ADDENDUM NO. 1

CONTRACT FORMS
AND
SPECIFICATIONS

CITY OF AVON PARK

TURN-KEY FUEL FARM
CITY OF AVON PARK BID # 05-15
FDOT FM NO. 436411-1-94-01

****

April 8, 2015

The attention of all bidders submitting proposals for the above referenced project is called to the following additions, deletions, and/or clarifications to the contract documents. The items set forth herein, whether of clarification, omission, addition, and/or substitution are to be included in and shall form a part of the proposal submitted.

BIDDERS SHALL ACKNOWLEDGE RECEIPT OF THE ADDENDUM BY COMPLETING THE COLUMNS "Addendum No." and "Date" ON PAGE B-3, ITEM 12, OF THE BID FORM, IN THE CONTRACT DOCUMENTS AND SPECIFICATIONS MANUAL IN ORDER FOR THE BID TO BE CONSIDERED RESPONSIVE.

QUESTIONS FROM BIDDERS

Item #1: Request for Information from Aventura

Question:

Bid sheet B6 states "the work shall include all painted coatings…..other than the external electrical work, fire extinguishers, & fuel for startup & testing which will be furnished by the owner"

Please clarify external electrical work. Will be owner be performing any electrical work related to this project?

Please confirm fire extinguishers will be provided by the owner.

Please confirm fuel for startup & testing will be provided by the owner.

Response:

This has been determined to be an “all inclusive” turn-key project. External electrical work will be required by the contractor. Contractor will pull power from the transformer located at the northwest corner of the existing maintenance hangar (scheduled for demolition), to a meter base (coordinate with Duke Energy), from the meter base to an electrical panel (contractor provided), and from the electrical panel to the fuel farm equipment.

One (1) UL rated 20-B:C fire extinguisher shall be provided by the contractor as specified in Performance Specification AST-101, paragraph 101-8.6, item 6.

The contractor will provide the fuel for startup and testing.

Item #2: Request for Information from Aventura

Question:

Please confirm that any permit fees, tank registration fees, etc. will be reimbursed to the contractor by the owner (these costs are difficult to calculate in bidding)

Response:

All contractor responsible fees will be included in the bid.

Item #3: Request for Information from Aventura

Question:

Please confirm all demolition of existing fuel farm and building will be performed by others.

Response:

The demolition of the existing maintenance hangar and remaining fuel farm containment wall will be accomplished by other under a separate contract which has been bid and awarded, but awaiting the Notice-to-Proceed.

Item #4: Request for Information from Aventura

Question:

Please confirm that an engineer's/owners field office is not required

Response:

An engineer's/owner's field office is not required.

Item #5: Request for Information from Aventura

Question:

Please clarify where contractor can source electrical power required for the fuel farm

Response:

Contractor will pull power from the transformer located at the northwest corner of the existing maintenance hangar (scheduled for demolition); to a meter base (coordinate with Duke Energy); from the meter base to an electrical panel (contractor provided); and from the electrical panel to the fuel farm equipment.

Item #6: Request for Information from Aventura

Question:

Please clarify if 460 volt 3 phase power is available at the site.

Response:

The electrical power feeding that area from the transformer is 250V, 3-phase. Utilize the existing voltage and phase for design.

Item #7 Request for Information from Environmental Compliance Services

Question:

This being a design build project, the duration of the project may not be long enough to prepare design drawings, procure the equipment and complete installation in 120 days. Is the schedule flexible and may be increased if required?

Response:

Due to the immediate need for the fuel farm the 120 days must remain firm.

Item #8: Request for Information from Environmental Compliance Services

Question:

We understand the fuel management system dispensers for both Avgas and Jet-A, will be tied to a common self service Credit Card Point of Sale. What about the aircraft refueling trucks? Do they have to go through the Credit Card Point of Sale?

Response:

No, the aircraft refueling trucks do not go through the Credit Card Point of Sale.

Item #9: Request for Information from Environmental Compliance Services

Question:

Does the Airport already have a merchant credit card account set up for other merchandise sales?

Response:

Fuel sales are currently being handled through AvPOS, which accepts the following cards:

- Visa, Master Card, Discover, American Express
- AVCARD
- MULTI SERVICE AERO
- Avfuel
- US Bank Aviation
- Alliance Contact Fuel
- Government AIRCard

Item #10: Request for Information from Environmental Compliance Services

Question:

Please indicate the existing Transformer Power specification- 480V?

Response:

The electrical power feeding that area from the transformer is 250V, 3-phase. Utilize the existing voltage and phase for design.

Item #11: Request for Information from Environmental Compliance Services

Question:

What Fueling Option is desired for Direct to Plane – Underwing Fueling, Overwing Fueling, or both?

