

AN ORDINANCE 2015-06-18-0544

**AUTHORIZING AN AMENDMENT TO THE CONSTRUCTION MANAGER AT RISK AGREEMENT WITH TURNER CONSTRUCTION COMPANY INCREASING THE CONTRACT AMOUNT BY \$30,116,938.00 FOR A REVISED CONTRACT TOTAL IN AN AMOUNT NOT TO EXCEED \$135,116,938.00, INCLUDING ESTABLISHING A GUARANTEED MAXIMUM PRICE IN THE AMOUNT OF \$129,500,000.00 FOR THE CONSOLIDATED RENTAL CAR FACILITY AT SAN ANTONIO INTERNATIONAL AIRPORT.**

\* \* \* \* \*

**WHEREAS**, in May 2013 the City and Turner Construction Company (“Turner”) entered into a Construction Manager at Risk (“CM@Risk”) contract in an amount not to exceed of \$105,000,000.00 for the construction of the Consolidated Rental Car Facility/Other Landside Facilities at San Antonio International Airport pursuant to an Ordinance 2013-05-30-0352; and

**WHEREAS**, due to an extended pre-construction period, it is necessary to increase the pre-construction fees to be paid to the CM@Risk by \$245,000.00 for a revised total of \$925,000.00; and

**WHEREAS**, a Guaranteed Maximum Price (“GMP”) of \$129,500,000.00 has been established; and

**WHEREAS**, the parties have also established allowances for garage screening/building skin, public art, and owner contingency in an amount not to exceed \$4,691,938.00 which amounts are outside of the GMP; and

**WHEREAS**, it is now necessary to amend the CM@Risk contract to establish the GMP in an amount not to exceed \$129,500,000.00, to add additional services and allowances to the contract, and to increase the amount of the contract to the not to exceed amount of \$135,116,938.00; **NOW THEREFORE:**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:**

**SECTION 1.** The City Manager, or her designee, is authorized to execute an amendment to the Construction Manager at Risk contract with Turner Construction Company, a copy of which is set out in **Exhibit 1**, establishing the Guaranteed Maximum Price for construction in the amount not to exceed \$129,500,000.00 and revising the Construction Manager at Risk contract amount to an amount not to exceed of \$135,116,938.00.

**SECTION 2.** Accounts for the Construction Manager at Risk (CMR) contract previously awarded to Turner Construction Company in the amount of \$105,000,000.00 were established in SAP Fund 51099000, Airport Capital Projects, SAP Project Definition 33-00079, Consolidated Rental Car Facility. This Ordinance increases the contract amount by \$30,116,938.00 to a

KRH  
6/18/15  
Item No. 25A

revised contract total of up to \$135,116,938.00 including establishing a Guaranteed Maximum Price (GMP) in the amount of \$129,500,000.00.

**SECTION 3.** The amount of \$8,500,000.00 is appropriated in SAP Fund 51019000, Customer Facility Charge FUND, SAP Internal Order # 390000001506, SAP GL account 6102100 - Interfund Transfer out entitled From 51019000 to 33-00079-90-14-01. The amount of \$8,500,000.00 is authorized to be transferred to SAP Fund 51099000.

**SECTION 4.** The budget in SAP Fund 51099000, Airport Capital Projects, SAP Project Definition 33-00079, Consolidated Rental Car Facility, shall be revised by increasing SAP WBS Element 33-00079-90-14-01 entitled Transfer from I/O# 390000001506, SAP GL Account 6101100 - Interfund Transfer In, by the amount \$8,500,000.00.

**SECTION 5.** The amount up to \$8,500,000.00 is appropriated in SAP Fund 51099000, Airport Capital Projects, SAP Project Definition 33-00079, Consolidated Rental Car Facility, SAP WBS Element 33-00079-05-07, entitled Construction Other, SAP GL Account 5201140.

**SECTION 6.** The budget in SAP Fund 51099000, Airport Capital Projects, SAP Project Definition 33-00079, Consolidated Rental Car Facility, shall be revised by increasing SAP WBS element 33-00079-90-13-02 entitled FY 2015 Unissued CFC/GARB Bonds, SAP GL account 6101100 - Interfund Transfer In, by the amount \$135,694,128.29.

**SECTION 7.** The amount of \$135,694,128.29 is appropriated in SAP Fund 51099000, Airport Capital Projects, SAP Project Definition 33-00079, Consolidated Rental Car Facility, and the budget shall be revised by increasing SAP WBS Elements as follows:

WBS NO.	WBS NAME	G/L	G/L NAME	PLAN VERSION 0 REVISION/ Appropriation
33-00079-01-01	Cap Admin	5201040	Fees to Prof Contr	\$ 71,266.91
33-00079-01-01	Cap Admin	5402030	CAP Admin Cost-DIR	1,096,861.01
33-00079-01-01	Cap Admin	5402050	CAP Admin Cost- INDIR	616,175.08
33-00079-01-02	Design/Planning (TranSystems)	5201170	Design/Planning	2,376,479.00
33-00079-01-03	Advertising	5205010	Mail & Parcel Post	(450.00)
33-00079-01-09	Fees	5203060	Binding & Printing	(2,250.00)
33-00079-01-09	Fees	5205010	Mail & Parcel Post	(250.00)
33-00079-04-02-01	City Funds	5201040	Fees to Prof Contr	19,449.92
33-00079-04-02-01	City Funds	5202020	Contractual Services	550,000.00
33-00079-05-02-01	City Funds	5201040	Fees to Prof Contr	(47,520.00)
33-00079-05-02-01	City Funds	5201140	Construction Cost	124,320,095.00
33-00079-05-02-01	City Funds	5201040	Construction Cost	1,298,810.00
33-00079-05-03	Advertising	5203040	Advertising	2,500.00
33-00079-05-05-01	City Funds	5202020	Contractual Services	663,000.00
33-00079-05-06	Project Contingency	5201140	Construction Cost	2,885,606.37
33-00079-05-07	Construction Other	5202020	Contractual Services	739,581.00
33-00079-05-07	Construction Other	5201140	Construction Cost	250,000.00
33-00079-05-09	Inspection Services	5201040	Fees to Prof Contr	838,000.00
33-00079-06-09	Fees - Wayfinding	5202020	Contractual Services	16,774.00
			<b>TOTALS</b>	<b>\$ 135,694,128.29</b>


**SECTION 8.** Payment in the amount of \$30,116,938.00 in SAP Fund 51099000, Airport Capital Projects, SAP Project Definition 33-00079, Consolidated Rental Car Facility, is authorized to be encumbered and made payable to Turner Construction Company, for construction services. Payment is limited to the amounts budgeted in the Operating and/or Capital Budget funding sources identified. All expenditures will comply with Operating and/or Capital Budgets for current and future fiscal years.

**SECTION 9.** The financial allocations in this Ordinance are subject to approval by the Director of Finance, City of San Antonio. The Director of Finance, may, subject to concurrence by the City Manager or the City Manager's designee, correct allocations to specific SAP Fund Numbers, SAP Project Definitions, SAP WBS Elements, SAP Internal Orders, SAP Fund Centers, SAP Cost Centers, SAP Functional Areas, SAP Funds Reservation Document numbers, and SAP GL Accounts as necessary to carry out the purpose of this Ordinance.

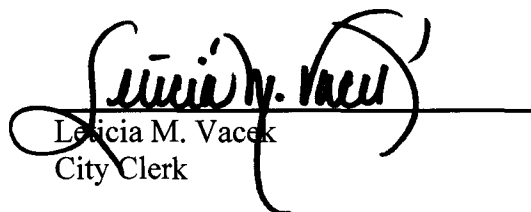
**SECTION 10.** This Ordinance shall be effective immediately upon the receipt of eight affirmative votes; otherwise, it is effective ten days after passage.

KRH  
6/18/15  
Item No. 25A

**PASSED and APPROVED** this 18<sup>th</sup> day of June, 2015.

  
M A Y O R  
Ivy R. Taylor

**ATTEST:**

  
Leticia M. Vacek  
City Clerk

**APPROVED AS TO FORM:**

  
Martha G. Sepeda  
Acting City Attorney

<b>Agenda Item:</b>	25A ( in consent vote: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 24, 25A, 25B, 25C, 25D, 25E, 25F, 25G, 25H, 26, 28, 29, 30, 31, 32, 33, 34, 35A, 35B, 36, 37, 38, 39, 41, 42, 43, 44, 45, 46, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64A, 64B, 65A, 65B, 66A, 66B, 66C, 67A, 67B, 67C, 68A, 68B, 68C, 69A, 69B, 69C, 69D, 70A, 70B, 70C, 70D, 70E )						
<b>Date:</b>	06/18/2015						
<b>Time:</b>	10:00:14 AM						
<b>Vote Type:</b>	Motion to Approve						
<b>Description:</b>	An Ordinance establishing the Guaranteed Maximum Price in the amount of \$129,500,000.00 and amending the Construction Manager at Risk contract with Turner Construction Company to a contract value of \$135,116,938.00						
<b>Result:</b>	Passed						
<b>Voter</b>	<b>Group</b>	<b>Not Present</b>	<b>Yea</b>	<b>Nay</b>	<b>Abstain</b>	<b>Motion</b>	<b>Second</b>
Ivy R. Taylor	Mayor		x				
Roberto C. Trevino	District 1		x				
Alan Warrick	District 2		x				x
Rebecca Viagran	District 3	x					
Rey Saldaña	District 4		x				
Shirley Gonzales	District 5		x				
Ray Lopez	District 6		x			x	
Cris Medina	District 7		x				
Ron Nirenberg	District 8		x				
Joe Krier	District 9		x				
Michael Gallagher	District 10		x				

# **Exhibit 1**

**AMENDMENT 1  
TO THE  
CONSTRUCTION MANAGER AT RISK CONTRACT  
FOR THE  
CONSOLIDATED RENTAL CAR FACILITY/OTHER LANDSIDE FACILITIES  
AT SAN ANTONIO INTERNATIONAL AIRPORT  
(AIRPORT TRANSIT CENTER)  
  
