

October 3, 2023

To: All Bidders of Record

Re: Addendum No. One (1)

Replacement of Twelve (12) Passenger Boarding Bridges, Phase II
Harrisburg International Airport (MDT)
SARAA Project No. 2023-006

Dear Bidders:

This Addendum is hereby made part of the Contract Documents for the above referenced Project. All other requirements of the original documents shall remain in effect in their respective order.

PROJECT MANUAL

- 1.01** Page GC-8, Article 5 – Insurance, Section 5.1 (a): **REMOVE** last sentence of Paragraph.
- 1.02** Page GC-8, Article 5 – Insurance, Section 5.1 (d): **REVISE** the first sentence as follows:
FROM: The policies of insurance described above, shall name SARAA (and such other parties as SARAA may from time to time specify) as additional insured(s) as their interests may appear.
TO: The policies of insurance described above, shall include SARAA (and such other parties as SARAA may from time to time specify) as additional insured(s) as their interests may appear.
- 1.03** Page GC-8, Article 5 – Insurance, Section 5.1 (e): **REMOVE** entire Paragraph.
- 1.04** Page GC-8, Article 5 – Insurance, Section 5.1 (f): **REVISE** Paragraph as follows:
FROM: Each insurance policy under this Agreement shall provide that it shall not be cancelable without at least thirty (30) day's prior written notice to SARAA and each policy shall be issued by an insurer with a general policy holder's rating of not less than "A-" in the most currently available Best's Key Rating Guide, licensed to do business in the Commonwealth of Pennsylvania. Forthwith upon the execution of this Agreement, each policy (or a duplicate original thereof) shall be delivered by Contractor to SARAA. At least thirty (30) days before any policy shall expire, Contractor shall deliver to SARAA a replacement policy meeting the foregoing requirements, and at least ten (10) days prior to the date that the premium on any policy shall become due and payable, Contractor shall cause SARAA to be furnished with satisfactory evidence of its payment. Each policy shall have attached thereto an endorsement to the effect that no act or omission of Contractor shall affect the obligation of the insurer to pay the full amount of any loss sustained. Each policy shall be in such form as SARAA may from time to time reasonably require.
TO: Each insurance policy under this Agreement shall provide that it shall not be cancelable without at least a reasonable prior written notice to SARAA and each

policy shall be issued by an insurer with a general policy holder's rating of not less than "A-" in the most currently available Best's Key Rating Guide, licensed to do business in the Commonwealth of Pennsylvania. Forthwith upon the execution of this Agreement, each policy (or a duplicate original thereof) shall be delivered by Contractor to SARAA. At least thirty (30) days before any coverage shall expire, Contractor shall deliver to SARAA a replacement policy meeting the foregoing requirements. Each policy shall have attached thereto an endorsement to the effect that no act or omission of Contractor shall affect the obligation of the insurer to pay the full amount of any loss sustained.

- 1.05** Page GC-9, Article 5 – Insurance, Section 5.1 (g): **REVISE** first sentence as follows:
FROM: If Contractor shall fail, refuse or neglect to obtain such insurance or maintain it, or to furnish SARAA with satisfactory evidence that it has done so and satisfactory evidence of payment of the premium of any policy, within the time required as set forth above, SARAA shall have the right, at SARAA's option and without regard to any opportunity to cure provided for elsewhere in this Agreement, to purchase such insurance and to pay the premiums thereon or to pay the premiums on insurance which Contractor should have paid for.
TO: If Contractor shall fail, refuse or neglect to obtain such insurance or maintain it, or to furnish SARAA with satisfactory evidence that it has done so and satisfactory evidence of payment of the premium of any policy, within the time required as set forth above, SARAA shall have the right, at SARAA's option and provided Contractor has an opportunity to cure as stated elsewhere in this Agreement, to purchase such insurance and to pay the premiums thereon or to pay the premiums on insurance which Contractor should have paid for.
- 1.06** Page GP-11, FAA General Provisions, Section 20-10: **REVISE** second paragraph, first sentence as follows:
FROM: The bid guarantee shall be equivalent to 5% of the bid price.
TO: The bid guarantee shall be equivalent to 10% of the bid price.
- 1.07** Page GP-32, FAA General Provisions, Section 70-21 Endorsement 4.: **REVISE** sentence as follows:
FROM: The Certificates shall name SARAA and Airport Design Consultants, Inc. as additional insured's and the certificates shall be endorsed to provide that the policies shall not be changed or cancelled until twenty (20) days written notice has been given to SARAA.
TO: The Certificates shall include SARAA and Airport Design Consultants, Inc. as additional insured's and the certificates shall be endorsed to provide that the policies shall not be changed or cancelled until reasonable prior written notice has been given to SARAA.
- 1.08** Page GP-32, FAA General Provisions, Section 70-21, Insurance Coverage to be Provided, **REMOVE** Paragraph number 6 regarding Environmental Pollution Liability Insurance in its entirety.

CONSTRUCTION DRAWINGS

No Changes.