Response:

Both overwing and underwing (singlepoint) shall be provided.

Item #12: Request for Information from Environmental Compliance Services

Question:

What is the maximum dispensing rate required?

Response:

Jet-A:
Tanker truck offload to storage tank – 200 GPM
Bottom loading (singlepoint) – 110 GPM
Overwing – 60 GPM

Avgas:
Tanker truck offload to storage tank – 200 GPM
Bottom loading (singlepoint) – 100 GPM **(see note below)**
Overwing – 25 GPM

Note: Bottom loading capability is a future Avgas system add-on. Contractor shall include in design of the Avgas system a blind flange for future connection of a meter and the bottom loading equipment section.

Item #13: Request for Information from Environmental Compliance Services

Question:

Any exterior lighting required?

Response:

Yes. Provide adequate lighting to allow self-serve fueling at night.

Item #14: Request for Information from Fuel Tech

Question:

Voltage 3 phase or single phase power.

Response:

The electrical power feeding that area from the transformer is 250V, 3-phase. Utilize the existing voltage and phase for design.

Item #15: Request for Information from Fuel Tech

Question:

Jet system is set up for self serve would this be for only overwing refeuling or singlepoint also?

Response:

Jet-A:
Tanker truck offload to storage tank – 200 GPM
Bottom loading (singlepoint) – 110 GPM
Overwing – 60 GPM

Avgas:
Tanker truck offload to storage tank – 200 GPM
Bottom loading (singlepoint) – 100 GPM **(see note below)**
Overwing – 25 GPM

Note: Bottom loading capability is a future Avgas system add-on. Contractor shall include in design of the Avgas system a blind flange for future connection of a meter and the bottom loading equipment section.

Item #16: Request for Information from Fuel Tech

Question:

Do you want a meter for the bottom load into trucks?

Response:

Yes, but initially only for the Jet-A (see note below).

Note: Bottom loading capability is a future Avgas system add-on. Contractor shall include in design of the Avgas system a blind flange for future connection of a meter and the bottom loading equipment section.

BIDDING AND CONTRACT DOCUMENTS

Item #17: Bid Sheet and Bid Schedule

Remove *Bid Sheet and Bid Schedule pages B-6, B-7 and B-8, and* ***Replace*** *with* ***new*** *pages* ***B-6, B-7, B-8, B-9 and B-10****.*

The ***new Page B-8*** *also requires the bidders to enter the total of all three Bid Schedules A, B and C.*

Originally, there was only one lump sum pay item for the entire fuel farm project. Under this addendum, three separate lump pay items are now established for the

fuel farm (Bid Schedule A), the concrete pad which the tanks will sit on (Bid Schedule B); and asphalt pavement (Bid Schedule C) which will connect the existing asphalt aircraft parking ramp to the maintenance hangar concrete slab.

BIDDING AND CONTRACT DOCUMENTS

Item #18: Table of Contents

*On page TOC-1, **Change** the "PAGE NO." for "Bid Sheet & Bid Schedule" to read:*

*"**B-5 to B-10**"*

GEOTECHNICAL DATA

Item #19: Tierra Geotechnical Report

A geotechnical report by Tierra for the project area is included as part of this addendum and provided to the bidders for their review and use.

ENGINEER'S CLARIFICATIONS

Item #20: Fuel Hoses and Reels

Contractor shall provide a 1" by 75' hose and reel for Avgas; and provide a 1-1/4" hose and reel for Jet-A overwing fueling and a minimum 1-1/2" hose and reel for bottomloading (singlepoint) fueling.

PRE-BID CONFERENCE

Item #21: Pre-Bid Conference Minutes

A Pre-Bid Conference for the project was conducted on March 31, 2015 at 10:00 a.m. Included as part of this addendum are the agenda and minutes of that meeting. Questions which were asked are of importance to all plans holders.

END OF ADDENDUM NO. 1

TURN-KEY FUEL FARM

SCHEDULE A BID SHEET AND BID SCHEDULE

Date: _____

Airport Name: AVON PARK EXECUTIVE AIRPORT
FDOT FM No.: 436411-1-94-01
City Bid No.: 05-15
Project Description: TURN KEY FUEL FARM

Specification Reference	Item Description	Unit	Quantity
AST-101-1	Turn Key Fuel Farm	LS	1

The work to be performed shall consist of a **DESIGN-BUILD** project for the fabricating, delivering, installing, connecting, and testing two (2) each 12,000 gallon above-ground double-wall steel tanks with self-contained, integral fuel transfer equipment, as described herein and on the drawings. The tanks will provide for a self-serve pump, hose and reel system that can be plugged into the same Point-of-Sale device. This item shall also include one (1) self-service, Point-of-Sale payment terminal to serve both the Jet-A and Avgas tanks. The ladder and platform assembly is considered to be an integral part of the assembly. The tank assemblies will be installed on a concrete slab. Additional work includes installing underground electrical and telephone lines to the fuel tank site, and all required electrical connection work.

