

ADDENDUM NO. 3
May 14, 2025

This Addendum is hereby made a part of the Contract Documents and Specifications of the above referenced project. All other requirements of the original Contract Documents and Specifications shall remain effective in their respective order. **ALL BIDDERS MUST ACKNOWLEDGE RECEIPT OF THIS ADDENDUM IN THE APPROPRIATE LOCATION ON THE PROPOSAL FORMS, AND SHALL SUBMIT THE ACKNOWLEDGEMENT WITH THEIR BID.**

MODIFICATIONS TO PROPOSAL

None

SUBMITTED QUESTIONS

- See Attached

Site Visit

- The following firms have completed the site visit and are eligible to submit an RFP response:

- | | | |
|-----------------------|-------------------|-------------------------|
| ○ Alder Energy | ○ Ameresco | ○ 1 st Light |
| ○ McCory Construction | ○ HSGs | ○ Gregory Electrical |
| ○ Colite | ○ Larsen & Toubro | ○ Chao & Associates |
| ○ Boyer | ○ Krebs Ventures | ○ Branham Group |
| ○ Tich2-JV | ○ Power Factor | ○ Metcon/Desa |
| ○ 8M Solar | ○ CMTA | ○ IPW Construction |
| ○ Kimley-Horn | ○ Jet Rise | |

ATTACHMENTS

1. Questions and Responses (5 Pages)
2. 15 Minute Data for Parking Garage


Approved by Engineer

5/14/2025

END

PROJECT INFORMATION	
Project Name:	Design-Build (DB) Parking Garage Photovoltaic Microgrid System
Project Location:	Columbia Metropolitan Airport - West Columbia, SC
Engineer / Consultant:	Foth Infrastructure and Environment, LLC

RESPONSES TO QUESTIONS	
Contractor Question	Engineer / Owner Response
1 What is the project budget for Option 1, 2, and 3?	Project budget is not provided during the proposal process.
2 With the last addendum posted on May 14th and the proposal due on May 22nd, this is a short timeline to obtain final pricing from subs after release of the addenda and to finalize pricing, and to request the bid bond from our surety company and deliver the proposal by the 5/22 due date. Could you extend the due date from 5/22 to 5/29?	The schedule does not have the ability to shift due to required submittal deadlines for project approvals and funding.
3 Can you identify the location and height of the ATCT in use?	The existing ATCT has an estimated cab eye level height of 95 feet above ground level (AGL). The Tower is located at Latitude 33.944273 Longitude - 81.118727. The address is 2821 Aviation Way, West Columbia, SC, 29170
4 What glare studies have been performed for the project and can you provide the glare study documentation?	A glint/glare study was completed by Barret Energy Resources Group. The study is included as a part of Addendum No. 1
5 What due diligence has been provided in regard to interconnection requests submitted to Dominion Energy? Has Dominion approved the capacity proposed in the RFP?	Site visits have been performed with Dominion. No approvals have been received. Dominion suggested upgrading the existing switch gear to make the tie in, on the site visit. Since we have recently been given the approval to upgrade the switch gear from the manufacturer, Dominion is yet to make any additional determinations.
6 We understand that the RFP is requesting a lump sum fee for design, construction and commissioning for Options 1-3 to be provided on Bid Schedules 1, 2, 3. Would you consider a different strategy for procurement that includes a 2 part agreement with Part 1 Services for the design, engineering, permitting services required to develop the project, provided as a lump sum fee, and Part 2 services for the construction of the project provided as a cost plus a percentage markup? That would allow the project to be fully engineered and approved by the stakeholders during DD phase and obtain all the permits required by the FAA, Airport authority, AHJ and utility prior to spending any money on construction and materials and a cost plus approach for construction after all permits have been obtained would remove the additional costs from subs and GC for pricing in risk/ unknowns of not having fully developed construction drawings and permits.	Procurement is unable to change from the prescribed process to meeting funding requirements.
7 Is there any alternative procurement method you would consider besides lump sum fee for design, construction, and commissioning?	The project is using an alternate procurement method, Design-Build
8 What are the specifications for the photovoltaic panels that the bidders can choose for this project? Who are the approved manufacturers?	The RFP is performance based, refer to VII, Basis of Design.
9 What are the specifications for the Inverters and Rapid Shut Down devices that the bidders can choose for this project? Who are the approved manufacturers?	The RFP is performance based, refer to VII, Basis of Design.