BIDDERS QUESTIONS

- Q1.** Is there a cost estimate/range and construction start date available?
- A1.** **The Engineer's opinion of probable costs for the base bid scenario is between \$12,000,000 and \$14,000,000. The construction start date is dependent on third party funding determination.**
- Q2.** Solicitation documents identify the model numbers for the passenger boarding bridges but not the manufacturers, kindly advise the regarding the names of the manufacturer.
- A2.** **The model numbers listed on Sheet C101 for the proposed PBB Model # are from ThyssenKrupp Airport Systems (TKAS); however, this is for comparison purposes only and does not preclude the use of comparable PBB equipment from competing manufacturers.**
- Q3.** Document: 20230908 Project Manual, Section: 13.2 Submission of Bids, Page: 10; Document: 20230908 Project Manual, Section: 20-10 Bid Guarantee, Page: 176, Page 10 states the bid bond at 10% while page 176 of the project manual states the bid bond at 5%. Please confirm the correct bid bond amount.
- A3.** **Section 20-10 has been revised to 10% and included in this Addendum No. One (1).**
- Q4.** Document: 20230908 Project Manual, Section: 5.1(a) Insurance, Page: 93
Please consider striking the last sentence: Without limitation of the foregoing, within thirty (30) days after SARAA's request, Contractor shall have such annual aggregate increased to such amount as SARAA may reasonably request by reason of occurrences during any policy year.
- A4.** **The last sentence, as referenced, will be stricken out. This will be updated via addendum.**
- Q5.** Document: 20230908 Project Manual, Section: 5.1(d) Insurance, Page: 93
Please consider replacing name with include in the following sentence: The policies of insurance described above, shall "include" SARAA (and such other parties as SARAA may from time to time specify) as additional insured(s) as their interests may appear.
- A5.** **The first sentence will be revised to read "The policies of insurance described above, shall include SARAA (and such other parties as SARAA may from time to time specify) as additional insured(s) as their interests may appear." This will be revised via addendum.**
- Q6.** Document: 20230908 Project Manual, Section: 5.1(e) Insurance, Page: 93
Please consider removing this requirement as this does not pertain to the scope of work.
- A6.** **The requirement for Environmental liability insurance will be removed via addendum.**
- Q7.** Document: 20230908 Project Manual, Section: 5.1(f) Insurance, Pages: 93-94
Please consider revising to the following: Each insurance policy under this Agreement shall provide that it shall not be cancelable without at least "a reasonable" prior written notice to SARAA and each policy shall be issued by an insurer with a general policy holder's rating of not less than "A-" in the most currently available Best's Key Rating Guide, licensed to do business in the Commonwealth of Pennsylvania. At least thirty (30) days before any "coverage" shall expire, Contractor shall deliver to SARAA a replacement coverage policy meeting the foregoing requirements., Each policy shall have attached thereto an endorsement to the effect that no act or omission of Contractor shall affect the obligation of the insurer to pay the full amount of any loss sustained.
- A7.** **This section will be revised as requested via addendum.**
- Q8.** Document: 20230908 Project Manual, Section: 5.1(g) Insurance, Page: 94
Please consider revising to the following: If Contractor shall fail, refuse or neglect to obtain such insurance or maintain it, or to furnish SARAA with satisfactory evidence that it has done so within the time required as set forth above, SARAA shall have the right, at SARAA's option "provided

Contractor has an opportunity to cure as stated" elsewhere in this Agreement. , to purchase such insurance and to pay the premiums thereon or to pay the premiums on insurance which Contractor should have paid for. All such payments made by SARAA shall be recoverable by SARAA from Contractor on demand.

A8. This section will be revised as requested via addendum.

Q9. Document: 20230908 Project Manual, Section: 6.15.1 Indemnification, Page: 102

Please consider revising to the following: To the fullest extent permitted by Laws and Regulations CONTRACTOR shall indemnify and hold harmless SARAA, and their consultants, agents and employees from and against all direct claims, damages, losses and expenses, (including but not limited to fees and charges of engineers, architects, attorneys and other professionals and court costs) "(collectively "Losses")" arising out of or resulting from the performance of the work, provided that "such Losses are" attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the work itself) "and are caused" by any negligent act or omission of CONTRACTOR, any Subcontractor, any person or organization directly or indirectly employed by any of them to perform or furnish any of the Work or anyone for whose acts any of them may be liable., The CONTRACTOR shall indemnify and hold harmless SARAA and SARAA's lenders against any and all assertion of claims for mechanics liens by subcontractors, sub-subcontractors or material suppliers, and against any assertion of security interests by suppliers of goods and/or materials.

A9. The language will remain unchanged.

Q10. Document: 20230908 Project Manual, Section: 6.15.4 Indemnification, Page: 103

Please considering adding a Section 6.15.4 which states the following: "Contractor will not be liable in contract, tort, or otherwise, directly or under indemnity, for any incidental, special, indirect, or consequential damages, including but not limited to, lost profits, loss of use or production, or damage to property or facilities, regardless of cause. Without limiting Contractor's obligations as to repair or replacement of defective parts and to indemnify SARAA with respect to patent infringement claims, in no event shall Contractor's total aggregate liability under this Agreement exceed the value of the Agreement."

A10. The language will remain unchanged.

Q11. Document: 20230908 Project Manual, Section: 70-21.4 Insurance Requirements Page: 197

Please consider revising to the following: The Certificates shall "include" SARAA and Airport Design Consultants, Inc. as additional insured's and the certificates shall be endorsed to provide that the policies shall not be changed or cancelled "until reasonable prior" written notice has been given to SARAA.

A11. This section will be revised as requested via addendum.

Q12. Document: 20230908 Project Manual, Section: Insurance Coverage to be Provided 4 Page: 197

Please consider striking the Contractor's Protective Liability all together.

A12. No. This will remain unchanged.

Q13. Document: 20230908 Project Manual, Section: Insurance Coverage to be Provided 6 Page: 197

Please consider striking the Environmental Pollution Liability Insurance all together as this does not pertain to the scope of work.

A13. This section will be revised as requested via addendum.

Q14. Document: 20230908 Plans, Section: C101, Page: 20

According to the aircraft mix table provided, gates B5 and B6 service wide body aircraft. This requires a 180kVA 400Hz unit for each of those gates. In addition, if 28VDC is required at B5 and

B6 then we will need to provide an additional 28VDC only unit as we do not make a combo unit with 180kVA. Please confirm if you still want 90kVA/28VDC combo units at all gates including B5 and B6 or would you like us to provide individual 180kVA and 28VDC units to those gates?