The work shall include all painted coatings, signs, and labels. It shall include all equipment, installation, accessories, fuel for start-up and testing, training, external electrical work, fire extinguishers, and incidentals required for a complete and functional installation. This is a turn-key project and the fuel farm shall be fully functional and operational at the completion of the project.

TOTAL FIRM BID SCHEDULE A LUMP SUM BID:

Total Schedule A Bid Lump Sum Price, written in numbers: $ _____

Total Schedule A Bid Lump Sum Price, written in words: _____

_____

_____

TURN-KEY FUEL FARM

SCHEDULE B BID SHEET AND BID SCHEDULE

Date: _____

Airport Name: AVON PARK EXECUTIVE AIRPORT
FDOT FM No.: 436411-1-94-01
City Bid No.: 05-15
Project Description: TURN KEY FUEL FARM

Specification Reference	Item Description	Unit	Quantity
FDOT Section 350	Concrete Pad	LS	1

The work to be performed shall consist of designing and constructing a Portland cement concrete slab to support one (1) each 12,000 Jet-A and one (1) each 12,000 Avgas tank when fully loaded with fuel.

The work shall include all equipment and incidentals required for a complete and functional installation.

TOTAL FIRM BID SCHEDULE B LUMP SUM BID:

Total Schedule B Bid Lump Sum Price, written in numbers: $ _____

Total Schedule B Bid Lump Sum Price, written in words: _____

_____

_____

TURN-KEY FUEL FARM

SCHEDULE C BID SHEET AND BID SCHEDULE

Date: _____

Airport Name: AVON PARK EXECUTIVE AIRPORT
FDOT FM No.: 436411-1-94-01
City Bid No.: 05-15
Project Description: TURN KEY FUEL FARM

Specification Reference	Item Description	Unit	Quantity
FDOT Section 334	Asphalt Pavement	LS	1

The work to be performed shall consist of installing 2-inches of asphaltic concrete over 6-inches of limerock (approximately 140 square yards).

The work shall include all equipment and incidentals required for a complete and functional installation.

TOTAL FIRM BID SCHEDULE C LUMP SUM BID:

Total Schedule C Bid Lump Sum Price, written in numbers: $ _____

Total Schedule C Bid Lump Sum Price, written in words: _____

_____

_____

TOTAL OF BID SCHEDULES A, B AND C:

Total of Bid Schedules A, B and C, written in numbers: $ _____

Total of Bid Schedules A, B and C, written in words: _____

_____

_____

LIST ALL ANTICIPATED PRIMARY SUBCONTRACTORS:

SUBCONTRACTOR NAME	ADDRESS & PHONE	TRADE/ CRAFT

Attach additional sheets as necessary

REQUIRED BID INFORMATION:

As a responsive bidder, the bidder has attached all required data including qualification information, certifications, etc. as requested in the project documents:

YES_____NO_____

If NO is checked, please explain.

_____

_____

_____

_____

_____

_____

_____

_____

EXCEPTIONS OR CLARIFICATIONS:

List any and all exceptions or clarifications to this bid or the referenced specification. Do you have any exceptions or clarifications to this bid?

YES_____NO_____

If YES is checked, please explain.

_____

_____

_____

_____

_____

_____

_____

_____

PRE-BID CONFERENCE MINUTES
for
TURN-KEY FUEL FARM
CITY OF AVON PARK BID # 05-15
FDOT FM NO. 436411-1-94-01
at
AVON PARK EXECUTIVE AIRPORT
March 31, 2015 @ 10:00 a.m.
Airport Terminal Conference Room
1545 State Rt. 64, Avon Park, FL 33825

I. INTRODUCTIONS

Mr. Wes Teel facilitated the conference which began at 10:00 a.m. Introductions were made with those in attendance included in the sign-in sheet attached to these minutes.

II. KEY DATES

Mr. Teel covered key dates associated with the cut-off date for questions and the date, time and location for receiving the bids.

a. CLARIFICATION OF DOCUMENTATION

- Advise Ms. Maria Sutherland, Administrative Services Director, the nature of the required clarification or basis of the dispute, in writing, no later than 5 p.m. local time April 7, 2015.

b. BID OPENING

- Sealed bids will be received by the City of Avon Park, Florida, 110 East Main Street, Avon Park, Florida 33825 ATTENTION: Maria Sutherland, Administrative Services Director, 2:00 P.M., APRIL 14, 2015.

