Change door rating. (East wall of corridor H-T110 changes from 3 hr rating to 2 hr rating). (West wall of corridor H-T110 changes from 2 hr rating to 3 hr rating).

SHEET A706B - Wall Section

Item: Detail 2 information **CHANGE**: Existing & new fire barrier ratings to the wall sections as shown on supplemental detail A706B attached. **ADD** rated passage door. (South wall of corridor H-T110 changes from 2 hr rating to 3 hr rating).

SHEETS A700B to A708B **Building** envelope systems – Exterior soffit system #1 – ESS-1: **ADD** Note to ESS-1 description “(ESS-1 is a non-ventilated, thermal, air tight, non accessible exterior soffit system. All MEP systems, fixtures & structural supports that penetrate this thermal buildings envelop system (Glass Matt Sheathing & AIB) must be sealed tight to maintain its airtight condition. Glass mat sheathing must but cut & coped tight around structural column conditions & sealed. SFRM that is disturbed must be cut patched & returned to structural members to maintain fire proofing rating. Where access to space above ESS-1 is required by MEP systems, air tight access panels must be used & reviewed closely with architect & owner prior to their installation)”.

Structural

SHEET S723B:
DELETE section 9/S723B

SHEET E702B

CHANGE Detail 1/E702B – Manhole

Added detail design information for the submersible pump, level control floats, submersible pump control panel, and submersible discharge piping.

Plumbing

ADD Sheet **FP101B PARTIAL GRADE LEVEL FIRE PROTECTION** to the drawing set.

SHEET FP100B

ADD note: “6” Dry pipe up to second floor. Connect dry pipe valve to 6” fire main after DDC valve. Dry pipe system for baggage make-up area.” **ADD** note: “Location of dry pipe valve for dry system above parking and tug tunnel for underside of baggage addition. Not in association with dry standpipe system.” **ADD** note: Drop to hose valve in tug tunnel driveway. Install valve so as not to be struck by tug. (Typical)” **ADD** note: “Cap and valve for draining dry standpipe in tug tunnel”. **ADD**: piping shown for dry standpipe running down tug tunnel. (See attached drawing FP100B)

SHEET FP200B

ADD note: “Dry pipe valve for baggage make-up areas. See FP-100B and FP-101B for continuation.” **ADD** note: “Install hose valve associated with dry standpipe system in locations that do not obstruct pedestrian traffic flow or operation of exit doors.(Typical). (See attached drawing FP200B)

CLARIFICATIONS

Project Manual Book 1 of 2

Q: Please confirm that the Form DBD-014C is not required with the bid.

A: Although it is always preferred to submit Form DBD-014C form with the bid it is not necessary. You have three days after the bid date to submit a completed form.

Q: Please confirm that the Form 2035 is not required with the bid.

A: Form 2035 does not have to be submitted with the bid

Q: Please confirm that The Subcontractors List (12a) follows the same protocol as the DBD-002C, i.e. list submitted within 3 working days from the date and time of bid opening.

A: List of Subcontractors (12a) and DBD-002C must be submitted with the bid.

Q: Please confirm that the Form 2036 is not required with the bid.

A: Form 2036 does not have to be submitted with the bid

Q: What is the start time for 3rd shift? I see we need to be done working in some areas by 4:00am.

A: The work window for 3rd shift is subject to change, based on the airline’s schedules. For the sake

of bidding purposes, assume that 3rd shift is 9:30 p.m. to 4:30 a.m., or 7 hours each night.

Q: We are bidding on Project 2B. As I see it we have 28 weeks of work in phases 1-7, Phase 9 can't start until the BHS installation is complete (32 weeks). We have approximately 22 weeks of work after they are done. Do we need to have our superintendent on site when BHS is doing their work and we are not working? If we are doing some work during the same time as BHS can he be on site for just the time we are there working?

A: The 2B prime contractor, will be required to provide full time supervision during the BHS installation.

Project Manual Book 2 of 2

Q: Specification SECTION 26 05 36 has two products specified, steel ladder style tray and metal trough type tray. The existing cable trays as indicated on sheet ES020B are wire basket style cable trays. There is no specification for that product. Please provide.

A: Basket-type tray is preferred as manufactured by Cablofil or similar equal manufacturer.

Q: Specification SECTION 22 05 00 and Sections 22 13 00 and 22 14 00 appear to be in conflict. In General 22 05 00 does not allow PVC pipe and 22 13 00 and 22 14 00 do.

A: A reference in 22 05 00 that disallows PVC piping could not be located. 22 13 00 FACILITY SANITARY SEWER and 22 14 00 FACILITY STORM SEWER both allow the use of PVC piping if in accordance with local building codes and the City of Milwaukee Plumbing Regulations.

Drawings:

Civil:

Q: Where should the construction joints be installed?

A: Construction joints shall be made at all cold pour locations. Contractor shall refer to the phasing drawings to determine pour sequence and possible construction joint locations. Contractor shall install construction joint in accordance with Detail 05/C600B.

Q: Can contraction joints be saw cut?

A: Saw cutting of contraction joints shall be allowed. Contractor shall refer to Detail 03/C600B for detail information pertaining to contraction joints and Sheet C102B for locations of contraction joints.

Q: What is the difference between "Type F" and "Type C" joints associated with Detail 01/C600B?

A: "Type F" jointing is to be utilized at a cold pour location between two "new" panels of heavy duty concrete pavement. "Type C" jointing shall be utilized when doweling the "new" heavy duty concrete pavement to the "existing" heavy duty concrete pavement.

Architectural:

Q: "See Checked Baggage Inspection System Drawings for equipment removals in this space."

- Is the referenced set of drawings part of this Bid Package PH-2B?
- Where are the drawings?
- Is the removal of the Baggage Inspection System by a separate contract?
- Please clarify.

A: The BHS Contractor will remove the existing conveyors as part of the 2C package. There will be coordination with the 2B contractor during the phasing of the make-up area tie-ins.

Q: Clarify: 2/A703B. Details showing 3/A720B, 7/A720B has different blocking at the roof than what is shown on A720B.

A: Refer to larger details when called out on wall sections accordingly. Continuous treated blocking is required along the top of the precast wall. Treated built up continuous blocking is required at roofing/precast wall transitions.

Q: Clarify: 4/A704B referencing detail 1/A721B shows blocking at the roof. Actual detail shows no blocking.

A: Refer to larger details when called out on wall sections accordingly. Continuous treated blocking is required along the top of the precast wall.

Q: Clarify: Height of CMU walls @ stairwell S10 and @ New Ticketing Area

A: Refer to larger details when called out on floor plans accordingly. New CMU wall is a rated partition & must be constructed from floor to bottom of existing structure above. See partition types & associated requirements sheet A010B for rated partition requirements. See building section detail 4/A700B for general understanding of existing building/roof structure above for stairwell S10, new rated CMU wall construction. See details 8/A708B for height of bottom of existing mechanical room mezzanine floor structure above the new rated walls have to be constructed to, for the work behind ticketing counters

Q: Clarify if doors T114-5 and T114-6 are to be installed. On drawings but not door schedule.

A: They are on the door schedule sheet A800B. Existing sectional doors #5 & 6, south baggage make up room T178, which will be demoed & replaced with new insulated coiling door.

Q: Clarify demo and infill (10" CMU) above new overhead doors on north and south baggage handling rooms.

