ADDENDUM NO. ONE

DATE: January 21, 2009

TO: ALL PLAN HOLDERS

FROM: Tim Bolwerk, P.E.

SUBJECT: Outagamie County Regional Airport
Aircraft Fueling Systems

This addendum forms a part of the contract documents and modifies the original proposal documents dated, December 28, 2010. Acknowledge receipt of this Addendum in the space provided below and attach to your proposal form (bid form). Failure to do so may result in the rejection of your proposal (bid).

Changes to Prior Addenda:

1. No prior addenda.

Changes to Proposal Forms:

2. None

Changes to the Special Provisions:

3. Specification Section 27 00 00 – Communications Cable and Equipment – Section 2.4, B.2
REVISE as follows: "2. Cable shall be Belden Datatwist 6 series or approved equal. Provide green jacket for camera and access control related cables and patch cords. Provide red jacket for intercom and fueling related cables/patch cords."

4. Specification Section 27 00 00 – Communication Cable and Equipment – Section 2.4, B
ADD as follows: "3. Exterior Cat. 6 cables shall be Mohawk VersaLAN indoor/outdoor rated (black jacket) or approved equal."

5. Segment III - Special Provisions – Item 3 – General Scope of Work for the Project
INCLUDE in the Base Bid, Alternate A and Alternate B scope of work the following: Flushing of the new fuel systems is to be the responsibility of the contractor. Flushing requirements to include enough flushing volume and velocity to flush particulates and contaminants such that when tested the fuel will meet the required quality requirements. Contractor to provide all equipment and materials for flushing the new systems. Contractor to also provide the flushing procedure to be used to the Engineer.

6. Segment III – Special Provisions – Item I – Piping Specifications
A. ADD the following: "Contractor to be responsible for pipe support configuration and stress review. Anticipate that flexible piping connections will be required for thermal relief/vibration on suction and discharge lines at pumping cabinets. "
B. ADD the following: "Contractor to be responsible for fuel pipe layout and piping elevations. Piping to comply with ANSI B31.3 Chemical Plant and Petroleum Refinery Piping including any high point vents and/or low point drains."

7. Segment III – Special Provisions – Item #4 – Prosecution and Progress
ADD the following: "During the week of EAA Air Venture, July 25-29, 2011, any work being done in the Bulk Fueling Facility will require the Contractor to maintain complete access for the East Side Service Road to allow for shuttle vehicle traffic associated with EAA Air Venture."

8. Segment III – Special Provisions – Item D – AVGAS LL100 Dispensing to Aircraft – General Aviation Fueling Facility
REVISE Single Point Refueler Loading Line requirements on page III-22 as follows: "~~100'~~ 50' of 1 ½" aviation approved hose meeting API bulletin 1529. 4th Edition, 1989, Grade I, Type C and NFPA #407 (2007 Edition), factory installed couplers, shop pressure tested and certified."

9. Segment III – Special Provision – Item C – Jet A Dispensing to Aircraft and Off Loading Transport –

General Aviation Fueling Facility

REVISE Single Point and Refueler Loading Line requirements on page III-18 as follows: "~~100'~~ 50' of 1 ½" aviation approved hose meeting API bulletin 1529. 4th Edition, 1989, Grade I, Type C and NFPA #407 (2007 Edition), factory installed couplers, shop pressure tested and certified."

10 Clarification

All references to the airport network, airport security network, or airport fiber network are referring to the airport's local area network (LAN). All equipment that is connected to this network at the fueling facilities will need to communicate with the fueling system workstations in the FBO and in the terminal. Security equipment at the fueling facilities will also need to communicate with the existing airport security system over this network. Generally, connection of new fueling equipment and security equipment to this network will be through a fiber optic connection.

11. Segment III – Special Provisions – Item D - AVGAS LL100 Dispensing to Aircraft – General Aviation Fueling Facility

REVISE second and third sentences of first paragraph on page III-19 to read: "Design filling rate for ~~the "single point refueler fueling 100-120 GPM and 35 psi at the nozzle~~ filling refuelers with AVGAS will be 100-120 GPM with attendant service ~~for single point and self service for over the wing system~~. Refueler trucks will be ~~filled with the single point hose and nozzle~~ top loaded with a 1 ½" fueling nozzle."

