

**ADDENDUM NO. TWO (2)**

**PARKING LOT ELEVATOR & STAIR REPLACEMENT  
at the  
CHARLOTTESVILLE-ALBEMARLE AIRPORT  
CHARLOTTESVILLE, VIRGINIA**

**TBI Project No. 2215-1902**

**April 23, 2021**

From: Talbert & Bright  
10105 Krause Road, Suite 100  
Chesterfield, Virginia 23832



To: All Bidders of Record

This Addendum is hereby made a part of the contract documents and specifications of the referenced project. All other requirements of the original specification shall remain in effect in their respective order. The bidders shall acknowledge receipt of this Addendum in the appropriate location in the Bid Proposal.

**QUESTIONS AND ANSWERS**

**Q1.** Volume II Spec 07 42 13 Metal Composite Material Wall Panels. We cannot meet the spec for the .032" face sheet of the ACM...074213.23 pg. 5. Will the standard .020 be acceptable?

**A1.** The .032" face sheet is for high abuse areas subject to potential contact below 8' above the adjacent floor / grade elevation. Waiver of this requirement will be considered after award.

**Q2.** Volume II Spec 07 42 13 Metal Composite Material Wall Panels. Please supply the manufacturer and color of the existing airport metal panel system; otherwise, do we quote it as a custom color to match the existing (faded?) color?

**A2.** Construction submittals are not available for the original construction. The manufacturer's full range of white finish options shall be submitted for selection. Custom color matching is not required.

**Q3.** Volume II Spec 07 42 13 Metal Composite Material Wall Panels. Spec calls for 1 year rain screen warranty – MCM offers 5 year material and 10 year finish. Is this acceptable?

**A3.** The rainscreen assembly warranty requirement noted in Part 1.08-D can be waived.

**Q4.** Volume II Spec 07 42 13 Metal Composite Material Wall Panels. Confirm intent of thermally insulated anchoring system for this "exterior" project.

**A4.** A thermally insulated anchoring system is not required.

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**Q5.** Volume II Spec 08 80 00 Glazing. Please provide detailed specification with glass thicknesses and interlayer requirements (.030, .060, .090, etc.).

**A5.** Reference Specification section 08 80 00 for the glazing thickness. The interlayer thickness shall be per the manufacturer's recommendation for the application. The reference to tempered glazing in detail 2/A341 can be struck.

**Q6.** Volume II Spec 07 42 13 Metal Composite Material Wall Panels. Please provide basis of design information for "Mechanically fastened..."

**A6.** C.R. Laurence Glass Standoffs.

**Q7.** Volume II Plans - Sheets A21 & A212. Please confirm approximate width and height of the laminated glazing.

**A7.** The glazed area is 11'-10" wide x 10'-3" high, configured in (3) equal sections oriented horizontally.

**Q8.** Volume I Plan Sheet C7 & Volume II Plan Sheet E102. The location of the motion activated crosswalk lights shown for the north covered walkway on E102 do not match what is shown on the civil sheet C7. Are we to assume what is shown on the civil sheet will supersede what is shown on E102?

**A8.** Yes, the Volume I Plan Sheet C7 identifies the correct locations for the in-road warning lights. All of the in-road warning lights are to be located on the north side of the respective elevated crosswalks since the loop road has one-way traffic. Note 3 on E102 refers to the civil drawings (Sheet C7) for location.

**Q9.** Volume I Plan Sheet C7 & Volume II Plan Sheet E002. Also, the location of the new pole light fixtures, Note #6 Sheet E002 do not match what is shown on C7. However, it appears what is shown on E002 would be the desired location, especially if alternate #1 is taken and the existing center stairs are to remain in place. Please confirm.

**A9.** The locations shown on Volume I Plan Sheet C7 are correct, with the lights evenly spaced between the other existing overhead lights for the parking lot. Should the Alternate 1 Bid be accepted, the lights would be slightly adjusted to be inboard of the existing stairs.

**Q10.** Volume II Plan Sheet E102. Note #4 on E102 states that the passively activated light bollards will be provided, are we to assume that the bollards are to be provided by the owner (different from Addendum No 1 pipe bollard), and if so can a cut sheet be provided as well as additional information for this scope of work?

