

**GREENVILLE-SPARTANBURG AIRPORT DISTRICT**

**REQUEST FOR PROPOSALS**

**FOR**

**DEVELOPMENT SERVICES FOR  
GSP AIR CARGO FACILITY PHASE 1**

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**Addendum No. 1 – February 6, 2018**

The respondent shall acknowledge all issued addenda as part of their submittal.

**Item 1.**

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Attendee List from Non-Mandatory Pre-Proposal Meeting is attached.

**Item 2.**

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Links to the Geo-Tech report for the site and the 90% civil package will be posted with the RFP on the GSP website under Business Opportunities for download and reference.

**Item 3.**

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There have been several inquiries regarding the buy-out provision referenced in Section II. L., "The Agreement will also include a buy-out provision executable by the District upon completion of the Project or any year thereafter."

As mentioned at the Pre-Proposal Meeting, final terms of the Agreement will be negotiated between the District and the successful Developer. For purposes of the Proposal, the District's buy-out provision will not become effective until year #11.

**Item 4.**

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Questions received.

Question No. 1

Can you provide the make and model of the 60,000 lb lift you were referring to in the pre-submittal meeting so I can have a SE determine what the slab needs to be designed to? Please confirm that this lift will be running on the warehouse slab.

Answer No. 1

The 60k loader referenced in the Pre-Proposal meeting is a K-loader used to load cargo at the aircraft. It is only used on the apron and will not be used inside the cargo facility. Currently, the heaviest forklift in use by Cerulean Aviation inside the building is a Doosan D90S-7. It should be anticipated that Cerulean could be utilizing up to a 60,000 forklift inside the building in the future (similar to a Toyota THD6000-48 or equivalent).

Question No. 2

Given that floor drains are atypical in North American cargo warehouses and present a large damage risk with forklift traffic, could you let the bidders know if you can eliminate the floor drain requirement?

Answer No. 2

Delete the floor drain requirement referenced in the Building Components listing under Section II. C.

The cargo facility building shall include trench drains or a properly designed drainage system outside the building located at the airside canopy or somewhere prior to the drive through doors to assist in draining any water, snow, ice, etc. that may come from cargo dollies, tugs, etc. as they move from the outside ramp environment to the interior of the cargo facility for build/break operations.

Question No. 3

Could you clarify if the airside canopy should be 30' high or 30' wide?

Answer No. 3

The airside canopy shall be 30' deep, measured from the exterior face of the cargo and run full length of the cargo facility. The canopy does not have to be fully cantilevered, but design consideration should be taken to minimize the number of columns. Any required columns shall be strategically placed to

minimize conflict with door openings and aircraft loading. Any exposed canopy columns shall have concrete bases to help minimize potential damage from tug and dolly traffic, etc.

Question No. 4

How can bidders obtain the GSP Landscape Master Plan standards?

Answer No. 4

The GSP Landscape Master Plan is available on the GSP website under Airport Planning Documents, <https://www.gspairport.com/airport-planning-documents/>.

Question No. 5

Can a draft of GSP's typical ground lease be provided?

Answer No. 5

A sample ground lease for GSP can be downloaded from the GSP360 website at <http://gsp360beyondtherunway.com/resources/>.

Question No. 6

Is a copy of the sign in sheet from the pre-proposal conference available?

Answer No. 6

See Item No. 1. Sign in sheet attached.

Question No. 7

Please confirm only the Proposers own costs, directly associated with its Proposal, are its responsibility.

Answer No. 7

Proposers are responsible for their own costs. See Section VII. C. "Proposers are responsible for any and all costs associated with the proposal process including, but not limited to, the creation of the proposal and any interviews (if applicable)."

Question No. 8

What is the intended purpose of the P&B bond and how will its amount be determined, particularly after delivery of the facility to GSP? Can a copy of the form of bond be provided for review?

Answer No. 8

The Performance and Payment bond will serve as a guarantee that the Developer or their contractor(s) will perform in accordance with the Agreement and all contract documents. In other words, the bond is put in place as a protection for the District, in case the Developer or their contractor does not perform as per the bonded contract. The payment bond is to guarantee that the Developer and/or the Developer's contractor(s) who will hire subcontractors, suppliers or laborers will compensate them for their work in accordance with the agreement made between the individual parties. The bond will further guarantee that such payments will be made in accordance with state laws and regulations.