A14. As indicated on Page 347713X-35 of the Project Manual, Gates B5 and B6 are to accommodate wide body aircraft. Paragraphs 3.1.14 and 3.1.15 indicate that the units are to be sized based on the fleet mix shown, per gate. Design intent is to provide 400 Hz power and PCA units as indicated on contract documents. Where wide body aircraft are indicated, larger/ combo units may be required. Manufacturers are permitted to deviate from contract documents provided these minimums are met.

Q15. Document: 20230908 Plans, Section: C101, Page: 20

According to the aircraft mix table provided, gates B5 and B6 service wide body aircraft. This requires a 100T PC Air unit at each gate. In addition, based on the wet bulb and dry bulb in Harrisburg, PA it is recommended that the remaining gates utilize a 60T PC Air unit. Please confirm these size units are acceptable based on the aircraft mix.

A15. As indicated on Page 347713X-35 of the Project Manual, Gates B5 and B6 are to accommodate wide body aircraft. Paragraphs 3.1.14 and 3.1.15 indicate that the units are to be sized based on the fleet mix shown, per gate. These sizes are acceptable.

Q16. Document: 20230908 Plans, Section: G111-122, Pages: 6-17

Document: 20230908 Plans, Section: E101, Page: 21

The sequence of work shown at gates A1, A2, A3, B1, B2, B4, B5, B6, and C1 shows a construction duration of 7 calendar days. Based on the scope of work, please consider allowing these gates a minimum of 14 calendar days unto 21 calendar days for gates with foundation repairs.

A16. No, please bid the durations as shown on the contract documents.

Q17. Document: 20230908 Project Manual, Section: 1.2 Description, Pages: 245-246

This description is specific to the ThyssenKrupp bridge design. Please consider adding JBT AeroTech as an approved alternative and please confirm if corrugated or corrugated with cladding (smooth sided) PBBs are acceptable.

A17. JBT AeroTech is an approved alternative. Yes, corrugated or corrugated with cladding are also acceptable.

Q18. Document: 20230908 Project Manual, Section: 2.2.1.c. Support Column, Page: 250

Please clarify if the PBB manufacturer or others are to supply the support column.

A18. A new support column is required as part of this contract.

Q19. Document: 20230908 Project Manual, Section: 2.2.2.a. Telescoping Tunnels, Page: 251

Our sheet metal used in the fabrication of the tunnels are not galvanized sheets. Since we weld the corrugated sheets to structure components, the galvanized metal will cause contamination in the weld. We do use galvanized sheet where welding is not required. Please allow steel sheets for the exterior walls.

A19. The manufacturer will need to provide exterior protection that meets or exceeds the elemental protection provided by galvanized sheets.

Q20. Document: 20230908 Project Manual, Section: 2.2.1.a. and 2.2.2.c, Pages: 250-251

2.2.1.a states a minimum corridor width of 4'11" while 2.2.2.c states 4'4.5". Our corridor width on our passenger boarding bridges is 4'4.5". Please strike 4'11" in 2.2.1.a and accept 4'4.5" as the minimum corridor width.

A20. The minimum corridor width will be revised to 4' - 4.5".

Q21. Document: 20230908 Project Manual, Section: 2.2.2.c. Telescoping Tunnels, Page: 251

Our A tunnel ramp width is 4'5.5" wide between the kick plates. Please accept 4'5.5" as the minimum inter-tunnel ramp width.

A21. The minimum ramp width will be revised to 4' - 4.5".

Q22. Document: 20230908 Project Manual, Section: 2.2.2.g. Telescoping Tunnels, Page: 251

Document: 20230908 Plans, Section: E101, Page: 21

Please clarify, is this cable for the 400 HZ GPU to the aircraft cable or is a 575V gate box required for this project? Note the drawings E101 show 400 HZ POU Unit which is a 480V power.

A22. Keyed note 8 on sheet E101 is correct and indicates cable to the PBB unit. Gate box is not required.

Q23. Document: 20230908 Project Manual, Section: 2.2.3.a. Service Access, Page: 252

Our service door width is 2' 8" for a 3 tunnel bridge and 2' 6" for a 2 tunnel bridge. The height for both door openings is 6'7.125". Please allow these dimensions for the service door.

A23. These door heights are acceptable.

Q24. Document: 20230908 Project Manual, Section: 2.2.5.d. Utilities, Page: 256

Please allow SEOW conductors as an alternative to THHN.

A24. SEOW is acceptable.

Q25. Document: 20230908 Project Manual, Section: 2.2.6.b.3.b Duplex GFI Outlets, Page: 256

Our standard location for the duplex receptacle is mounted on the side wall on the left side of the console. This is so we do not have a 120V receptacle on a swing door. Please accept this location.

A25. The receptacle location is acceptable.

Q26. Document: 20230908 Project Manual, Section: 2.2.6.b.4.d Cable Conveyance System, Page: 258

Our standard cables used in the dogleg (Cable Conveyance) system is a round cable. The flat pack design is a specially constructed cable used on the cable conveyance system which increases the cost and is often different electronically than the round types. Please allow the use of the round cables in lieu of the flat pack design.

A26. Round cables are also acceptable if flat pack cables are not specifically required by PBB manufacturer.

Q27. Document: 20230908 Project Manual, Section: 2.2.6.b.10 Cable Trays and Conduit, Page: 259

Please note that MS (Military Spec) connectors are for low voltage communication connections not power connections, therefore it is not possible to purchase these connections. Please allow our UL and ETL listed connections without the MS requirement.

A27. Alternative terminations are permitted. All terminations shall be permanent, insulated, and accessible in addition to being UL and ETL listed.

Q28. Document: 20230908 Project Manual, Section: 2.2.6.b.16 Cable Trays and Conduit, Page: 260

Our standard exterior enclosures are NEMA 4X fiberglass. Only our disconnect panel is NEMA 4X stainless steel. Please allow our standard fiberglass enclosures.