12. Segment III – Special Provisions – Item D – AVGAS LL100 Dispensing to Aircraft – General Aviation Fueling Facility

A. REVISE the fourth line from the top of page III-21 to read: "Blackmere recommends the check valve on the discharge side of the pump. **A check valve will also be required on the suction side of the pump on the leg of the tee going into the GX3E pump. (The leg of the tee going to the GX2B pump will also require a check valve.)**

B. REVISE the fourth line under "Pump – Over the Wing Loading" on page III-21 to read: "Blackmere recommends the check valve on the discharge side of the pump. **A check valve will also be required on the suction side of the pump on the leg of the tee going into the GX2B pump. (The leg of the tee going to the GX3E pump will also require a check valve.)**

13. Segment III –Special Provisions – Item G – Aviation Type Self Service Automated Fuel Management System – General Aviation Fueling Facility (FMU)

A. REVISE the third sentence under "General" on page III-27 to read as follows: "All transactions will be at the island console with the capability of batch poling the sales information through ~~a remote cell phone modem~~ an analog phone line or the airport security network to the airport existing office computer and/or the new fueling computers in the FBO and terminal.

B. REVISE item 2 under "Fuel Management Unit Hardware" on page III-27 to read as follows: "2. ~~An internal remote cell phone modem allowing the terminal to call for authorization of transactions before fuel is dispensed. Additionally the modem will allow for remote communications with a PC at a location designated by the airport.~~ An internal modem allowing the terminal to call for authorization of transactions before fuel is dispensed. The modem uses a dedicated single voice grade dial up analog phone line. Additionally the modem will allow for remote communications with a PC at a location designated by the airport. As previously noted, the FMU shall be connected to the airport fiber network if the technology is available for credit card transactions ~~vs. the cell phone modem.~~

C. REVISE the second sentence under "Fuel Management Unit Service" on page III-29 to read as follows: "~~A new remote cell phone modem~~ An analog phone line is to be installed for the credit card system."

14. Segment III – Special Provisions – Item D - AVGAS LL100 Dispensing to Aircraft – General Aviation Fueling Facility

A. REVISE the "Transport Offloading" section on page III-20 to be as follows:

Transport Off Loading

3" cam and groove adaptor with a lockable dust cap. (In contractor furnished spill box)
3" sight glass. (On contractor furnished spill box)
3" Flanged isolation (ball or butterfly) valve. (By cabinet manufacturer)
3" Flanged swing check valve.
4"x 3" stainless steel reducer.
3" strainer w/40 mesh s.s. screen.
4" 150# isolation valve locking with 45 PSI expansion relief in bypass line
4"x 3" stainless steel reducer at the pump

3" strainer w/40 mesh s.s. screen.
3" line to filter separator.

B. REVISE the "Tank Suction Line" section on page III-20 to be as follows:

Tank Suction Line
(1) 4" s.s. flanged line from the AVGAS tank. (Contractor installed)
(1) 4" flanged isolation valve with internal thermo relief to the tank.
(1) 4" flanged Solenoid block valve w/ thermo relief (Contractor furnished and installed on the tank piping, wired into the pump control circuit. Note: Pump control circuit is to be set up to include future AVGAS Tank pumping) in place of swing check valve.
(2) 4"x 4" x 4" tee to tank
4" x 3" reducer in to pump.
3" Strainer with 40 mesh s.s screen.
Pump suction Vacuum Gauge 2 1/2" face 30"HG-30 psi gauge with isolation, check and bleed valves on 1/2"pipe tee. Gauge must be visible from the front of the cabinet.

15. Segment III - Special Provisions – Item 3 – General Scope of Work for the Project

A. On page III-5 under the "BASE BID – CONSTRUCT GENERAL AVIATION AIRCRAFT FUELING FACILITY", REVISE number 30 as follows: "30. Install Jet A pumping, metering, dispensing system cabinet with integral spill pan per the drawings and specifications. One 1 ¼" 100' hose reel for over wing aircraft fueling. One 1 ½" 50' ~~100'~~ hose reel for single point aircraft fueling and refueler loading."

B. On page III-5 under the "BASE BID – CONSTRUCT GENERAL AVIATION AIRCRAFT FUELING FACILITY", REVISE number 32 as follows: "32. Install Avgas LL100 system 4"~~-3"~~ stainless steel aboveground fill piping for truck off loading with the cabinet pump through the 3" filter in the cabinet to the tank fill pipe and aboveground tank internal drop tube with mechanical overfill shut off valve.

C. On page III-5 under the "BASE BID – CONSTRUCT GENERAL AVIATION AIRCRAFT FUELING FACILITY", REVISE number 34 as follows: "34. Install Avgas 100 LL pumping, metering, dispensing system cabinet with integral spill pan for refueler loading per the drawings and specifications. One 1 ½" ~~100'~~ 50' hose reel for refueler loading."