A: All existing sectional OH doors in existing precast walls, north & south baggage make up rooms will be demoed & replaced with new coiling doors as needed to make way for new baggage conveyors. Conveyors are demoed & renovated by BHS contractor, 2C documents. 2B contractor will need to coordinate with 2C accordingly. In 2008 a portion of existing sectional doors were removed & replaced with coiling doors for this exact same purpose. These 2008 OH coiling doors located in the south baggage make up room will not be removed under the 2B project. The 2008 OH coiling doors in the north baggage make up room will require partial or full removal & reinstallation as required for the modifications to the existing structural column & footings directly adjacent to these coiling doors. The precast OH door openings on the north baggage make up room will require the openings to be lowered (infilled with 10" CMU) in order for the elevated building addition to be installed against the openings. The exterior metal transom, where they exist on the north matrix door openings will need to be removed to construct the CMU infill.

Q: Is all the ticket counter millwork as shown on A101B and 102B part of the alternate bid 1? There is a note on these 2 sheets pointing to detail 3/A621B that states "Base Bid". But then a general note on these 2 sheets states "All ticket counter casework shown on this sheet part of Alternate 1".

A: see drawing changes in this addendum.

Structural:

Q: Clarify where to reference 9/S723B

A: This detail has been deleted. See drawing changes in this addendum.

Q: Line D on page 2 of section 051200 under 1.3 SUBMITTALS says that all shop drawings are to be

signed and sealed by the engineer overseeing detailing of the project. My detailers are informing me that this will probably cost as much as the detailing itself, if not more. Would a signed and sealed letter from the engineer be an acceptable alternative in lieu of stamping each drawing?

A: See changes to specifications in this addendum above..

Electrical:

Q: Should the three cameras shown on sheet ES101B outside the building be "WP" weatherproof? They are not indicated to be so. The same question applies to cameras on the outside of the building on sheet ES102B.

A: These cameras need to be installed in a weatherproof housing.

Q: What is the required wiring from the delayed egress door hardware shown on sheet ES201B per note #7?

A: Provide a Fire Alarm Control module for the delayed egress doors on sheets ES201B & ES202B. Wire back to FATP.

Q: When existing substation USS BS/N is removed from the building, can we take the parts up the tug tunnel to grade to remove it from the basement? If so, do we need to do that work on 3rd shift?

A: The electrical gear will be able to be removed through the tug tunnel during normal first shift hours, coordinating the time with the construction manager.

Q: The 225 amp feeders indicated on the one line diagram on sheet E602B are specified in 2" conduit. 4- 4/0 and 1- #3 will not fit in a 2" conduit. It should be a 2.5" conduit. Please advise.

A: A 2-1/2" conduit shall be used.

Q: Can a more detailed drawing be provided that shows where PSS/4L and P/10 are located?

A: Location of PSS/4L and P/10 are shown approximately on detail 3 on E103.

Q: Where are panel DP4C and the related disconnect switch that are to be removed?

A: DP4C is in room 23 adjacent to panel CP/1. Disconnect to be removed is just west of panel TSA/EDS-UPS.

Q: Sheet D101B, Note-34: "See Checked Baggage Inspection System Drawings for equipment removals in this space..."

- a. Is the referenced set of drawings part of this Bid Package PH-2B?
- b. Where are the drawings?
- c. Is the removal of the Baggage Inspection System by a separate contract?
- d. Please clarify.

A: The referenced drawings are in the Bid Package Phase 2C, Checked Baggage Inspection System. The BHS Contractor will remove the existing conveyor components as part of the 2C package. There will be coordination with the 2B contractor during the phasing of the make-up area tie-ins.

Q: Most of the IP Cameras on plan ES102B would exceed the distance limitation on Ethernet cabling as specified to get to room T118. Will these cameras be cabled with fiber or will another room be established within the distance limitation for these cameras?

A: Connect these cameras to south closet T190.

Q: Note 5 on Plan ES020B lists a PVC conduit going to Room 51. Room 51 is not shown on any plan. Where is Room 51 located?

A: Approximate location of room 51 is shown on detail 3 on sheet E103B.

Q: Note 10 on plan ES020B shows a new fiber going to the mezzanine. The line showed is colored like

the other new raceways are on the plan. Is there a new or existing raceway associated with this fiber?

A: This is a new 1" PVC raceway and new SMF cable.

Q: Note 8 on Plan ES101B list moving a camera that is referenced on Plan ED101. The referenced camera is not shown on ED101B and there is no plan ED101 in the packet.

A: Provide new IP camera at this location.

Q: Note 3 on Plan ES020B lists moving the wiring from an existing TSA wall mount cabinet to a new cabinet. What are the current contents of this TSA cabinet?

A: The cabinet to be demolished is shown by note #3. The new location is shown by note #2. The new cabinet is installed several feet to the south of the existing location.

Q: Note 6 on E103B does this note apply to ground bar in Administration building? Do we take the ground to the new NLA/1A?

A: Connect ground bar to grounding bus of Administration Building substation located in the basement.

Q: Do existing manholes have racking for new feeder? If not will we need to provide and install racking in existing?

A: New supports shall be provided in existing manholes per Addendum #1.

Q: Please clarify that all fiber is being installed is single mode.

A: Both types are used. Multimode fiber is used to serve the EDS machines. Single mode fiber is used on data system and fire alarm system.

Q: GMIA typically requires that all fiber and copper cables are plenum rated. Please verify with owner.

A: Yes, all cable shall be plenum rated.

Q: All fiber terminations are usually SC type terminations not LC. Please verify.

A: Use type SC connectors.

Q: All fiber terminations for GMIA have been done using Corning Unicam connectors. Please clarify with GMIA to see if they will accept hand polished connectors.

A: No, Corning Unicam connectors shall be used.

Q: Corning fiber panels are normally used at GMIA fiber enclosures. Will they accept other manufacturers?

A: No, all panels shall be Corning.

Q: Labeling of fiber innerduct is currently done at 30' intervals using Brady 41920VIP tags. The RFP does not require this. Please clarify.

A: Label all innerduct a maximum of 30' using Brady tags.

Q: Angled category 6 patch panels do not follow the GMIA standards. Should we still include angled panels or flat?

A: Yes, angled patch panels are acceptable

Q: The bid stipulates OTDR testing. GMIA has accepted testing in the past using IDEAL or FLUKE testers measuring fiber loss at 1310/1550nm. Is this type of testing acceptable?

A: OTDR testing is required.

Q: Should camera locations terminate using 8-pin modular plugs or jacks and surface boxes?

A: Unsure what is being questioned.

Q: Sheet ES201B, note #2 states single-mode for the DES machines. E603 states multimode. Which is correct?

A: Multimode serves the DES machines.

Q: Sheet ES201B, note #5. Are you looking for 2 data or 4 data?

A: 2 data ports.

Q: Sheet ES201B, note #11: Does the CCTV only require 1 Category 6? Two cables are not required?

A: Cameras are IP cameras with POE capabilities. #16 wiring would not be required for power.

Q: Sheet ES020B, note #1: What rooms does the fiber run between?