A28. NEMA 4X fiberglass enclosures are permitted.

Q29. Document: 20230908 Project Manual, Section: 2.2.6.b.18 Cable Trays and Conduit, Page: 261

Note that we use wire ties (ty-wraps) which are UL listed. Please allow our standard wire ties in lieu of clamps and other methods.

A29. Wire ties are not acceptable.

Q30. Document: 20230908 Project Manual, Section: 2.2.6.d.7.a PBB Camera System, Page: 264

Please allow our standard monitor size and location of the 4 camera system which is 9" and mounted on the wall next to the console.

A30. 9" monitors and the location of monitor are permitted.

Q31. Document: 20230908 Project Manual, Section: 2.2.8.d Aircraft Cab, Page: 267

Please allow our standard weather door opening of 3'7.375" wide and 7' 9" high.

A31. The dimensions are acceptable.

Q32. Document: 20230908 Project Manual, Section: 2.2.8.j.2 Aircraft Cab, Page: 268

Please allow the use a timer circuit in the PLC instead of the rotary timer. This function will run a relay to power the task lights.

A32. The timer circuit in the PLC is acceptable.

Q33. Document: 20230908 Project Manual, Section: 2.2.9.d Aircraft Closure or Canopy, Page: 270

The alarm should sound only when we have a problem or that there is movement. The logic of this statement will have the alarm always sounding in the operate mode. Please remove this section as part of the operating functions.

A33. The section of the project manual will not be changed.

Q34. Document: 20230908 Project Manual, Section: 2.2.10.c Automatic Leveling, Page: 271

Our auto level wheel rotation limit switch operates at 10 degrees. Please allow our standard.

A34. The JBT standard is acceptable.

Q35. Document: 20230908 Project Manual, Section: 2.2.11.a.6 Vertical Drive, Page: 271

Please clarify this statement. It appears in the vertical drive section and the way it is placed, when the vertical drive is operating, it will stop the horizontal and cab rotation. We do not recommend this. It will increase the time it takes the operator to move the PBB into position. Please remove this section.

A35. The section will not be removed.

Q36. Document: 20230908 Project Manual, Section: 2.2.12.a Interior, Page: 272

Our ceilings are comprised of aluminum planks. Please allow our standard ceiling.

A36. Yes.

Q37. Document: 20230908 Project Manual, Section: 2.2.12.a Interior, Page: 273

Our light fixtures have a white trim color. Our edge molding is black. Please allow our standard white light fixture trim.

A37. Yes.

Q38. Please consider extending the bid submission date by one week to Wednesday October 18th, 2023.

A38. The bid due date cannot be extended, due to grant application deadlines.

Q39. Please confirm that the gate completion times (duration of on-site PBB removal and installation per gate) can be adjusted post award based on consultation with the awardee as noted in the pre-bid conference. And, if that correct – does SARAA wish to see in the bid proposals an advance submission of proposed alterations to the Construction Milestones/Schedule?

A39. The bidder shall submit their bids based on duration shown in the contract documents.

Q40. Most gates require 28 VDC power to support the range of aircraft that park there, but some gates do not appear to have any aircraft parking there that require 28 VDC. Do you want 28 VDC power to be available at every gate.

- A40. Design intent is to provide 400 Hz power and PCA units as indicated on contract documents. 28 VDC shall be located at gates based on the aircraft matrix on Sheet C101. Manufacturers are permitted to deviate from contract documents provided these minimums are met.**
- Q41.** You wide body gates will require a higher capacity GPU and PCA unit. Do you have (will you have) sufficient power to support their operation? I do not see any power/current inputs listed for the gates. It is possible I overlooked them, but I want to make sure that larger unit have sufficient electrical supply.
- A41. Design intent is to provide 400 Hz power and PCA units as indicated on contract documents. Where wide body aircraft are indicated, larger/ combo units may be required. Specific electrical inputs have not been provided and are to be determined by the manufacturer.**
- Q42.** 2.1.3 Structural Loads: (2) A retracted and stow wind load of 47 psf. (230kg/m) or an approximate wind velocity of 112 mph (193 kph) (ASCE 7-10 LRRF. Question: TKAS Wind velocity is 95 mph. We kindly request acceptance of our standard?
- A42. Wind load of 95 mph is acceptable.**
- Q43.** 2.1.3 Structural Loads: (4) A roof load of 30 lb (122 kg/m). Question: TKAS STD roof load is 25 lb. We kindly request acceptance of our standard?
- A43. Roof load of 25 lbs. is acceptable.**
- Q44.** 2.2.2 Telescoping Tunnels: (d) The telescoping tunnels shall equipped with an exterior electrical cable conveyance system mounted along the lower side of the PBB... Question: TKAS Standard side trolley is on the upper right exterior side of the bridge, the functionality is the same as the specification, accessible to maintenance personal for inspection or cable addition at all PBB Positions and operating conditions. We kindly request acceptance of our standard?
- A44. A side trolley is an acceptable substitute.**
- Q45.** 2.2.6 Electrical Requirements d. (7) – PBB Camera System (a) The PBB Cab shall be equipped with a color LCD monitor 8” x 10” minimum, mounted on an adjustable base and located at operator eye level on the left side Operator Station, not in the Operator Control Console face plate. LCD monitor shall display images from color cameras: Question: Camera feed is viewable on the HMI, not a separate monitor. We kindly request that you accept our standard.
- A45. Camera feed integrated on the HMI is acceptable.**
- Q46.** 2.2.6 d.(9) (9) The Operator Control Console shall include an HMI touch screen that: Questions: Controls under this section are mechanical push buttons, TKAS does not offer GUI touch buttons. Please accept standard design.
- A46. HMI touch screen is an acceptable form of control.**
- Q47.** 2.2.11 a. – Vertical Drive – Electromechanical Question: Our vertical drive consists of two (2) extra capacity hydraulic rams. Each ram is independent of the other and capable of supporting the bridge under full design load. An adjustable flow control valve provides the required lift speed. The design includes internally mounted pilot operated check valves that prevent the bridge from descending in the event of fluid loss or other system failure. Mechanical stops in the cylinders prevent over travel and do not cause any damage should they be reached. A single hydraulic power unit prevents miss-calibration as seen on Ball Screw designs and it is mounted at the wheel cross-member for easy access for maintenance. No periodic maintenance is required on the PBB roof due to this. We have been using this system for the last 20 years successfully. They require much less maintenance and will last the life of the bridge without major overhaul, unlike ball screw assemblies that have to be torn-down and resurfaced near ten years of service. We kindly request that you accept our standard hydraulic vertical drive system.

