



ADDENDUM NO. 3
To
CONSTRUCTION DOCUMENT BID SET FOR THE
BOARDING BRIDGES AND BAG LIFT
at
Northwest Florida Regional Airport
Okaloosa County

To: To All Plan Holders
Bid Number: AP 49-14
Date: June 10, 2014

This Addendum forms a part of the Contract/Bidding Documents and modifies the original Contract/Bidding Documents as described below. Acknowledgment of receipt of this Addendum in the space provided on Page BP 1 of the Bid Proposal is required. **Failure to do so may subject a Bidder to disqualification.**

This Addendum makes clarifications to the bid documents and responds to questions.

A. Questions:

1. Please provide the CAD Files in DWG form for drawing # C1.1 at your earliest convenience so we can determine the bridge models for the supplied aircraft mix.

Answer: Sent via email 6-10-14

2. **Quality Assurance Section 1.21 14950-4:** Design of foundations needed to support the Rotunda of the PBB shall be the responsibility of the contractor. All calculations and design shall be signed and sealed by a Professional Engineer licensed in the state of the work to be performed.

Q. Will a PE stamp for the load calculations in the state of Texas where the equipment is manufactured be acceptable?

Answer: Yes



- 3. Section 14950-3 1.10 d. 1) & 2) Wind loads shall be as follows.** The specifications states up to 90 mph, for 3 second gusts while in use and up to 70 mph, for sustained winds while not tied down.

Q. Our retracted and stowed wind load is an approximate wind velocity of 90 mph and operational wind velocity is 60 mph. Please accept our standard.

Answer: Accepted

- 4. Section 14540 Baggage Lift Manufacturer.** Provide baggage lift manufactured by Wingman or approved equal.

Q. Please allow US Applied, Austral Star or Ameribridge as a possible approved equal manufacturer / supplier.

Answer: At this time there is not sufficient time to evaluate Ameribridge or US Applied. Therefore, they cannot be accepted at this time. However, we will accept Austral Star's lift device due to the airport's familiarity with that device.

- 5. We also have the following question:**

Q: Pleaser verify if a General Contractor provides a bid to an equipment supplier for the portion of the civil/electrical works, and receives a quote from the same equipment supplier for the equipment the G.C. does not manufacture, would this prevent either one of them bidding as Prime?

Answer: No. It would prevent them from bidding as a prime.

- 6. Regarding the installation of the Baggage Lift Systems:**

Q. We anticipate the need to level the ramp area at the designated installation locations. What is the minimum thickness permitted by the Airport Authority for level-up pads?

Answer: It depends on the material used to level. A two part mix can be much thinner and bonds better to existing concrete (with some roughing of the existing surface). Use a reputable manufacturer and have them provide a recommendation that fits the application and warrantee period.

Q. What is the maximum allowable elevation differential between the baggage cart carrier and the ramp?

Answer: It is the manufacturer's responsibility to produce a working system that



is secure to the ground, does not produce a safety issue (large gaps, pinch points, trip hazards) during operation, and enables airline ramp personnel to easily slide a fully loaded cart into the lift device.

7. Invitation to Bid – Liquidated Damages

Q: We respectfully request liquidated damages be reduced to 0.1% per day and be capped at 10% of the contract value.

Answer: This is a standard County requirement and cannot be changed.

8. Section 90-07 Payment for Materials on Hand This section states, “Partial payments may be made to the extent of the delivered cost of materials to be incorporated in the work, provided that such materials meet the requirements of the contract, plans, and specifications and are delivered to acceptable sites on the airport property or at other sites in the vicinity that are acceptable to the owner.”

Q: We usually incur most of our cost prior to the delivery of the Equipment; therefore, it is our intention to bill for materials stored in our plant while they are being used in the manufacturing process, which is fully secured and insured, in order for us to reduce the financial cost of the project.

Please confirm that it will be acceptable to bill for stored materials in our warehouse.

Answer: This will be acceptable provided the storage facility (or plant) is bonded and insured and progress can be verified by status report and photographs.

9. AIRPORT PLANNING Per the Customer’s aircraft layout and calculations, the PBB’s will need to be capable of servicing the A319/A320 aircraft at an approximate bridge slope of 14.00%. Please note the 14.00% slope is considered excessive (for customer safety and comfort as well as for mechanical reasons) and typically “unacceptable.” To resolve this problem and in order to present a workable quotation, we must move the aircraft park positions slightly and lengthen the fixed walks, (all without changing the current aircraft tail-limit line). This would all be described in our quotation for your consideration. Will this be acceptable? If not, we will discuss the issue in detail with you and request an immediate clarification and correction and an extension of the due date so the problem can be resolved prior to presentation of quotations.

Answer: A lengthening of the fixed walkway would be acceptable. Provide details with your bid. Please note; this is the only aircraft significantly outside of the ADA maximum slope requirements and it is not currently serving nor are there plans for service in the near future. The airport does not want a design that inconveniences all current operations, but still wants flexibility.

10. SC 70-11, paragraph J – (Clarification) we cannot guarantee thirty (30) days prior written



notice of any cancellation or material change to any of our insurance policies because our policies are written to cover our corporate wide global operations, and are not project specific. Should any of the policies be cancelled or materially changed before their expiration date, any notice would be delivered in accordance with the provisions of the policy. However, we can guarantee there will be no lapse in coverage during the contract term, and we will strive to provide 30 days advance notice in the event of any material change to our insurance program. We trust this explanation is satisfactory.

Answer: The County must be named as Additional Insured in the policy. With this requirement comes automatic notification by the insurance provider.

SC 90-05 Payment for Extra and Force Account work. (Clarification) the allowable mark-ups referenced in this article will apply only to work performed on-site. Any work performed in our manufacturing facility will be at our standard factory rates.

Answer: That you are providing a product at a standard cost is acceptable.

- 11. Hobart Ground Systems Compliance Analysis for Hobart GPU Unit for the Combination 400HZ/28VD Alternate Solid State Frequency Converter** The equipment offered in our proposal complies with all of items in the 400 Hz specs published in May, 2014 except where noted below in the following clarifications or exceptions.

Q: Hobart Ground Systems 90 kVA 400 Hz- Specification Exceptions/Clarifications:

Paragraph 4.4.c.6: The solid-state ground power unit shall have no moving parts; require no routine or scheduled necessary preventive maintenance. Solid-state circuitry modules shall be interchangeable and accessible.

HGS Proposals: The 90SE240 has two internal fans that move outside air through the transformer section of the unit to keep the components cool. The input to the fan section has replaceable filters that should be monitored periodically and changed out before they are too dirty to permit sufficient air flow through the unit. Please accept our standard design for this requirement.

Paragraph 4.4.c.7: The housing shall be completely sealed and weatherproof, with no air transfer from external sources to internal components. The housing shall be zinc-coated steel or alodine-treated aluminum, with external surfaces painted to match loading bridge underside.

HGS Proposals: The 90SE240 has two internal fans that move outside air through the transformer section of the unit to keep the components cool. The input to the fan section has replaceable filters that should be monitored periodically and changed out



before they are too dirty to permit sufficient air flow through the unit. The unit will be painted to match the bridge. Please accept our standard design for this requirement.

Answer: Acceptable as stated

B. Attachments

1. none

END OF ADDENDUM NO. 3