

BURLINGTON INTERNATIONAL AIRPORT
TERMINAL INTEGRATION PROJECT

AIP No. TBD

ADDENDUM NO. 4

July 22, 2020

The attention of Bidders submitting proposal for the subject Contract is called to the following Addendum to the Plans and/or Specifications. The revisions set forth herein, whether of omissions, additions or substitutions are to be included in and form a part of the Proposal submitted. The bidders must acknowledge receipt of this Addendum on Page BP-1 of the Bid Proposal, using the Addendum number and date shown above.

**GENERAL – RESPONSES TO BIDDER QUESTIONS
RECEIVED THROUGH JULY 14, 2020**

Addendum Item 4.01 – Bidder Question and Response

Question: Are existing conditions / as-built plans available for use, including MEPFP plans?

Response: *The Owner has located as-built plans from the 1985 terminal building project, and the construction drawings for the 2000 South Terminal expansion. Please contact Stu Moncrieff at Jacobs (stu.moncrieff@jacobs.com) to obtain a link to download these files.*

Addendum Item 4.02 – Bidder Question and Response

Question: Please confirm whether the boilers and associated HW pumps have the capacity for additional load.

Response: *This determination will be the responsibility of the Design-Build entity as part of the final design. Prior to bidding, it is recommended that interested bidders conduct an evaluation of the existing building systems and any adjacent utilities to determine what upgrade or replacement of existing systems or utilities may be required. Refer to the Instructions to Bidders, Section 1 for information related to scheduling a site visit.*

Addendum Item 4.03 – Bidder Question and Response

Question: Are gas and water meters required for this addition if tying into existing infrastructure?

Response: *This determination will be the responsibility of the Design-Build entity as part of the final design. Prior to bidding, it is recommended that interested bidders conduct an evaluation of the existing building systems and any adjacent utilities to determine what upgrade or replacement of existing systems or utilities may be required. Refer to the Instructions to Bidders, Section 1 for information related to scheduling a site visit.*

Addendum Item 4.04 – Bidder Question and Response

Question: Is there a preferred controls contractor for this project?

Response: *The Owner does not wish to specify any particular vendors or subcontractors.*

Addendum Item 4.05 – Bidder Question and Response

Question: The basis of design mentions the possibility of tapping into the existing boiler plant and use it as the heating source for the new addition. Please confirm if the existing boiler plant has adequate capacity and provisions to support the new addition.

Response: *This determination will be the responsibility of the Design-Build entity as part of the final design. Prior to bidding, it is recommended that interested bidders conduct an evaluation of the existing building systems and any adjacent utilities to determine what upgrade or replacement of existing systems or utilities may be required. Refer to the Instructions to Bidders, Section 1 for information related to scheduling a site visit.*

Addendum Item 4.06 – Bidder Question and Response

Question: Is it possible to tap into the existing boiler plant and use it as the chilled water source for the new addition? Please confirm if the existing chiller plant has adequate capacity and provisions to support the new addition.

Response: *This determination will be the responsibility of the Design-Build entity as part of the final design. Prior to bidding, it is recommended that interested bidders conduct an evaluation of the existing building systems and any adjacent utilities to determine what upgrade or replacement of existing systems or utilities may be required. Refer to the Instructions to Bidders, Section 1 for information related to scheduling a site visit.*

Addendum Item 4.07 – Bidder Question and Response

Question: Are there any mandatory requirements of sustainability design for the new addition?

Response: *There are no specific requirements for sustainability design for this building. All applicable local, State and national codes shall be met.*

Addendum Item 4.08 – Bidder Question and Response

Question: Is a fire pump required for the new addition based on the existing water supply to this facility?

Response: *This determination will be the responsibility of the Design-Build entity as part of the final design. Prior to bidding, it is recommended that interested bidders conduct an evaluation of the existing building systems and any adjacent utilities to determine what upgrade or replacement of existing systems or utilities may be required. Refer to the Instructions to Bidders, Section 1 for information related to scheduling a site visit.*

Addendum Item 4.09 – Bidder Question and Response

Question: Are there any IDF/IT Communication rooms which need dedicated HVAC system?

Response: *As it is designed currently, there may be one communications room required to support the SSCP that could function as the IDF location. This room dimension will likely vary, but it is plausible to assume that a dedicated HVAC unit (e.g. ductless-split) will be required. Final requirements will be driven by IDF equipment and their respective heat loads.*

Addendum Item 4.10 – Bidder Question and Response

Question: Are there any UPS rooms/Battery charging rooms which need dedicated HVAC system?