A47. If Ball Screw design cannot be provided, the standard hydraulic vertical drive system is acceptable.

Q48. 2.2.12 Interior c. Aluminum corner molding shall be used to cover the ends of the ceiling panels and the top edge of the wall panels and shall be black to match the interior light fixtures. Question: TKAS standard is unpainted brushed aluminum. We kindly request that you accept our standard.

A48. Unpainted brushed aluminum is acceptable.

Q49. 2.2.13 Interior Finishes (2) Primer: One coat of Sherwin-Williams high build "Chromate Free" epoxy primer E65AC8/E65RC5 (or equivalent) shall be applied. The dry film thickness shall be 2-10 mils. Question: Our standard HEMPEL paint system has a similar preparation and coating as the requested Sherwin-Williams system. We believe that this not only meets, but exceeds, the requested system, Our Hempel paint system also includes a 15 year warranty. Please accept our standard paint system and standard exterior Color RAL 9002.

A49. The paint standard is acceptable.

MISCELLANEOUS

M1. The Pre-Bid Meeting Minutes are included with this Addendum.

M2. The inclusion of this Addendum shall be noted on Page BF-2 of the Project Manual and the signature of the Bidder shall indicate full acceptance of the provisions herein.

M3. This Addendum shall be signed and attached to the Form of Proposal for the referenced contract. This Addendum shall also become part of the Project Manual for this Contract.

M4. All other provisions of these Specifications and Contract Documents shall remain unchanged and in full effect.

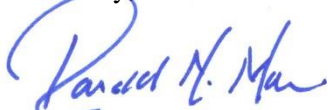
LIST OF ATTACHMENTS

1. Pre-Bid Meeting Minutes

– END OF ADDENDUM NO. ONE (1) –

If you should have any questions regarding this matter, please do not hesitate to contact our office.

Sincerely,



Ronald N. Morris, PE, CM
Senior Engineering Manager

RNM/rmm

Cc: Louis J. Pirozzi, SARAA

HARRISBURG INTERNATIONAL AIRPORT
PROJECT NO. 2023-006 – REPLACEMENT OF TWELVE (12) PASSENGER BOARDING BRIDGES,
PHASE II
ADDENDUM NO. ONE (1)

ACKNOWLEDGEMENT OF RECEIPT

Please email Andrew Daly (adaly@adci-corp.com) a signed copy of this page to acknowledge receipt of this Addendum.

Contractor Signed

Dated

HARRISBURG INTERNATIONAL AIRPORT
PROJECT NO. 2023-006 – REPLACEMENT OF TWELVE (12) PASSENGER BOARDING BRIDGES,
PHASE II
ADDENDUM NO. ONE (1)

ATTACHMENT NO. 1

Meeting Agenda

Airport: Harrisburg International Airport (MDT)

Project No. 2023-006

Project: Replacement of Twelve (12) Passenger Boarding Bridges,
Phase II

Meeting Date: 09/19/2023

Subject: Pre-Bid Meeting

Meeting Time: 10:00 am

Meeting Location: Harrisburg International Airport
One Terminal Drive, Suite 300
Middletown, PA 17057

Attendance: Please Sign-in or initial
Meeting Attendance
Record.

A. OPENING AND INTRODUCTIONS

B. GENERAL PROJECT SCOPE

1. BASE BID
2. DEDUCT ALTERNATES

C. ANTICIPATED PROJECT SCHEDULE

1. CONTRACT TIME
2. ANTICIPATED SCHEDULE

D. PROJECT FUNDING/ESTIMATE

1. ANTICIPATED FUNDING
2. ENGINEER OPINION OF PROBABLE COST RANGE

E. BIDDING REQUIREMENTS

1. BIDS ACCEPTED UNTIL:
2. DATE, TIME AND LOCATION OF BID OPENING:
3. BIDS SECURITY:
4. BIDS MAY BE HELD:
5. PLANS AVAILABILITY:
6. BID QUESTIONS:

F. CONTRACT REQUIREMENTS

1. INFORMATION FOR BIDDERS
3. WAGE RATES
4. BIDDING REQUIREMENTS
5. BID PROPOSAL DOCUMENTS
6. BID BOND
7. CONTRACT FORMS
8. CONTRACT BONDS
9. STATUTES AND REGULATIONS
10. GENERAL CONDITIONS
11. SUPPLEMENTARY CONDITIONS
12. DIVISION 1 – GENERAL REQUIREMENTS
13. FAA GENERAL PROVISIONS
14. DETAILED SPECIFICATIONS

G. OPERATIONAL SAFETY/PHASING

1. CONSTRUCTION SAFETY AND PHASING PLAN (CSSP)
2. SAFETY PLAN COMPLIANCE DOCUMENT (SPCD)
3. GENERAL OPERATIONAL SAFETY/PHASING REQUIREMENTS

H. CONSTRUCTION DRAWING REVIEW

I. OPEN DISCUSSION AND QUESTIONS

J. SITE VISIT

Airport: Harrisburg International Airport (MDT)

Project No. 2023-006

Project: Replacement of Twelve (12) Passenger Boarding Bridges,
Phase II

Meeting Date: 09/19/2023

Subject: Pre-Bid Meeting

Meeting Time: 10:00 am

Discussion

Action/Response

A. Opening and Introductions

ADCI advised that this meeting was being held and its agenda had been prepared to assist the Owner in compliance with the requirements of FAA AC 150/5370-12B - Quality Management for Federally Funded Airport Construction Projects as well as, Chapter 6 of the "FAA Eastern Region Airports Division Sponsor Guide".