**A10.** Please refer to Volume I Spec – Special Provision PSP-19 for information related to the in-road warning lights. All equipment associated with the in-road warning lights is to be provided by the Contractor and will not be provided by the Owner.

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**Q11.** Volume I Plans – Sheet C7. Please provide design standard/ manufacturer for Motion Activated Crosswalk System?

**A11.** Please refer to Volume I Spec – Special Provision PSP-19 for information related to the in-road warning lights. The initial basis for the plan layout was from Silicon Constellations, Inc.

**Q12.** Volume I Plans – Sheet C2. We have serious concerns regarding the current phasing plan shown in the construction documents and the allotted 180 days to complete this work. With current lead times for several items such as the elevators @ 16 weeks and bar joist @ 6 to 8 weeks after approval, it will be extremely difficult to complete this work within the 180 days stipulated. Based on the verbiage in the Phasing Notes on C2, it leads us to believe there may be a possibility to propose a modified sequencing phasing plan that can help meet the current phasing sequence. Please confirm whether there may be an opportunity to provide input regarding this matter?

**A12.** The Owner does recognize the long lead times for the items noted. An administrative notice-to-proceed will be issued (without starting contract time) after contracts are in place, in order to allow things such as product submittal review and ordering of the long lead time items to occur. The contract time would not commence until a separate notice-to-proceed for the field work is issued. Input on the phasing plan will be considered from the successful bidder as their critical path schedule is developed, however the intent is to maintain convenient pedestrian access from the long-term parking lot to the terminal building throughout the construction project.

**Q13.** Volume I Plans – Sheet C2. Please provide information regarding what is considered to be non-peak hours of operation for airport?

**A13.** Based on current travel demand and flight scheduling, the peak hours are 5:00 a.m. – 7:00 a.m. and approximately 3:00 p.m. – 7:00 p.m. Coordination with Airport Management for loop road lane closures is required throughout the project.

**Q14.** Volume I Plans – Sheet C2. In reading through the contract documents it is somewhat unclear as to where the employees of the subcontractors are to park during normal work hours. Please provide some clarification regarding subcontractor/construction parking?

**A14.** Sheet C2 notes the staging area located near the intersection of Airport Road (Route 649) and Coffey Drive. Personal vehicles may be located at this staging area. Access to the work area in the long-term parking lot is restricted to only those work vehicles and equipment necessary to complete the work. The temporary fencing (see Sheets C3-C5) is located to allow enough space for necessary equipment to operate and short-term staging of construction materials. Coordination with the Owner will be made for long-term parking lot access cards or other means to allow no-fee access.

**Q15.** Volume II Plans – Sheet S2.0. Would the design team consider using a delegated design for helical piers instead of the 36” concrete piers (CP-1) as currently shown? We believe that the use of helical piers may be a viable option for multiple reason.

**A15.** Bids shall be based on plans and specs as written. Alternates may be considered at Owner’s discretion after successful award of contract. There are several concerns that would need to be

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satisfied for this alternate design, which can be further discussed with the awarded contractor.

**Q16.** ECS Boring Location Diagram – no soil borings have been provided for the construction areas where the 25' depth concrete piers are needed. Is it acceptable to stop boring when rock is encountered and provide a rock socket which would be 3' depth into rock since diameter is 3'?

**A16.** Yes, this would be acceptable.

**Q17.** Volume I Plans – Sheet C7. Electrical Note #5 states that directional drilled conduit to be SDR-11 PVC. Our directional boring contractor would like to use HDPE pipe in lieu because PVC will not be workable. Also standard HDPE is 1.25" diameter. Is it acceptable to use HDPE pipe for directional borings? Is it acceptable to use 1.25" diameter pipe where 1" is called for?

**A17.** Yes, HDPE SDR-11 is permissible and the 1.25" diameter is also acceptable.

**Q18.** Is security badging required for the Contractor?

**A18.** No, badging will not be required for this project. Airport Security will escort the Contractor during work within the Terminal Building South Mechanical Room and the work area within the perimeter fence for the south elevator pavilion. Advanced scheduling coordination will be required by the Contractor.

**END OF ADDENDUM NO. TWO (2)**