

Date: April 21, 2025
To: Prospective Proposers
From: City of Cleveland, Department of Port Control
Subject: Addendum No. 1 to Request for Proposal – Passenger Boarding Bridges Design/Build Services

Please be advised that the City of Cleveland, through its Director of the Department of Port Control (“Department”), hereby publishes Addendum No. 1 to the Request for Proposal – Passenger Boarding Bridges Design/Build Services, dated April 1, 2025.

This addendum serves as the response to all inquiries received from prospective proposers prior to the question deadline date of April 16, 2025.

PROPOSAL SUBMITTAL DEADLINE: **Wednesday, April 30, 2025 at 4 p.m.**

INQUIRIES

1.	Question	Under Scope of Services – 2.2 Project Specific Services – Gate A14 is required to accommodate wide body aircraft, up to A350-1000, which is specified to be a 60 Ton PCA. The appropriate size PCA to service this aircraft is a 90 Ton, dual outlet PCA unit. This aircraft, along with other larger aircraft types I saw on the lead-in lines during the site walk, requires a dual hose service from the PCA, which a 60 Ton PCA does not have. We would recommend upsizing to a 90 Ton, dual outlet PCA to sufficiently cool and heat these larger wide body aircrafts.
	Answer	For Gate A14 provide a dual output 90 ton PCA.
2.	Question	Would the Airport consider applying a Buy Ohio Preference for the PCAs and GPUs required for this project that are manufactured in Ohio?
	Answer	Airport will not apply a Buy Ohio Preference for PCAs and GPUs.
3.	Question	As discussed at the pre-bid, please confirm the project is tax-exempt and PBB bidders shall NOT include sales tax in the proposal.
	Answer	City of Cleveland is tax exempt
4.	Question	Is there available power at each gate to support the new equipment? If not, is there available electrical capacity in existing distribution panels?
	Answer	Each location has power; however, capacity requirements will need to be assessed for each site as part of the design-build process.
5.	Question	Can existing structural, electrical, architectural and/or low voltage as-builts or record drawings be made available? We do not need these documents now, but would to know their availability for our use at start of design phase. If these documents are available (or not) can impact the level of effort required during the design phase.
	Answer	DPC will work with the winning bidder to provide any available as-builts pertaining to the project. We cannot guarantee drawings for all locations will be available.

6.	Question	Gate A14 is a widebody gate but is shown in the RFP to get a 90kva GPU. Please confirm whether 180kva should be provided instead to support the widebody aircraft.
	Answer	For Gate A14, provide a 180 kVA GPU.
7.	Question	Are new meters for the PBB, PCA or GPU feeders required? If so, please provide information on any existing metering system that will be tied into it.
	Answer	Individual metering will no longer be required for this project.
8.	Question	Are the existing potable water cabinets functional and hooked-up (supply piping and electrical infrastructure) at all gates? If so, does CLE intend to relocate the PWC to new locations, or can PBB bidders assume each PWC can remain in the same location. If not, does CLE know how many of the PWCs are not hooked-up in the current location? This will impact pricing related to the plumbing, insulation, heat trace and electrical efforts at each gate.
	Answer	Yes, all existing potable water cabinets are functional and hooked-up, however, not all gates have potable water. CLE may opt to add PWC to new locations. Please refer to section 2.2K
9.	Question	Please confirm if the PCA condensate piping shall be routed down to the apron or if the condensate drain piping shall be routed and tied into a storm/sewer drain point somewhere along the exterior of building face. Please note this will impact the pricing of base scope.
	Answer	PCA condensate piping shall be routed down to the apron.
10.	Question	Are the existing fixed walkways (WW) to be replaced along with the PBBs?
	Answer	Please refer to section 2.2 H in the RFP
11.	Question	If existing fixed WWs are to be replaced, please confirm as discussed at pre-bid site walk, the existing covered bag slides (trash slides) are to be demolished and not replaced.
	Answer	Correct, existing stationary bag slides on walkway shall not be replaced.
12.	Question	If existing WWs are to be replaced, please confirm if the existing custom-built egress steel stairs with access control at some of the existing WWs should also be replaced with new, or if these stairs can be demolished and not be replaced. If replaced, please confirm if any subsurface/foundation work would be anticipated by CLE. Not the new PBB cab's will have egress stairs attached to the cab.
	Answer	No, existing egress steel stairs can be demolished and not be replaced. CLE expects new PBB cabs egress stairs to be attached to the cab
13.	Question	We did not see any Advanced Visual Docking Guidance System (AVDGS), PBB Autodocking or AI camera systems in the project. Please confirm that neither AVDGS, PBB Autodocking or AI camera(s) is in the base scope. We would encourage the Airport to generally learn more about these technologies as many new concourse programs and Airline standards are now including these functions. Just food for thought since Airport is doing this design/build project, this is good time to learn and consider options.
	Answer	Confirmed, no AVDGS, autodocking, or AI camera systems in scope.
14.	Question	As an effort to ensure all bidders include the same level and cost with the base scope, we respectfully have a suggestion for two (2) major scope elements. This suggestion is within industry standard for similar PBB design/build procurements and we'd be happy to provide similar examples from recent