1. See attached Meeting Attendance Record for a list of attendees.

B. General Project Scope

ADCI provided an overview of the general project scope as follows:

1. Base Bid

Work included in the Base Bid The work generally consists of the replacement of twelve (12) existing Passenger Boarding Bridges (PBBs) with new PBBs. The construction scope of work includes but is not limited to removing the existing PBB per gate and legally disposing off site, repair of the existing pedestal on select gates and the installation of a new PBB on the specified gates.

2. Deduct Alternates

For funding flexibility, each of the gates except Gate C3 has been set up as its own Deduct Alternate.

C. Anticipated Project Schedule

1. Contract Time

Base Bid:	136 Calendar Days
Gates B3, C2 and C3	14 Deduct Calendar Days Each
All other Gates	7 Deduct Calendar Days Each

2. Anticipated Schedule

09/29/2023 – All Bidder Questions due.
10/10/2023 – 2:00 PM Bid Opening, Tabulation and Recommend Award.
10/11/2023 – Transmit Bid Tabulation to Owner, FAA and BOA.
10/16/2023 – Grant Application to FAA.
Spring 2024 – Construction Grant / Award

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D. Project Funding/Estimate

1. Anticipated Funding

Federal Aviation Administration (FAA):	90%
PENNDOT Bureau of Aviation (BOA):	5%
Susquehanna Area Regional Airport Authority (SARAA):	5%

2. Engineer Opinion of Probable Cost Range

Base Bid – \$12,000,000 - \$14,000,000

E. Bidding Requirements

ADCI reviewed the bidding requirements for this project as follows:

1. Bids Accepted Until:

Tuesday, October 10, 2023; 2:00 PM

2. Date, Time and Location of Bid Opening:

Tuesday, October 10, 2023; 2:00 PM
Online at PennBid.net

3. Bids Security:

A Bid Bond or Certified Check in the amount of 10% of the Contractor's Base Bid price must accompany the bid proposal.

4. Bids May Be Held:

120 Calendar Days

5. Plans Availability:

Plan Deposit Electronic: \$0.00

ADCI advised that plans are available in hard copy and electronic PDF format for those who choose to purchase the Contract Documents.

6. Bid Questions:

Questions are accepted in writing only up until close of business on **Friday, September 29, 2023, at 5:00 PM EST**. A final Addendum will be issued on **Monday, October 2, 2023**. All questions shall be posted on PennBid

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on the Project “Clarifications (From Vendors)” tab. Responses will be given in writing and included in an Addendum to all plan holders.

F. Contract Requirements

ADCI provided an overview of the contract requirements for this project that included:

1. Information for Bidders

- a. Liquidated Damages: \$1,500 per Calendar Day by Work Area and for overall Contract Duration.
- b. Insurance coverage's:
 - Workmen's Compensation & Employer's Liability Statutory
 - Employer's Protective Liability
 - Each Accident \$500,000
 - Policy Limit \$1,000,000
 - Disease Each Employee \$500,000
 - General Liability
 - Aggregate \$5,000,000
 - Each Occurrence \$5,000,000
 - Automobile Liability (Owned, non-owned & hired)
 - Bodily Injury per Person \$1,000,000
 - Bodily Injury per Accident \$3,000,000
 - Property Damage \$3,000,000
 - Environmental Pollution \$1,000,000

3. Wage Rates

- a. Engineer advised that a since the project was being funded in part by the FAA, Davis Bacon Wages Rates applied to all work performed on this project.
- b. Certified Payrolls shall be submitted to the Engineer weekly. Payrolls are required for the prime contractor and all subcontractors. Interviews will be conducted with the Contractor's Employees to verify the rates

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that are being shown on the Certified Payrolls.

4. Bidding Requirements

- a. It is the intent of the OWNER to award a Contract to the lowest responsible Bidder providing the Bid has been submitted in accordance with the requirements of the Bidding Documents and does not exceed the funds available. The OWNER shall have the right to waive informalities or irregularities in a Bid received and to accept the Bid which, in the OWNER's judgment, is in the OWNER's best interest.
- b. The OWNER shall have the right to accept Deduct Alternates, unless otherwise specifically provided in the Bidding Documents, and to determine the low Bidder on the basis of the sum of the Base Bid and any combination of Deduct Alternates accepted. ENGINEER advised that the contract would be awarded to a single contractor.

5. Bid Proposal Documents

- a. The Proposal form must be completed in its entirety. One (1) original and one (1) copy shall be submitted with the bid.
- b. All Addendums must be noted on the proposal.
- c. Contractor's Certification of Eligibility – completed and signed.
- d. Non-Collusive Bidding Certification – completed and signed.
- e. Certification of Bidder Regarding Equal Employment – completed and signed.
- f. Equal Employment Opportunity Compliance Statement – completed and signed.