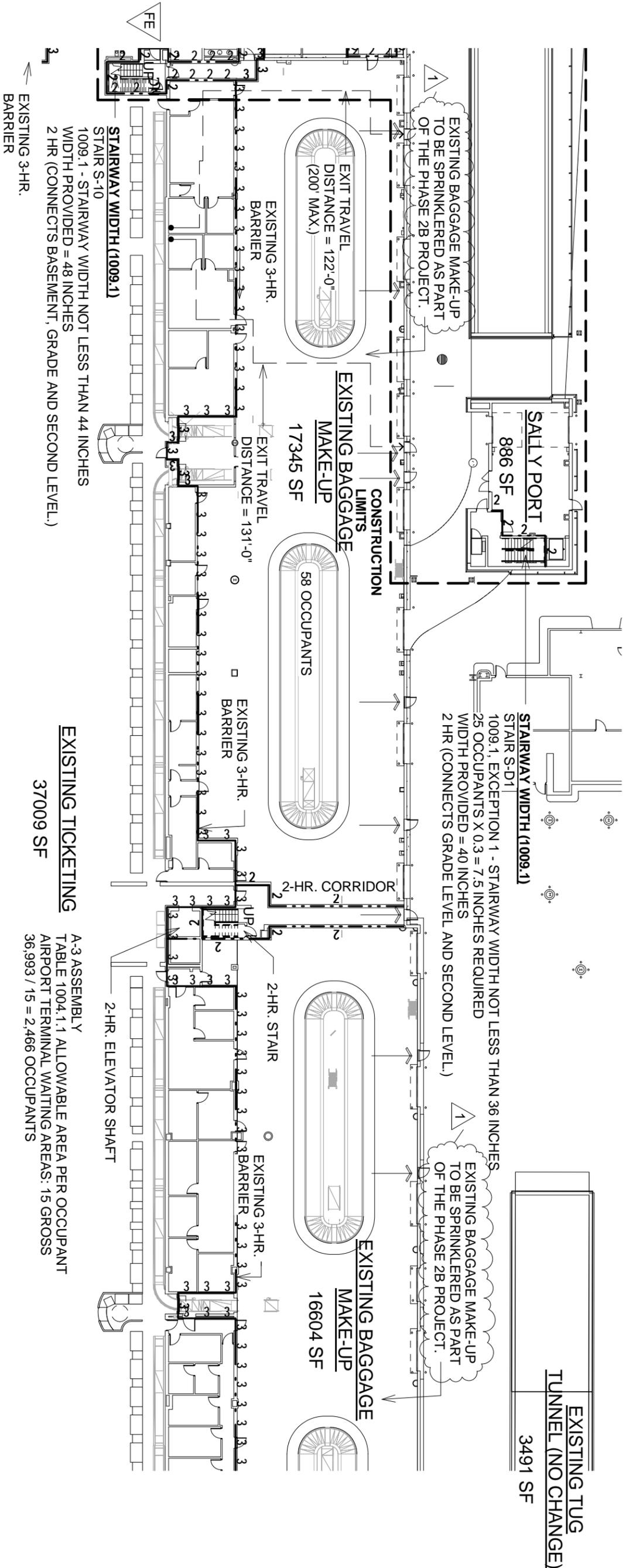
A: Route (1) SMF between room 24 and T118, and (1) SMF between room 24 and T116C.

Q: Sheet ES201B, notes #12 and 14. Are these duplicates for what is mentioned on Sheet ES101B note 14?

A: The respective notes are referring to the same conduit run shown on different sheets.

Q: What connectivity for copper cabling are you looking for? Is the past GMIA has accepted Hubbell. Please advise.

A: Hubbell is the acceptable connectivity means.



MILWAUKEE COUNTY DEPARTMENT OF ADMINISTRATIVE SERVICES

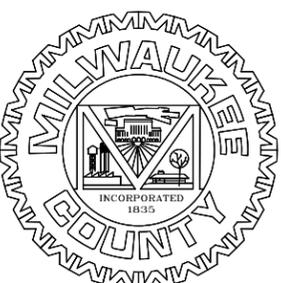
CITY CAMPUS 2711 W. WELLS ST - 2ND FLOOR MILWAUKEE, WI 53208

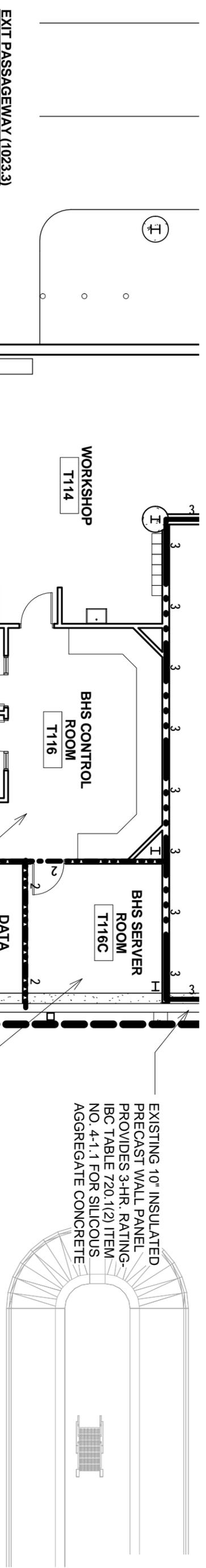
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 DATE: 02/07/12
 SCALE: 1/32" = 1'-0"
 SHEET TITLE: OVERALL GRADE LEVEL CODE PLAN - MAIN TERMINAL

PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL AIRPORT BAGGAGE SCREENING IMPROVEMENTS PHASE 2B

ADDENDUM # 02

A002B





EXIT PASSAGEWAY (1023.3)
 SHALL HAVE WALLS, FLOORS AND CEILINGS OF NOT LESS THAN THAT REQUIRED FOR ANY CONNECTING EXIT ENCLOSURE.
 PROVIDED:
 WALLS: 2-HR. RATED
 FLOOR: SLAB-ON-GRADE
 FLOOR DECK ABOVE: 2-HR. RATED

EXISTING 12" INSULATED PRECAST WITH 6" SOLID STRUCTURAL WYTHE PROVIDES 3-HR RATING. IBC 720.1(2) ITEM 4-1.1 FOR SILICEOUS AGGREGATE CONCRETE.

EXISTING 10" INSULATED PRECAST WALL PANEL PROVIDES 3-HR. RATING- IBC TABLE 720.1(2) ITEM NO. 4-1.1 FOR SILICEOUS AGGREGATE CONCRETE

PREACTION SPRINKLER LOCATIONS
 ELECTRICAL ROOMS AND DATA ROOMS WILL BE 2-HR RATED WITH PREACTION SPRINKLER SYSTEM

SPRINKLERED BHS CONTROL RM, OFFICES AND WORKSHOP AREA
 B. BUSINESS OCCUPANCY
 EXISTING 6" SOLID PRECAST PANEL PROVIDES 3-HR RATING. IBC 720.1(2), ITEM 4-1.1 FOR SILICEOUS AGGREGATE CONCRETE.