(PROJECT NUMBER 33-00039)**

This Amendment (herein called the "Amendment") to the Construction Manager at Risk Contract for the Consolidated Rental Car Facility/Other Landside Facilities at San Antonio International Airport (Airport Transit Center) is entered into by and between the City of San Antonio (herein called the "City"), a Texas municipal corporation, acting by and through its City Manager and Turner Construction Company (herein called "CM@Risk" or "Construction Manager"), acting by and through its duly authorized corporate representative, as set out below. **WITNESSETH:**

**WHEREAS**, in May 2013 the City and CM@Risk entered into the Construction Manager at Risk Contract for the Consolidated Rental Car Facility/Other Landside Facilities at San Antonio International Airport (herein called the "Agreement") pursuant to Ordinance No. 2013-5-30-0352; and

**WHEREAS**, a Guaranteed Maximum Price ("GMP") of \$129,500,000.00 has been established and is hereby adopted and incorporated into the Agreement; and

**WHEREAS**, the Construction Cost Limitation ("CCL") is hereby revised to \$135,116,938.00; and

**WHEREAS**, due to an extended pre-construction period, it is necessary to increase the pre-construction fees to be paid to the CM@Risk by \$245,000.00 for a revised total of \$925,000.00 which amount is included in the revised CCL; and

**WHEREAS**, the parties have established allowances for garage screening/building skin, public art allowance, owner contingency and preconstruction fees, which amounts are outside of the GMP but included in the revised CCL; and

**WHEREAS**, construction milestones and associated liquidated damages have been established and will be incorporated herein;

**NOW THEREFORE**, in consideration of the terms, covenants, agreements and demises herein contained each to the other given, the sufficiency and receipt of which are hereby acknowledged, the Agreement, as previously amended, entered into by and between the City and the CM@Risk is amended as follows:

1. **GMP Summary.** The CM@Risk's GMP Contract Summary – Final 6/5/15 and associated documents, Attachment A hereto, establishing a total GMP of \$129,500,000.00 and establishing amounts outside of the GMP totaling \$5,616,938.00 for garage screening/building skin, public art allowance, owner contingency and preconstruction fees, are hereby accepted and incorporated into the Agreement as Exhibit H.
  
2. **Article 2.2 of the Agreement.** The Construction Cost Limitation ("CCL") in Article 2.2 of the Agreement is hereby increased to the amount of \$135,116,938.00.

3. **Pre-construction Fee.** The Preconstruction Fee in the Agreement is hereby increased by \$245,000.00 for a revised PreConstruction Fee of \$925,000.00, which amount is in the revised Construction Cost Limitation.
4. **Article 7.2 Liquidated Damages of the Agreement.** Article 7.2 Liquidated Damages of the Agreement is hereby deleted and replaced in its entirety with the following :

#### **7.2 LIQUIDATED DAMAGES**

- 7.2.1 CM@Risk understands that if Substantial Completion for the Public Garage Space portion of the Project, which Public Garage Space is that portion of the Project depicted in Attachment B hereto, is not attained within twenty (20) months of the date the public is no longer able to access the current hourly parking area, City will suffer damages which are difficult to determine and accurately specify. CM@Risk agrees that if Substantial Completion is not attained within the Contract Time as adjusted, CM@Risk shall pay City **fourteen thousand, five hundred and 00/100 U.S. dollars (\$14,500.00)** as liquidated damages for each Day that Substantial Completion extends beyond the date determined by the Contract Time as adjusted.
- 7.2.2 CM@Risk understands that if Substantial Completion is not attained for the remaining portion of the Project within the Contract Time as adjusted, City will suffer damages which are difficult to determine and accurately specify. CM@Risk agrees that if Substantial Completion is not attained within the Contract Time as adjusted, CM@Risk shall pay City **five thousand and 00/100 U.S. dollars (\$5,000.00)** as liquidated damages for each Day that Substantial Completion extends beyond the date determined by the Contract Time as adjusted.
- 7.2.3 CM@Risk and CM@Risk's surety shall be liable for and shall pay to City the sums stipulated in the Agreement as liquidated damages for each calendar day of delay until City grants Substantial Completion.
- 7.2.4 Upon attaining Substantial Completion CM@Risk will be given 60 calendar days to achieve Final Completion of the project. CM@Risk agrees that if Final Completion within 60 days from Substantial Completion, CM@Risk shall pay City **two thousand, five hundred and 00/100 U.S. dollars (\$2,500.00)** as liquidated damages for each day that Final Completion extends beyond 60 days from the date of achieving Substantial Completion.

Except as amended hereby, all other provisions of the Agreement are hereby retained in their entirety and remain unchanged.

*Signature page to follow*





**Attachment A**

**CONRAC GMP and Contract Value Summary 6.5.15**  
**CONRAC GMP Assumptions and Clarifications 6.5.15**  
**CONRAC 100% Design Completion Allowance List 6.5.15**  
**CONRAC Value Engineering List 6.5.15**

GMP and Contract Summary - "Final - 5/28/15"		FPP - NTP 1 SoW	Balance	
A	Cost of Construction Work	104,941,553	2,718,000	102,223,553
B.1	Allowance for 75% to 100% Documents (Per A&C 4-16-15)	1,593,006	290,000	1,303,006
B.2	Allowance for 75% to 100% Documents (Additional Suggested)	2,109,531	-	2,109,531
B.3	Allowance for VE acceptance	(1,205,743)	-	(1,205,743)
C	Approved Fixed Rate Fee	2,847,116	79,712	2,767,404
D	Contractor Contingency	2,170,000	150,400	2,019,600
E	Approved Fixed Price General Conditions	11,500,000	2,513,108	8,986,892
F	Approved Fixed Rate SDI 1.40% - Not To Exceed	1,504,137	42,112	1,462,025
G	Approved Fixed Rate Insurances and Bond			
	CCIP 1.95% of Total GMP (H) - Not To Exceed	2,525,250	116,608	2,408,642
	Builders Risk 0.22% of Total GMP (H) - Not To Exceed	284,900	13,156	271,744
	P+P Bond 0.95% of Total GMP (H) - Not To Exceed	1,230,250	56,809	1,173,441
H	Total GMP	129,500,000	5,979,905	123,520,095
J.1	Garage Screening / Building Skin	800,000		
J.2	Public Art in San Antonio	1,000,000		
J.3	Owner Contingency	2,891,938		
K	Subtotal for above items does not include costs of C, E, F or G	4,691,938		
L	Preconstruction Services	925,000		
M	Subtotal to be Included in Contract but excluded from GMP	5,616,938		
N	Total adjusted Construction Cost Limitation (CCL)	134,191,938		
O	Total Adjusted Contract Value	135,116,938		

**Formulas**  
Line C, Approved Fixed Rate Fee, is a fixed amount and will be revised only in accordance with the Formula below:  
If Contingency (D) is added to Cost of Construction (A) then (C) and (F) will be redjusted based on 2.65% and 1.4% respective multipliers.  
 $C = 2.65\% \times (A+B)$   
 $F = 1.40\% \times (A+B)$   
 $H = A + B + C + D + E + F + G$   
If any part of (K) is moved into (A), (B) or (D) then those will be readjusted based on the respective multipliers and formulas above by Change Order.  
If any part of (K) is moved into (A), (B) or (D) then (C) will be readjusted based on the 2.65% respective multiplier and formula above by Change Order.  
 $M = K + L$  - It is excluded from Fees associated with (C), (F) and (G), no mark ups or coverages per those items are included.  
 $N = H + K$   
 $O = H + K + L$

**General Conditions Clarification** - Line E General Conditions is a fixed amount and not subject to adjustment unless scope or pricing is reduced by the City for whatever reason and Turner cannot or does not perform the full scope of the Construction Work, the City shall not be bound to pay Turner the full agreed upon Fixed Price.

**General Clarification** - The first billing for Insurances and Bond will be exclusive of Row D Cost Item. The final accounting of Insurances and Bond will be inclusive of all Row D Cost Items that were approved and moved to Row A Costs.

**General Clarification** - Item D is considered to be Contractor's Contingency to be used at the discretion of the CM@R with Owners concurrence and J.3 is considered to be Owner Contingency per Article 1 - Terms and Definitions of the Construction Manager-At-Risk Agreement.

**General Clarification** - There is a mutual agreement that items F and G will be paid along with an additional \$3,000,000 mobilization payment, on the first pay application after the City of San Antonio Bond Sale (Approx. August 2015) and issuance of the NTP for the Balance of the GMP.