The DBE goal has been established as **5.21%**. In order to count towards this goal, a business must be registered on Pennsylvania Unified Certification Program (PA UCP) website. If a Bidder is unable to meet this goal, a good faith effort must be made and documented.
- g. DBE Contact/Solicitation and Commitment Statement – completed and signed documenting anticipated DBE Contracts and/or good faith efforts.
- h. DBE Participation for Federally Funded Airport Projects – completed and signed by the DBE and Prime Contractor.
- i. Certificate of Buy American Compliance for Manufactured Products –

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completed and signed.	
j. Affidavit Re Accepting Provisions of the Workmen's Compensation Act – completed and signed.	
k. Public Works Employment Verification Form – completed and signed.	
l. Statement of Bidders Qualifications – completed and signed. In lieu of completing certain sections of the form, attachments are acceptable.	
6. Bid Bond	
a. Carefully read and comply with the requirements set forth in the General Instructions for Bid Bonds.	
b. Bid Bond shall be in the amount of Ten (10%) percent of the total Base Bid.	
7. Contract Forms	
a. The successful Bidder will execute the Agreement contained in this section with the Owner and return it within 15 days of Notice of Award.	
b. The successful Bidder will utilize the Subcontract contained in this section to enter into agreements with his subcontractors and provide copies to the Owner	
c. The PennDOT Bureau of Aviation will check the Prime and all Subcontractors for debarment from work in Pennsylvania, and the Federal Aviation Administration will check the federal debarment list.	
8. Contract Bonds	
a. The successful Bidder will execute the Performance Bond contained in this section with the Owner for an amount equal to 100% of the amount awarded for Performance. This Bond shall remain in effect for a period of two (2) years after the date of final payment.	
b. The Labor and Material Payment Bond shall also be executed for an amount equal to 100% of the amount awarded. This Bond shall remain in effect for a period of one (1) year after the date of final payment.	
9. Statutes and Regulations	
a. This section of the Project Manual contains information regarding acts/laws that are required by the federal/state/locality where the	

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project is located.

10. General Conditions

- a. This section of the Project Manual contains information regarding definitions, preliminary and pre-construction requirements, physical conditions of the site, insurance and other site-specific clarifications to the FAA Standard General Provisions.

11. Supplementary Conditions

- a. This section of the Project Manual contains supplements to the General Conditions and information regarding DBE Participation and Wage Rates.

12. Division 1 – General Requirements

- a. This section of the Project Manual contains information regarding the Summary of Work, Project Closeout, Consent of Surety to Final Payment, Contractor's Affidavit of Completion Payment of Debts and Claims and Release of Liens.

13. FAA General Provisions

- a. General Provisions

This section of the Project Manual contains the FAA Standard General Provisions required for all contracts on airports involving Airport Improvement Program (AIP) Funding.

- b. Items for Consideration

- Contractor shall submit Catalog Cuts on all materials to Engineer.
- Time extensions must be justified and shutdowns for weather will be allowed with proper Stop Work Order/Start Work Order.
- Daily meeting will be held to discuss the planned work and any issues. The attendees of these daily meeting will be at a minimum the ADCI's Construction Manager and the Contractor's superintendents.
- Weekly Job conferences will be held to discuss the progress of work and any issues that may need to be addressed.
- Pay request shall be submitted to Engineer monthly on a form provided by the Engineer.

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<ul style="list-style-type: none"> Project Bulletin Board – Posted in an area accessible by all workers on the Project containing wage rates, wage rate posters, EEO policies and other statutory postings. Contractor shall maintain As-Built Drawings that shall be provided to the Engineer at completion of the project. Retainage will not be released until the as-built drawings are received. 	
14. Detailed Specifications	
<ol style="list-style-type: none"> Aviation Technical Specifications have been prepared in accordance with FAA Advisory Circular (AC) 150/5370-10H, Standards for Specifying Construction of Airports and that other specifications were developed by the Engineer, if not otherwise available. Availability of Advisory Circulars (AC's). Current copies of FAA ACs applicable to a project are available to prospective bidders, on the FAA Website at www.faa.gov. 	

G. Operational Safety/Phasing

1. Construction Safety and Phasing Plan (CSSP)

- Engineer advised that the operational safety requirements included will be in accordance with FAA requirements (AC 150/5370-2G) and covered in Construction Safety and Phasing Plan contained in Attachment B that has been submitted to the FAA for approval.

2. Safety Plan Compliance Document (SPCD)

- Engineer advised that, pursuant to the requirements set forth in Federal Aviation Administration (FAA) Advisory Circular 150/5370-2G, an SPCD for this project shall be submitted to the Owner, Engineer, FAA and PennDOT Bureau of Aviation (BOA) for review and approval. This should be submitted 14 days prior to the preconstruction conference. The notice-to-proceed cannot be issued without approval of this document.

3. General Operational Safety/Phasing Requirements

- Engineer provided a brief overview of the Airport Operational Safety and Phasing Plans.
- Engineer advised that Night Work is not prohibited by the Contract.

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c. Staging area – identified on plans.	
d. Haul routes – identified on plans and will be the existing vehicle service road around the terminal.	
e. Engineer advised that the Aircraft Operational Area (AOA) consists of all runway, taxiway, and apron pavement areas and associated safety areas. Contractor must attend a driver training class conducted by the airport operations to receive badges for access to the site. The OWNER reserves the right to revoke access to contractor personnel for any violation of airport safety.	
f. All vehicles and equipment entering the AOA shall be properly marked with flags <u>and</u> flashing amber lights during construction and shall require a vehicle permit.	

H. Construction Drawing Review

Engineer presented the Construction Drawings and asked if there were any questions regarding the intent of the Plans and Specifications. Any questions asked are documented in the Open Discussion and Questions Section and it was advised that any answers provided are unofficial unless issued via an official Addendum to the Contract Documents.

I. Open Discussion and Questions

The following are questions asked during open discussion and the associated responses. Engineer advised that all questions received from Bidders and their responses discussed at the meeting were unofficial and that the Bidders were to submit all of their questions formally through PennBid and official responses would be included in Addendum No. One (1).

Question: Is there any potential issue with blocking the tug roads?

Answer: Tug roads will not be affected as the work area limits will be outside of the road.

Question: What is the DBE percentage requirement for this project?

Answer: DBE requirement is 5.21%

Question: What is the DBE certifying agency?