		<p>publicly procured PBB design/build programs as a reference for your consideration.</p> <ol style="list-style-type: none"> 1. The extents of the foundation engineering and/or construction modification is unknown. We suggest that the base scope include the engineering analysis of existing foundations to verify if they can be re-used as-is for the new PBBs or if they would include producing new PBB or fixed WW load sheets, reviewing existing as-builts, completing a visual assessment of each existing foundations, potentially completing pull-tests on existing anchor bolts, GPR scans or other non-invasive or non-destructive testing measures all to produce a determination form a licensed structural engineer to the adequacy of existing foundations. This analysis would have to be completed by a licensed Structural engineer in Ohio and that verification effort is part of the base scope. Should it be determined that some level of modification/replacement is required at some of the foundations, then that secondary effort to engineer/design the foundation modification/replacement and the associated construction work would all be handled as an Amendment to the base scope. This could be done through the contract Change Order process. Additionally, the Owner could determine and include a “foundation allowance” as a line item in the bid form and this allowance would be utilized in the event any additional foundation work was required. This is all an effort to ensure bidders price and include the same foundation work in the base scope and to protect Owner from under/over scoping the base bid. This is within industry standard and a similar approach to recent PBB design/builds. 2. Similar to the above situation for foundations, the specifics and details of existing electrical feeders and adequacy for PBB, PCA, GPU and PWC on a gate-by-gate basis is largely unknown. The specifics of the electrical design, and associated construction, will not be known until the initial design surveys are complete and design is progressing forward with input from the Owner on design-related or capacity related questions (which gates need new feeders for which equipment, which interior electric closet has capacity to feed from, what is the best routing out to gate, what type of interior space are we routing feeders through, access issues, outages, what type of future flexibility to we want to design, etc.) We’d like to ensure all bidders are quoting the same scope and same level of effort for the base proposal. We would suggest the base scope include a complete electrical survey and assessment of the existing conditions at each gate, the power available and the existing capacity at each gate and each interior electrical closet. Should it be determined that electrical feeders and/or new power sources are required, this would be handled via a contract amendment process. This approach is similar to recently advertised PBB design/build programs and helps ensure all bidders are pricing the same scope and to help ensure the Owner has control over the scope, design process and decision making throughout the project.
	Answer	This is not a question. No answer to provide.
15.	Question	We understand these are all common-use gates. Please confirm that the gate equipment/features provided by PBB bidders would be the same gate-to-gate and that any specific Airline “add-ons” or “airline extra components” would be handled by the Airline after turnover.
	Answer	Confirmed