Response: *UPS provisions are not REQUIRED as per TSA Checkpoint Design Guidelines. All power and data provisions must conform to the latest issuance of the TSA Checkpoint Design Guidelines. Refer to the TSA Checkpoint Design Guide, Rev. 6.1 and the Innovation and Concept Supplemental Information 1-2017 v.1 at the following link:*

https://www.acconline.org/ACC/Resources/Security_Resource_Center/Checkpoint_Design_Guide/ACC/Resources/CDG.aspx?hkey=7d3a10fe-0e42-4fb2-ad82-e3d0f514a1fd

Addendum Item 4.11 – Bidder Question and Response

Question: Is there any pressurization requirement for the elevator shafts? The Basis of Design document mentions that the elevator shaft pressurization will be determined later.

Response: *This depends on the final elevator design. Pressurization is largely intended to be an alternative to an enclosed elevator shaft.*

Addendum Item 4.12 – Bidder Question and Response

Question: What are the power and data requirements for the TSA equipment?

Response: *All power and data provisions must conform to the latest issuance of the TSA Checkpoint Design Guidelines. Refer to the TSA Checkpoint Design Guide, Rev. 6.1 and the Innovation and Concept Supplemental Information 1-2017 v.1 at the following link:*

https://www.acconline.org/ACC/Resources/Security_Resource_Center/Checkpoint_Design_Guide/ACC/Resources/CDG.aspx?hkey=7d3a10fe-0e42-4fb2-ad82-e3d0f514a1fd

Addendum Item 4.13 – Bidder Question and Response

Question: What access is required to be maintained for the TSA during construction?

Response: *The work should minimize TSA interruption to the extent practicable. Although there is now a new connector providing access between North and South, the SSCP will remain at the south. Any reduction in capacity will not be acceptable.*

It is strongly recommended that as part of their Technical Proposal, bidders prepare a micro-phasing diagram to illustrate – at a high level - how they will work around the existing South Terminal SSCP operations.

Addendum Item 4.14 – Bidder Question and Response

Question: Are there any requirements for security concerning temporary walls for separation between construction and the TSA area?

Response: *Any temporary provisions will require local and regional TSA coordination and approval. There are no specific TSA Checkpoint Design Guidelines requirements for temporary partitions.*

Addendum Item 4.15 – Bidder Question and Response

Question: Will temp power or data be required for any TSA equipment?

Response: *While not anticipated, this may vary depending on the GC's implementation schedule. As noted above, it is strongly recommended that as part of their Technical Proposal, bidders prepare a micro-phasing diagram to illustrate how they would phase the existing South Terminal SSCP into the new build-out. In some cases, phasing may dictate an earlier installation of a TSA configuration requiring temporary power or the use of an interim IDF room, et al.*

Addendum Item 4.16 – Bidder Question and Response

Question: Please confirm that existing TSA equipment will be removed, stored and reinstalled/installed by owner.

Response: *This work will be coordinated by the Owner in cooperation with local TSA staff. The Design-Build entity will NOT be responsible to move, store, or install any TSA equipment.*

Addendum Item 4.17 – Bidder Question and Response

Question: What area will be available outside of the building footprint for construction laydown and access?

Response: *The Owner is currently working to finalize what space will be available to the Design-Build entity, and how the work area will be accessed. This question will be resolved in a forthcoming Addendum.*

Addendum Item 4.18 – Bidder Question and Response

Question: Where are the points of access for the construction site?

Response: *The Owner is currently working to finalize what space will be available to the Design-Build entity, and how the work area will be accessed. This question will be resolved in a forthcoming Addendum.*

Addendum Item 4.19 – Bidder Question and Response

Question: What are the aircraft taxi routes adjacent to the construction site? What is the required distance to be maintained from aircraft travel routes?

Response: *The Design-Build entity should assume that the adjacent aircraft parking apron will be in use for the duration of construction activities, and that a TSA-compliant fence will need to be constructed to separate the work area from the active aircraft movement area. The Owner is currently working to finalize what space will be available to the Design-Build entity, and whether*

the adjacent aircraft parking location(s) will need to be shifted. Further information will be provided in a forthcoming Addendum.

Addendum Item 4.20 – Bidder Question and Response

Question: Is there another form of egress for the areas adjacent to the existing egress core if this area is to be demoed?