**General Clarification** - This GMP and Contract Summary are to become a part of the Agreement.

Turner - Assumptions & Clarifications	TSC - Design Team Responses	Turner Response to Design Team Responses	AMC Accepted \$ in GMP	Add to GMP CoW	Include as Allowance
1. This GMP is based on reasonable assumptions and incorporates only certain costs and expenses that we expect will be incurred in construction of the Work. We have not included monies in the GMP to address all contingencies, potential problems and issues that could arise, including any hidden or unforeseen conditions.	[TSC] - What is the level of construction contingency in the GMP and what are the rules for its use.	Approximately 2% of the Cost of Work	Yes		
2. This GMP is based on the 75% drawings and Addendum # 1 only.	[Contract] - This means any of the work identified in the 80% package or later comes out of the \$3.9 million completion allowance. In order for that to work, we will need fair prices for what is being removed.	No response needed	Yes		
3. This GMP is based on receipt of a Notice to proceed not later than June 1st 2015.		Date changed to June 1, 2015	Yes		
4. This GMP is based on receipt of a set of 100% Updated Construction Documents not later than May 13th 2015 incorporating scope items negotiated as part of the GMP	[TSC] - TSC to submit to TO/City on 2015-May-15	Accepted new date.	Yes		
5. This GMP is based on submission of the 100% Construction Documents to the City of San Antonio for plan review by May 4-2015	[TSC] - TSC to submit to TO/City on 2015-May-15	Accepted new date.	Yes		
6. This GMP is based on receipt of a Busting Permit from the City of San Antonio by not later than July 27th 2015	[Contract] - TSC submitted Demolition package in City on 2015-Apr-02. But we are still waiting for the Arborist, CPS, and Historic to sign off and stamp with their approval.	Date for Demo permit June 8, 2015 / Utility work permit June 10, 2015 / Building permit July 27, 2015	Yes		
7. This GMP is based on the acceptance of using the included "Allowance for Design Completion" to recalculate all costs associated with design refinement not included in the 75% documents plus Addendum documents of the included Assumptions and Clarifications.	[TSC] - We need some clarity on how the allowance was calculated.	See Allowance schedule provided under separate attachment	Yes		In B.1, B.2
8. Turner will not be required nor held responsible for the costs of schedule acceleration unless it is due solely to inexcusable delays on their part.	[TSC] - We think the costs of acceleration should be shared based on percent of responsibility for delay.	Agreed to remove the word "solely"	Yes		
10. This GMP excludes testing and inspections, it is assumed that the Owner will employ and pay for a testing laboratory for all specified Testing and Inspection.	[Contract] - The QTA specialties specifications include very specific testing requirements for the fuel and other systems. While we assume this exception applies only to materials testing and special inspections, it should be clear that all testing specified for the QTA systems should be included as part of the Contractor's scope, for example, pressure testing of fuel pipe.	Agreed to insert the words "fluid party" between "GMP ... excludes"	Yes		
11. The Assumptions and Clarifications submitted with the GMP shall become part of the Agreement and shall take priority over all other Contract Documents	[SEA] - The Assumptions and Clarifications may take precedence of the CD's for costs, but not structural intent (or any other discipline) [Contract] - Some of the product selections indicated in the Allowances section for railings, etc may not comply with spec or design intent. We do not have time to evaluate at this moment other than making some of the comments here. This note simply bypasses the normal substitution process. (We have only received one substitution request which was approved related to a glazed operable door manufacturer)	No change	Yes		
12. This GMP excludes any pre-existing conditions including but not limited to hazardous materials such as asbestos, PCB's contaminated soils, fuels, toxic substances, mold or mildew or any other hazardous or contaminated material ("Hazardous Materials").		No change	Yes		
13. This GMP excludes all franchise utility fees, impact fees, and tap fees.		No change	Yes		
14. Allowance for power consumption		No provisions exist for the separate metering of utilities, the cost of temp meters is excluded.	Yes		In B.1
15. Allowance for water consumption		No provisions exist for the separate metering of utilities, the cost of temp meters is excluded.	Yes		In B.1
14. This GMP excludes all permit fees.		No change	Yes		
16. This GMP excludes all appliances, computers, monitors, furniture, racks or equipment.	[TSC] - Data room rack? [Contract] - A desktop computer to run the fuel management systems is included in the QTA specialties specification, and would be necessary for startup, testing, and commissioning. This should be included in the contractor's scope. [DataCom] - We need clarification on this statement as the design calls for telecom relay racks and security head-end equipment	OK to accept regarding the desktop computer for fuel management system only.	Yes		
17. This GMP includes a one year material and labor warranty on scope of work items unless specifically noted otherwise	[TSC] - Concur	No Change	Yes		
18. This GMP excludes all sales and use taxes on incorporated materials.		No Change	Yes		
19. The Owner agrees that it will take occupancy of the Work upon Substantial Completion and assumes responsibility for maintenance, upkeep and utility costs.		No change	Yes		
20. This GMP is based on rates for Turner labor at the following: Carpenter Foreman \$80/hr Carpenter Journeyman \$55/hr Labor Foreman \$55/hr Labor Journeyman \$45/hr	[TSC] - Airport is not responsible for wage rates.	No Change No Change No Change No Change	Yes Yes Yes Yes		
21.	[TSC] - PPG 1 & PPG 2 will be completed after 2017 Jan. [Contract] - This discussion would be a good time to remind the City and Airport that the budget includes nothing for accommodating the addition or attachment of artwork since the GMP includes nothing for the 80% set, we can anticipate a struggle to balance what has been detailed with what is asked. We will need all of the \$3.9 million completion allowance, without the addition of artwork erosion.	We do not include any cost or work associated with the installation of any public art items or the exterior screening of the structures in Contingency or Allowance items.	Yes		
<b>Demolition</b>					
1. This GMP excludes restoring of existing parking lots.	[Report] - Turner will need to restore the new entry point at the long term parking to accommodate the temporary pedestrian walkway. They will also restore to existing conditions once construction is complete. Please include in GMP.	We include "stripping of areas damaged due to construction operations. We agree to delete this note.	Yes		
2. Salvage of any Materials / Equipment is not included in this GMP	[Report] - Per the Construction Documents, for pricing the material/equipment noted as being salvaged. [Contract] - LEED implications - loss of 2 potential points	We will allow the owner a one week window following PPG closure to remove any items they want per schedule included.			
	Because the extent of the existing canopy demolition and its associated detailing is developing late, a lump sum should be provided/allowed for that demolition and repair. There is a definite cost associated with that work that has yet to be defined.	This item is included under an Allowance line item.	Yes		In B.2
<b>Concrete</b>					
1. This GMP includes 4,000 psi concrete for all miscellaneous items not listed in the structural notes or specifications.	[SEA] - 4,000 psi concrete is acceptable for miscellaneous items not listed in the structural notes or specifications.	No response needed	Yes		
2. Excludes pilot holes under piers.	[SEA] - If pilot holes are required as part of the means and methods of our drilling, they should be included in the GMP.	This is not means/methods. Pilot holes are used to determine whether there are voids beneath the pier bearing strata. Not expected, but qualified as excluded. We have decided to not include the cost of pilot holes for all users, but address on a case by case basis as a cost from Contingency if required by Owners' field geotech representative during drilling. TSC & SEA have agreed to accept ABC based on it being a field driven unforeseen condition by future management.	Yes		
3. Excludes corrosion inhibitor concrete admixture.	[TSC] - Concur	No response needed	Yes		

Turner - Assumptions & Clarifications	TSC - Design Team Responses	Turner Response to Design Team Responses	A/E/C Accepted \$ in GMP	Add to GMP CoW	Include as Allowance
4. Excludes hand swirl concrete finish (machine swirl and/or broom finish is included). Finish will not be consistently uniform.	(SEA) - It was our understanding that hand swirled concrete was required. Why would this not be included?	We have included a machine broom finish on the basis of it being an equal or intended performance. We will provide an initial mock up of this finish for review at site. Should owner require the "hand swirl" finish we recommend an addition to the Allowance of \$250,000.	Yes	In B.1	
5. Assumes EOR's acceptance of Concrete Maturity Sensors for use in determining when the concrete achieves the 75% design concrete strength needed for post tension reinforcement stressing.	(SEA) - Maturity Sensors are acceptable to SEA provided that Turner's PT Engineer agrees to their use.	No response needed	Yes		
6. Excludes extended wait time for stressing of post tension/removal of formwork. GMP assumes being able to stress PT cables once concrete reaches 75% of the specified 28 day strength. Formwork will be stripped/restored once post tension forces have been approved by the EOR.	(SEA) - Formwork and shoring/reshoring may be removed as indicated in specification sections 03300 and 03316. Note that removal of formwork and shoring is dependent on shoring design by Turner per ACI 308 and extended periods of shoring/reshoring may be a requirement of their engineer. The temporary stability of the structure and its ability to carry construction loads is the responsibility of the contractor as indicated on sheet S-101, item 7 of General requirements. The contractor must consider that multiple levels of shoring and reshoring may be required to support their means and methods of construction and is beyond the scope of the EOR. In addition, the contractor needs to indicate what their expectation for PT stressing review time by the project EOR is to assure that their schedule includes adequate review time.	GMP A/E/C will need to be reiterated as the schedule does not allow for extended wait periods beyond what was outlined for the stressing of the PT or the removal of the shoring (which will be replaced with reshoring as required by the shoring engineer). EOR is to provide acceptance/decline of PT stressing report/later within 24 hours of receipt, preferably within 6-8 hours if provided early in the day. The GMP schedule assumes achieving 75% design strength in 5 days with the possible shortening to 3 days based on the use of stress gauges. Turner & TSC/SEA have agreed to language in Turner response based on changing the response time from "18 hours" to "one business day" and appropriate sign off accompanying letter from PT engineer.	Yes		
7. No PT design was included for 4-PTB39-4PTB45 477 kips per beam is assumed.	(TSC) 79% kips per beam shall be assumed by the contractor	Add approx. 120 strands (RCM \$12,000)	Yes	In B.1	
8. No PT design was included for 5-PTB32-4PTB34 477 kips per beam is assumed.	(TSC) 477 kips per beam assumed by the contractor is correct.	No response needed	Yes		
9. QTA levels 2-5 assume uniform forces to be 23 kips/ft.	(TSC) - Assumed uniform force of 23 kip/ft is after all losses.	No response needed	Yes		
10. No PT design for the PT beam was provided for the CSC, therefore we have assumed 1.0PSF of PT materials.	(TSC) assume 477 k/beam and 1142 k/p/ribs at CSC. Slab PT is listed in the plan notes.	Accept TSC Comment	Yes	In B.1	
11. External posts and embeds for the barrier cable system have been excluded from this GMP.	(SEA) - The PT barrier system has been in the documents since the 10% submittal. Why are these items not being addressed?	Will be applied to completion allowance B.2	Yes		In B.2
12. The planned "draft" width at beam tops beyond design width is 3 inches.	(SEA) - A 3" draft width (1 1/2" each side) is acceptable as long as the minimum beam width at the bottom is per plan. If a 22" wide beam per plan shall be 22" at the bottom and may flare to 25" at the top.	No response needed	Yes		
13.	Industry request to deepen / raise concrete elevation on levels 5, 5 & 6 between gridlines R2 & R6 for the full length of the building to accommodate the saw cutting for installation of ground loop nesters.	Added Allowance under B.1	Yes		In B.1
<b>Masonry</b>					
1. The GMP excludes any stone paving on the site.	(TSC) - There is stone paving in the project per spec section 05400	No stone paving is included under Option 6 of Landscaping scope	Yes		
2. The GMP makes no consideration for stone veneer as none can be found on documents.	(Fentress) - Some stone veneer work on the existing Terminal which is included under Allowance. We include minor repair to existing stone at retaining wall / drainage area near existing above ground CHW lines. We exclude any other stonework.	We concur regarding work at bridge to Terminal B which is included under Allowance. We include minor repair to existing stone at retaining wall / drainage area near existing above ground CHW lines. We exclude any other stonework.	Yes		
3. We have not included the Stone Veneer Wall Mock-up, as that condition is not present on the project albeit in the specifications.	(TSC) - Concur	No response needed	Yes		
4. No rigid insulation in wall has been found, so none has been included.	(TSC) - If this situation is solely regarding masonry (CMU) walls and partitions, it is correct. No rigid insulation is in the masonry walls & partitions. But there is rigid insulation in the CSB, QTA floor slabs, QTA roof over office area, Partition Type G31 (Sheet A 972)	We will modify the statement to be limited to in cavity insulation of CMU walls.	Yes		
<b>Structural steel</b>					
1. The GMP includes an assumption of 8 lbs/sq ft of floor for the skybridge.	(SEA) - The skybridge has been fully detailed. Why are we "assuming" a weight of steel?	This item is being reconfirmed and included along with Cleverstory design	Yes		
<b>Millwork</b>					
1. CSC Level 4 - POS 2 Cabinet (2 units) on sheet A-243 has no detail. We have assumed it was similar to the cabinet detailed on A-848/5,9,13.	(Fentress) - Per recent client direction transaction counter moving from modular millwork to a pony wall system with more robust countertop and millwork cladding panel finishes. Current direction includes custom Stainless steel non-directional (single-hour) finish countertop and 4mm solid surface (alm BOD Corian) millwork panel cladding. Pony wall to include floor supplied electrical supply and data conduit at 4' increments along extent of transaction counter.	No response needed as to specifics, work associated with this to be included under Allowance.	Yes		In B.2
<b>Waterproofing &amp; Traffic Coatings</b>					
1. We have included type CON-V traffic coating at level 5 of the RAC.	(TSC) - Concur	No response needed	Yes		
<b>Roofing</b>					
1. This GMP includes a 20 year warranty on this roofing system.	(TSC) - Concur	No response needed.	Yes		
2. No roof hatches have been included in the GMP, as none were found on documents.	(TSC) - Concur	No response needed.	Yes		
<b>Fireproofing</b>					
1. We have excluded intumescent fireproofing at stair towers.	(TSC) - 3 HR should be applied to stairs 01, 02, 03, 04 and 2HR should be applied to stairs 12 and 13		Yes		In B.2
<b>Glazed Decorative Railings</b>					
1. We have included laminated safety glass as specified. Tempered glass is available in the specified railing system which will result in a small savings of which will be supplied upon request.	(Fentress) - Deleted from project but will need to pick up glass dividers at CSB POS counter	To be included in Allowance	Yes		In B.2
<b>Glazing</b>					
1. This GMP does not include any skylights as none are shown.	(TSC) - Concur	No response needed.	Yes		
2. We exclude aluminum windows. We have included Hollow Metal frames.	(Fentress) - Aluminum storefront at clerestory per AS32	We have captured as storefront	Yes		
3. We have excluded specification section 085113 Aluminum Windows as directed by the Architect.	(Fentress) - Aluminum storefront at clerestory per AS32	site have captured as storefront	Yes		
4. Includes an assumption of 661 SF of canopies at 550/SF found at CSC levels 3, 5, & 6.	(Fentress) - ok	No response needed.	Yes		
5. Fire rated glass is excluded from the GMP.	(TSC) - Concur	No response needed.	Yes		
<b>Doors, Frames, Hardware &amp; Overhead Doors</b>					
1. This GMP includes all doors as Hollow Metal where a material type was not declared in the door schedule.	(TSC) - Concur	No response needed.	Yes		
2. This GMP includes all HM doors as standard 1 1/4" thickness HM Doors.	(Fentress) - HM doors should be at normal minimum thickness of 1 3/8"	We accept the 1 3/8" door dimensions	Yes		
<b>Drywall</b>					
1. Linear Metal Ceilings are included at an assumption of 89\$/.	(Fentress) - Linear metal ceiling at 58/SF seems low. Does this include 800 Armstrong Linear perforation/acoustic baffle/tridge trim at CSB bridge? Does this include exterior soffit system as well?	Correction to assumption is 230/SF for metal linear ceiling systems, included in GMP is \$45,000.	Yes		
2. We have included 570 SF of fabric ceilings in the CSC.	(Lopez) approximately 450 SF for the renovation at Terminal B (Fentress) CSB requires 450SF. Does fabric ceiling referenced include lighting system and (2) layer construction per 800 Newmat?	Included in Allowance B.2	Yes		In B.2