The P&P bond shall equal the contract value for construction and delivery of the cargo facility.

See Question and Answer #5 for information on a sample GSP ground lease, which also includes sample Performance and Payment Bond Forms.

Question No. 9

Can specific desired periods (i.e.: year 7, 14, etc.) for the optional early lease buyout be provided? Is an initial "lock out" period acceptable?

Answer No. 9

See Item 3 above. The District will agree to not exercising the buy-out provision prior to year #11. Final terms of the Agreement will be negotiated between the District and the successful Developer. Alternate proposals will be considered.

Question No. 10

Exhibit A, Paragraph C, Page 21: Specifies Q7 door. Please clarify what type door and size.

Answer No. 10

In air cargo, PMC Q7 dimensions can be up to 118" in height. All airside (apron drive through doors), should be able to accommodate Q7 dimensions on a dolly being pulled by a tug or moved by a cargo transporter. The District feels a 140" opening should be considered the minimum door opening size for the airside doors. On the landside (truck dock side), the District requires a minimum of two doors that are sized appropriately for Cerulean Aviation to handle import or export Q7 pass-through movements of shipper/consignee handled units. The District feels the landside Q7 doors should have a minimum of 124" high clear opening.

Question No. 11

Exhibit A, Paragraph C, Page 20: RFP specifies "Truck Docks". Are these a separate item from the four Q7 doors? We assume the truck docks are 2 each 4' high truck docks on the landside for the Q7 doors to accommodate truck loading.

Answer No. 11

The District desires the air cargo facility provide the maximum possible total number of truck dock height doors on the truck court side (landside) of the building. A minimum of two (2) of these truck dock doors shall be sized to handle PMC Q7 dimensions for pass-through operations. See also Question and Answer #10 above.

Question No. 12

Exhibit A, Paragraph C: RFP does not specify clear height of warehouse. Please advise a measurement or provide additional guidance on the types of tenants GSP desires the building to be able to accommodate with regard to mechanized handling/storage systems.

Answer No. 12

The District desires a minimum clear height of 26' in the warehouse and handling area of the cargo facility.

Question No. 13

Exhibit A, Paragraph C, Page 21: Requirement is to comply with GSP Landscape Master Plan standards. Please provide copy of standards, or web link.

Answer No. 13

See Question and Answer #4 above.

Question No. 14

Exhibit A, Paragraph C, Page 22: Requirement is to transmit all fire alarm and supervisory alarms to a central station supervisory service and the campus fire alarm system. Please provide detailed information on the existing campus fire alarm system.

Answer No. 14

The GSP Campus fire alarm system is an Edwards Fire Alarm System. The District's fire alarm contractor / integrator is Industrial Fire located in Greenville, SC. The District requires all fire alarms from the air cargo facility to transmit to the campus system as well as a central station service for dispatching the GSP Fire Department and/or appropriate personnel.

Question No. 15

Exhibit A, Paragraph C, Page 24: Requirement is to provide access control system and CCTV system connected to existing airport systems. Please provide detailed information on the existing airport access control system and existing airport CCTV system.

Answer No. 15

The GSP access control system is a Schneider – Andover Continuum system. The District's security system contractor / integrator is Convergent Technologies, located in Charleston, SC. The District's POC for Convergent is Todd Smith; office: 843-554-7622.

All vehicle gates that provide access to the aircraft apron are required to be tied into the airport access control and include a CCTV camera at each gate linked to the District's Continuum system. All door openings at the air cargo facility that provide access to the secured area(s) are required to be linked to the airport access control system. Depending on final building layout and line of sight, one CCTV camera can cover multiple access doors.

Question No. 16

Exhibit B, Page 28: Shows Phase 1 Project Site Plan but difficult to read. Please provide larger copy of site plan, or web link.

Answer No. 16

Additional pdfs of the referenced plan sheet(s) will be uploaded to the GSP website with the RFP under Business Opportunities.

Question No. 17

Exhibit C, Page 29: Shows Ultimate Buildout Concept Project Site Plan but difficult to read. Please provide larger copy of site plan, or web link.

Answer No. 17

Additional pdfs of the referenced plan sheet(s) will be uploaded to the GSP website with the RFP under Business Opportunities.

Question No. 18

Exhibit D, Page 30: Shows Phase 1 Site work Phasing Site Plan but difficult to read. Please provide larger copy of site plan, or web link.

