GERALD R. FORD INTERNATIONAL AIRPORT
TAXIWAY D LIGHTING REHABILITATION
GRAND RAPIDS, MICHIGAN

RS&H No. 1010-5865-001

ADDENDUM NO. 1
June 20, 2025

The following changes shall be made to the Bid Documents, which bear the above title and project numbers and are dated May 2025.

TO ALL HOLDERS OF CONTRACT DOCUMENTS

1. Your attention is directed to the following interpretations of, changes in, and/or additions to the contract documents for the above named project.
2. This addendum is part of the Contract Documents.
3. Bidders are required to acknowledge receipt of this Addendum in the space provided on Page P-2 of Exhibit A in the Request for Bid document.
4. The following changes shall be made:

CHANGES TO PLANS & PROJECT MANUAL

None

CHANGES TO RFB

- *REMOVE Bid Form and REPLACE with Revised Bid Form, dated 6/20/2025.*

ANSWERS TO SUBMITTED QUESTIONS:

1. It was mentioned about cleaning manholes/handholes/base cans. During inspection, was there significant dirt or similar seen in these structures that require cleaning? Or are we to expect just general dewatering of the structures?

   - During site inspections of sporadic manholes/handholes and base cans, significant dirt and debris was not observed. Dewatering and removal of any collections of debris and dirt will be required.

2. We need confirmation that the low pro barricades will not need to be removed on a nightly basis in each phase. I believe it was clearly said that light fixtures can't be mixed between incandescent and LED, so the work area cannot be reopened, but please confirm.

   - That's correct. Circuits shall not be energized with a combination of LED and incandescent fixtures. Each phase of work should be completed fully before energizing. The intent of construction phasing is not to remove low profile barricades on a nightly basis. However, low profile barricades will require shifting/relocating during each phase, as directed by Airport Operations or the Engineer, to maintain access to the terminal and tenants throughout construction.

3. If a jumper can keep all edge lights and guidance signs energized outside the phase being worked on, would it be necessary to make sure the lights within the work phase are energized every night? Wouldn't the Airport want these lights left de-energized as the work area is closed off? This seems unnecessary to re-energized every day.

- The awarded Contractor may submit alternate maintenance of lighting systems procedures for review. Each phase is an independent circuit and can be off for the entire phase. If jumpers are needed for other circuits, they can be used as needed.

4. It was mentioned there is a need for a runway closure markers. I see a detail on Sheet G040for both runway and taxiway closure markers. I only see the temp taxiway closure markers shown on the phasing plans. Please confirm if a lighted closure marker is required, and in what phase they are required. Are these needed for the 5 day critical work inside of the three phases? If so, It was mentioned there is no night work. The phasing sheets do mentioned the runway closures during off peak closures. Are these consecutive days, or hours? Does the runway need to be reopening daily, or will it remain closed for the 5 day window?

- Lighted closure markers are anticipated during the 5-day critical work periods. The intent is that the closures are consecutive days, unless weather conditions necessitate the need to reopen.

5. E201 Keyed Note 2 indicates:
PROPOSED 10KW, 480V, 6.6A, 3-STEP CCR SHALL BE ADB SAFEGATE (WITH **ACE3**, IRMS, INPUT POWER MONITOR) OR EQUAL. CONTRACTOR SHALL REESTABLISH PRIMARY POWER, CONTROLS AND 5KV "HOMERUN" COMPLETE AND OPERATIONAL. ANY ITEMS REQUIRED FOR REPLACEMENT SHALL BE PROVIDED. NO MODIFICATIONS TO THE EXISTING ALCMS ARE ANTICIPATED. TRANSFER NAMEPLATES FROM OLD CCRS TO NEW CCRS. NEW CCRS SHALL BE COMPLETELY COMPATIBLE WITH EXISTING ALCMS **AND SHALL MATCH ALL EXISTING CONTROLS,** TESTING AND MONITORING CAPABILITIES.