Turner - Assumptions & Clarifications	TSC - Design Team Responses	Turner Response to Design Team Responses	A&C Accepted \$ in GMP	Add to GMP CoW	Include as Allowance
3. We have included the acoustical ceilings as follows:	(Fentress) - Acoustical Ceiling ACP 3 is ok, ACP 2 should be priced sim BDD Armstrong Optima Kadal regular system vs stand and 2x2. MC-1 should include custom radial sizes	We concur	Yes		
<b>Ceiling</b>					
1. ACP-3: 915' bolt slot grid with Optima Plank 2x6x1" 5/8"	Fentress - Acoustical Ceiling ACP 3 sim specification	We concur	Yes		
2. ACP-2: 915' bolt slot grid with Optima 2x2x1" regular tile	Fentress - ACP 2 should be priced sim BDD Armstrong Optima Rocal regular system	We concur	Yes		
3. MC-1: Torsion Spring metal pan system by Staeel Ceilings, Inc.	Fentress - MC 1 torsion spring/metal pan correct, refer to specifications for acceptable manufacturers, should include perforation, acoustic batt, trim and custom sizes	We concur	Yes		
<b>Flooring</b>					
1. This GMP includes traffic coating only at areas designated on the floor plans. Decorative flake at CSC core lobbies is not included	(Fentress) - include decorative flake sim BDD Sba 7483 traffic coating at CSC core lobbies (coverage per 80%)	To be funded from Allowance	Yes		In B.2
<b>Painting</b>					
1. Excludes painting of galvanized metal	(TSC) - Concur	No response needed	Yes		
2. Excludes painting of steel columns	(TSC) - Safety yellow painting at column curb and bollard (Fentress) - Include EPC for CSC doors and access panels and for bridge roof tower supports (Fentress) - Include instrument coating for CSC lobby steel columns at curtain wall per A244, etc	No response needed Safety yellow included in Allowance B.1. HRC confirmed to be non-interactive, not included. Will come from a allowance if required	Yes		In B.1, B.2
<b>Specialties</b>					
1. We exclude entrance floor grates (matress).	(Fentress) - deleted from the project	No response needed	Yes		
2. We exclude Roller Window Shades	(Fentress) - based on recent solar glare analysis, we will provide power and casing reinforcement to accommodate future addition of roller shades at CSC curtain wall should gate subsequently be determined to be a problem.	Any requirements to come from allowance B.2	Yes		In B.2
3. We have included 10 lb. ABC fire extinguishers on mounting hooks only.	(TSC) - Concur (Stantec) - Assume this does not include the fire extinguishers specified at the fuel islands in the fuel system spec and Q drawings?	No response needed	Yes		
4. We have included 22 Fire Extinguisher cabinet 2409-R7 semi-recessed 1-1/2" rim with full tempered glass	(Fentress) - cabinet and door acceptable, finish to be custom similar PPG UCS1588XL Duranar XL Champagne Gold (Stantec) - Assume this does not include the fire extinguishers specified at the fuel islands in the fuel system spec and Q drawings?	A&C stands as issued and further qualified to include standard cabinets were called for but only in standard finishes. We concur with Stantec comment.	Yes		
5. We have included 215 LF of Standard Wire & Steel Works Type #135 (R-10 gauge 1 1/2" diamond) woven wire mesh partitions varying in height from 4' to 10' tall.	(TSC) - It should be chain link fence underneath of concrete ramp in PIG with on pair of gates (8'-0" wide total).	We accept inclusion of TSC comment	Yes		
6. We exclude Woven wire mesh ceilings	(TSC) - Concur	No response needed	Yes		
<b>Signage</b>					
1. We have not included Aftic Stick for the signage scope	(Fentress) - \$320,000 appears low, particularly compared to the \$1.2 million allowance earlier. Estimate done in Denver by Boyd Signs is roughly double this number for material only, no installation. Even if a grand number, this will not include any of the recent road sign modifications requested by the airport. If this number is significantly off the actual cost to install, it will put an instant reduction in the \$1.9 million completion allowance.	Answer does not address A&C to it stands. With regards to revisions or additions to road sign modifications any modifications to come from Allowance B.2	Yes		In B.2
<b>Vehicle Lifts</b>					
1. We have included Rotary SPO12 vehicle lifts	(Stantec) - Rotary SPO12 is the typical rental car lift	Will accept	Yes		
<b>Elevators &amp; Escalators</b>					
1. Par. 3.6C, Schindler (Elevator manufacturer) will instruct owners maintenance personnel in "general" elevator operation/usage procedures.	(Lerch Bates) - ACCEPTABLE	Schindler response: No response required	Yes		
2. Par. 3.6A, will provide elevator manufacturer's standard O&M manuals, one set of typical wiring diagrams and their standard "Maintenance Control Program"	(Lerch Bates) - NOT ACCEPTABLE. ALSO PROVIDE ITEMS LISTED IN PAR. 3.8.A.3, 4, 5, 6, 7, AND 8.	Any modifications requested beyond standard will be resolved in Allowance B.2	Yes		In B.2
3. Elev. Par. 2.5G&H and 2.13A; Esc. Par. 2.6D.7 and 2.13; Elevator manufacturer is providing their standard "Lobby Vision" remote monitoring shall be their standard "Lobby Vision" system. Room to be located level room within 100 ft. of any elevator or escalator. No cost included for modifying existing partition layout accordingly.	(Lerch Bates) - ELEVATOR CONTRACTOR TO PROVIDE NECESSARY WIRING FROM EACH ELEVATOR AND ESCALATOR TO LOBBY VISION LOCATION.	See #2	Yes		In B.2
4. Elev. Par. 2.3B, providing AISI 441 Stainless Steel	(Lerch Bates) - ACCEPTABLE	No response required	Yes		
5. Elev. Par. 2.5B, providing elevator manufacturer's "NX300" controls system	(Lerch Bates) - NOT ACCEPTABLE. NX300 CONTROLS HAVE NOT BEEN REVIEWED OR APPROVED BY LERCH BATES MANAGEMENT.	See #2	Yes		In B.2
6. Elev. Par. 2.5I, 3rd party interface is not included	(Lerch Bates) - ACCEPTABLE ONLY IF OWNER/FACILITY TO CONFIRMS THAT AN INTERFACE TO A 3RD PARTY FACILITY/CONTROL SYSTEM WILL NOT BE REQUIRED.	See #2	Yes		In B.2
7. Elev. Par. 2.8D & G, door panels are 18ga, not 16ga, standard sill supports provided.	(Lerch Bates) - NOT ACCEPTABLE. PROVIDE AS SPECIFIED	See #2	Yes		In B.2
8. Elev. Par. 2.9G, floor recess is "equal to 1", not 2"	(Lerch Bates) - ACCEPTABLE ONLY IF ARCHITECT CONFIRMS THE INTENDED CAB FINISH FLOORING MATERIAL WILL FIT IN THE 1" RECESS (Fentress) - Elevator floor finish design intent is for large format 12" x 24" tile (medium bed) similar to CSC restroom. Detail composition varies	See #2	Yes		In B.2
9. Elev. Par. 2.10A-C, elevator manufacturer includes providing their standard cabinets; material gage is not as specified, providing their standard exhaust fan.	(Lerch Bates) - NOT ACCEPTABLE. PROVIDE AS SPECIFIED.	See #2	Yes		In B.2
10. Elev. Par. 2.12A.5, car lantern will include a photocell w/VH fastenings	(Lerch Bates) - ACCEPTABLE	No response required	Yes		
11. Esc. Par. 1.3C and 2.4D, elevator manufacturer is providing their standard 9300AE units. The 9300AE-10 for units 1-4 are designed for rise up to less than equal to 26 feet; the 9309-20 for units 5-6 are designed for a rise of less than equal to 42 feet.	(Lerch Bates) - NOT ACCEPTABLE. HEAVY DUTY, HIGH TRAFFIC ESCALATOR UNITS CAPABLE OF RUNNING 24 HOURS/DAY, 7 DAYS/WEEK REQUESTED BY OWNER/FACILITY.	We have included 9300 series escalators. Also included \$100,000 in Allowance B.2 for modifications	Yes		In B.2
12. Esc. Par. 2.7F.15, end cap are molded black plastic	(Lerch Bates) - ACCEPTABLE	No response required	Yes		
13. Esc. Par. 2.3B, type 430 Stainless Steel is included	(Lerch Bates) - ELEVATION CONTRACTOR MUST PROVIDE FURTHER INFORMATION REGARDING THE BENEFITS OF 430 STAINLESS STEEL VERSUS STANDARD 304/305 STAINLESS STEEL FOR APPROVAL	See #11	Yes		In B.2
14. Esc. Par. 2.4, noise level designed to 50 dBA	(Lerch Bates) - NOT ACCEPTABLE. PROVIDE AS SPECIFIED.	See #11	Yes		In B.2
15. Esc. Par. 2.6B, Wye-Delta starting provided.	(Lerch Bates) - NOT ACCEPTABLE. PROVIDE AS SPECIFIED.	See #11	Yes		In B.2
16. Esc. Par. 2.7I, manufacturer is providing their standard step, sound dampening is excluded; standard finish is included	(Lerch Bates) - NOT ACCEPTABLE. PROVIDE AS SPECIFIED.	See #11	Yes		In B.2
17. Esc. Par. 2.9: a) "D" - Deck is 18ga b) "F" glass is 0.375" tempered glass, c) "L" - skirt lighting is LED, not fluorescent	(Lerch Bates) - CLARIFICATION TO 2.9.D IS NOT ACCEPTABLE. PROVIDE 1/4 GAUGE AS SPECIFIED. CLARIFICATION TO 2.9.B AND 2.9.L ARE ACCEPTABLE.	See #11	Yes		In B.2
18. Esc. Par. 2.11, "B" includes elevator manufacturer's standard fault indicator at bottom only, "C" - diagnostic port is not included, etc.	(Lerch Bates) - CLARIFICATION TO 2.11.B IS ACCEPTABLE. CLARIFICATION TO 2.11.C IS NOT ACCEPTABLE. PROVIDE DIAGNOSTIC PORT AS SPECIFIED.	See #11	Yes		In B.2
19. Esc. Par. 2.2B.21.1, tandem operation is excluded	(Lerch Bates) - ACCEPTABLE	No response required	Yes		

