

# KETCHIKAN GATEWAY BOROUGH REQUEST FOR PROPOSALS

## AIRPORT IMPROVEMENT PROJECT

### ADDENDUM NO. 2

**ADDENDUM DATE:** August 12, 2011

**THIS IS NOT AN OFFER**

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This addendum forms a part of and modifies the Request for Proposals (RFP) dated July 15, 2011, as modified through Addendum No. 1, as follows. Failure to acknowledge the addendum in the space provided in the proposal will result in a rejection of your bid.

**Clarification from Addendum No. 1, Item 6:**

There are five TASKS associated with this project –

- A. Replacement of the tower south and east siding system, and replacement of the roof parapet ridge cap system atop the tower.
- B. Refurbish the ADA passenger ramp located between the terminal roadway and the tollbooth.
- C. Replacement of the two terminal revolving entry doors.
- D. Refurbish the Borough portion of the aircraft access bridge.
- E. Construct a gated employee access to bypass the tollbooth.

**The following additional clarifying information was generated during contractor pre-construction meetings on August 1, 4 & 11, 2011.**

**TASK A:** Tower wall panels. Contractors should contact the panel manufacturer for recommended caulking. CNC Metalcraft, LLC, is supplying the panels. Contact: Michael Queck, Email: [michaelqueck@cncmetalcraft.com](mailto:michaelqueck@cncmetalcraft.com)

The roof flashing replacement is on all four walls. The new flashing system is to extend at least 2" below the upper panel, or covering the top window system stile. Surface fasteners are allowed.

**TASK B:** ADA ramp. KGB will provide underground utility locates in the area of ramp expansion.

During construction, contractor must provide an equal method of transporting physically impaired persons and travelers with fish boxes on carts, such as an escorted/motorized vehicle, rather than construction of a dedicated passageway along the roadway.

Contractor may provide proposals for approval providing a second ADA ramp access to the terminal elevation. All affected trees and shrubs shall be transplanted in the vicinity.

The existing ramps are still to be refurbished, including replacement of the handrail system and coating the travel surfaces with non-skid.

The upper landing shall be widened to approximately 5' 6". The existing roof must be cut back to accommodate this widening.

Replace the existing lighting fixtures, and add whatever illumination is necessary for the addition. Electric panel in the generator building may be utilized.

**TASK C:** Entry doors. The flooring finish between the doorways shall be walk-off similar or equal to the existing flooring material. Carpet tile beyond the doors shall contrast with the existing carpet tile.

The doors are being supplied by: Stevens Automatic Door Co. [NABCO GYRO TECH WHISPER SLIDE] Contact: Aaron Kroeger [sadco@earthlink.com](mailto:sadco@earthlink.com) phone: 253.875.3556.

Baggage entry (Exhibit / Appendix C) glazed wall must be bucked out at the column.

The manual emergency doors (Exhibit B / Appendix B) shall be fiberglass w/double glazing.

Due to creation of an alcove as part of door installation, modification of the fire suppression system is required.

KGB will supply four warm air units. One unit to be placed at each exterior door. Contractor wired and installed. Wired such that the door opening may control the heaters. Ceiling heights to be nine feet more or less (9'+-). Heater hanger rods to be appropriately enclosed. Make & model to be provided after August 12.

**TASK D:** Addendum 1 Item 6. To clarify: TASK D is still intact. REFURBISH THE BOROUGH PORTION OF THE AIRCRAFT ACCESS BRIDGE.

The entire drainpipe is to be replaced from the roof scupper tail. The pipe may be re-routed through the exterior wall.

Contractors structural engineer shall determine the stability of the undercarriage and design any necessary retrofit.

Install metal siding along the terminal wall below the bridge.

Two security cameras shall be installed and connected to the existing security system.

The interior shall be made ADA compliant (except for gradient). This includes replacement of the entry doors with a new extended entry into the terminal waiting area to provide an approximate six-foot (6') level area beyond the checkpoint. These doors, as well as doors 144 and 218 shall be equipped with panic hardware, alarmed, and operated with proximity readers. Note that door 144 is at the bag belt entry to the terminal.

Due to the creation of an alcove as part of access bridge refurbishment, modification of the fire suppression system is required. The fire pull station must be relocated, location to be determined by contractor.

Gate C-1 doors shall be equipped with magnetic door hold open units controlled by the fire protection system.

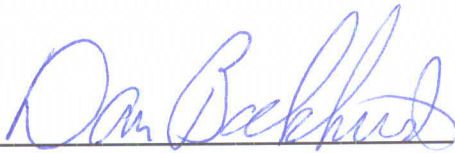
**TASK E:** Gated employee access. Reference to solar controlled means photocell controlled. All flat surfaces shall be clad with Fibertred, or equal.

**General:**

The contract completion date is set at August 31, 2012.

Contractor may not utilize the common use float to dock a "supply boat" for obtaining unanticipated materials. This float has a four-hour docking limit.

The KGB contracts with ATSA Alaska for the security system.  
Contact: Chris Ragula [[cragula@ATSAAlaska.com](mailto:cragula@ATSAAlaska.com)].

By: 

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