16.	Question	Please confirm if CLE or the Airline (s) intend to salvage any of the existing PBB components prior to demolition.
	Answer	Yes, CLE intends to salvage various parts and components from each location.
17.	Question	As part of commissioning process, please confirm if CLE intends to do a gate fit check with Airline's by bringing in aircraft at each gate as part of the turnover process.
	Answer	No, CLE does not intend to do gate fit checks with an aircraft.
18.	Question	Please confirm which Gate Management System CLE currently utilizes and which pieces, if any, of new equipment (PBB, PCA, GPU, PWC) need to be monitored and integrated into the Gate Management System. Does the monitoring cable (s) have to be routed from new equipment back to an interior communications/network room, or just to a network switch on the outside of the building face? Would this scope be completed by PBB design/build team or by CLE?
	Answer	CLEs gate management system does not integrate with any components of this project.
19.	Question	As discussed in Prebid meeting, the PBB contractors will be responsible to submit and pull the requisite City and Airport permits for this project. Please confirm CLE will reimburse PBB design/build team directly for the final exact cost of the permit(s). We request this since with the unknowns to the extents of foundation, site civil and electrical, low voltage work, it is extremely difficult to estimate the cost of the permit(s) for the project. Having an Owner reimbursement for the final direct cost of permit(s) will ensure that all PBB design/build teams include the same scope in the base proposal and ensure apples-to-apples comparison. The direct reimbursement would naturally require justification and proof of the permit cost to be submitted to CLE.
	Answer	No, CLE will not reimburse the vendor for permits. The vendor is responsible for all permit costs. This is referenced several times in the RFP.
20.	Question	Please confirm if the scope includes placement of any bollards around the new PBB /WW columns. If so, please provide a quantity so we can estimate within the base scope.
	Answer	Scope does not include bollards.
21.	Question	Please confirm if the base scope includes providing new or spare CAT6 / communications between the building and the PBB for future technologies or future monitoring points. If so, please provide a quantity of CAT6 runs so we can estimate.
	Answer	No, scope does not include new or spare CAT6
22.	Question	Please confirm the extents of the ramp striping eradication and placement is specific to the striping within each gate area and does NOT include VSR roadways, hatching around existing structure(s) not related to PBB parking and does NOT include taxiway or major lead in lines. We ask this to make sure we accurately price the design and construction efforts for pavement marking.
	Answer	Confirmed
23.	Question	Please confirm if PBB bidders shall submit a Bid Bond with our proposal.
	Answer	Please refer to Section 3.5 Bond Information of RFP.
24.	Question	Please confirm if PBB bidders shall include all costs for 100% Performance and Payment bonds within the proposal

	Answer	Please refer to Section 3.5 Bond Information of RFP.
25.	Question	The RFP requires a \$1M Cyber Security policy. Please confirm this is required or if this can be waived.
	Answer	Insurance requirement cannot be waived.
26.	Question	The RFP requires a specific Builder's Risk Insurance policy be provided for this project and that CLE is a named insured. Please confirm if this is required, or if this can be waived.
	Answer	Insurance requirement cannot be waived.
27.	Question	Please confirm if project requires Pollution Prevention insurance coverage, or if this can be waived.
	Answer	Pollution prevention insurance is not required.
28.	Question	Please confirm the engineering / design efforts to produce the various design milestone submittals and, ultimately, the Issued for Construction 100% set must be signed and stamped by a licensed Ohio Professional Engineer, applicable to the scope of work being designed.
	Answer	Confirmed
29.	Question	Should it be requested or required by PBB bidder during construction phases, would CLE be willing to offer a space within the Concourse or somewhere on airport property for the PBB bidder to establish a small office space, or do the PBB bidders have to lease / source their own on-site office space.
	Answer	No, vendor would have to lease their own office space.
30.	Question	This design/build project base scope currently includes a total of 13 gates. Similar to other PBB design/build agreements in the industry, please confirm if this agreement offers CLE the flexibility to add (or remove) scope above and beyond the base scope in future years. Similar PBB design/build agreements have included a term duration (3-years to 5-years, with options to extend year-to-year), and this allows the Owner flexibility beyond the base scope to achieve other PBB or airside related projects should they arise in the future.
	Answer	No
31.	Question	Please confirm if all PBB bidders should include new Roof Top Units (RTU) on any of the gates or walkways. If so, please provide quantity at each gate so we can properly estimate and CLE can ensure apples-to-apples comparison on the bid. The existing gates seem to have a mix of RTU's.
	Answer	Refer to Exhibit F, section 2.02, for PCA specifications. Some PBBs may require RTUs, currently CLE has two RTUs and should be replaced as RTUs.
32.	Question	Please confirm if all PBB bidders should include new Ventilators on any of the gates or walkways. If so, please provide quantity at each gate so we can properly estimate and CLE can ensure apples-to-apples comparison on the bid. The existing gates seem to have a mix of Ventilators.
	Answer	Ventilators will be an Add Alternate to the base bid for each bridge.
33.	Question	Does CLE prefer a traditional cable hoist for the GPU cables, or in lieu of cable hoist, would CLE prefer an automatic cable retrieval system.
	Answer	Traditional cable hoist
34.	Question	The bid form, Alternate #6, requests a 5-Year Manufacturer Maintenance Agreement. Can you please provide additional information on the scope and expectations that should be included in the 5-year Maintenance Agreement.

