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TO: All Plan Holders
Dodge Data & Analytics
Construction Market Data Group
ISQFT
Savannah Entrepreneurial Center
Construction Journal

A handwritten signature in black ink, appearing to read "Mark Denmark".

FROM: Mark Denmark
Director of Engineering

DATE: May 24th, 2023

SUBJ: SAC 30618
Lifecycle Jetbridge Replacements

Savannah Airport Commission

Attached please find Addendum No. 1 to the contract documents. All bidders shall acknowledge the receipt of Addendum No. 1 in the place provided in the bid proposal.

CM
ENCL: SAC 30618 – Addendum No. 1
CC: Engineering Files



SAVANNAH AIRPORT COMMISSION

SAC 30618 Lifecycle Jetbridge Replacements Addendum No. 1

The following amendments, additions, deletions shall be made to the contract documents. In so far as these documents are at variance with this Addendum No. 1 dated May 24th, 2023, the addendum shall govern:

Bid Deadline Extension

Questions & Answers

Pre-Bid Conference Agenda, Minutes, and Record of Attendance

The Bid Deadline will be extended to June 13th, 2023, at 1:30 PM EST.

The Deadline for Questions will be extended to June 6th, 2023, at 12 PM EST to ensure a timely response.

Questions 1-3 from Anthony Torres of TK Airport Solutions

1. From the pre-bid meeting, we understood the project is “race neutral” and there “no DBE requirements.” The documents, (particularly under the discussion of DBE requirements, sections J., K, and L.), appear to support that statement in that we could not find any DBE goal. However, we’re confused by all the language referencing the (DBE) “goal,” good faith efforts toward achieving the “goal,” etc.

Please clarify whether there is a goal(?)

If there is one, what is it?

And please clarify that which is meant when referencing the “goals” described in this section(?)

Finally, please share, or direct us to, any lists of applicable DBE-certified vendors or contractors who are registered with SAV/SAC who we may consider for this project.

Answer: The DBE goal is 0%/Race Neutral which means DBE participation is not required and the DBE requirements do not apply. A DBE form is required to be submitted with the bid proposal which is the DBE Assurance Form (Page P-14).

For a list of Georgia D.O.T UCP certified DBEs, please visit

<https://www.dot.ga.gov/GDOT/pages/DBE.aspx> and look for the UCP Directory located in the Directories tab at the bottom of the page.

2. PBB Spec 2.2 Telescoping Tunnels... states “Wall panels shall be constructed using watertight, continuous welded seams. Caulking to seal tunnel panels shall not be used.” But then,...PBB Spec 2.14 Powder Coating A. 2. Powder Coat c. Galvanized Parts states something that may conflict with the above: “Caulk all stitch welds after topcoat with sealant caulk.”

We may not meet the “continuous welded seams” requirement while meeting the “Caulk all stitch welds after topcoat with sealant caulk” requirement and we respectfully request your consideration of the following:

Our bridges use a standard tunnel design that consists of the exterior side, roof, and floor panels manufactured from 14 gauge galvanized steel panels attached to a framework of angle and tubing. These panels are formed, welded, caulked, sealed, and painted to form the steel weather tight enclosure and an appealing finished appearance. Strength is derived from the formed sheet metal ribs, while the flat exterior walls provide a pleasing architectural appearance. This standard is successfully in use at many airports throughout North America including Chicago, Philadelphia, JFK, LaGuardia, Baltimore, Newark, Calgary, Edmonton, and Toronto. We kindly request approval of our standard design. In addition to the advantages described above, approval will permit a competitive Jetbridge selection process.

Answer: SAC cannot approve a specific design; I can only refer you to the PBB Spec 1.9 Basis of bid. Please refer to this paragraph and the remaining bid specifications. It is the responsibility of the bidder to provide a product that is equal or equivalent to the bid specifications. It is also the proposer’s responsibility to provide, at their expense, all necessary information etc. for review by SAC to determine that the product proposed is equal or equivalent to the requested bid specification.

3. PBB Spec 2.6 Drive Column A. Vertical Drive. The specification calls for electro-mechanical vertical drives and does not discuss hydraulic. However, it does not prohibit the latter. We seek clarification.

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 sometimes 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, thus contributing to safety requirements. We have been using this system for the last 22 years successfully. It requires 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 respectfully request you allow our hydraulic lift design.