EXISTING 3-HR WALL

MILWAUKEE COUNTY DEPARTMENT OF ADMINISTRATIVE SERVICES

CITY CAMPUS 2711 W. WELLS ST - 2ND FLOOR MILWAUKEE, WI 53208

PROJECT NUMBER: A044-09002-02
 DATE: 02/07/12
 SCALE: 1" = 10'-0"
 SHEET TITLE: ENLARGED GRADE LEVEL CODE PLAN

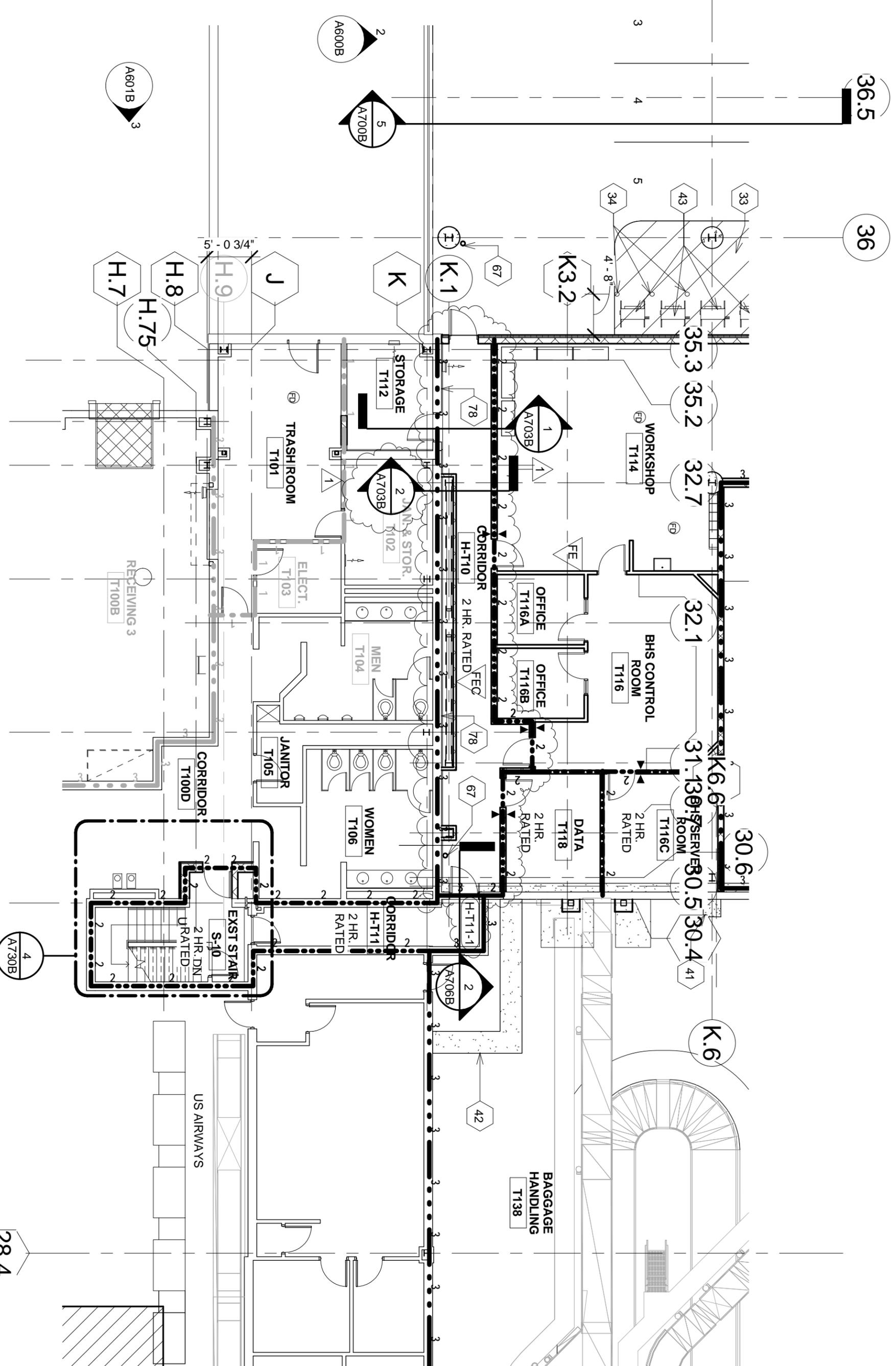
PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL AIRPORT BAGGAGE SCREENING IMPROVEMENTS PHASE 2B



ADDENDUM # 02

A003B





MILWAUKEE COUNTY DEPARTMENT OF ADMINISTRATIVE SERVICES

CITY CAMPUS 2711 W. WELLS ST - 2ND FLOOR MILWAUKEE, WI 53208

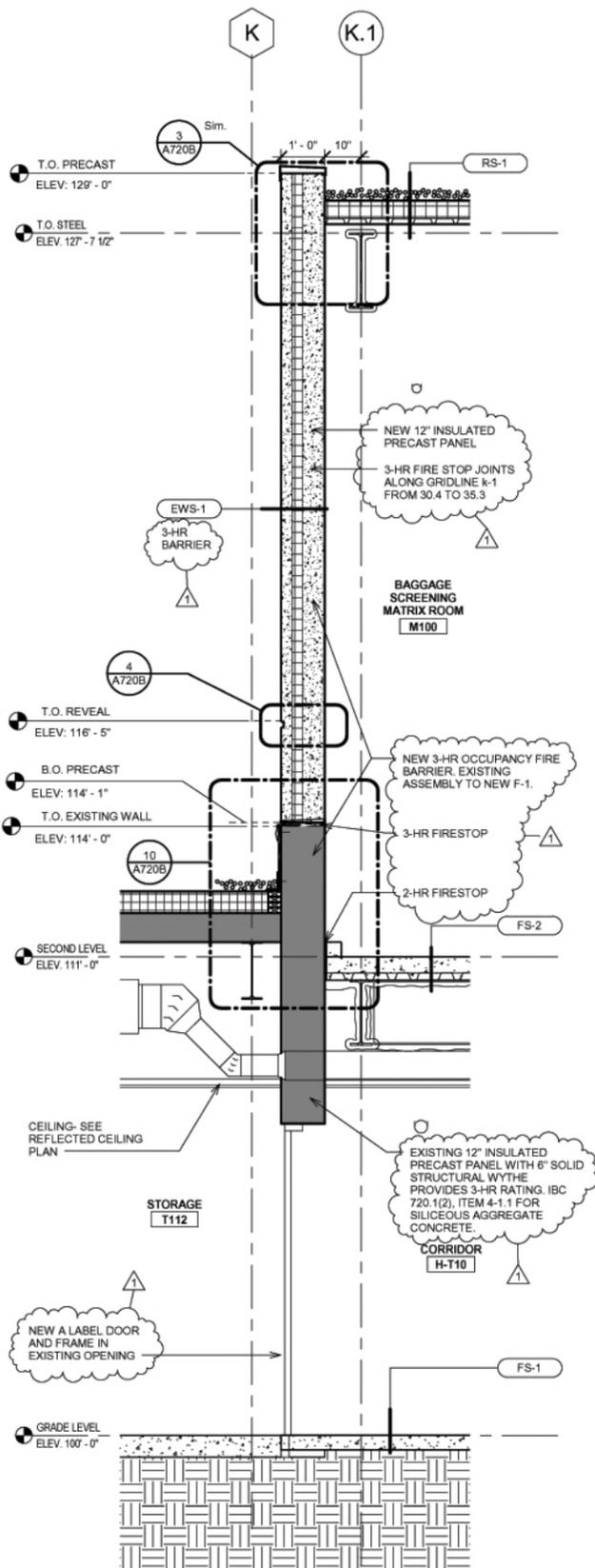
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 DATE: 02/07/12
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 SHEET TITLE: PARTIAL GRADE LEVEL PLAN - NORTH

PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL AIRPORT
 BAGGAGE SCREENING IMPROVEMENTS PHASE 2B

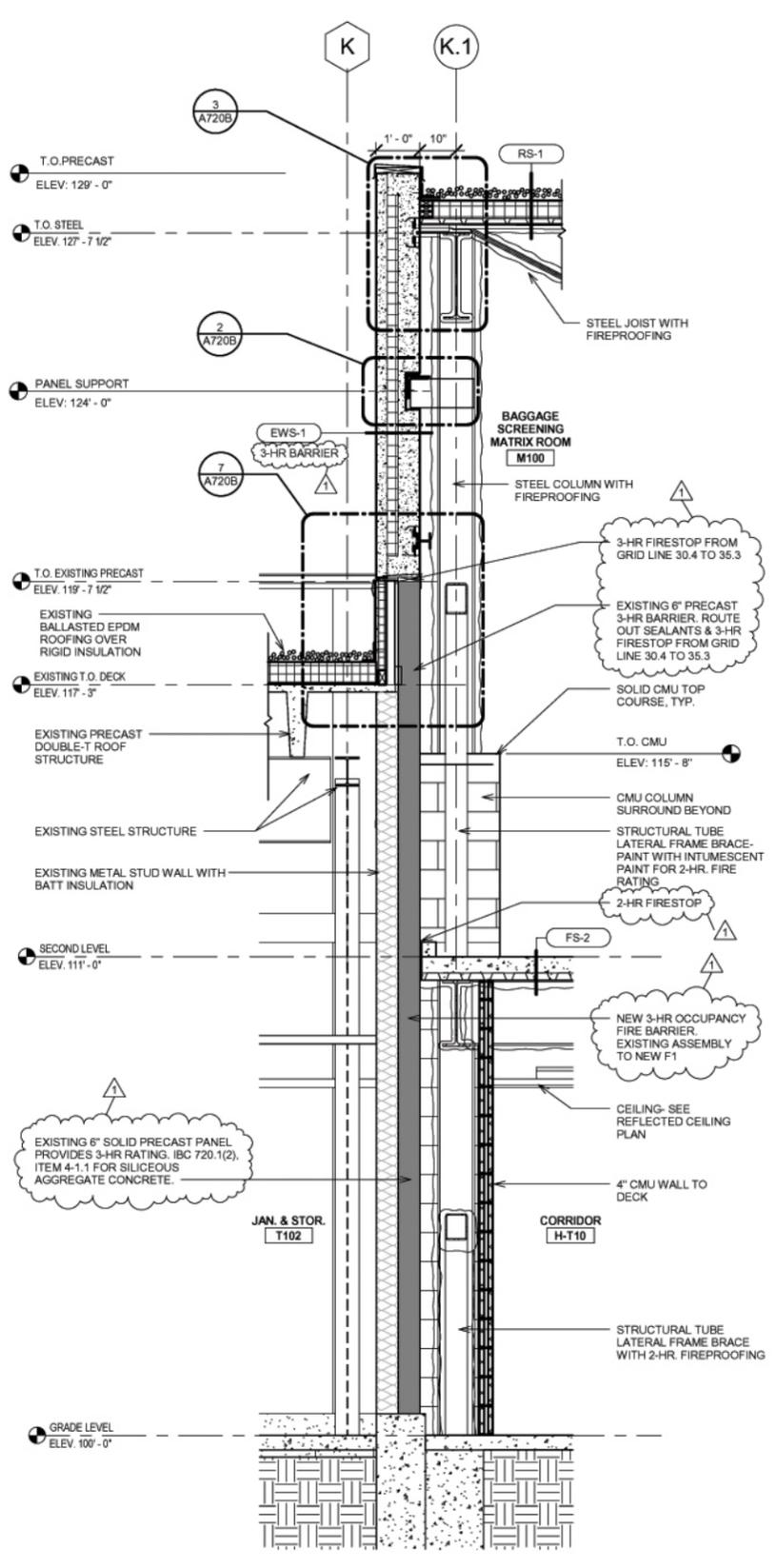


ADDENDUM # 02

A101B



1 WEST WALL SECTION AT NEW TO EXISTING - CORRIDOR
 1/2" = 1'-0" REF: 1/A101



2 WEST WALL SECTION AT EXISTING BUILDING
 1/2" = 1'-0" REF: 1/A101

Note: Wall sections shown are half size drawings



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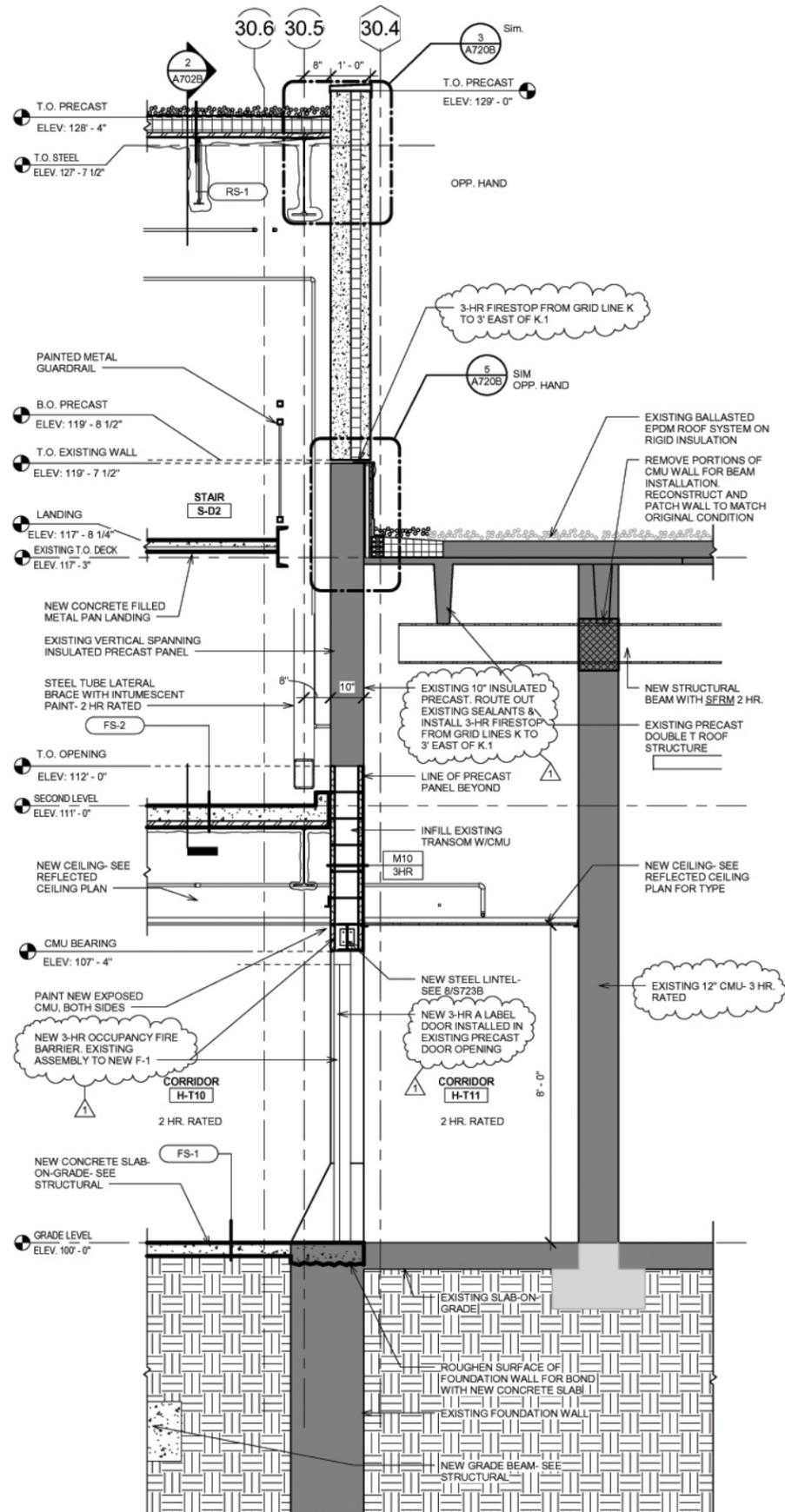
PROJECT NUMBER: A044-09002-02
 DATE: 02/07/12
 SCALE: 1/2" = 1'-0"
 SHEET TITLE: WALL SECTIONS

PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL AIRPORT BAGGAGE SCREENING IMPROVEMENTS PHASE 2B



ADDENDUM # 02

A703B



2 NORTH WALL SECTION AT CORRIDOR H-T11
 1/2" = 1'-0" REF. 1/A101

Note: Wall sections shown are half size drawings



MILWAUKEE COUNTY DEPARTMENT OF ADMINISTRATIVE SERVICES

CITY CAMPUS 2711 W. WELLS ST - 2ND FLOOR MILWAUKEE, WI 53208

PROJECT NUMBER: A044-09002-02
 DATE: 02/07/12
 SCALE: 1/2" = 1'-0"
 SHEET TITLE: WALL SECTIONS

PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL AIRPORT BAGGAGE SCREENING IMPROVEMENTS PHASE 2B



ADDENDUM # 02

A706B



MILWAUKEE COUNTY DEPARTMENT OF ADMINISTRATIVE SERVICES

CITY CAMPUS 2711 W. WELLS ST. - 2ND FLOOR MILWAUKEE, WI 53208

PROJECT NUMBER: A044-09002-02
 DATE: 02-07-2012
 SCALE: NO SCALE
 SHEET TITLE: ELECTRICAL DETAILS

1 TYPICAL MANHOLE SECTION DETAIL
 NO SCALE

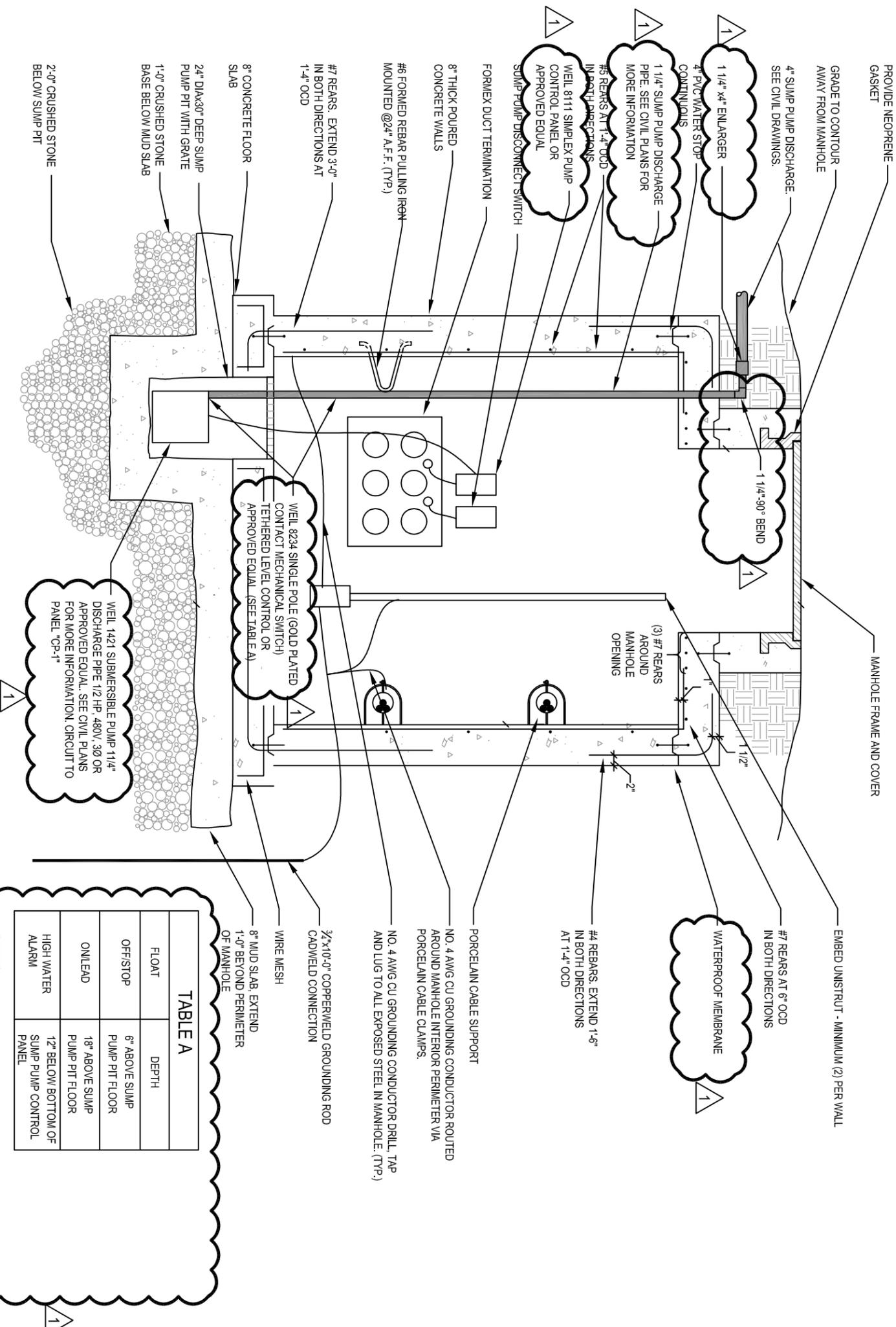


TABLE A

FLOAT	DEPTH
OFF/STOP	6" ABOVE SUMP PUMP PIT FLOOR
ON/LEAD	18" ABOVE SUMP PUMP PIT FLOOR
HIGH WATER ALARM	12" BELOW BOTTOM OF SUMP PUMP CONTROL PANEL

NOTES:

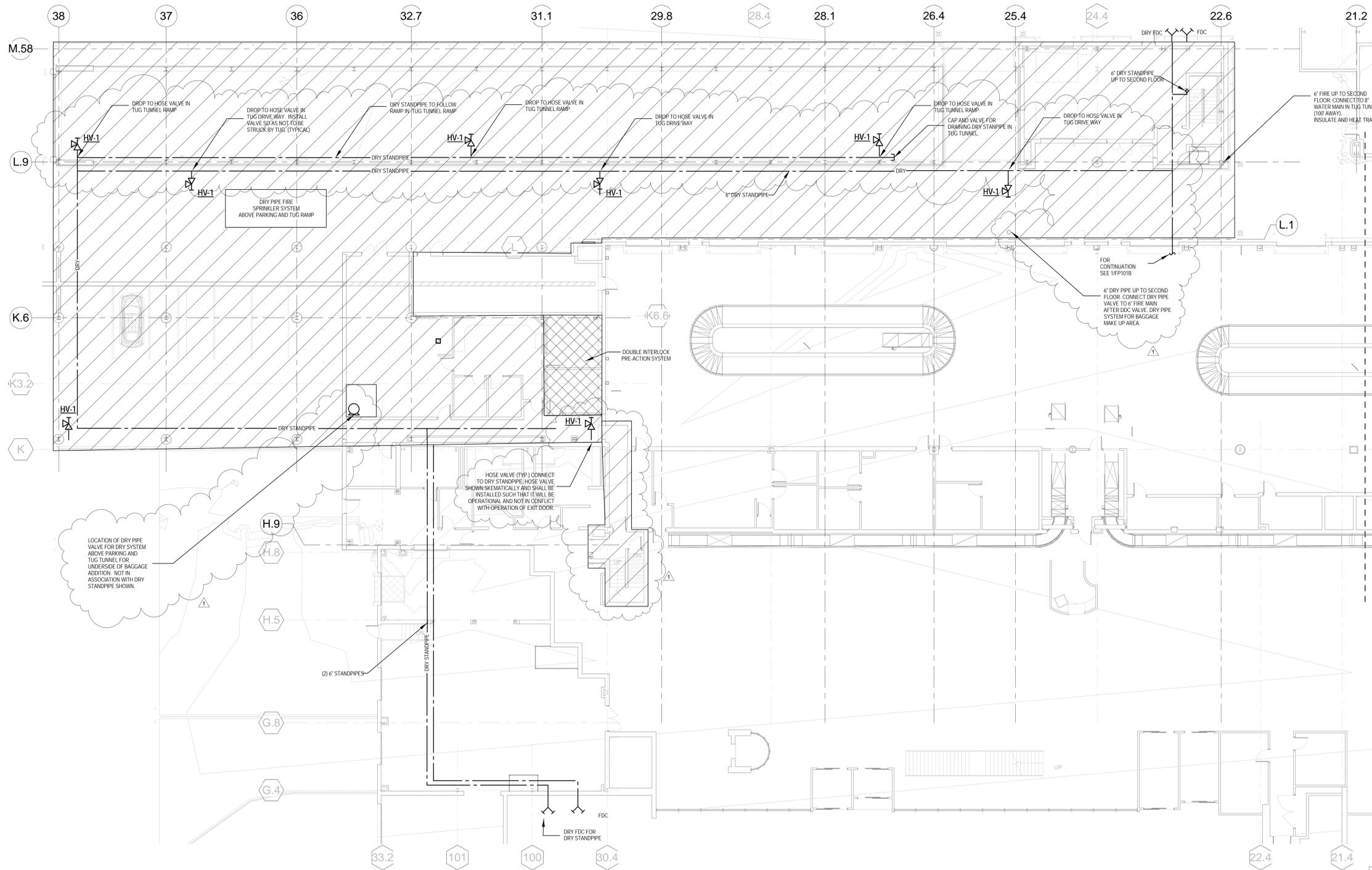
- ALL DEPTHS GIVEN ARE WHEN FLOATS SHOULD BECOME ACTIVE.
- THE FLOATS SHALL BE TETHERED DIRECTLY TO THE DISCHARGE PIPE.

PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL AIRPORT BAGGAGE SCREENING IMPROVEMENTS PHASE 2B

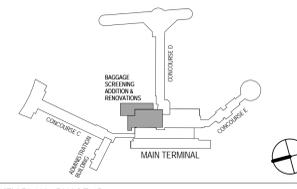


ADDENDUM # 02
E702B

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2/7/2012 11:47:23 AM



1 OVERALL GRADE LEVEL FIRE PROTECTION PLAN
3/32" = 1'-0"



KEY PLAN - PHASE 2B	
REVISIONS:	
1	02-07-2012 ADDENDUM 2

EXISTING PROJECT CONDITIONS
 INFORMATION PERTAINING TO EXISTING PROJECT CONDITIONS, SUCH AS LOCATIONS OF ARCHITECTURAL AND STRUCTURAL BUILDING COMPONENTS, MECHANICAL AND ELECTRICAL EQUIPMENT, PIPING, DUCTWORK, ROUGH-INS AND OTHER MISCELLANEOUS CONSTRUCTION, APPEARS ON PROJECT DRAWINGS. THIS INFORMATION IS BASED ON AVAILABLE RECORDS AS WELL AS INFORMATION COLLECTED WITH REASONABLE CARE AT THE PROJECT SITE. CONTRACTORS SHALL BE SOLELY RESPONSIBLE FOR VERIFYING DIMENSIONS AND RELATED INFORMATION AT THE PROJECT SITE PRIOR TO PROCURING ANY MATERIALS, PRODUCTS OR EQUIPMENT TO PERFORM THEIR WORK.

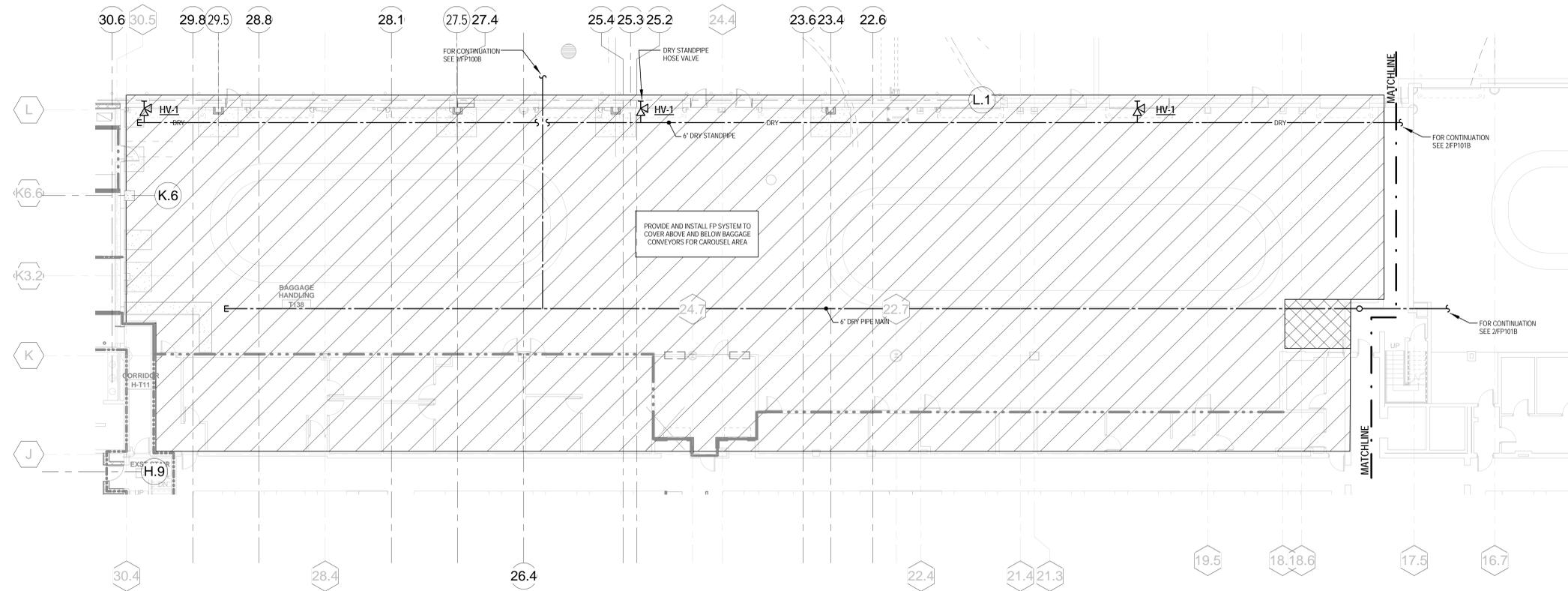
**GENERAL MITCHELL INTERNATIONAL AIRPORT
 BAGGAGE SCREENING IMPROVEMENTS PHASE 2B**
 5300 South Howell Avenue
 Milwaukee, Wisconsin



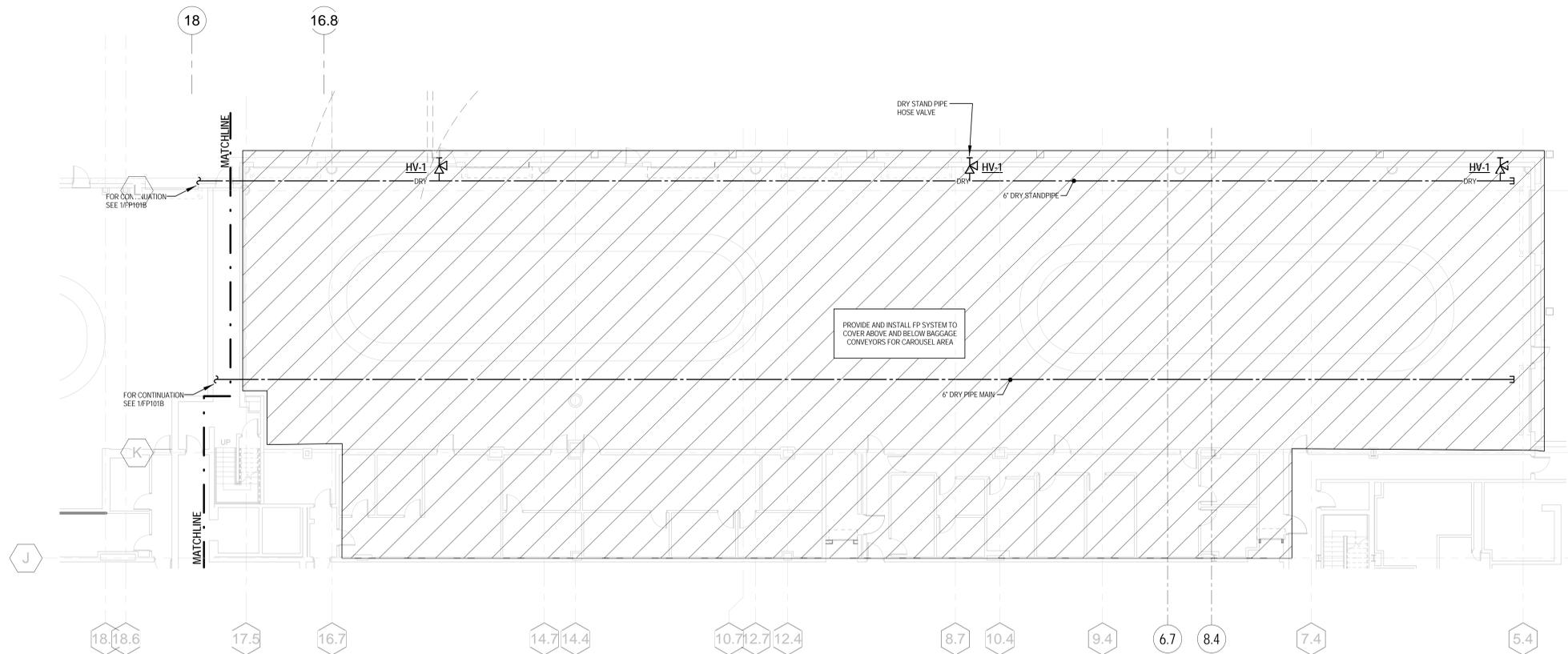
MILWAUKEE COUNTY DEPARTMENT OF
 ADMINISTRATIVE SERVICES
 CITY CAMPUS 2711 W. WELLS ST. - 2ND FLOOR MILWAUKEE, WI 53208