Turner - Assumptions & Clarifications	TSC - Design Team Responses	Turner Response to Design Team Responses	A&C Accepted \$ in GMP	Add to GMP CoW	Include as Allowance
20. Esc. Par. 2.6D.5. is not permissible in Texas per AMSE 117.1, 2007 code	(Leitch Bates) PROVIDE AS SPECIFIED FOR FUTURE USE PER OWNER/FACILITY REQUEST. TX will not allow it yet but units are being purchased with the feature in hopes that TX will be adopting a more current AS2.1 eventually.	See #11	Yes		In B.2
21. We have included \$25,000 per cab for a 6-sh out allowance.	(Leitch Bates) ACCEPTABLE ONLY IF ARCHITECT CONFIRMS THAT THE SPECIFIED \$40,000 CAB ALLOWANCE WILL NOT BE REQUIRED. ELEVATOR CONTRACTOR TO ALSO CONFIRM MAXIMUM ALLOWABLE CAB FINISH WEIGHT: 1,200 LBS SPECIFIED. (Fentress) - Design intent is full stainless steel panels and trim with non-directional (angle-hair) finish and minimal jointing	No response required.	Yes		
New	(Loper) - Turner has not included an amount for having a glass elevator for Terminal B. Refer to addendum No. 1. (Fentress) - Need to clarify - do we now need a security room within 100' of every elevator? We need L&A input to interpret what this means. (Fentress) - Escalator cladding design intent Stainless Steel No.4 satin finish to match deck and trim finish. Cladding will require optimum integration and may require additional recessed lighting	Airport elected to not have glass walls. Multiple security rooms not included. Cladding will be resolved with Allowance 9.2	Yes		In B.2
New	(TSC) - The exact elevator supplier has not been selected yet. All recesses/support for required reactions/joint depths will be coordinated with the supplier once that selection is made. The design is based on our best available information but it is anticipated that some revisions may be required to meet specific vendor requirement	No response required	Yes		
<b>QTA Specialties</b>					
1. Proposal only includes enough gasoline for fuel system to perform testing/commissioning of system.	(Starnes) - The exact quantities of fuel and testing fluid should be clarified, and we should leave open the opportunity to comment on this quantity in the commissioning plan. There is no need for windshield washer fluid during testing, as this system is generally tested with water.	Not able to define exact qty, will use what is required.	Yes		
2. Proposal only includes enough motor oil for vehicle lubrication and used oil system to perform testing/commissioning of system.	(Starnes) - The exact quantities of fuel and testing fluid should be clarified, and we should leave open the opportunity to comment on this quantity in the commissioning plan. There is no need for windshield washer fluid during testing, as this system is generally tested with water.	Not able to define exact qty, will use what is required.	Yes		
3. Proposal only includes enough windshield washer fluid to perform testing/commissioning of system.	(Starnes) - The exact quantities of fuel and testing fluid should be clarified, and we should leave open the opportunity to comment on this quantity in the commissioning plan. There is no need for windshield washer fluid during testing, as this system is generally tested with water.	OK to accept water can be used.	Yes		
4. Pipe expansion loops, guides and anchors only where shown on the contract drawings	(Starnes) - Regarding extensions of pipe expansion loops, guides, and anchors. It should be clarified that this exclusion should apply to anchoring related to expansion loops only, not anchors or hangers in general.	OK to accept	Yes		
<b>Fire Protection</b>					
1. Proposal does not include heat trace system for fire suppression system.	(Aon IPE) - no heat tracing is currently proposed for the project.	No response needed	Yes		
2. Proposal based on 8" - 0" minimum clearance height in all vehicle areas	(TSC) - 12'-0" min at PPG's 1 & 2, 14'-0" min. at QTA Support and 8'-2" min at others	Was agreed clearance heights remain at 8'-0"	Yes		
<b>Plumbing &amp; HVAC</b>					
1. Proposal does not include flushing or chemical treatment of underground chilled water lines. New lines will be free of any debris before re-energizing. Proposal does not include city permit cost.	(CNG) - New chilled water lines shall be prepared and tested in accordance with Specification 322113 Paragraph 3.9	There is a cost to this request. The cost change is \$23,602.	Yes		In B.1
2. Proposal only includes fire dampers, fire/smoke dampers and smoke dampers shown on mechanical drawings.	(CNG) - Fire Project General Mechanical Note JM 090, the contractor shall provide combination Fire/Smoke dampers where indicated on drawings and where required by Code Authorities.	OK to accept	Yes		
3. Proposal includes gate valves for site chilled water in lieu of high performance butterfly valves.	(CNG) - Chilled water valves shall be provided per Specification Section 2905.13 Paragraph 1.5	OK to accept based qualified material attachment (the attached is what was figured for high performance butterfly valves).	Yes		
4. Underground 15" storm drain pipe shall be hub and spigot cast iron in lieu of 16" pipe shown.	(CNG) - No exceptions taken	No response needed	Yes		
5. Aboveground 15" storm drain pipe shall be no hub cast iron in lieu of 16" pipe shown.	(CNG) - No exceptions taken	No response needed	Yes		
6. Underground 24" storm drain pipe shall be HDPE.	(HNTB) - Underground storm drain pipe 18" and larger to be RCP Class III, unless otherwise noted. Storm drains are labeled as RCP on Civil Drawings. (CNG) Underground storm piping within the units of the building shall be cast iron, unless authorized by Owner and Authority Having Jurisdiction. Refer to Piping Material List Sheet P-601.	There is a cost to this request. The cost change is \$2,681.150 comment to be deleted.	Yes		
7. Cold water pressure washer piping to be Type "L" Copper with Propress fittings.	(CNG) - CNG does not recommend the use of Pro-press fittings. Acceptance shall come from both the Owner and Authority Having Jurisdiction.	OK to accept	Yes		
8. The use of permanent pumps will be allowed for flushing and cleaning operations.	(CNG) - Acceptable provided that all strainers are in place prior to preparing and testing systems and strainers are cleaned prior to turning the building over to the Owner.	OK to accept	Yes		
9. Above ground FW system piping shall be no hub cast iron pipe.	(CNG) - No exceptions taken	No response needed	Yes		
10. Below ground FW system piping shall be bell and spigot cast iron pipe.	(CNG) - No exceptions taken	No response needed	Yes		
11. Proposal excludes any seismic restraints.	(CNG) - Restraints and an expansion loop shall be provided at all expansion joints.	OK to accept (restraints only for drainage piping systems)	Yes		
12. Proposal does not include any hot water or TMVs to emergency showers/wash stations.	(CNG) - Emergency eye wash stations require tempered water. Mixing valves and hot water supply shall be provided.	There is a cost to this request. The cost change is \$54,548. Cost includes TMVs to EWS with carbon steel cabinet (not SS) Also includes the DHW piping & insulation. TSC will coordinate with Turner.	Yes		
<b>Electric &amp; Communications</b>					
1. We have included 40' of (8) 4" concrete encased primary conduits from the switchgear pad to the switchgear and primary cabling furnished and installed by CPSE.	(ITG) - The primary/secondary ductbank lengths are still subject to change depending on comments from the local utility company, CPS Energy. Would assume that they are being conservative on their lengths based on this fact.	GMP Based on Revised 80% Drawings Review. Changes from these would result in potential pricing change order, from Contingency. The quantities shown reflect the 80% documents. We can adjust by EIT when finalized if they exceed the quantities listed.	Yes		
2. We have included 20' of (2) 4" concrete encased primary PVC conduits from the switchgear pad to the primary transformer TA pad. Transformer and primary cabling furnished and installed by CPSE.	(ITG) - The primary/secondary ductbank lengths are still subject to change depending on comments from the local utility company, CPS Energy. Would assume that they are being conservative on their lengths based on this fact.		Yes		
3. We have included 30' of (2) 4" concrete encased primary PVC conduits from the switchgear pad to the primary transformer T9 pad. Transformer and primary cabling furnished and installed by CPSE.	(ITG) - The primary/secondary ductbank lengths are still subject to change depending on comments from the local utility company, CPS Energy. Would assume that they are being conservative on their lengths based on this fact.		Yes		
4. We have included 95' of 2000A secondary service from each service transformer to the main switchboard.	(ITG) - The primary/secondary ductbank lengths are still subject to change depending on comments from the local utility company, CPS Energy. Would assume that they are being conservative on their lengths based on this fact.		Yes		
5. We have included parking gate power and control rough in	(TSC) - Concur	No response needed	Yes		
6. We have excluded removal of existing duct banks. Conduits to be capped and abandoned in place.	(ITG) - Concur (unless in conflict with structural)	No response needed	Yes		