Answer: SAC cannot approve a specific design; I can only refer you to the PBB Spec 1.9 Basis of bid. Please refer to this paragraph and the remaining bid specifications. It is the responsibility of the bidder to provide a product that is equal or equivalent to the bid specifications. It is also the proposer's responsibility to provide, at their expense, all necessary information etc. for review by SAC to determine that the product proposed is equal or equivalent to the requested bid specification.

Questions 4-10 are from Patricia Cabarcos of Dabico:

4. Kindly confirm that the 8-90kva Combo GPU are to be bridge mounted?

Answer: Yes, bridge mounted.

5. Kindly advise of the required length for the Ground Poer jacketed cable?

Answer: Please refer to PBB Spec. 1.1 ... The proposer shall verify all field conditions prior to bidding.

6. Kindly advise if the 45Ton PCA unit requires heat?

Answer: Yes, requires heat.

7. Kindly advise if PCA hoses are needed and if so, length required?

Answer: Yes required. Refer to PBB Spec. 1.1 ... The proposer shall verify all field conditions prior to bidding.

8. Kindly advise if a hose management system is required?

Answer: Please see PB Specs. 2.15

9. Kindly advise of the warranty requirements for the Ancillary Equipment?

Answer: Please see PB Specs. Sect. 5 Warranty and Spare Parts

10. Kindly advise of training requirements for the Ancillary Equipment?

Answer: Please see PBB Specs, Sect. 4 Manual and Training.

Questions 11-13 are from Anthony Torres of TK Airport Solutions:

11. We see mention of different amounts of warranty coverage requirements. Please clarify: Do the PBBs require one or three years of warranty coverage?

Answer: Please see PB Specs. Sect. 5 Warranty and Spare Parts

12. What about the ancillary products that are required to be delivered with the PBBs, (e.g., PCA, 90kva/28vdc combination unit, etc.), how many years of Warranty do those require?

Answer: Please see PB Specs. Sect. 5 Warranty and Spare Parts

13. PBB Spec 2.15 Other Optional Equipment states we are to “Provide 8 ea 90 kva Combo GPUs.” Are we to provide eight (8) or seven (7)? If each new PBB gets a Combo unit, where would the eighth one go?

Answer: Please change quantity of PBB Spec. 2.15, F-1 to “Provide 7 ea. 90KVA Combo GPU’s

Question 14 is from Michael Richards of Dabico:

14. Would SAC accept and consider proposals which are based on the use of renewed (comprehensively and completely remanufactured, not simply refurbished) bridges?

Answer: We will only consider new manufactured bridges as per the specifications.

Questions 15-17 are from Kali Smith of Twist Aero

15. Please confirm quantity of left side mounted Boom Air Units required.

Answer: Seven (7). One per bridge

16. Please confirm that (8) 90 KVA combo GPUs are required.

Answer: Please see response to Question 13.

17. Please confirm what the warranty period is for the optional/ancillary equipment. I.E. the GPU, PCA and Boom Air.

Answer: Please see response to Question 9.

Questions 18-21 are from John Thompson of John Bean Technologies (JBT)

18. Please confirm that service power (hard pipe, wire and connections) into our rotunda mounted disconnect for the PBB and GPU will be completed by others.

Answer: Yes, a 3 phase 480V 150A supply from wall mounted disconnect to rotunda mounted disconnect.

19. Please confirm that the power for the PCA will be reconnected by others.

Answer: Yes, 3 phase 480V 150A.

20. Please confirm that the communications cable for the existing PCA and splitter box controls at the end of the jet bridge need to be replaced and rerun with new cable furnished by the bidder.

Answer: Yes, all existing cables are to be replaced and reinstalled in pantograph.

21. Please confirm that the spec is correct when it asks for 8 GPU's. Please indicate where the 8th GPU will be used.

Answer: Please see response to Question 13.

Questions 22-24 are from Anthony Torres of TK Airport Solutions

22. 2.1 F. 2 – Stainless steel electrical passthrough enclosure. We are still a bit unclear of this requirement. Please provide an expanded explanation.

Answer: This would be an 18"x18"x6" Stainless NEMA 3 electrical passthrough enclosure with backplate to be utilized to run power for the PCA unit.

23. 2.1. H – Minimum floor height. Please clarify the required minimum floor heights. We could not discern such from the information provided.