10	Who are the approved manufacturers for the 60 mil PVC membrane roof with KEE formulation?	The RFP is performance based, refer to VII, Basis of Design.
11	Does the roof need to be fully adhered?	Refer to VII, Basis of Design.
12	Does this project need to meet FM Global requirements of other requirements specific to the insurer? If so, please provide the requirements.	No.
13	For the South Carolina General Contractor license to be provided with the response, what group classification is required for the design-build General Contractor?	The GC classification required is dependent on the work being performed by the GC. Mechanical work not covered by the GC classifications shall be completed by a contractor with the proper Mechanical Contractor classifications. See attached SC LLR description of GC and MC contractor classifications.
14	Microgrid is in the RFP title but we did not see a microgrid component. This appears to be a grid-tied solar PV system that will not be available for backup power if the grid goes down. Where is the microgrid or energy storage system described in the RFP?	The RFP does not include a description of an energy storage system as one is not required for this construction phase.
15	Who is changing the switchgear?	The selected team is responsible for all modifications to the existing system. See VII Basis of Design, specifically the Electrical Narrative.
16	Has Dominion provided documentation regarding the garage transformer?	Dominion is aware of the proposed changes and they did not do a formal report on the garage transformer. They did provide a report on the terminal switch gear.
17	Is the bidder responsible for monetizing the tax credits?	No. The bidder is responsible for properly selecting equipment and materials to maximize eligibility for the IRA tax credits. The bidder will provide necessary documentation to the Airport for its use.
18	What are the requirements of an AIP project?	Attachment D lists the requirements. There are eligible and ineligible requirements. There are not additional requirements from the AIP side
19	Public Agency - What qualifies?	the definition of a public agency as defined by the State of South Carolina is a county, municipal corporation, state or local authority, board, commission, agency, department or political subdivision created under the authority of the state. This definition is further expanded for the purpose of this RFP to include the United States Federal government.
20	DBE participation - Where does DBE criteria live.	the RFP includes the definition of a DBE as a firm that is SCDOT-UCP certified as well as additional definitions and information for the incorporation of certified DBE firms in the bidders response.
21	Can you come back for a second walkthrough?	Yes
22	Was there a load study conducted and a voltage drop.	No, a load study would be the responsibility of the selected bidder.
23	Please confirm if there is space available to land solar conductors	The RFP includes existing and proposed one line diagrams for the existing Terminal switch board and Parking Garage. Modifications of the Terminal switch board are required, see VII Basis of Design. The Parking Garage does not have space available. From the prebid meeting, the selected bidders shall provide a solution prior to the transformer for interconnection
24	Is the bidder required to do the load carrying analysis?	Yes, The bidder is responsible for the design and construction of the project. The RFP preparation team completed an initial analysis of the parking garage and this document is included for reference only. The document is not intended and shall not be used as a basis of design.
25	Can we get the existing structural?	Yes, included as a part of Addendum No. 1
26	Can we get the 15 min. interval	Yes
27	Can you design the broader microgrid design? -	This will be subsequent phase of the project and outside of the current RFP scope of work.