	Answer	Item # 6 will be removed from the bid form
35.	Question	The RFP includes a 10% CSB participation goal for Design, a separate 8% CSB for Construction and then also a 15% MBE and a 7% FBE. This PBB Design/Build is a very specialty scope of work, a large portion of which is typically self-performed by the PBB companies. Thus, it can be challenging to identify and include meaningful CSB, MBE, DBE, WBE participation. Would CLE consider reviewing these goals and re-publishing the goals?
	Answer	Cleveland will not reduce the subcontracting goals at this time. Proposers are advised to document their subcontractors and their efforts to engage subcontractors thought OEO Schedules 1-4. Proposers should document their good faith efforts to meet the subcontracting goals, and should provide an explanation for any shortfall that may occur. All goals for City of Cleveland contracts are not quotas, and OEO will only evaluate the good faith efforts to meet the goals.
36.	Question	Financial Background Information. The RFP states that PBB Bidders shall submit our balance and income statement for two (2) fiscal years, along with several other confidential financial data, including "... closely held corporations must submit a personal financial statement ...". In section 5.2 of the RFP, the RFP states, the City "cannot guarantee the confidentiality or an proprietary or otherwise sensitive information in the proposal." Any firm, and especially personal, financial data is very sensitive and confidential. In order to avoid any legal issues during the bid, we reasonably request that CLE revise this section to state that any financial data is submitted AFTER the bid and AFTER the Airport has evaluated the proposals. Thus, only the highest ranked team will be required to potentially submit any financial data and that would be handled privately after the evaluations. We are happy to submit a Bid Bond and/or Letter from our Surety which would be an avenue to verify the firm's financial stability for purposes of evaluation.
	Answer	Only the highest ranked team will be required to submit this financial data. In addition, any confidential material or trade secret information that is clearly marked in the submittal will be kept confidential.
37.	Question	Are there any Holiday blackout periods at CLE that we would not be able to close gates or we would be unable to work. Similarly, are there any typical blackout weather periods during the winter months that we would not be allowed to complete foundation scope, subsurface work or crane work?
	Answer	CLE will not impose any blackout periods, however, operational needs may require brief disruptions
38.	Question	Under 2.0 Scope of Work E.3 – Understanding that no more than 2 gates can be taken out of service at a time, please confirm that they can be adjacent to each other (i.e. on the same concourse).
	Answer	Yes, gates can be adjacent to each other
39.	Question	Under 2.0 Scope of Work F.1 – Foundations: the scope suggests that we are to analyze the existing foundations and determine suitability for re-use or modifications or replacement. The Fee Sheet asks for both a design price and a construction price. Until the analysis is complete, we are unable to provide a construction price for the foundations. Will the Airport consider establishing an allowance for the foundation work?
	Answer	No