Answer: Please remove 2.1 H Minimum Floor Height....From bid specs. This is not required.

24. 2.9 Operation and Control Logic. H, J, K, L, M are called out on the spec as GUI touch buttons. Please note that the TKAS standard relies on mechanical pushbuttons for these items. Most customers find these equal or superior to the ones specified. We respectfully request you allow us to quote these.

Answer: Please see PBB Spec. 2.9 Operation and Control Logic. H, J, K, L, M Please refer to this paragraph and the remaining bid specifications. It is the responsibility of the bidder to provide a product that is equal or equivalent to the bid specifications. It is also the proposer's responsibility to provide, at their expense, all necessary information etc. for review by SAC to determine that the product proposed is equal or equivalent to the requested bid specification.



**SAVANNAH AIRPORT COMMISSION
SAC 30618 LIFECYCLE JETBRIDGE REPLACEMENTS
PRE-BID CONFERENCE AGENDA & MINUTES
MAY 16th, 2023 – 1:30 PM**

I. SIGN IN SHEET

- a. All virtual attendees must enter their Name, Company Name, Company Address, Phone Number and Email Address in the CHAT section of the virtual meeting platform to be officially recorded as in attendance.

Crystal Mercado, SAC Engineering Coordinator, asked all in-person attendees to sign in and all virtual attendees to submit their contact information into the chat box.

II. INTRODUCTIONS

Crystal Mercado began the meeting and asked all in-person attendees to introduce themselves.

- a. Airport Staff & Project POCs

III. SCOPE OF WORK

Monte Dixon, SAC Facilities Manager, discussed the scope of work and the project schedule.

- a. Project Schedule
 - 340 working days (total)
 - Phase 1 (PBB Construction/Manufacturing Time) – 240 working days
 - Phase 2 (Installation) – 100 working days
 - All phases shall be completed within the allotted contract time or be subject to liquidated damages.

One bridge to be installed at a time, consecutively. Installation time is approximately 2 weeks for each jetbridge. Contractor/Installer cannot leave until the project is completed.

b. Base Bid – Major Work Elements

Turn-key installation of seven (7) new standard apron drive type passenger boarding bridges for Gates 1,4,5,6,8,9, and 10.

The jetbridge for Gate 1 has been removed due to an ongoing project for the Security Checkpoint Expansion. A foundation will be in place before the jetbridge is installed.

For all other Gates, the Rotundas will be need to be replaced per the specifications.

Contractor will need to coordinate with SAC on the schedule of when each bridge will be installed. Once it is time to install the jetbridge at a specified Gate, the area will be blocked and secured with barricades to prevent anyone entering or disturbing the work area. Contractor will need to provide barricades.

Contractor will be removing and hauling away the jetbridges. SAC will salvage some parts, but it is the Contractor's responsibility to dispose of the jetbridges.

Regarding storage: If all jetbridges arrive at one time, they cannot be offloaded and must remain on a trailer.

SAC will salvage some parts from the jetbridges before they are removed.

c. Control of Work

- Maintenance of Work - The Contractor is responsible for the site and the work until final acceptance.

d. Control of Materials

- Construction Materials - by Contractor per Specifications
- The Contractor is ultimately responsible for the quality and quantity of materials.

IV. SAFETY/SECURITY

a. Site Access – **Security Gate 20A will be the main point of access.**

b. Staging Area Location – **An area on the ramp near Gate 2 and another area outside of Security Gate 20A near Melaver Dr.**

c. Badging – **This project will be in the Secured Area which will require all contractors to be badged. Badging information can be found in the General Conditions.**

d. Part 139 Safety and Airfield Security

- **FAA 7460 – Cranes will be utilized. Contractor will need to file a FAA 7460 Form online before work can begin. The form can be filed online <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>**
- **NOTAMs – any NOTAMS issued will be relayed to the Contractor.**

- Dust / Foreign Object Debris (FOD) Control – **Contractor is responsible and expected to keep work area clean and free from debris. All trash must be thrown away properly. No debris/trash is allowed on the ramp.**