III. SCOPE OF THE PROJECT

Mr. Teel provided a briefing on the major items which constitute the make-up of the project utilizing an aerial of the airport and the site layout plan.

a. Fuel Tanks

The work to be performed shall consist of a design-build turn-key project for the fabricating, delivering, installing, connecting, and testing two (2) each 12,000 gallon above-ground double-wall steel tanks with self-contained, integral fuel transfer equipment. The tanks will provide for a self-serve pump, hose and reel system that can be plugged into the same Point-of-Sale device. This item shall also include one (1) self-service, Point-of-Sale payment terminal to serve both the Jet-A and Avgas tanks.

It was clarified that the existing maintenance hangar will be disassembled by the time the tanks are fabricated and ready for installation. Mr. Teel clarified that by bidding the project as a design-build it is hoped that the result will be very competitive bids. The budget is in the $450,000 range.

With the tanks replacing an existing system permitting will not be required by FDEP or the Health Department other than registering the tanks.

b. Concrete Slab

The existing hangar concrete slab to be used as part of the fueling area. The new concrete slab for the fuel tanks will tie into the existing slab.

c. Electrical

Power to the site will come from an existing transformer located at the northwest corner of the existing hangar.

Mr. Teel advised that Addendum #1 will include a modification to the bid form that will include separate bid schedules for the fuel farm (tanks and equipment), concrete pad the tanks will sit on, and the asphalt for connecting the existing aircraft parking apron to the west side of the old maintenance concrete foundation.

IV. CONTRACT TIME AND CONSTRUCTION APPROACH

a. Contract Time

Mr. Teel covered the 120 days required for project completion.

b. Project Area Access and Construction Approach

Mr. Teel covered access and haul routes as related to mobilization costs. He briefed that AmHerst Consulting will be providing threshold inspections of the project. With the project being FDOT funded, the approach to testing follows FDOT in that there will be no owner provided quality assurance testing. The contractor will be responsible for quality control testing and will provide the results to the City. Staging and storage (laydown area) is right across the road from the project site. A security fence around the laydown area is not required as it is located within the airport security fence.

What are the work hours? 7 AM – 5 PM Monday – Friday.

V. QUESTION AND ANSWER

A question was asked about a requirement for a Spill Prevention, Control and Countermeasure Plan. Mr. Teel answered that an SPCC is required as part of the contract.

A question was asked about reviewing and approving plans generated for the project by the contractor. Mr. Teel clarified that review will focus on reviewing the

plans for meeting the performance specification not what type of equipment is used.

A question was asked about soil borings. Mr. Teel stated that geotechnical testing had been completed by Tierra and the report would be included in the addendum.

A question was asked if CAD drawings are available for underground utilities. Mr. Teel explained that survey CAD drawings are available which identifies above ground but there is little or no as-built information available for underground utilities.

It was asked if specific manufacturer approved tanks are required. Mr. Teel clarified that the performance specification does not identify specific tanks by manufacturer. It is up to the contractors to select the tanks. The performance specification does not identify proprietary equipment. There are three manufacturer/fabricator examples, but the specification allows for approved equals.

It was asked if security clearances are required. Mr. Teel stated clearances or badges are not required.

Access to the security gate adjacent to the project site will be provided.

VI. SITE VISIT

With there being no further questions or comments, the meeting adjourned at 10:27 a.m. A visit was made by all attendees to the project site.

Mr. Teel once again explained that the existing maintenance hangar and fuel tank containment walls would be gone before installation of the new tanks would occur. Mr. Teel pointed out that as far as he knew most of the utilities accessed the hangar just east of the existing sidewalk located on the west side of the building.

The above represents an account of the meeting as recorded by AmHerst Consulting. Should any discrepancy exist, please notify Wes Teel, at email address, wes.teel@amherst-consulting.com, as soon as possible so the record may reflect the applicable changes.

Minutes Included With Addendum #1

PRE-BID CONFERENCE FUEL FARM

AVON PARK EXECUTIVE AIRPORT

MARCH 31, 2015 10:00 AM

NAME	COMPANY	EMAIL
WES TEEL	AMHERST	wes.teel@amherst-consulting.com
NEAL EDGINGTON	AEA	nedgington@american-environmental.net
Jeremy Grimmett	Aventura	jgrimmett@aventuracorp.com
Mike Camara	Aventura	MCamara@Aventuracorp.com
KIRON SENAPATI	ECS, Inc	KSENAPATI@ECSCONSULT.COM
Nichole M. Arnold	Close Construction	nichole@closeconstruction.us
Sean L. Edwards	Leisure Construction	sean@leisureconstruction.com
RICHARD HAYMANS	L COBB CONST.	OPERATIONS@COBBCONSTRUCTION.COM
Donald Mriscin	Highland Tank	djmriscin@highlandtank.com
Loren Jones	MWI	LJones@metzgerwilliard.com