D. On page III-5 under the "BASE BID – CONSTRUCT GENERAL AVIATION AIRCRAFT FUELING FACILITY", REVISE number 35 as follows: 35. From tanker off loading suction line prior to the 15 HP cabinet pump, install additional 1 HP pump with 2" stainless steel piping from ~~3"~~ 4" line to pump. Pump is for low volume pumping for over the wing Avgas LL100 point of sale cabinet.

Changes to the Supplemental Specifications:

16. None.

Changes to Wage Rates:

17. None

Changes to the Schedule of Prices:

18. None.

Changes to the Plans:

19. Sheet 41 – Electrical Plan – South Fueling Building

A. MODIFY spacing/layout of equipment on west wall to allow for future 30" wide equipment cabinet at the north end of the wall.
B. MODIFY locations of wall packs to be installed 1 foot above the center of the doors (not to the side).
C. MODIFY circuits identified as coming from panel A to mean panel SA.
D. ADD 2' x 2' x 3/4" painted plywood backboard with terminal block. Connect cable from block for telephone to FMU and extend cable from block to telephone company D-mark enclosure (installed by telephone company).

20. Sheet 41 – Electrical Plan – North Fueling Building

A. MODIFY locations of wall packs to be installed 1 foot above the center of the doors (not to the side).
B. MODIFY circuits identified as coming from panel A to mean panel NA.
C. ADD the following to keyed note 8: "Provide ON & OFF LED indicators on door of contactor."

D. ADD the following to keyed note 9: "Provide "EMERGENCY FUEL SHUT-OFF" text on button plate. Provide clear protective cover over pushbuttons only on the non-secure side of the building."

21. Sheet 41 – General Notes
A. ADD the following to the General Notes: "4. Provide starters for the fueling motors as needed, FVNR combination type with a non-fused disconnect switch, include transformer/fusing, HOA switch, and ON & OFF LED indicators. Coordinate exact control requirements with fueling system vendor."
B. ADD the following to the General Notes: "5. All wiring in buildings to be in conduit."

22. Sheet 40 – South Fueling Area Electrical Plan
A. CHANGE keyed note 2 next to camera pole FS1 to keyed note 1. There should be a seal off located adjacent to the pole.
B. ADD the following to Keyed Note 5: "Junction box construction shall be as allowed by code, aluminum NEMA 4 rated."
C. ADD Cat. 3 outdoor rated cable (or an additional Cat. 6 outdoor rated cable), along with the Cat. 6 cable needed for the FMU, to the fueling building for analog telephone service.

23. Sheet 39 – North Fueling Area Electrical Plan
A. ADD the following to keyed note 3: "Junction box construction shall be as allowed by code, aluminum NEMA 4 rated."

24. Sheet 42
A. CORRECT the location of the existing Panel LPC (currently shown on the second floor plan) to be actually located on the first floor in the hangar on the lounge's east wall near the hall. Use existing SPARE circuit breaker circuit 25 for the new Ethernet/power supply enclosure.
B. CHANGE circuit indicated for Ethernet/power supply enclosure (on the second floor plan) from LPC-10 to LPC-25.

25. Sheet 17
A. CHANGE the description of the solenoid valve on the Jet A Bulk fuel System Tank to be a 4" solenoid block valve or 4" rotary shaft style solenoid valve.

26. Sheets 9, 10, and 17
A. CHANGE the description of the overfill prevention valves on the tanks as follows: "Clay overfill prevention valve with integral anti siphon valve or equal. Must be pressure resistant."

27 Sheet 8
A. CHANGE the AVGAS fill line and suction lines from 3" stainless to 4" stainless from the check valve outside the AVGAS overfill containment box to the GX3E pump in the AVGAS Pumping Cabinet. The floating suction inside the AVGAS tank can remain a 3" floating suction and tank fill and dispensing piping will remain the same size.
B. CHANGE all valves and tees on the AVGAS fill and suction lines to match the 4" stainless piping.

28. Sheet 9
A. CHANGE the plan to indicate a 4" SS Schedule 40 outline (Suction) and a 4" solenoid block valve.
B. ADD a 4"x 3" reducer at the 3" flanged connection on top of the AVGAS tank for going from the 3" flange to a 4" pipe.

Submitted by: Tim Bolduc Title Project Engineer

Receipt: Sign the following receipt and attach to the submitted proposal form.

Accepted By: _____ _____
Signature Company Name

_____ _____
Title Date