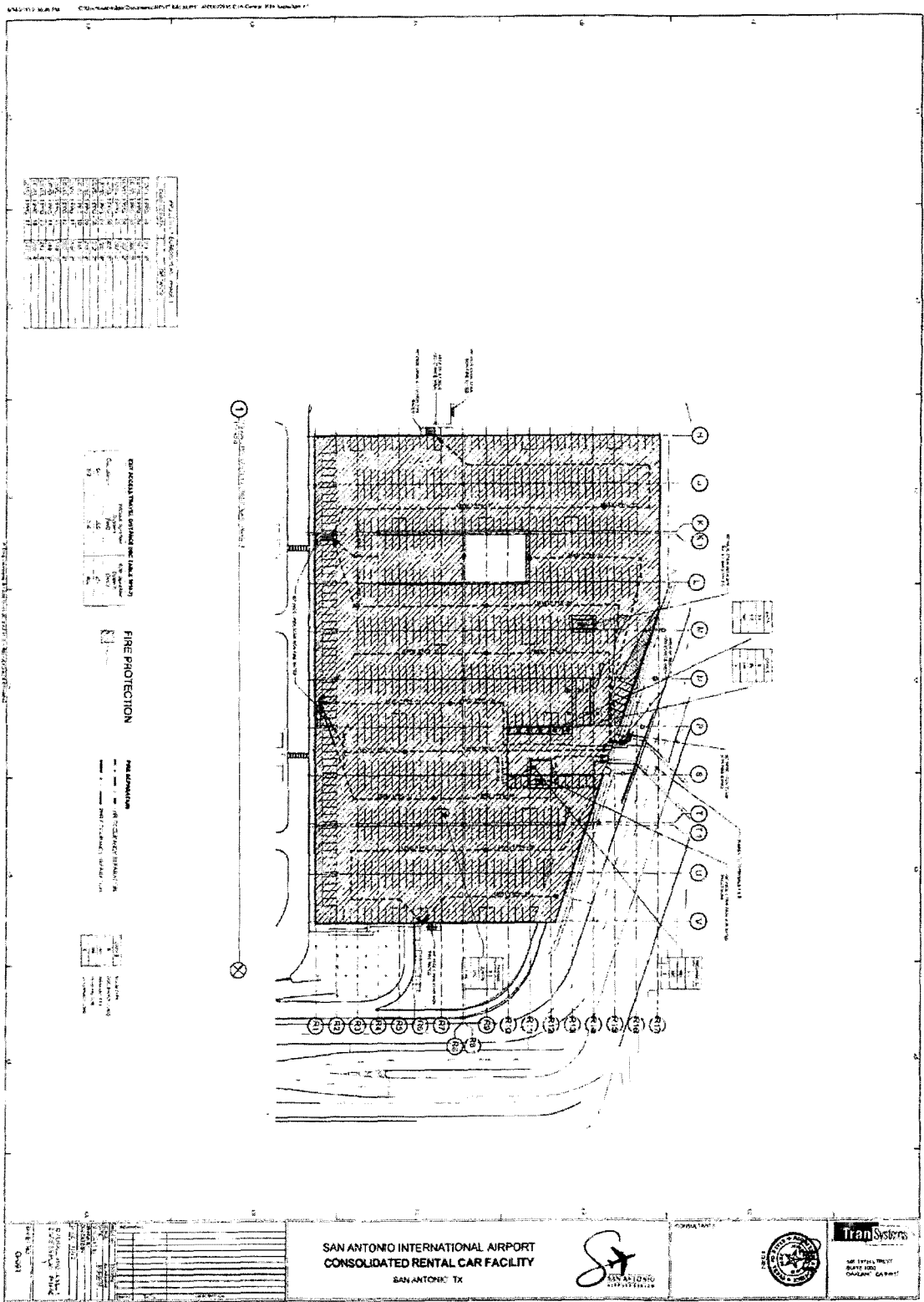
Turner - Assumptions & Clarifications	TSC - Design Team Responses	Turner Response to Design Team Responses	A&C Accepted \$ in GMP	Add to GMP CoW	Include as Allowance
7. We have included PVC conduit embedded in the slab for branch lighting, branch power, and low voltage systems in the garage for conduits 1" and smaller.	(ITG) - Concur	No response needed	Yes		
8. We have included EMT conduits surface mounted in the garage.	(ITG) - Concur	No response needed	Yes		
9. We have included the Lithonia DSXPG LED garage fixture for types G1 and G2.	(ITG) - Concur	No response needed	Yes		
10. We have included \$25,000 for FAA obstruction lighting.	(ITG) - Concur (I've never priced this so not sure on the cost though)	No response needed	Yes		
11. We have not included any upsizing of emergency generators, ATS's, or distribution for sump pumps not shown connected to the emergency system that will be required. We have included feeders to the pumps from the emergency system.	(ITG) - Concur (AW updates will be on (80% CD set))	No response needed	Yes		
12. We have not included power to AED devices. We have assumed they will be battery powered.	(TSC) - Concur	No response needed	Yes		
13. We excluded cable tray.	(DataCom) - Cable tray should be provided at CSB level 4	Provide 300LF at \$30 = \$11,700	Yes		In B.1
14. We have included power to Wayfinding signage as shown on the Wayfinding plans. We have included 4 signs per circuit.	(Einters) - In addition to assumptions noted, provide spot light fixtures (2 per noted externally illuminated sign type) located in site, RAC and PPG levels.	Add \$20,000 allowance (\$350 per fixture).  Need fixture model to provide accurate pricing with there being roughly 700 fixtures required. (otherwise we can carry an allowance.	Yes		In B.2
15. We have provided communications underground and overhead pull boxes every 300' in lieu of 100'.	(DataCom) - Need clarification from Turner	No response needed	Yes		
16. We have included \$15,000 for circuits to heat trace	(TSC) - Concur	No response needed	Yes		
17. We have included \$20,000 for cover to ADA floor.	(TSC) - Concur	No response needed	Yes		
18. We have included a Simplex fire alarm system.	(Non PFE) - AOH PFE has not received any direction to use a specific fire alarm manufacturer. Currently the QTA and RAC fire alarm systems are stand alone and report off-site for fire department notification. If the fire alarm systems are to be mutually inter-connected from the Terminal Systems, please advise. If the fire alarm systems relate to Simplex systems, please advise.	OK.  There is some fire alarm work in existing Terminal B renovation, which was understood to be Simplex. We noted this as we knew Simplex was already on site. We have included a standalone system as noted.	Yes		
<b>Earthwork</b>					
1. This GMP excludes rock excavation.	(SFA) - Rock excavation should be clarified. The contractor shall provide appropriate drilling equipment per the plans, specifications, and geotechnical report to drill all areas as indicated in the plan without added expense or delays to the project.	While it is not anticipated to be encountered, rock excavations are included. TSC/SEA have agreed to accept A&C based on comparison with geotechnical report. To be treated as unforeseen if encountered.	Yes		
2. This GMP includes a 3 ft. undercut of existing soils with 3 ft. of imported select fill beneath the new parking structure addition from the existing structure and the same 3 ft. undercut and backfill at the footprint of the QTA Building with 3 ft. beyond the actual perimeter footprint. GMP does not include undercut/backfill of the area under the existing parking structure, except for the elevator pits and retaining wall.	(SFA) - The GMP should include undercut/backfill at all existing parking structure areas as required for the demolition and sub grade preparation in the geotechnical report.	Undercut/backfill is required under the only QTA and new parking garage footprint outside of existing, only a six inch cut and reuse of existing fill is included plus proof rolling of existing subgrade as it was assumed that material will still be usable. TSC/SEA concur with Turner based on plans revised language to address difference between existing garage and existing structure area.	Yes		
3. This GMP excludes removal of any hazardous soils.	(TSC) - Concur	No response required	Yes		
<b>Landscaping</b>					
1. This GMP does not include consumption charges for temporary irrigation prior to completion of the project.	(Kulke) - This irrigation should be treated as other utilities as the project is under construction.	A&C to be reiterated.	Yes		
2. Landscaping contractor has included a 2,500 gallon galvanized above ground water storage tank that is to be located just outside the building footprint adjacent to the desired drain system it is to be connected to. Includes 2hp motor, low water float, overflow pipe, and connection to the irrigation system.	(Harris) - There is no provision in the drawings or discussion for a water storage tank for use with the irrigation system.	Tank deleted. Captured in Visual Engineering	No		
3. Transplanting of existing landscaping/trees is excluded.	(TSC) - Concur	No response required.	Yes		
<b>Pavement Striping</b>					
1. We have included bumpers and signage at Handicapped spaces.	(TSC) - Bumpers should be provided according to plan in A-sheets		Yes		
2. We have included fire lane signage (although not shown).	(TSC) - Concur	No response needed	Yes		
3. We have included no parking signage other than Handicapped signage.	(TSC) - parking signage should be provided according to plan in A-sheets		Yes		
<b>Site Utilities</b>					
1. Includes load, haul, & dispose of clean earth scale off site.		No response needed	Yes		
2. Laydown area will consist of the following		No response needed	Yes		
• Excavate 2" and truck off site		No response needed	Yes		
• Provide & install filter fabric		No response needed	Yes		
• Provide & install 6" of flexible base aggregate		No response needed	Yes		
• Remove 6" flexible base aggregate and fabric		No response needed	Yes		
• Restore area with dirt & rough grade		No response needed	Yes		
3. Includes furnish and install new storm sewer pump station with 2 each 25 hp pumps, control panel, piping, rails, and 10'x8'x24" deep concrete structure.	(HNFB) - Storm Sewer lift station should be 2 each 75 hp pumps with a 11'x8'x31" deep concrete structure	Item included in Allowance B.1	Yes		In B.1
4. Demolition to include the following		No response needed	Yes		
• Grout fill of existing storm drain utilities outside of new mass cut structures		No response needed	Yes		
• Remove existing utilities within mass cut for new structures		No response needed	Yes		
• Remove existing utilities where there is a direct conflict with new utilities or structures only.		No response needed	Yes		
5. Excludes all gas lines.	(BMB) - Not sure why they are not relocating the gas lines, it should have been a joint bid.	No response needed based on elimination of new gas service and abandonment of existing line.	Yes		
6. This GMP is based on a common utility ditch between terminal drive to QTA for the length of QTA.	(BMB) - The description and use of a common utility ditch is concerned because of the TSC's requirement to separate the water and sewer. The water will need to be encased when the pipes are closer than 9'. The encasement was added after the 75% plans.	Turner to evaluate and add budget under Allowance B.1	Yes		In B.2
<b>Miscellaneous</b>					
1. The overlay documents for the 75% to 80% set and the 80% to the 100% will be recorded via the 100% Document Completion Allowances			Yes		In B.1 and B.2