All hardware/software/interface & controls/components that are proprietary/sole source to the control system will need to be procured outside of this AIP Funded project per AIP Guidelines, AIP Handbook 5100-38D Change 1, 3-36 Limited Noncompetitive Proposal Situations (ALCMS Modifications…). **Can these references to the proprietary/sole-source ACE3 unit please be removed via addendum as they are ALCMS modifications, and not part of the L829 CCR?**

- All costs associated with ACE3 units and integration with the ALCMS shall be included in pay item L-109-7.1 *Airfield Lighting Electrical Vault Power and Controls Modifications.* This line item is now included as Bid Alternate No. 1. The basis of award shall be on lowest responsive and responsible base bid. Revised Bid Form included with this Addendum.

6. Will the Bid Bond being submitted be 5% of our bid total or will it be 100% of our bid amount?

- Bid Bond is not required.

Question 4:

7. What size transformers are needed for the replacements for the guidance signs?

- Keyed Note 5 on the demolition and proposed site plan drawings require the sign transformers be sized per the manufacturer requirements. We did this due to the fact that the airport is currently in the process of completing LED transitions on the existing guidance signs. Some have been completed and some are remaining, with a goal to have them completed before construction of this project starts. About half of the signs are 2- module and about half are 3-module. Due to the incomplete LED transitions and multiple sign sizes, we are not able to give exact ratings of the isolation transformers. The contractor shall estimate isolation transformer sizes for their bids and finalize the sizes during construction, prior to purchasing the isolation transformers.

Attachments: Price Form/ADD-1, Pre-Bid Meeting Minutes

END OF ADDENDUM NO. 1

Bid Form - Revised 6/20/2025

Location: Gerald R. Ford International Airport

GFIAA Request #
Bid Form

Project Description:
TAXIWAY D LIGHTING REHABILITATION

BASE BID

ITEM NO.	SPEC NO.	WORK ITEM DESCRIPTION	UNIT	UNIT PRICE (IN WORDS)	UNIT PRICE (IN NUMBERS)	ESTIMATED QUANTITY	TOTAL AMOUNT
1	C-100	Contractor Quality Control Program (CQCP)	LSUM			1	
2	C-105	Mobilization (Max 10%)	LSUM			1	
3	G-102-11.1	Safety and Security	LSUM			1	
4	G-102-11.2	Safety Plan Compliance Document (SPCD)	LSUM			1	
5	L-105-7.1	Remove Existing Taxiway Edge Light and Transformer and Salvage, Base Can to Remain	EACH			375	
6	L-105-7.2	Remove Existing Cable in Conduit or Ductbank, Conduit to Remain	LSUM			1	
7	L-108-5.1	No. 8 AWG, 5 kV, L-824, Type C Cable, Installed in Existing Conduit or Duct Bank	FT			66,700	
8	L-109-7.2	Constant Current Regulator Removal and Salvage	EACH			3	
9	L-109-7.3	Constant Current Regulator 10 kW, 3-Step, 6.6A, 480V, L-829	EACH			3	
10	L-125-5.1	L-861T(L) Elevated Taxiway Edge Light on Existing Base Can, Including Isolation Transformer and Connections	EACH			375	
11	L-125-5.2	Reflective Light Locator - Snow Wand, 30" Tall, Blue	EACH			375	
12	L-125-5.3	New Isolaton Transformer and Connections for Existing Guidance Sign	EACH			43	
13	L-126-5.1	Maintenance of Airport Lighting Systems, Including Temporary Connections/Jumpers and Power/Controls, as Needed	LSUM			1	
14	L-126-5.2	Airfield Circuit Wiring Locating, Protecting, Cleaning, Racking, and Tagging in All Structures Entered During Project	LSUM			1	