40.	Question	Similarly, the electrical upgrades will be dependent on the survey and design. It is impossible to provide firm pricing for the electrical upgrades until that is survey and design is complete. Will the Airport consider establishing an allowance for the electrical construction work?
	Answer	No
41.	Question	Under 2.0 Scope of Work G.1 – Striping, this section suggests that some gates will have to be designed to individual airline specifications. Could the airlines be identified by gate and the airline specific requirements be identified? There can be significant differences in the individual airline requirements that affect the price.
	Answer	The winning bidder can be provided any required airline striping specifications. Note: only one gate requires airline specific striping
42.	Question	Under 2.0 Scope of Work I.2 - Gate A14: Are we to consider PCA and GPU services, as well as associated electrical upgrades to support the A350 design aircraft? This would mean 180 KVA ground power and a 75 Ton preconditioned air.
	Answer	See answers to Questions 1 and 6.
43.	Question	Under 2.0 Scope of Work K.1 – Please confirm the Potable Water Cabinets are to be stand mounted at the PBB rotunda.
	Answer	Confirmed
44.	Question	Under 5.0 General Information 5.4 – Cleveland Small Business, this section establishes CSB, MBE and FBE goals for both design and construction: <ul style="list-style-type: none"> a. If a firm satisfied more than one category, e.g. CSB and MBE, can they be counted in each category to satisfy both goals? b. Please confirm the equipment price, PBB, GPU, PCA and PWC are not included in the construction, and only the foundation, electrical and striping are considered in the construction goal. If not it will be extremely difficult to meet these goals with the equipment being the highest cost component of the project?
	Answer	<p>A. Subcontracting dollars committed to firms that are certified in more than one category cannot be counted twice. If a certified firm is certified in more than one category, and the commitment to that firm exceeds the goal for a single category (e.g. MBE), then additional dollars pledged to that firm could be counted towards a second certified category (e.g. CSB). Please describe this intention in the OEO Schedules.</p> <p>B. Subcontracting goals apply to the entire contract price for the project. If a proposer is unable to identify subcontractors to satisfy the subcontracting goals for the project, the proposer must document its good faith efforts to meet the subcontracting goals as a part of Schedule 4. The proposer may also attach a letter to the OEO schedules explaining how subcontracting to meet the goals is impossible or impractical due to the nature of the project.</p>
45.	Question	Under the Fee Sheet – <ul style="list-style-type: none"> a. Alternate 5 – This alternate asks for a heating alarm cable linked to the Building Management system. Can you advise of the BMS communication protocol? b. Alternate 6 – This alternate requests a quotation for a 5 year Maintenance Agreement. Is this for scheduled Preventative Maintenance work only or

		is a full time site presence required with break down services?
	Answer	Alternate 5 & 6 will be removed from bid form
46.	Question	Can there be an extension of two weeks to the proposal deadline? This will allow for better coordination with sub trades and DBE companies.
	Answer	No
47.	Question	2.02.F.8 Page 7 – Provide safety time-offs on the centerline of the roof of the PBB for Maintenance tie-off meeting all requirements of OSHA. - Our preference is to use our OSHA-compliant maintenance roof cable system, which runs the full length of the tunnels. The cable is positioned approximately 10 inches from the edge of the tunnel, allowing personnel to walk along the center of the PBB roof while securely attached via safety belt or harness. We respectfully request approval to sue this standard fall protection system.
	Answer	Personal Arresting Fall Protection System (PFAS) shall meet the requirements of 29 CFR 1925.502.(d).
48.	Question	2.02.F.8.h Page 8 h. – Breakers in the raceways or J-box shall be capable of being re-set from a locked box located on the side of the bridge, accessible from the service stairs and labeled appropriately. - Our disconnects are located at the rotunda column, and there are no breakers accessible near the service stairs. We respectfully request approval to use our standard configuration.
	Answer	Breakers shall be located in a cabinet on the rotunda column.
49.	Question	2.03.I.12 Page 10 12. - The main auto level sensing switch shall be activated upon a 5-degree auto level wheel rotation. - Our Auto level wheel limit switch engages at 18 degrees to allow smoother system operation. We respectfully request approval to use this standard setting.
	Answer	DPC will accept an 18 degree autolevel wheel rotation.
50.	Question	2.05.B.1.c Page 12 c. – Minimum Transition Ramp Width: 5’-8” - Our standard transition ramp width is 4’-5 1/2” at the A Tunnel and 5’-2” at the B Tunnel We respectfully request approval to use these standard dimensions.
	Answer	DPC will accept the requested widths described above.
51.	Question	2.05.I.10.f.7 Page 20 7. – Spacer Limit Switches: Provide spacer limit switch to stop forward movement of the PBB when aircraft deflects limit switch arms. - Please note that our spacer limit is detected using a proximity sensor rather than a traditional limit switch. We respectfully request approval to use our standard configuration.
	Answer	No, hard and soft limits shall be required to provide redundancy in case sensors fail.
52.	Question	2.05.I.11.f Page 21f. – Interior Lighting: Lighting shall be controlled by three-way switches located at the cab and rotunda or Terminal end of fixed bridge. All receptacle device plate covers shall be stainless steel. Lights shall be placed every eight (8) feet in the boarding bridge. - Our standard lighting configuration consists of 2’ x 4’ foot intervals. Due to structural components, this is the only layout feasible. This configuration meets the specification requirement by providing an average light level of 25 foot-candles. We respectfully request approval to use our standard lighting layout.
	Answer	DPC will accept the light spacing described above.