ID	Description	To 100% Docs	B.1	B.2
A-71	TranSystems noted the required public spaces will be accommodated by the Public Parking Levels 1 and 2, QTA Parking Level 1 and an additional surface parking lot at the location of the demolished Central Utility Plant. QTA Level 1 will also provide parking spaces to Third Party Manager.	\$ 150,000		\$ 150,000
A-98	Transformers and Pipe Cleanouts at Toilet Fixtures – add to list	\$ 25,000		\$ 25,000
SG-2	Signage Allowance (Proj Site and Building Interiors \$480k / Roads \$500K)	\$ 680,000		\$ 680,000
F	Increased minimum clear height in garages	\$ -		\$ -
S-5	Revisions to reinforced slab zones	\$ 30,000	\$ 30,000	\$ -
M-20	HVAC / BAS Connectivity	\$ 50,000	\$ 50,000	\$ -
C-14	SS - Forced Main	\$ 20,000	\$ 20,000	\$ -
A-117	Floor Slope to Drains	\$ 15,000	\$ 15,000	\$ -
P-38	Lock Out / Tag Out at Chases	\$ 50,000		\$ 50,000
A-128	Basement Exterior Access Revisions	\$ 50,000	\$ 50,000	\$ -
V-8	Escalator Steps / Spares	\$ 4,500	\$ 4,500	\$ -
A-49	Excludes - RAC MDF Cages	\$ -		\$ -
A-58	Rac Car Barriers	\$ 630,000		\$ 630,000
TCCO	Storm Water Pumping Station at QTA	\$ 225,000	\$ 225,000	
TCCO	SoG Caulking at Walks	\$ 55,000		\$ 55,000
TCCO	Structural revisions at escalator openings	\$ 50,000		\$ 50,000
TCCO	Terminal B structural modifications	\$ 150,000		\$ 150,000
TCCO	Misc. housekeeping pads not shown	\$ 5,000	\$ 5,000	\$ -
TCCO	Fire System updates	\$ 25,000		\$ 25,000
TCCO	Plumbing systems revisions-Storm 140K/Condensate 345k	\$ 150,000	\$ -	\$ 150,000
TCCO	UG CHW Line revisions	\$ 40,000	\$ 40,000	\$ -
TCCO	Permanent power relocation and routing to existing storm pumps	\$ 45,000	\$ 45,000	\$ -
TCCO	Fuel System controls revisions	\$ 8,000		\$ 8,000
TCCO	Architectural finishes at CSC	\$ 250,000	\$ 250,000	
TCCO	Terminal B Roof modifications	\$ 36,531		\$ 36,531
TCCO	Limited Owner Salvage Items	\$ -	\$ -	\$ -
TCCO	Hand Swirls Finish in RAC in 4/16 carry forward	\$ -	\$ -	\$ -
TCCO	A&C Conc #6 in 4/16 carry forward	\$ -	\$ -	\$ -
TCCO	A&C Conc #10 in 4/16 carry forward	\$ -	\$ -	\$ -
TCCO	Industry request for deeper slab depth.	\$ 63,500	\$ 63,500	\$ -
TCCO	Excludes - Fireproofing at Stair Towers	\$ -		\$ -
TCCO	Clerestory Glazing included in GMP	\$ -		\$ -
TCCO	Safety Yellow at QTA	\$ 2,000	\$ 2,000	\$ -
TCCO	Intumescent coating of lobby steel	TBD	\$ -	\$ -
TCCO	Escalator changes	\$ 100,000	\$ -	\$ 100,000
TCCO	Add cable tray	\$ -	\$ -	\$ -
TCCO	Add light fixtures "Fentress"	\$ -	\$ -	\$ -
TCCO	Delete water storage and pumping in landscaping	\$ -	\$ -	\$ -
TCCO	Upgrade pumps at storm sewer to 75hp	\$ 94,704	\$ 94,704	
TCCO	Power Consumption	\$ 280,000	\$ 280,000	
TCCO	Water Consumption	\$ 16,000	\$ 16,000	
New	Values Transferred from A&C worksheet 4-15-15	\$ 402,302	\$ 402,302	\$ -
	Adjustment	\$ -	\$ -	\$ -
	<b>Total</b>	<b>\$ 3,702,537</b>	<b>\$ 1,593,006</b>	<b>\$ 2,109,531</b>

CONRAC VE LOG			
BP PACKAGE	POTENTIAL SUBCONTRACTOR	VE	B.3 ACCEPTED
BP #02G Post Tension Supply	N/A	T5 barral anchors used at all barrier cables termination points	\$ (32,770)
BP # 05 Steel Erection	American Stairs	American Stair Standard Picket Rail System with nomma type 3 welds (S01-S04)	\$ (63,500)
BP # 05 Steel Erection	American Stairs	American Stair Standard Primer with SSPC- SP3 cleaning for interior stairs S12 & S13 Only	\$ (18,200)
BP # 05 Steel Erection	American Stairs	American Stair Standard Picket Rail System with nomma type 3 welds (S11-S16)	\$ (176,400)
BP #07 Waterproofing & Coatings	Chamberlin	Furnish and install a 60 dry mil unreinforced system with drainage board only to the elevator pit walls in lieu of the specified system (PPG)	\$ (3,581)
BP #07 Waterproofing & Coatings	Chamberlin	Furnish and install a 60 dry mil unreinforced system with drainage board only to retaining wall that runs along West side of PPG in lieu of the specified system	\$ (41,888)
BP #07 Waterproofing & Coatings	Chamberlin	Furnish and install a 60 dry mil unreinforced system with drainage board only to the structural slabs of the areas indicated CONC-W in the Finish Floor Schedule in lieu of the specified system (QTA)	\$ (94,890)
BP #07 Waterproofing & Coatings	Chamberlin	Furnish and install 3" of 60 psi expanded polystyrene insulation to split slab locations as shown on structural drawings in lieu of 100 psi extruded polystyrene insulation (QTA)	\$ (87,093)
BP #19 Misc. Specialties	JC Mowrey	SWF Manufacturer in of Specified Draper	\$ (6,250)
BP #28 Mechanical	Dynamic Systems	Trane Manufacture in lieu of Specified	\$ (45,000)
BP #33 Landscaping	Fairway Landscape and Nursery	Mexican fan palms in lieu of Texas Sable	\$ (36,171)
	Turner	Alternate supplier on Garage LED's	\$ (100,000)
CoSA	Aviation	Reduce landscaping	\$ (500,000)
CoSA	Aviation	Reduce Wayfinding_Done in Lowering B.2 Value	\$ -
<b>TOTAL:</b>			<b>\$ (1,205,743)</b>

**Attachment B**  
**Public Garage Space**



1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND ALL APPLICABLE REGULATIONS AND ORDINANCES.

2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND ALL APPLICABLE REGULATIONS AND ORDINANCES.

