



4525 Airport Approach Road, Suite A
Duluth, Minnesota 55811
P: 218-722-1227
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Date: August 3, 2009

RE: **City of Duluth Bid #09-4403
(Passenger Boarding Bridge Replacement at Gates 1 and 4)**

Addendum #1

TO: Prospective Bidders

This Addendum forms a part of the Contract Documents and modifies the original Bidding Documents dated July 21, 2009. Acknowledge receipt of this Addendum in the space provided on the Bid Form. Failure to do so may subject the Bidder to disqualification.

Invitation to Bid:

No Changes.

Bid Form:

No Changes.

Specifications:

General Provisions Section 80-Prosecution and Progress, Paragraph 08-Failure to Complete on Time. Phase 2 shall be changed from 20 Calendar Days to 30 Calendar Days. The liquidated damages for Phase 2 remain at \$1,000 per calendar day.

General Provisions Section 80-Prosecution and Progress, Paragraph 02 Notice to Proceed add the following. The notice to proceed for Phase 1 is anticipated to be issued in March 2010.

Special Provisions, "Notice to all Bidders". The bidders are not required to purchase the City of Duluth Public Works & Utility Department – Engineering Division 2009 Editions Standard Construction Specifications Book.

Technical Specifications Section P-102 Safety and Security, Article 102-6.2. Delete all references to providing a vacuum truck.

Drawings:

Add Sheet C-004 Project Phasing Plan and Notes to the Index of Drawings on the Cover Sheet.

Sheet C004 "Project Phasing Plan and Notes. Change the Schematic Construction Schedule to indicated a total contract time of 150 Calendar Days. Phase 2 shall be changed from 20 calendar days to 30 calendar days.

Sheet C004 "Project Phasing Plan and Notes": Section labeled "NOTES", Note 3 shall be replaced with the following note. LIQUATED DAMAGES: BECAUSE OF THE CRITICAL LIMITATIONS IMPOSED ON THE AIRLINES DUE TO PARTIAL CLOSURE

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OF THE APRON, LIQUATED DAMAGED IN THE AMOUNTS LISTED IN SECTION 80 OF THE GENERAL PROVISIONS OF THE SPECIFICATIONS WILL BE DEDUCTED FROM THE MOVIES OWED THE CONTRACTOR FOR EACH CALENDAR DAY THE APRON IS CLOSED AFTER THE CLOSURE TIME LIMITS HAVE EXPIRED”

Contractor Questions:

1. Section 14950 - 2.2.G.1.d

“An audible warning bell shall be mounted on the underside of the cab.....” Our standard design locates our warning bell on top of the cross member. We feel that the wheel bogie area is the most hazardous area around a Passenger Boarding Bridge and this location better warns ground personnel of the potential danger.

Answer: The PBB manufacture standard design is acceptable.

2. Section 14950 - 2.2.G.2.b

“Duplex outlets (unswitched 120 volt single phase, 15 ampere) shall be located on the side wall of the control console, on the lower portion of the drive column (GFI), and in the rotunda corridor.” In order to reduce cost and to improve our quality TKAS has relocated the duplex receptacle from inside the rotunda extension to the terminal end of Tunnel-A next to the rotunda. We have added a 48” dual bulb fluorescent fixture in the rotunda with an emergency battery pack to insure sufficient illumination between the terminal door and this receptacle.

Answer: The PBB manufacture standard design is acceptable

3. Section 14950 - 2.2.J.4

“Single three-way switches shall be located in the rotunda.....” In order to reduce cost and to improve our quality TKAS has relocated the 3-way light switch from inside the rotunda extension to the terminal end of Tunnel-A next to the rotunda. We have added a 48” dual bulb fluorescent fixture in the rotunda with an emergency battery pack to insure sufficient illumination between the terminal door and this switch. We have also changed the light switch itself to a commercial grade self illuminating switch.

Answer: The PBB manufacture standard design is acceptable

4. Section 14950 – 2.2.C.6 & 2.2.J.11

2.2.C.6 “The telescoping tunnels shall be equipped with an underbridge mounted exterior cable conveyance system.” In order to reduce cost and to improve our quality TKAS has relocated the 3-way light switch from inside the rotunda extension to the terminal end of Tunnel-A next to the rotunda. We have added a 48” dual bulb fluorescent fixture in the rotunda with an emergency

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battery pack to insure sufficient illumination between the terminal door and this switch. We have also changed the light switch itself to a commercial grade self illuminating switch.

2.2.J.11 "The tunnel wall treatment shall consist of floor to ceiling glazing and finish panel. Glazing shall be per Glazing Specification Section Wall treatments in the pivoting sections (rotunda and cab support) shall be galvanized steelslats."

These two specifications are typically associated with the supply of glass passenger boarding bridges. Are we able to supply our non-corrugated steel walled passenger boarding bridge with a side mounted trolley conveyance system?

Answer: All references to a glass walled PBB shall be eliminated from the specification shall be eliminated. The PBB walls shall be steel. The side mounted trolley conveyance system is acceptable.

5. Section 14950 – 1.2.E

"The PBB's shall be adaptable for reuse at the future Replacement Terminal and should include provisions for future 400hz ground power and pre-conditioned air equipment." What are the future sizes for the 400hz ground power and pre-conditioned air units? In order to provide the correct electrical/mechanical provisions, the unit sizes need to be known. Are electrical power cables part of the provisions? If so, what amp sizes are required for the 400hz and pre-conditioned air units?

Please provide the future 400hz ground power and pre-conditioned air unit sizes and amp requirements.

Answer: The PBB shall be structurally capable of mounting future 400hz ground power unit and pre-condition air unit to the PBB. The mechanical and electrical specifications for the future equipment are unknown and are not considered part of this project.

6. Sheet AP-02 New Terminal Aircraft Parking Plan

The hard copy layout drawings appear to show fixed walkways. Are fixed walkways required between the terminal face and the rotunda?

Answer: The fixed walkways shown between the terminal face and the rotunda on Sheet AP-02 are not part of this project.

7. Instruction to Bidders

The DBE goal for this project is 3.5%. Good Faith efforts are required as part of this bid.

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8. Instruction to Bidders

The City of Duluth Address for Bid Bond:

City of Duluth
411 West First Street
Duluth, Minnesota 55802

9. Performance Bond.

The Performance Bond can be submitted on the forms supplied in the contract documents or on standard AIA forms.

10. What is the disposition of the removed PBB's and is there asbestos in the PBBs to be removed?

The PBBs become the property of the Contractor and shall be disposed of properly offsite. As stated at the pre-bid meeting there is no known asbestos in the PBBs which are to be removed.

11. Project Scope

This project includes removing and disposing of the existing PPBs at gate 1 & 4. Two new PBBs will be installed at gate 1 and 4, utilizing the existing foundations. The PBBs are new and not refurbished. The PBBs shall be able to accommodate the aircraft mixes and operating limits indicated on sheets AP-01 and AP-02. AP-01 shows the "Existing Terminal Aircraft Parking Plan. AP-02 shows the "Future Terminal Aircraft Parking Plan".

All else remains the same.

Sincerely,
Reynolds, Smith and Hills, Inc.



Darren K. Christopher, PE

END OF ADDENDUM NO. 1