THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Military and Veterans Affairs

FMO Design and Construction
57024 Roosevelt Rd
PO Box 5169
JBER, AK 99505

Email: gavin.fairbanks@alaska.gov

Issue Date: August 21, 2024

ATTN: Vendors

RE: **Project Name:** BAAF – Airfield Gate Modernization
Project Number: 02A7023026
Project Location(s): Bryant Army Airfield, Joint Base Elmendorf-Richardson, Alaska

Addendum # One (1)

This addendum forms a part of the contract documents and modifies the original drawings and/or specifications for the subject work. In case of conflicts between this addendum and previously issued documents, this addendum shall take precedence.

The following administrative changes have been made to this ITB:

1. This addendum is being issued to add the following language to the General Requirements: The contractor shall install permanent bollards around each security access badge pedestal and Gate Operator. These bollards shall also have covers that provide clear visibility to prevent damage to the pedestals and operators. Bollards must not impede the flow of traffic or operations.

2. This addendum is being issued to update existing language under Attachment D of this ITB: 1) Gate 1 – Entrance to Control Tower, Paragraph 2, Sentence 2: "*This button would require a wire run back to the Gate 1 operator for manual operation.*". Please see updated Attachment D on page 3 and 4 of this addenda.

Questions and Answers:

1. Is there a Trench Detail? Can we just add back in the fill that was removed for all trenches?
   A. The contractor may reutilize the fill removed from trenching. Ground MUST be returned to original state. When rock is encountered, remove it to a depth of at least three (3) inches below the cable and fill the space with sand or clean earth free from particles larger than ¼ inch. The contractor will be responsible for determining and trenching to the appropriate depth in accordance with all applicable codes, regulations, and standards.

2. Concrete Pad for gate operator: is there a concrete detail?
   A. Install concrete gate operator foundation/pad per UFC and manufacturers requirements.

3. What are the specs on the conduit and wire, through the buildings and underground?
   A. For access control panels, please see Attachment D of the ITB. For power, this will be the responsibility of the contractor to determine based on UFC and manufacturers requirements.

4. What building is the security panel and electrical to tie into for Electronic Gate Upgrade #3?
    A. The security panel can be found in the server room on the second floor of building 47432. Power will need to be ran from building 47437.

Please contact me if you have any questions.

Sincerely,

Gavin M. Fairbanks
Building Management Specialist
(907) 428-7187

End of Addendum

Attachment D

Bryant Airfield Vehicle Gate Access Control Panels

The Access Control system has available connections at bldg. 47437, 47427 & 47420. All locations should have a dedicated 1" conduit feeding the Belden communication wire back to the access control point. This dedicated conduit would allow for future upgrades to be implemented such as cameras or video door stations.

1) Gate 1 – Entrance to control Tower
    i. Autogate VPL-24 gate operator
    ii. Equipment Enclosure – Lockable
    iii. Hoffman Electric Heater – for enclosure
    iv. Altronix 12V DC Power Supply – powers readers and Mercury board
    v. Mercury MR52-S3 – dual card reader interface panel
    vi. HID iClass SE R90 long range readers – 2ea
    vii. West Penn Wire #253186B communication wire used to connect readers to Mercury interface panel.
    viii. Acrylic weather enclosure for readers – 2ea
    ix. Pedistal Pro Dual Height Gooseneck 72"
    x. Belden 3109DB – RS485 communication wire

    Gate 1 would be wired back to Bldg 47420 Flt Ops utilizing the Belden 3109DB wire, both locations have a connection to the Access Control System.
    Also Gate 1 needs a manual override button located at the control tower bldg. 48000. This button would require a wire run back to the Gate 1 operator for manual operation. This would utilize Belden 3109DB wire and a mushroom button to activate the gate.

2) Gate 2 – West of Hanger 6
    i. Autogate VPL-24 gate operator
    ii. Mercury MR52-S3 – dual card reader interface panel – located inside Hanger
    iii. HID iClass SE R90 long range readers – 2ea
    iv. Acrylic weather enclosure for readers – 2ea
    v. Pedistal Pro Dual Height Gooseneck 72"
    vi. West Penn Wire #253186B communication wire used to connect readers to Mercury interface panel located inside bldg. 47427 Hanger 6.
    vii. Mount Mercury MR52 inside hanger 6 at existing Access Control Location and run wire out to readers. Utilize existing power supply to power readers and mercury controller.

3) Gate 3 – Near Hanger 1.
    i. Autogate VPL-24 gate operator
    ii. Equipment Enclosure – Lockable
    iii. Hoffman Electric Heater – for enclosure
    iv. Altronix 12VDC Power Supply – powers readers and Mercury board
    v. Mercury MR52-S3 – dual card reader interface panel
    vi. HID iClass SE R90 long range readers – 2ea
    vii. West Penn Wire #253186B communication wire used to connect readers to Mercury interface panel.

viii. Acrylic weather enclosure for readers – 2ea
ix. Pedistal Pro Dual Height Gooseneck 72”
x. Belden 3109DB – RS485 communication wire

Gate 3 would be controlled from a connection located at Bldg 47437, Run 1” conduit with Belden RS485 wire from Bldg 47437 to gate controller enclosure.

4) Gate 4 – East of Hanger 4
   i. Autogate VPL-24 gate operator
   ii. Equipment Enclosure – Lockable
   iii. Hoffman Electric Heater – for enclosure
   iv. Altronix 12VDC Power Supply – powers readers and Mercury board
   v. Mercury MR52-S3 – dual card reader interface panel
   vi. Acrylic weather enclosure for readers – 2ea
   vii. HID iClass SE R90 long range readers – 2ea
   viii. West Penn Wire #253186B communication wire used to connect readers to Mercury interface panel.
   ix. Pedistal Pro Dual Height Gooseneck 72”
   x. Belden 3109DB – RS485 communication wire for connection to Access System.

Gate 4 would utilize the RS-485 connection to Gate 2 for its communication back to the Access Control System.

--End Attachment D--