

**ADDENDUM NUMBER FOUR
TO
BIDDING AND CONTRACT DOCUMENTS
FOR
RUNWAY 5R-23L REHABILITATION PROJECT - CONSTRUCTION PHASE 3
PIEDMONT TRIAD INTERNATIONAL AIRPORT
GREENSBORO, NORTH CAROLINA**

TO: All Prospective Bidders

Date: Friday July 20, 2018

This addendum forms a part of the Contract Documents and modifies the original Bidding Documents as noted below. Acknowledge receipt of this addendum in the space provided on the Bid Form (B-4) AND by acknowledging receipt of this Addendum by returning the attached Acknowledgement Form (Attachment A) via fax, email or mail. FAILURE TO DO SO MAY SUBJECT A BIDDER TO DISQUALIFICATION.

SPECIFICATIONS AND CONTRACT DOCUMENTS

- INSTRUCTIONS TO BIDDERS
 - Delete Paragraph 15.1 in its entirety and replace with “All BIDS shall remain open for sixty (60) days after the day of the Bid Opening.”
 - Delete Paragraph 16.7 in its entirety and replace with “If a contract is to be awarded, OWNER will give the Successful BIDDER a NOTICE OF AWARD within sixty (60) days after the day of Bid Opening.”

- BID FORM
 - Delete Paragraph 2. in its entirety and replace with “Bids will remain open for sixty (60) days after the day of Bid Opening. If awarded a contract, Bidder will sign the Agreement and submit the Contract Security and other documents required by the Contract Documents within ten (10) days after the date of the Owner’s Notice of Award.”

- GENERAL PROVISIONS
 - Delete the first paragraph of Section 30-02 in its entirety and replace with “**Award of contract.** The award of a contract, if it is to be awarded, shall be made within sixty (60) calendar days of the date specified for publicly opening proposals, unless otherwise specified herein.”

- GENERAL REQUIREMENTS
 - Delete the first two bullet points of Section 1.06 “LIQUIDATED DAMAGES” and replace with the following:

- “For each calendar day that any of the Phase I work remains uncompleted after the Contract Time for Phase I has expired, the Contractor shall pay the Owner **\$10,000**;
- For each calendar day that any Work on the total contract remains uncompleted after the Contract Time for the total contract has expired, the Contract shall pay the Owner **\$10,000** and...”

PLAN HOLDER QUESTIONS

1. In order to accommodate the requested schedule, the contractor will be required to reserve concentrated resources well in advance of the anticipated project start date. This will necessitate the bidding contractors and subcontractors to curtail bidding on certain project that may overlap the contemplated project construction period. For this reason, we request that the following items be considered prior to the Bid Opening:
 - a. A reduced bid validity period. By reducing the bid validity period from 90 days down to 30 days (or as short as possible) the contractor would have more confidence that the project would be executed as bid and allow resources to be allocated for the following year start date.
 - ***See revisions to the Instructions to Bidders, Bid Form, and Section 30-02 of the General Provisions which revises the time period between the day of the Bid Opening and the Notice of Award from ninety (90) days to sixty (60) days.***
 - b. It should be clearly understood that once awarded the project must start on the anticipated June 1, 2019 NTP. Any changes to the start date will significantly impact the availability of reserved resources. Please confirm that the contractor and subcontractors will be given due consideration for changes to the start date beyond the contractors control.
 - ***A Notice to Proceed (NTP) is anticipated for June 3, 2019. Consideration will be given to the successful bidder for changes to this date beyond his/her control.***
2. In regard to the 4Way-4” duct bank shown at Taxiway M on Plan Page E-202,
 1. How will the duct bank be constructed under Taxiway M? The proposed duct bank is shown to run under a section of Taxiway M’s existing asphalt that does not appear to be part of the rehabilitation plan.
 2. What Circuit will be running through the duct?
 3. Please provide some detail on Note 7 explaining what circuit we are connecting to as well as how we are to connect to the circuit.
 - ***The ductbank across Taxiway M1 should be installed by open cut, backfill to the bottom of the pavement section with concrete***

and restore asphalt pavement section. Field investigation is required to determine which 5kV series lighting circuit is running in the existing ductbank and method and location of splicing utilizing L-823 connector or 3M 5kV epoxy splice kt.

3. We understand that the contractor must provide support personnel for the testing of the adjusted PAPI's; however, please clarify if the contractor is responsible for paying for any flight check related to the PAPI adjustment.
 - ***No, the contractor is not responsible for payment of flight check.***

END OF ADDENDUM NUMBER FOUR

**ATTACHMENT A
ACKNOWLEDGEMENT FORM**

Contract Supervisor,

I, (we) am/are returning this acknowledgement to your office as a receipt to the following Addendum:

PIEDMONT TRIAD INTERNATIONAL AIRPORT

RUNWAY 5R-23L REHABILITATION PROJECT, CONSTRUCTION PHASE 3

ADDENDUM NO. 4

Company Name

BY: _____
Recipient's Signature

Date: _____

This acknowledgement must be returned to:

Heather Leopardi
Michael Baker Engineering, Inc.
200 Centreport Drive, Suite 350
Greensboro, NC 27409
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