

**Date:** March 16, 2016

**Project:** FedEx Hangar Mechanical and  
Electrical Upgrade Design-build

**Solicitation No.:** 16120

**Addendum No. Six**

TO ALL PLANHOLDERS:

The enclosed addendum amends the proposal documents for the above referenced Project.

Acknowledgment of this addendum is required on the Proposal Submittal. Failure to do so may subject the proposer to disqualification.

Sincerely,

Rich Wooten, CDT, CPSM  
Contract Compliance Specialist

<b>ADDENDUM TO THE DESIGN/BUILD DOCUMENTS</b>	<b>Page Number</b> 1	<b>No. of Pages</b> 5
<b>Addendum No. SIX</b>	<b>Date Addendum Issued:</b> March 16, 2016	
<b>Issuing Office</b> Rich Wooten, CDT, CPSM Alaska Industrial Development Export Authority 813 W Northern Lights Blvd Anchorage, AK 99503 Phone: (907) 771-3019 Fax: (907) 771-3044	<b>Previous Addenda Issued</b> Addendum One, February 24, 2016 Addendum Two, February 26, 2016 Addendum Three, March 1, 2016 Addendum Four, March 7, 2016 Addendum Five, March 10, 2016	
<b>Project:</b> FedEx Hangar Mechanical and Electrical Upgrade Design-build <b>Solicitation No.:</b> 16120	<b>Date and Hour Quotes Due:</b> March 22, 2016 at 4:00 p.m., prevailing Anchorage time.	

**NOTICE TO PROPOSERS:**

**Proposers must acknowledge receipt of this addendum prior to the hour and date set for proposal due date by one of the following methods:**

- (a) By acknowledging receipt of this addendum on the proposal form submitted.
- (b) By email or telefacsimile which includes a reference to the project and addendum number.

The proposal documents require acknowledgment individually of all addenda to the drawings and/or specifications. This is a mandatory requirement and any proposal received without acknowledgment of receipt of addenda may be classified as not being a responsive proposal. If, by virtue of this addendum it is desired to modify a proposal already submitted, such modification may be made by email or telefacsimile provided such an email or telefacsimile makes reference to this addendum and is received prior to the opening hour and date specified above.

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The Design/Build documents for the above project are amended as follows (All other terms and conditions remain unchanged):

**PROPOSAL AND CONTRACT REQUIREMENTS**

- 1) The proposal due date has been changed from March 17, 2016 to March 22, 2016 at 4:00p.m.
- 2) Addendum 4 had a typo in the link provided. The correct link is <ftp://ftp.aidea.org/FedEx%20Hangar%20Mechanical%20and%20Electrical%20Upgrade%20Design-build/>
- 3) **Section 00 20 00 Request for Proposals, Notices, 5. Technical Questions:** Remove the last sentence and replace with the following:

“All questions must be submitted by 12:00pm, March 18, 2016, any questions received after may be disregarded.

**GENERAL – QUESTIONS & ANSWERS**

- 4) **Q:** What is the procedure for obtaining security clearance and badges?  
**A:** All persons working at FedEx must be fingerprinted, pass a background check, pass a Security Threat Assessment (STA), and take a badge class. Further information can be found in Section 01 54 00.
- 5) **Q:** Please confirm that the existing test header piping is 10” and that the new bypass piping will also need to be 10”  
**A:** The existing test header is 12". The bypass piping will be 10".
- 6) **Q:** Is there an isolation valve downstream of the altitude valve where the new test bypass is to be connected?

**A:** Yes, there is a butterfly isolation valve downstream of the altitude valve.

- 7) **Q:** Is it the intent to have the new bypass line installed prior to replacing the pumps, so as each pump is replaced and aligned, and each one can tested upon replacement?

**A:** Use of the bypass line for testing is recommended for testing. The final sequence for installation and testing is the contractor/engineer's means and methods. The design build team will need to coordinate with the owner for testing.

- 8) **Q:** Addendum #4- States that pumps can be shut down one at a time and on a limited basis, after June 30th. Will each pump need to be tested and commissioned and then placed in service before removing and replacing the next?

**A:** The pumps will need to be tested prior to being put back into service.

- 9) **Q:** How many of the 6 fire pumps must be online to achieve full fire protection for the hanger building?

**A:** Assume the minimum number of operational pumps to be 5 per Addendum #4 question #3 response. The fire sprinkler contractor may review the system performance and coordinate with the owner to take more pumps offline based on the engineer's recommendations.

- 10) **Q:** The new Boiler burner panel is to control its boiler pump or valve?

**A:** The engineer of record shall be responsible for the final design and shall approach the project using appropriate standards of care and good engineering practice.

- 11) **Q:** Do the new boilers need to be able to sequence with each other for load sharing?

**A:** The engineer of record shall be responsible for the final design and shall approach the project using appropriate standards of care and good engineering practice.

- 12) **Q:** Does the boiler panel need to be able to do outdoor reset?

**A:** The engineer of record shall be responsible for the final design and shall approach the project using appropriate standards of care and good engineering practice.

- 13) **Q:** There appears to be a discrepancy between the style of compressed air dryer being called out for in specification section 231500 paragraph L.1 and the size of the compressed air system. The dryer being specified is for a much larger compressed air system than what the compressor is being called out for performance wise on sheet M 02 paragraph P31. Please clarify.

**A:** The style of compressed air dryer and compressor specified is an owner directed requirement. Any deviations or innovative solutions to accommodate the same intent may be recommended by the engineer of record if they are of the same or higher quality than the systems described.

- 14) **Q:** Can the Unilux ZFW Bent tub boiler be approved as an equal to the Bryan HE-RV boiler?