IV. BID PROPOSAL

- a. General Requirements: One copy with original signatures and corporate seals
- b. Addenda: Must Acknowledgement Receipt of all
- c. Deadline for Questions: Tuesday, May 23rd, 2023 – 12 PM EST. **Question Deadline extended to Tuesday, June 6th, 2023 – 12 PM EST.**
 - Questions must be in writing via email to cmercado@flysav.com
- d. Bids: Tuesday, May 30th, 2023 – 1:30 PM EST. **Bid deadline has been extended to June 13th, 2023 at 1:30 PM EST.**
 - Bids must be time and date stamped by the Savannah Airport Commission prior to 1:30pm. Late bids will be considered non-responsive.
 - Bids must be delivered or mailed to the: **Savannah Airport Commission, 400 Airways Ave., Savannah, GA 31408.** NOT to the City of Savannah Purchasing Department.
- e. Must be a plan holder to automatically receive addenda.
- f. Out-of-State contractors must have a Georgia State Tax Registration ID#
- g. Out of state contractors must be registered with the Secretary of State to do business in the state of Georgia.
- h. Include E-Verify form for Prime Contractor
- i. Bid Bond is required.
- j. Awarding the Contract – **Once the bids have been reviewed, the Contract will go before the Savannah Airport Commission and the City of Savannah City Council for approval.**

V. GENERAL ITEMS

- a. **Insurance Requirements**
 - See Supplementary General Conditions for Insurance details.
 - All liability policies must be endorsed to include *“The Mayor and Alderman of the City of Savannah and the Savannah Airport Commission, its officers, directors, agents, and employees”* as additionally insured.
 - The COI shall evidence proper limits of coverage and shall not be cancelled or modified without thirty (30) days prior written notice given to the Savannah Airport Commission.
- c. **Federal Requirements**
 - **DBE Requirements – Race Neutral**
 - **Davis-Bacon Wage Act Applies – The Davis-Bacon wage rates are included in the Plans & Specifications.**
 - **Buy American steel / products** – exceptions are listed online. Please ensure to read and submit the Buy American Certification Statement on Pages 9-15 of the Contract Provision Guidelines for AIP projects in the Specifications
- e. **Payment and Performance Bonds will be required.**

VI. SITE VISIT

The pre-bid conference nor the site visit are mandatory, but field verification is needed for the anchor bolt pattern / layout.

VII. QUESTIONS/ANSWERS

Question: Contractor to furnish barricades?

Answer: Yes, SAC can help and provide some, but the Contractor is responsible for providing barricades.

Question: Is SAC sales tax exempt?

Answer: Yes, we are tax exempt.

Question: Can you do an overview of the required ancillary equipment?

Answer: Please refer to the specifications. The new jetbridges will require the Twist Boom Air equipment. The PC Air Units currently on the jetbridges will be reused. Any TAD Tubes, bag slides, etc. that can be reused, please reuse. Contractor will need to field verify items that can and cannot be reused.

Question: Are the potable water cabinets being replaced or remaining?

Answer: The potable water cabinets are a new item we are asking for price quotes only and may be added to the project later.

VIII. ADJOURN



SAVANNAH AIRPORT COMMISSION
SAVANNAH / HILTON HEAD INTERNATIONAL AIRPORT
RECORD OF MEETING ATTENDANCE

SUBJECT: SAC 30618 Lifecycle Jetbridge Replacements Pre-Bid Conference

DATE – TIME: May 16, 2023 – 1:30 PM EST

NAME & TITLE	ORGANIZATION & ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
Mark Denmark, Director of Engineering	SAC, 400 Airways Ave, Savannah, GA 31408	Ext. 3308	mdenmark@flySAV.com
Jim Aiello, E.I.T., Airport Engineer	SAC, 400 Airways Ave, Savannah, GA 31408	Ext. 3352	jaello@flySAV.com
Crystal Mercado, Engineering Coordinator	SAC, 400 Airways Ave, Savannah, GA 31408	Ext. 4478	cmercado@flySAV.com
Monte Dixon, Facilities Manager	SAC, 400 Airways Ave, Savannah, GA 31408	Ext. 3379	mdixon@flysav.com
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<i>John Thompson</i>	<i>1605 W 25th S Ocedo UT 84401</i>	<i>801 940 1809</i>	<i>john.thompson@jet.com</i>
Anthony B. Torres	TK Airport Solutions 3376 W. 5300 S. Key, UT 84067	817 822 4225	anthony.torres@thelevator.com

Record of Attendance for Virtual Attendees

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