28	<i>Is the financial analysis part of the proposal</i>	Yes.
29	<i>For Section "F" Statement of Qualifications, the RFP response must include three (3) relevant construction projects as the prime contractor. Can a RFP response be considered responsive if a subcontractor has the experience?</i>	Yes. Bidder is to provide the subcontractor name and their role included on the relevant construction project. Provide enough information for a determination to be made on the level of involvement of the subcontractor on the project being presented.
30	<i>During the site walk there was mention of existing utility plans for the portion of corridor that is south of the existing building. Can you provide?</i>	Included in Addendum No. 2 are the design documents from two projects from 1996, Terminal Renovations and Concourse Construction. These sheets depict the construction of the west 6" conduit route for the second/redundant electric services. The third sheet is from the 2020 CBIS construction project, it depicts the existing power, fiber, sanitary sewer, storm drain, water main and two 6" PVC that were constructed in 1996 and located as a part of the 2020 project.
31	Please clarify if the DBE Utilization Statement and Letter of Intent is to be completed for Bid Schedule # 1 or if they are to be included for all bid schedules (Schedules 1, 2 and 3).	DBE participation is required for any schedule selected by the Airport. A single DBE Utilization statement and LOI would be acceptable if the bidder intends to use it across any schedule selected by the Airport. a Bidder could provide a DBE Utilization statement and LOI for each schedule if the participation level is different.
32	Is a Bid Bond required for all options the Offeror submits or just the most expensive option?	Only a Bid Bond for the "most expensive" option submitted by the bidder is required.
33	Please provide specifications and details on CAE's wayfinding requirements (location of wayfinding signs, signage size, is signage to be lite/powered). If details are not available, please advise if the owner is willing to state a directed allowance to be used by all Offerors. This approach will facilitate an apples-to-apples comparison across bids.	Bidders are instructed to not include wayfinding in the proposal pricing. Wayfinding will be developed and priced with the selected bidder.
34	Section G. Lighting requires automatic lighting controls to be installed to match the existing control system. If available, please provide an overview of the existing lighting control system used in parking garage.	The parking garage uses "nLight", show drawing submittal for the project included with Addendum No.3
35	After the final structural analysis of the existing garage structure and new canopy system is completed, there is a probability that structural enhancements to the garage will be required. Please advise if the owner is willing to state a directed allowance to be used by all Offerors. This approach will facilitate an apples-to-apples comparison across bids.	No. Any required structural enhancements to the existing garage will vary depending on the type, weight, and framing of the new solar array/canopy.
36	If the final structural analysis indicates that additional columns will need to be added over the top of the parking spaces and those spaces be converted to compact parking spaces, is this acceptable?	In general, no. Additional columns outside of extending existing garage columns up should not be needed.
37	Was the garage subject to some level of refurbishment recently? If so, was a Property Condition Assessment ("PCA") conducted and is a report available?	No, occasional maintenance is completed, a "project" or a PCA has not been conducted recently
38	Would it be possible to connect the 2MW PV system directly to medium voltage at 13.8 kV	Yes, this would be permitted provided that the bidder provides necessary inverters and distribution equipment.
39	How many hardcopies would the Airport like to receive?	3 hard copies with a PDF stored on a thumb drive. In the case of discrepancies between paper and electronic copies, Paper copy shall control.
40	Is it allowed to transfer any moment load to the parking structure?	Yes; but magnitude of moment transfer will need to be determined by the Design-Build engineer based on their analysis of the existing parking garage frame.
41	Will any max wheel loads for the top decks be provided?	See existing garage drawing S1.1 for design loads. Structural sheets were provided as a part of Addendum No. 1
42	Column attachments through deck. The new column will interfere with the parking spots. Is this acceptable making some spots more like compact spots? Will column protections be required, potentially impacting the spots even more?	Extending the existing columns up is no different than the lower floors that already have columns. Parking spaces will be minimally impacted. The need for additional column protection will be dependent on the design-build teams column design.