BASE BID TOTAL = $

BID ALTERNATE NO. 1

ITEM NO.	SPEC NO.	WORK ITEM DESCRIPTION	UNIT	UNIT PRICE (IN WORDS)	UNIT PRICE (IN NUMBERS)	ESTIMATED QUANTITY	TOTAL AMOUNT
15	L-109-7.1	Airfield Lighting Electrical Vault Power and Controls Modifications	LSUM			1	

BID ALTERNATE NO. 1 TOTAL = $

PRE-BID MEETING MINUTES
Taxiway D Electrical Rehabilitation
Gerald R. Ford International Airport
RS&H Project No. 101-0586-5001
June 11, 2025 – 10:00PM EDT (Virtual and In-person)
Prepared by: Ebrahim Essof (RS&H)

1. Attendees

- See attached sign-in sheet

2. Discussion:

I. Project Overview

Scope: Full replacement of the Taxiway Delta medium intensity lighting system with LED fixtures, including:

- All fixture stems down to frangible couplings
- Complete circuit replacement (circuits 12, 16, 17)
- Home runs, connections, isolation transformers
- Existing signage transformers and connections (not signage themselves)
- One wind cone on one of the circuits
- **Infrastructure:** No trenching - all work within existing junction cans, conduits, duct banks, handholes, manholes, and vault.
- **Vault Work:** Three new 10kW constant current regulators to replace existing CCRs.
- **Operational Requirements:**
    - Maintain operational circuits daily
    - Meg testing for all airfield circuits at start and end
    - Document weather conditions and get tests witnessed and signed off

II. Phasing

Three Phases:

- **Phase 1:** Circuit 12 (Delta West) – Gate 10 access
- **Phase 2:** Circuit 17 (Delta Center) – Gate 10 or south side access
- **Phase 3:** Circuit 16 (Delta East) – Gate 3 access

Duration: ~21 calendar days per phase with slight overlaps (~5 days)

Apron Access: At least one apron entrance must remain open during each phase (Signature, Terminal, and Cargo aprons respectively)

Barricades:

- Permanent and temporary layouts
- Must be moved as needed for operations
- Notify airport authority ahead of any changes

Flaggers: Required in critical operational areas

Closures:

- Surfaces will remain closed for entire phase due to FAA prohibition on mixing LED/incandescent lighting

- No reopening pavement nightly

III. Security and Safety

Badging: Required for AOA access; line item in bid for costs

Safety Plan Compliance Document (SPCD):

- Must be submitted before work starts
- Based on FAA Construction Safety and Phasing Plan (CSPP)

FAA Advisory Circular Compliance:

- All electrical specs per FAA standards
- Buy American provisions apply (report issues ASAP)

IV. Bid and Contract Info

Bid Questions Due: June 18

Bid Submission Deadline: June 26 at 10:00 AM

Award Anticipated: July 12

Construction Schedule:

- **Start:** September 2025
- **Completion:** November 2025 (before Thanksgiving)

V. Additional Notes

MEG Testing Clarified:

- Required for all circuits, not just those under construction
- Establishes baseline to identify damage caused during work

Site Visit: Optional – contact Kyle or Anees to arrange

DBE Goal: To be finalized this week

Meeting Summary: Will be issued as formal Addendum

VI. Action Items

Item	Responsible Party	Due Date
Submit SPCD	Contractor	Before construction start
Submit MEG test results with weather documentation	Contractor	Prior to construction
Schedule badging appointments	Contractor	Before construction
Finalize DBE Goal	Airport	By end of the week
Submit Bids	Contractors	June 26, 10:00 AM

Sign In Sheet

Pre-Bid Meeting

Project: Taxiway D Electrical Rehabilitation

Location: GRR-Gerald R. Ford International Airport, Grand Rapids, Michigan

RS&H Project No. 1010-5865-001

Date: 6/11/2025

Name	Initial	Company	Phone	email
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AJ Nye	AN	GFIAA		
Alyssa Stoker	AS	GFIAA		