Response: *There will need to be provisions for an interim exit discharge and egress during the demolition of the existing core. The interim provisions should make every effort to avoid obstructing the construction staging area for the new exterior exit core being constructed concurrently.*

Addendum Item 4.21 – Bidder Question and Response

Question: Will there be an onsite office space available for a field office?

Response: *The Airport does not have interior space available to provide an office for the Design-Build entity.*

Addendum Item 4.22 – Bidder Question and Response

Question: Will there be onsite parking for construction employees?

Response: *Yes, the Airport will provide no-cost parking to the Design-Build entity's employees and subcontractors. This will likely be located in the surface lots north of the parking garage.*

Addendum Item 4.23 – Bidder Question and Response

Question: Will access to the loading dock area need to be maintained?

Response: *Yes, this is the only loading area for the terminal building and it must be available for deliveries to Airport tenants. The daily usage is low, however, and the location may be adjusted throughout the construction phases as required.*

Addendum Item 4.24 – Bidder Question and Response

Question: Are the civil-site cad files available for distribution?

Response: *CAD Drawings for the Basis of Design Report, Appendix A, Sheet No. C-100 is being made available to interested bidders. Release of this drawing will require a signed terms of use Agreement. The Agreement is attached to this Addendum. Please complete and sign the agreement, scan, and email to stu.moncrieff@jacobs.com with read receipt. The AutoCAD file will then be sent via email.*

END OF ADDENDUM NO. 4

One (1) Attachment follows:

1. Terms of Use Agreement for CAD Drawing Release



Jacobs Engineering Group Inc.
2 Executive Park Drive, Suite 205
Bedford, NH 03110 USA
1.603.666.7181 Fax 1.603.666.7185

Date: July 22, 2020
RE: Use of Computer-Aided Design Documents
Project Name: Terminal Integration Project – Burlington International Airport (BTV)
AIP Project No.: 3-50-0005-XXX-20XX

Jacobs Engineering Group Inc. (Jacobs), along with our subconsultant Gensler, has prepared preliminary design documents for the above-referenced project, being developed by the Burlington International Airport. You have requested copies of the computer-aided design (CAD) drawings and files from our CAD system to facilitate your response to the project’s Request for Proposal. Providing the Project Files in CAD format makes it possible for changes to be made to drawings and designs prepared by Jacobs which may be mistakenly attributed to Jacobs. Therefore, we are willing to provide the following Project Files to you subject to the terms of this Agreement:

The following one (1) AutoCAD file (Project Files) are being provided: C-100.dwg

By execution of this letter of agreement in the space provided below, you represent that the person executing this agreement is duly authorized to do so on behalf on your firm and you agree as follows:

- 1) The CAD files are being provided to your firm as a courtesy, to assist with preparation of a response to the project’s Request for Proposals (RFP). Your firm assumes all liability associated with your use of the Project Files.
- 2) Modification and use of the CAD files provided is permitted, provided that the purpose of such modification is limited to your firm’s preparation of a suitable response to the RFP. Use of the CAD files for any other purpose is prohibited under this Agreement.
- 3) The title block(s), and company logo(s) for Jacobs and our subconsultant partners have been removed from the CAD drawings provided. You agree that any modification to the provided Project Files will not be attributed in any way to Jacobs or our subconsultants.
- 4) To release, indemnify and hold harmless Jacobs, its subconsultants, successors and assigns, from any loss, costs, expense, claim, suit or liability arising out of any use or reuse of the data and designs contained in the Project Files except in strict conformance with the terms of this Agreement. Such indemnification shall include all cost of litigation, arbitration, mediation or negotiation of claims, including the time and expenses of personnel of Jacobs and reasonable attorney’s fees and expenses.
- 5) To acknowledge that these Project Files are not a replacement or modification to the preliminary design documents provided in the RFP, Basis of Design Report, including Appendices A, B, and C.
- 6) Not to use the Project Files or the designs or concepts shown therein on any other project or design.
- 7) To carefully and prominently label all additions you make to the Project Files so that there will be no confusion by any users of the Project Files as to what portions of such files have been produced by you and which have been produced by Jacobs.
- 8) No warranty or guarantee is made regarding the accuracy, completeness, or location of subsurface utility information shown within the Project Files.

This agreement shall constitute an agreement under seal and be governed by the laws of the State of Vermont.

AGREED TO AND ACCEPTED BY:

Signature: _____ Printed Name: _____

Firm Name: _____ Title: _____ Date: _____