53.	Question	<p>2.10.A.1.b Page 25b. – Prime surfaces in solvent free, high solids epoxy primer with semi-gloss, American Coatings Rustlock 2010 Series Epoxy (two components). Apply to a dry film thickness of 3 mils (75micron) for galvanized surfaces. Apply to a dry film thickness of 8 mils (200 microns) for carbon steel surface surfaces.</p> <p>Page 25c. – Finish: Topcoat roof only, flexible latex roof mastic color coat with satin gloss finish (30-50 on a 60-degree gloss meter). American Coatings WB Series Roof Mastic. Apply to a dry film thickness of 10 mils (250 microns) topcoat-all other surfaces, aliphatic polyurethane color coat with semi-gloss finish (60-65 on a 60-degree gloss meter). American Coatings SU Series, low VOC (2.8), polyurethane. Apply to a dry film thickness of 2-6 mils (50-150 microns).</p> <p>-We respectfully request approval to use our standard paint products, which are manufactured by Sherwin-Williams. The performance of these coatings is comparable to those specified and meets all applicable requirements.</p>
	Answer	DPC will accept the proposed standard described above.
54.	Question	<p>34 77 13-7 Section 2.02.F.6 states “The manufacturer shall maintain an adequate inventory of all proprietary or vendor fabricated and modified parts for routine maintenance of the unit. All stock shall be maintained, whether or not the unit is in current production, for a minimum of ten (10) years from date of the last unit supplied.”</p> <p>-Please note that we cannot guarantee product availability over the 10-year period specified. However, we can provide kits that perform the same function if needed. This is to notify you that substitutions may be necessary. We are committed to supplying components to keep you equipment operational.</p>
	Answer	This is not a question.
55.	Question	<p>34 77 13-13 Section 2.05 B.9 states “The telescoping tunnels shall be equipped with an exterior electrical cable conveyance system. The electrical cable conveyance system shall not be mounted on the exterior sides or top of the PBB. The electrical cable conveyance system can only be mounted on the underside of the exterior of the PBB or in a manufacturer supplied pantograph system.”</p> <p>-Our standard pantograph (dogleg) is mounted to the side of the bridge. This system requires less time to manufacture and requires less maintenance work over the bridge lifespan. Both result in a cost savings to the customer and the decrease in maintenance results in an improved passenger experience for the airport. Please accept our standard.</p>
	Answer	DPC will accept a pantograph cable solution described above.
56.	Question	<p>34 77 13-14 Section 2.05 C.7 states “The floor shall be provided with a Side-Shifting Cab with leveling floor and side shift centering feature on the PBB. One button on the operator console is used to shift the cab portion in either direction from center of cab. The Side-Shift Cab shall shift up to 24-inches total travel from center of cab.”</p> <p>-Please reconsider this requirement. Our standard aircraft cab is capable of mating to aircraft with a simplified design at a reduced cost. However, to help in the docking of the PBB, we suggest our automated docking feature which eliminate the need for a side shift cab. It is also significantly less expensive and it doesn't produce an overweighted cantilever which has a deleterious effect on our bridge roller bodies and structure over time.</p>
	Answer	DPC will accept the automated docking feature described above.
57.	Question	34 77 13-16 Section 2.05 E.4 states “Service Platform Roof Structure: Provide a tubular steel frame metal roof above the service landing platform area for