Answer: The agency is Pennsylvania Unified Certification Program (PA UCP).

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Question: Is Airport sales tax exempt?

Answer: Not all items are eligible for sales tax exemption. The contractor shall include sales tax for the sake of bidding.

Question: Does the 136-day construction duration include procurement as well?

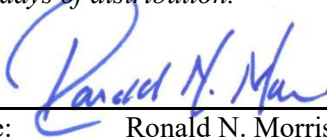
Answer: Physical construction is 105 consecutive calendar days (CCD). Procurement is 30 CCD. There will be an issuance of two Notice of Proceeds (NTP). One for administrative tasks and one for the actual construction. Procurement is included in the 136-day duration. The 136 CCD countdown will begin on the second NTP.

J. Site Visit

1. At the conclusion of the meeting it was advised that anyone desiring a Site Visit was to contact Louis J. Pirozzi, SARAA Deputy Director for Engineering and Planning; 1 Terminal Drive Middletown PA, 17057 (717) 948-3900 ext. 4609 louis.pirozzi@saraa.org to schedule the visit.

These notes are prepared to express the facts and to summarize the accomplishments, other highlights, and specific actions to be taken- not necessarily in the sequence in which each occurred. Any desiring additions or corrections to these notes should do so in writing within five (5) days of distribution.

Prepared By:


Name: Ronald N. Morris, P.E., C.M.
Title: Senior Engineering Manager
Company: ADCI

RNM/rnm

cc: All Attendees

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Meeting Attendance Record

Airport: Harrisburg International Airport (MDT)

Project: Replacement of Twelve (12) Passenger Boarding Bridges, Phase II

Subject: Pre-Bid Meeting

Project No. 2023-006

Meeting Date: 09/19/2023

Meeting Time: 10:00 am

Name	Representing	Office/Mobile Phone	Email	Present
Louis J. Pirozzi, PE	SARAA – Engineering & Planning	717-948-3900 717-580-8576	Louis.Pirozzi@saraa.org	<input checked="" type="checkbox"/> Virtual Attendance
James R Sides, CM	SARAA – Engineering & Planning	717-948-3900 717-525-1171	Jamie.Sides@saraa.org	<input type="checkbox"/> Virtual Attendance
Jessica Silcox	SARAA – Environmental Program Manager	717-948-3900	Jessicas@saraa.org	<input type="checkbox"/> Virtual Attendance
Jeannette Gumby	SARAA – Engineering & Planning	(717) 948-3900 x4605	Jeannetteg@saraa.org	<input checked="" type="checkbox"/> Virtual Attendance
Arielle K Lewis	SARAA – Engineering & Planning	(717) 948-3900 x4611	Arielle.lewis@saraa.org	<input checked="" type="checkbox"/> Virtual Attendance
Arletta Metzger	SARAA – Property Manager	(717) 948-3900 x4633	Arletta.Metzger@saraa.org	<input type="checkbox"/> Virtual Attendance
Belinda Svirebely, A.A.E.	SARAA – Deputy Director, Operations, Security & Public Safety	717-948-3987	BelindaS@saraa.org	<input checked="" type="checkbox"/> Virtual Attendance
James Kunza, PE	Federal Aviation Administration – HADO Program Manager	717-730-2834	James.R.Kunza@faa.gov	<input type="checkbox"/> Virtual Attendance
Robert A. Betz Jr.	PennDOT, Bureau of Aviation Regional Engineer	717-705-1242	rbetz@pa.gov	<input type="checkbox"/> Virtual Attendance

Meeting Attendance Record

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Project No. 2023-006

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Name	Representing	Office/Mobile Phone	Email	Present
Keith M. Fritz, PE	Airport Design Consultants, Inc. Project Manager/Senior Engineer	410-465-9600 x303 410-300-4233	KFritz@adci-corp.com	<input type="checkbox"/> Virtual Attendance
Ronald Morris, PE, CM	Airport Design Consultants, Inc. Senior Engineer/Construction Manager	717-979-5465	RMorris@adci-corp.com	<input checked="" type="checkbox"/> Virtual Attendance
Michael P. Pizza, PE	Airport Design Consultants, Inc. Project Manager	410-465-9600 717-517-1721	mpizza@adci-corp.com	<input type="checkbox"/> Virtual Attendance
Rebecca McDonald, PE	Airport Design Consultants, Inc. Project Engineer	410-465-9600 978-471-9168	RMcDonald@adci-corp.com	<input checked="" type="checkbox"/> Virtual Attendance
Andrew J. Daly, EIT	Airport Design Consultants, Inc. Design Engineer	410-465-9600 410-714-1941	adaly@adci-corp.com	<input checked="" type="checkbox"/> Virtual Attendance
Maurice Curran				<input checked="" type="checkbox"/> Virtual Attendance
Jay Grantham				<input checked="" type="checkbox"/> Virtual Attendance
Bill Gates				<input checked="" type="checkbox"/> Virtual Attendance
Kevin Lidwin				<input checked="" type="checkbox"/> Virtual Attendance

Meeting Attendance Record

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Name	Representing	Office/Mobile Phone	Email	Present
Izac Flores				<input checked="" type="checkbox"/> Virtual Attendance
Jeff Lotshaw				<input checked="" type="checkbox"/> Virtual Attendance
Glenda Leake				<input checked="" type="checkbox"/> Virtual Attendance
Mike Lyons				<input checked="" type="checkbox"/> Virtual Attendance
Michael Richards				<input checked="" type="checkbox"/> Virtual Attendance
Garrett Macfarlane				<input checked="" type="checkbox"/> Virtual Attendance
Sean Quinton				<input checked="" type="checkbox"/> Virtual Attendance
Jason Pearson				<input checked="" type="checkbox"/> Virtual Attendance
Rob Brethauer				<input checked="" type="checkbox"/> Virtual Attendance