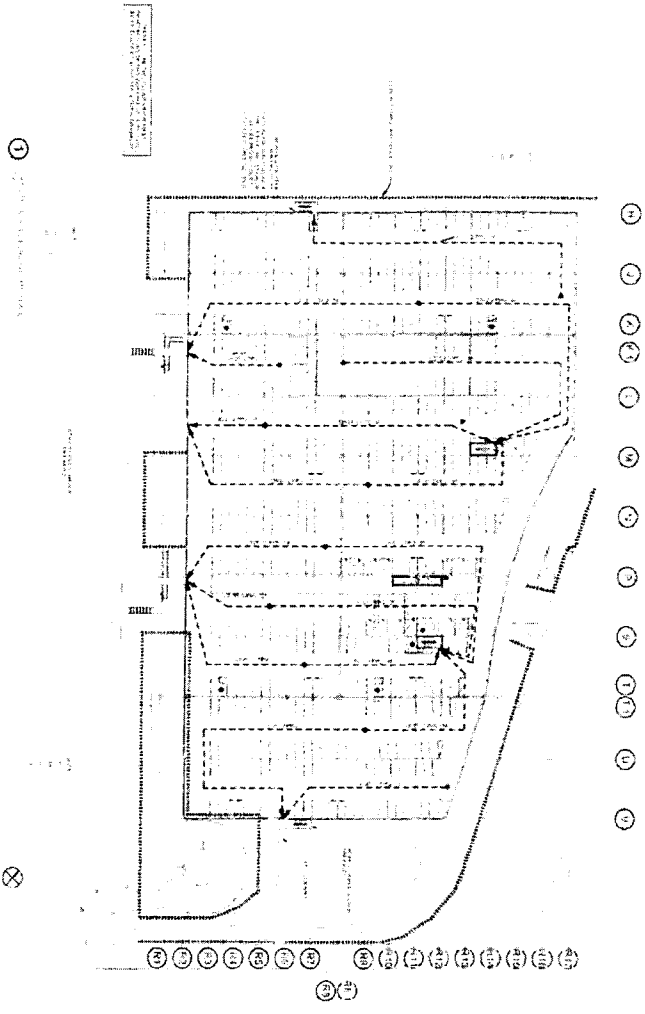
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND ALL APPLICABLE REGULATIONS AND ORDINANCES.

4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND ALL APPLICABLE REGULATIONS AND ORDINANCES.

5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND ALL APPLICABLE REGULATIONS AND ORDINANCES.

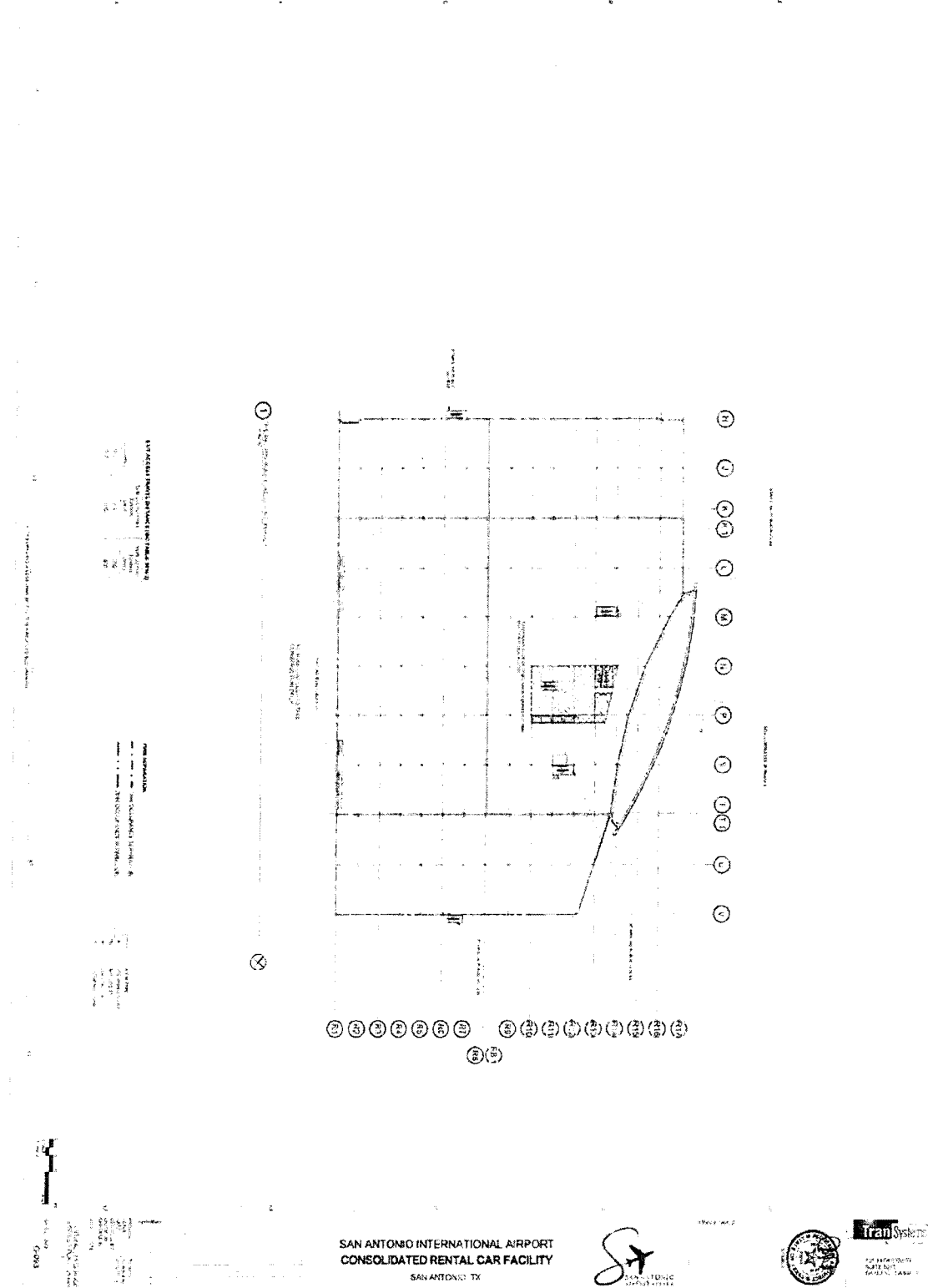
6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND ALL APPLICABLE REGULATIONS AND ORDINANCES.

7. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND ALL APPLICABLE REGULATIONS AND ORDINANCES.



SAN ANTONIO INTERNATIONAL AIRPORT  
CONSOLIDATED RENTAL CAR FACILITY  
SAN ANTONIO, TEXAS





<p><b>STANDARD SYMBOLS</b></p>	<p><b>STANDARD MATERIALS</b></p>	<p><b>GENERAL NOTES</b></p> <ol style="list-style-type: none"> <li>1. SEE "GENERAL NOTES" SECTION FOR GENERAL NOTES AND SPECIFICATIONS.</li> <li>2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS, BRIDGES, AND STRUCTURES, AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF SEWER AND WATER MAINS.</li> <li>3. ALL MATERIALS SHALL BE OF THE BEST QUALITY AVAILABLE AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ENGINEER.</li> <li>4. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.</li> <li>5. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED BUDGET.</li> <li>6. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED QUALITY STANDARDS.</li> <li>7. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED SAFETY STANDARDS.</li> <li>8. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED ENVIRONMENTAL STANDARDS.</li> <li>9. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED SOCIAL STANDARDS.</li> <li>10. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED ECONOMIC STANDARDS.</li> </ol>				
<p><b>PROJECT DIRECTORY</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> <p><b>OWNER</b> SAN ANTONIO INTERNATIONAL AIRPORT CONSOLIDATED RENTAL CAR FACILITY SAN ANTONIO, TX</p> </td> <td style="width: 50%; vertical-align: top;"> <p><b>DESIGNER</b> [Firm Name] [Address] [City, State, Zip]</p> </td> </tr> <tr> <td style="width: 50%; vertical-align: top;"> <p><b>DATE</b> [Date]</p> </td> <td style="width: 50%; vertical-align: top;"> <p><b>PROJECT NO.</b> [Project Number]</p> </td> </tr> </table>			<p><b>OWNER</b> SAN ANTONIO INTERNATIONAL AIRPORT CONSOLIDATED RENTAL CAR FACILITY SAN ANTONIO, TX</p>	<p><b>DESIGNER</b> [Firm Name] [Address] [City, State, Zip]</p>	<p><b>DATE</b> [Date]</p>	<p><b>PROJECT NO.</b> [Project Number]</p>
<p><b>OWNER</b> SAN ANTONIO INTERNATIONAL AIRPORT CONSOLIDATED RENTAL CAR FACILITY SAN ANTONIO, TX</p>	<p><b>DESIGNER</b> [Firm Name] [Address] [City, State, Zip]</p>					
<p><b>DATE</b> [Date]</p>	<p><b>PROJECT NO.</b> [Project Number]</p>					

**BUILDING CODE ANALYSIS FOR THE CONSOLIDATED RENTAL CAR FACILITY**  
**CITY OF SAN ANTONIO DEPARTMENT OF AVIATION**  
**PROJECT NO. 33-00028 CONTRACT NO. 4690012915**

**DATE:** 01/11/2017  
**BY:** [Redacted]  
**FOR:** [Redacted]

**1.0 INTRODUCTION**  
 The purpose of this report is to provide a detailed analysis of the building code requirements for the Consolidated Rental Car Facility. The analysis is based on the International Building Code (IBC) 2012, with amendments for Texas and the City of San Antonio. The building is a Type II structure, and the analysis covers all applicable code sections. The following table summarizes the code sections that apply to the building and the specific requirements that must be followed.

Code Section	Description	Notes
105	Means of Egress	Exit doors must be self-closing and swing out in the direction of travel.
201	Structural	Minimum floor joist depth is 18 inches.
301	Fire Protection	Fire alarm system required for all buildings over 100,000 sq ft.
401	Energy Conservation	Energy code requirements apply to all buildings.
501	Accessibility	ADA requirements apply to all public buildings.
601	Signage	Signage requirements apply to all buildings.
701	Other	Other code sections that apply to the building.

**SAN ANTONIO INTERNATIONAL AIRPORT  
 CONSOLIDATED RENTAL CAR FACILITY  
 SAN ANTONIO, TX**