		<p>weather protection at the end of the baggage conveyor chute. All steel material shall have galvanized dipped finish.”</p> <p>-Please clarify if this indicates a cover over the bag conveyor chute or if the intent is to cover the entire service landing.</p>
	Answer	A roof above the bag slide or service landing is not required.
58.	Question	<p>34 77 13-24 Section 2.09 A.1 states “Basis of Design Unit: Oshkosh Aerotech Jetflo Potable Water Delivery System, or approved equal”</p> <p>-Please note Oshkosh does not produce a potable water cabinet. WE can provide units from reputable manufacturers including Semler and Pheonix Metal products. Please approve our standard potable water offerings.</p>
	Answer	Approved equals are eligible for submittal.
59.	Question	<p>34 77 13-25 Section 2.10 B.1.A states “Interior wall treatment shall consist of 3/8-inch thick fire-rated particle board sandwiched between two high pressure laminates wall panels laminated on both sides to prevent bowing, four feet on centers with stainless steel trim and recessed accept strips. Provide water drain holes in the bottom J-channel.”</p> <p>-We’ve enhanced our standard offering to Thermo Fused Laminate (TFL) – a durable, high-quality material that delivers excellent performance at a more accessible cost. What was once referred to as “high impact” wallboard is now categorized as high-pressure laminate, a premium upgrade that comes with higher pricing. Please accept our standard.</p>
	Answer	DPC will accept the wallboard product described above.
60.	Question	Please provide As Built Drawings for the existing foundation, electrical system and for any other utility under this scope.
	Answer	DPC will work with the winning bidder to provide any available as-builts pertaining to the project. We cannot guarantee drawings for all locations will be available.
61.	Question	<p>Under 2.02 – Materials and General Requirements:</p> <p>-A.1 – the PBB shall be....corrugated tunnel design....This is the design standard of our competitor. Our standard bridge tunnel design consists of the exterior side, roof and floor panels manufactured from 14 gauge galvanized steel panels attached to a framework of angle and tubing. The flat exterior walls provide a pleasing architectural appearance. As an approved manufacturer, we feel that our standard smooth sided design should be allowed.</p> <p>-C.1 – the PBB shall operate...with winds up to 70mph on wet apron surfaces. Our standard operational wind load is 65mph. We can provide additional reinforcement to the PBB to bump up the load to 82mph, but this is usually reserved for hurricane prone areas. Will our standard 65mph operational wind load suffice?</p> <p>-G.8.g – all J boxes shall be labeled with engraved placards to indicate usage. Our firm uses an industrial grade sticker to accomplish this requirement. Is this acceptable?</p>
	Answer	<p>A1 – DPC will accept an exterior side and roof panel system as described above.</p> <p>C1 - The 65mph wind load is not acceptable.</p> <p>G.8 – DPC will accept industrial grade labels as described above.</p>
62.	Question	<p>Under 2.05 – Bridge Assembly Elements:</p> <p>-B.9 – The electrical cable conveyance system shall not be mounted on the exterior sides or top of the PBB. The electrical cable conveyance system can only be mounted on the underside of the exterior of the PBB or in a manufacturer</p>