44	Can the stub columns on the perimeter edge be squared off or removed?	Yes; as long as it does not impact the overall structural integrity of the existing garage. It is up to the design-build engineer to review this.
45	Decking scope. Is this mandatory for all options for the bid, or is the requirement to make the solar structure ready for the addition of steel framing and decking in the areas not covered by solar?	Metal roof decking/PVC roofing system is not required at PV module areas. It is only required at membrane roof areas.
46	Decking Scope is asking for a PVC Membrane – this might not work with attachment of the modules or associated rails. Can you provide some feedback on this issue?	Metal roof decking/PVC roofing system is not required at PV module areas. It is only required at membrane roof areas.
47	The rendering is showing structure connecting to the building – is this just an artistic rendering?	PV panel/roof structure should not connect to the existing circulation pavilion. A small metal 'awning/canopy' to match the new roofing/canopy may be installed to the existing pavilion to allow the new walkway roof to tuck under the pavilion awing/canopy allowing a continuous covered pathway for parking garage customers from the parking areas to the covered pavilion.
48	Is a water managed solution without decking an acceptable alternate? This will not be a watertight system but a system where water is mostly managed.	No
49	Is it correct to assume that the solar parking structures are S-2 Occupancy, "Open Parking Garage" usage, and Type IIB Construction, non-combustible construction without fire protection and without an automatic sprinkler system? We understand that there will be sprinklers in the form of standpipe, but we are not considering any dry or wet sprinkler system running under the canopy structures themselves, nor are we considering any application of intumescent treatment of the steel, or any break in the structure. Is this the case?	The water-based fire protection systems will be a manual dry standpipe only - no automatic sprinkler system(s.) Pipe is to be extended from the existing standpipe mains and routed to new hose valve locations. Yes, based on preliminary discussions with Lexington Co. Code review, design/builder can assume a new sprinkler system or intumescent paint WILL NOT be required.
50	In the Structural Narrative Section of the RFP it states, "The overall height of the new roof/solar array will not exceed 289'-0". Can you provide the elevation number this measurement is based on?	The elevation is based off of sea level. See existing garage drawings for top of slab elevations.
51	In the Mechanical, Plumbing, & Fire Protection Narrative Section of the RFP it states, "All trenching, backfilling, cutting, and patching as required for the provision of work will be provided". Will the specs be provided by the Airport or is to be provided by the RFP respondents?	Specs are to be provided by the RFP respondent.
52	In the Architectural General Requirements Section of the RFP it states, "Design-Builder should utilize rain skirts, or similar to prevent wind blowing rain from entering the sides of the canopy system along the perimeter". Can you provide the specs for these rain skirts?	The intent of the rain skirts is to prevent windblown rain from deluging the north side of the garage at the high point of the continuous low slope roof. It is the design builder's discretion as to materials and anchorage methods (although both will ultimately be reviewed and approved by the Owner, Assume rain skirts span from underside of roof to 9'-6" above FF.
53	Is directional boring allowed on this project?	Yes, directional boring is permitted. Any boring shall maintain proper separation from other utilities/structures, including a minimum of eight feet of separation from any parallel runs of gas, water, drainage, or sewer lines.
54	Per NEC 20% rule, the maximum breaker that could be used to interconnect a PV system to a 4000A section switch gear section would be 800A. Even if the 8000A MLO is considered, the breaker could be 1,600A max. Could you confirm Dominion approved the connection through a 2,500A or the connection needs to be through a line side tap?	The connection may be on the supply side. All associated work and tie in is required to be coordinated with Dominion Energy by the bidder.
55	Request a single-line diagram for the site power distribution (480V and higher). Specifically, the utility feed, backup generator, and main switchboard.	A single-line diagram depicting the site power distribution (utility feed and main switchboard) is provided in the package. The backup generator is part of the airport's emergency/life safety electrical system and not part of project scope.
56	Request information on the backup generator and ATS for the airport terminal: Make, model, size, transfer type (open/closed), time delays, and available signaling contacts.	Information is not available due to the timing of the request and required return of answers to questions. Selected bidder will be provided the necessary information.

57	Request a full drawing set for the parking garage to include civil and electrical.	Information is not available due to the timing of the request and required return of answers to questions. Selected bidder will be provided the necessary information.
58	The RFP refers to routing between the parking garage and the terminal as a new "Utility Corridor". "Utility corridor" makes it sound like a walkable UG concrete structure used as a common route for all major utilities. Please confirm this is not the intent and routing between the parking garage and terminal is more of an electrical and communication duct bank.	From the prebid and two site visits, the description of the utility corridor includes the demolition, installation of conduit and various junction boxes and necessary restoration for the connection of the PV to the existing Terminal switch board.
59	Please confirm the proposed PV system will be exempt from the requirements of the 2023 NEC article 690.12, Rapid Shutdown of PV Systems on Buildings, in accordance with Exception No.2: PV equipment and circuits installed on non-enclosed detached structures including but not limited to parking shade structures, carports, solar trellises, and similar structures shall not be required to comply with 690.12. Informational Note: Exceptions for rapid shutdown are intended to be consistent with building and fire codes that have limitations as to the types of buildings on which firefighters typically perform rooftop operations.	PV system shall include rapid shutdown function including interlock with heat detection system.
60	Please confirm that the design-build contractor will be responsible for only providing technical assistance to the customer for filing their interconnection agreements and that they will be responsible for filing, paying, and	Confirmed
61	Please confirm customer understands that two separate interconnection points may require the execution of separate utility interconnection agreements. Also, the interconnection at the parking garage, will not have the ability to be included in the future microgrid without reconfiguring the interconnection.	Confirmed
62	Has the glint glare study been approved by the FAA?	Yes, as a condition for the 7460-1 for permanent structure.
63	Has the customer confirmed that they will allow conduit to be run on the exterior wall of the parking garage?	Confirmed
64	Are there any FCC part 15 noise restrictions for power electronic devices on this project?	No FCC part 15 noise restrictions for power electronic devices on this project.
65	Please confirm lightning protection is per NFPA 780 and not FAA-STD-019.	Lightning protection requirements shall be per NFPA 780.
66	Please confirm that "or equal" mechanical systems are acceptable.	Confirmed