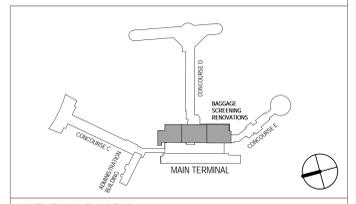
DATE: 01/18/2012
 PROJECT: A044-09002-02
 GRAEF PROJECT: 2009-0218
 SITE NO.: 290
 BUILDING NO.: 190



1 PARTIAL GRADE LEVEL FIRE PROTECTION PLAN - NORTH
3/32" = 1'-0"



2 PARTIAL GRADE LEVEL FIRE PROTECTION PLAN - NORTH
3/32" = 1'-0"

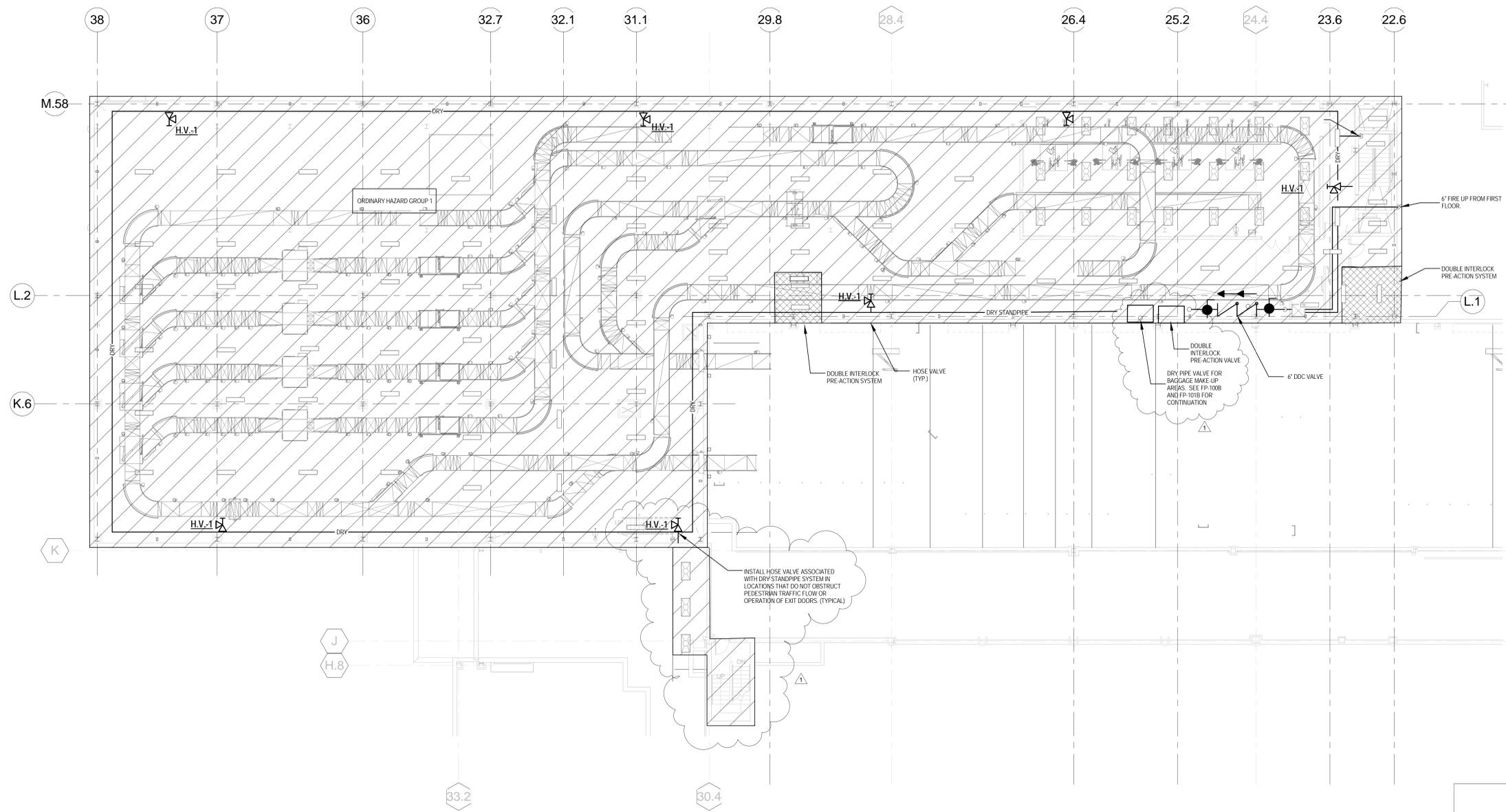


KEY PLAN - PHASE 2B	
REVISIONS:	
1	02-07-2012 ADDENDUM 2



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2/7/2012 11:47:38 AM



1 OVERALL SECOND LEVEL FIRE PROTECTION PLAN
3/32" = 1'-0"

EXISTING PROJECT CONDITIONS
INFORMATION PERTAINING TO EXISTING PROJECT CONDITIONS, SUCH AS LOCATIONS OF ARCHITECTURAL AND STRUCTURAL BUILDING COMPONENTS, MECHANICAL AND ELECTRICAL EQUIPMENT, PIPING, DUCTWORK, ROUGH-INS AND OTHER MISCELLANEOUS CONSTRUCTION, APPEARS ON PROJECT DRAWINGS. THIS INFORMATION IS BASED ON AVAILABLE RECORDS AS WELL AS INFORMATION COLLECTED WITH REASONABLE CARE AT THE PROJECT SITE. CONTRACTORS SHALL BE SOLELY RESPONSIBLE FOR VERIFYING DIMENSIONS AND RELATED INFORMATION AT THE PROJECT SITE PRIOR TO PROCURING ANY MATERIALS, PRODUCTS OR EQUIPMENT TO PERFORM THEIR WORK.

KEY PLAN - PHASE 2B	
REVISIONS:	
1	02-07-2012 ADDENDUM 2