		<p>supplied pantograph system.</p> <p>* The two sentences above contradict themselves. The first states that the conveyance system shall not be mounted on the sides or the top of the PBB, while the second mentions pantographs being allowed. Pantographs are mounted on the external side of the PBB. Please confirm that side mounted cable conveyances are allowed.</p> <p>* A pantograph is an older style of cable conveyance. As a standard, we provide our side mounted cable conveyance trolley, it allows all of the same functionality as a pantograph, but without the possibility of cable damage due to pinch points. Please allow us to use our standard cable conveyance system.</p>
	Answer	DPC will accept a side mounted cable solution as described above.
63.	Question	<p>Under 2.05 – Bridge Assembly Elements: Our standard 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 life speed. The design includes internally mounted electrical 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 40 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. As an approved manufacturer, please allow us to bid using our standard hydraulic vertical drive design.</p>
	Answer	DPC will not accept a hydraulic vertical lift.
64.	Question	<p>Under 2.05 – Bridge Assembly Elements:</p> <p>-I.8.a – A “Power On’ push to start button. Our bridges utilize a labeled key switch to power the bridge. Is this acceptable?</p>
	Answer	DPC will accept either a power on button or a keyed switch.
65.	Question	<p>Under 2.05 – Bridge Assembly Elements:</p> <p>-I.8.f – Push buttons to independently control the adjustment of the left and right side of the bellows type aircraft enclosure. Our firm uses a specially-designed canopy deployment mechanism that precludes the possibility of applying excessive force to the aircraft fuselage. Self-contained struts limit the maximum pressure applied to the aircraft, this also makes a pressure sensor unnecessary. The struts provide sufficient pressure to extend the canopy and maintain a complete seal with the aircraft fuselage without applying additional contact pressure. Each side lowers independently and stops automatically when contact is made with the aircraft. In addition, a strap is used to control lowering and to raise the canopy. This design eliminates the need for individual push buttons for left and right-side operation. Please accept our standard.</p>
	Answer	DPC will accept the specially designed canopy as described above.
66.	Question	<p>Under 2.05 – Bridge Assembly Elements:</p> <p>-I.9.h (Items 1-5) – This section outlines indicator light warnings for different scenarios. In lieu of indicator lights our firm utilizes flashing warning messages on the HMI screen. Where an audible alarm is required, one is provided. Please accept our standard.</p>

	Answer	DPC will accept the warning indicator on the HMI screen as described above.
67.	Question	Under 2.05 – Bridge Assembly Elements: -I.10.h.7 – The orange rotating beacon shall illuminate when the switch is in the “Operate” position. Although, our firm has supplied rotating amber beacons in the past, we have noted a shorter lifespan due to failures with the mechanical rotation mechanism. Our standard bridge design now utilizes amber-flashing beacons. We’ve found that the flashing beacon accomplishes the same function as the rotating beacon specified above. Is this acceptable?
	Answer	DPC will accept amber flashing beacons as described above.
68.	Question	Under 2.05 – Bridge Assembly Elements: -I.11.0 – In addition to battery powered emergency lighting, provide PBB with emergency lighting connected to the building emergency power system. Who is responsible for providing the switch that takes the building from battery power to building emergency power?
	Answer	The bidder shall price the cost for making this connection as part of the base bid.
69.	Question	Under 2.05 – Bridge Assembly Elements: -I.14.a (Items 1-5) – This section notes where the GFCI outlets are to be located. Our firm provides 3 GFCI outlets standard. They are present in the following locations. Is this acceptable? * On the rotunda end of the “A Tunnel” * In the control cab, near the console * On the drive column wheel carriage crossbeam
	Answer	DPC requires one to the Rotunda Column near the disconnect panel, in the Rotunda or near terminal door, near the operator console, and at the drive column wheel carriage crossbeam. Four in total.
70.	Question	Under 2.10 – Finishes: -A & B – This section references several American Coatings products and paint system. Our firm’s standard HEMPEL paint system is C5 (ISO 12944) certified. We believe that this not only meets, but exceeds, the requested system. We’ve used the HEMPEL paint system globally in a variety of harsh conditions and its performance has been outstanding. Additionally the HEMPEL paint system includes a 10 year warranty. Please accept our standard.
	Answer	DPC will accept the coating and paint solution described above.
71.	Question	Under 2.10 – Finishes -B.1.a – Interior wall treatment shall consist of 3/8-inch thick fire-rated particle board sandwiched between two high pressure laminates..... Our firm’s standard wall panels are made from a 20 gauge ASTM 635 galvanized sheet metal. We believe these panels provide greater durability and are easier to maintain compared to Laminate/Melamine wall panels. The outer surface side of the wall panel is painted to the customer’s specified color (our standard color is RAL 9002). As an accepted manufacturer, please allow our standard.
	Answer	DPC will accept the particle board system as described above.