Answer No. 18

Additional pdfs of the referenced plan sheet(s) will be uploaded to the GSP website with the RFP under Business Opportunities.

Question No. 19

Exhibit E, Page 31: Shows Overall Site Drainage Plan but difficult to read. Please provide larger copy of site plan, or web link.

Answer No. 19

Additional pdfs of the referenced plan sheet(s) will be uploaded to the GSP website with the RFP under Business Opportunities.

Question No. 20

Exhibit F, Page 32: The geotechnical report shows different configuration of proposed air cargo facility. We intend to continue with proposal design based on RFP layout. Will GSP provide additional soil borings to suit RFP air cargo facility layout if needed?

Answer No. 20

GSP will not be providing any additional geo technical information or conducting any additional borings prior to the Proposal deadline.

Question No. 21

Please provide a fire hydrant flow test.

Answer No. 21

The GSP Fire Department will conduct hydrant flow test and publish that information in the final addendum.

Question No. 22

Exhibit A, Paragraph F, Page 23: Indicates utilities will be available at northeast corner of site, and Developer to make all arrangements for utilities. Please provide technical information and/or contact name and phone number for our coordination:

Electrical service  
Telephone service  
Cable/fiber communications  
Fire protection water service  
Domestic water service  
Natural gas service  
Sanitary connection  
Storm connection

Answer No. 22

Electrical service: Duke Energy, POC: Chuck Mize, office: (864) 439-5947  
Telephone service: AT&T  
Cable/fiber communications: AT&T



Fire protection water service: Greer CPW, POC: Mark Harvey, office: (864) 968-3241

Domestic water service: Greer CPW, POC: Mark Harvey, office: (864) 968-3241

Natural gas service: Greer CPW, POC: Rob Rhodes, office: (864) 968-3234

Sanitary connection: Sanitary sewer connection will be to existing infrastructure owned and maintained by GSP Airport District. Developer/contractor's installed infrastructure shall comply to local and/or Greer CPW requirements.

Storm connection: Connection will be to existing infrastructure owned and maintained by GSP Airport District. Developer/contractor's installed infrastructure shall comply with local and/or Spartanburg County requirements.

Question No. 23

Paragraph VI, B, Page 13: Specifies 8-1/2" x 11" format and 50-page limit. Is it acceptable to provide drawings at 11" x 17" size and count each of those as 1 sheet towards the 50-page limitation and is the limitation to 50 one sided sheets?

Answer No. 23

11"x17" fold out sheets are acceptable for drawings and will count as 1 printed page each. The 50-page limit applies to the number of printed pages.

Question No. 24

Exhibit D page 30 shows a 100,000 sf. Warehouse with an additional 10,000 sf office space. The previous reference in the RFP notes the office space as included in the 100,000 sf. Please clarify total size requirements.

Answer No. 24

The Proposal should be based on a 100,000 sq. ft. warehouse area and an additional 10,000 sq. ft. of office space.

-END-

GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT  
GREER, SOUTH CAROLINA

DEVELOPMENT SERVICES - AIR CARGO FACILITY PHASE 1

PRE-PROPOSAL MEETING  
JANUARY 22, 2018  
1:00 PM

Name	Company	PHONE	EMAIL ADDRESS
DAN PETERNO	Cha Consulting, Inc.	(830) 933-9989	dpetno@chacompanies.com
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High Johnson	Highway Investments + TPA	864 907 6000	hjohnson@naief.com
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GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT  
GREER, SOUTH CAROLINA

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PRE-PROPOSAL MEETING  
JANUARY 22, 2018  
1:00 PM

Name	Company	PHONE	EMAIL ADDRESS
Tom Switt	THS Constructors, Inc	678-408-5645	tswitt@thsconstructors.com
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BILL JOSLIN	MPS ARCHITECTURE	864-505-5678	wjoslin@mcmillonpezdensmith.com
Deen Anderson	Roebuck Buildings Co	(864) 580-9010	danderson@rbqc.com
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GREER, SOUTH CAROLINA

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PRE-PROPOSAL MEETING  
JANUARY 22, 2018  
1:00 PM

Name	Company	PHONE	EMAIL ADDRESS
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GREER, SOUTH CAROLINA

DEVELOPMENT SERVICES - AIR CARGO FACILITY PHASE 1

PRE-PROPOSAL MEETING  
JANUARY 22, 2018  
1:00 PM

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