**A:** We approve this deviation based on the assumption this Unilux ZFW Bent tube boiler substitution is an "or equal" to the Bryan HE-RV unit, the deviation is approved. There still needs to be careful control of the supply and return water temperature to keep the boilers within their operational specifications and within warranty.

15) **Q:** The drawings are very vague and no additional information is provided in the as-built drawings that were provided. Sheet EX 07 does not show a waste line outside the building in that location and the civil drawings provided do not provide details of the site utilities in that location. Please also provide sheets C01.10, C01.11, C01.16, C01.20, C01.21

**A:** See link to as-builts provided in this addendum.

16) **Q:** Will the contractor be allowed to use the movable crane system in the pump house to remove and replace the pumps?

**A:** Contractors will be permitted to use the frame for accessing on the west side pumps for replacement and removal. However, proposers will be responsible for providing the hoist.

17) **Q:** Will the new pump test loop be required to be installed using 6" pipe stands from the floor?

**A:** Our experience has been that supporting additional equipment from pre-engineered metal buildings can be troublesome, due to lack of structural engineering drawings of the building superstructure. Support from the floor is recommended. Design for equipment support is by the Contractor.

Per 23 00 00: All equipment installed under this project shall be braced for a seismic event in accordance with the 2009 edition of the international building code and ASCE 7 Chapter 13. Contractor to provide seismic restraint calculations, and shop drawings, including structural engineers stamp and signature to municipality of anchorage plan review department, for structural review. Seismic calculations and shop drawings shall be submitted on a deferred submittal basis. Seismic category D, component Importance Factor 1.0.

18) **Q:** Will the equipment and materials replaced, be allowed to be left on site, or will the contractor be responsible for disposal?

**A:** Contractors shall be responsible for disposal however, AIDEA and FedEx reserve the first right of refusal.

19) **Q:** 21 05 00- States to perform Hydrostatic testing, will this be only for the new test loop?

**A:** 21 05 00 states to perform Hydrostatic testing for the entire system.

20) **Q:** Will it be acceptable to use grooved fittings and couplings to install the new test loop?

**A:** No. Welded piping is required for the test loop; 21 05 00 states the piping shall match existing.

21) **Q:** 21 05 00- States to obtain approval for the entire fire protection. Please clarify the extent of design required for the scope of work for P21, P22 & P23.

**A:** 21 05 00- States to obtain approval for the entire fire protection. Please clarify the extent of design required for the scope of work for P21, P22 & P23.

22) **Q:** Is it acceptable to provide a sealed louver at the exhaust fan that is to be relocated, instead of infill framing and siding? If not, what is the manufacturer, model, and color of the existing siding?

**A:** Options to patch the wall penetration will be considered. The Engineer of record shall be responsible for the final design and shall approach the project using appropriate standards of care and good engineering practice.

23) **Q:** Will there be any combustion/spark limitation requirements within the hangar during the timeline of the project?

**A:** The selected proposer is responsible for their own safety program and shall coordinate all hot work and lock-out tag-out per industry standards and requirements of the Authority Having Jurisdiction with FedEx Operations.

24) **Q:** Is the redundant pump (33) intended to have its own power feed, or can it be powered via the existing pump and controlled with a bypass or alternating switch?

**A:** SHP-2 is intended to have its own power feed; Size and circuit new heat pump SHP-2 to existing panel.

25) **Q:** What is the size of the diverter valve pipe (36)?

**A:** The contractor is responsible to perform discovery on this valve and replace this valve in-kind. For the purpose of this proposal, assume 8" piping size.

26) **Q:** Will there be any combustion/spark limitation requirements within the hangar during the timeline of the project?

**A:** The selected proposer is responsible for their own safety program and shall coordinate all hot work and lock-out tag-out per industry standards and requirements of the Authority Having Jurisdiction with FedEx Operations.

27) **Q:** Is it the design intent for the actuator to be replaced, or just relocated?

**A:** The actuator shall be replaced.

28) **Q:** With the diverter and actuator being potentially long lead items, can the excavation hole for this work be left open until the parts arrive? If necessary, can this work be finished after the completion date?

**A:** Proposers will need to secure the excavation per AK OSHA standards and ensure the safety of the excavation or backfill and re-excavate.

29) **Q:** None of the existing motor controllers/starters are in "AUTO", do we assume that the existing building automation system is not functioning and the equipment will be manually controlled? Example: P38 only requires a time delay relay to be installed at each of the motor starters/controllers to prevent simultaneous starting on the generator. If the BAS system is controlling the pumps in auto, then the timers may interfere with the proper operation of the BAS.

**A:** The design intent is a staggered startup. It is the designers responsibly to provide the functionality as described in the RFP. DDC programming for automatic control of devices shall be coordinated with pump starter/timer delay operation.

30) **Q:** Will the new SHP-2 pump run concurrent with SHP-1? What will control the sequencing and operation since SHP-1 is not in automatic control? Mechanical drawings seem to indicate that the BAS is working, but site inspection shows that the pump is not in automatic control.

**A:** No. The pumps are redundant and shall be controlled as lead/lag operation by the DDC. Current DDC design drawings indicate automatic control for SHP-1. Refer to sheet 1.0 of draft DDC control

submittal included in Addendum #4 question 7.

31) **Q:** Does the actuator require remote position indication at the BAS or FA panel to show what position the diverter valve is in?

**A:** No.

32) **Q:** Do the 10kW electric heaters need to be staged so that they don't turn on at the same time?

**A:** No.

33) **Q:** Is the note meant to say "Replace Oil Field Type Plug Valves," or "Replace Oil Filled Type Plug Valves?"

**A:** The term is "Nordstrom Rockwell Plug Valve."

**END OF ADDENDUM**