

**DALLAS FORT WORTH  
INTERNATIONAL AIRPORT**

**ADDENDUM NO. 4**

**Terminal B & E Passenger  
Boarding Bridge Replacement Gates B9, B26, E31, E34**

**CONTRACT NO. 9500667**

**January 11, 2019**

The Request for Bids for the above is hereby revised as follows:

**Technical Specifications Revisions**

1. Section 00 01 10 Table of Contents is revised and replaced with the attached dated 01/11/19.
2. Section 01 11 00 Summary of Work is revised and replaced with the attached dated 01/11/19.
3. Section 01 29 85 Wage Rate Requirements is revised and replaced with the attached dated 01/11/19.
4. Section 11 85 01 PCA Air Handling Units is revised and replaced with the attached dated 01/11/19.
5. Section 11 85 04 Passenger Boarding Bridges is revised and replaced with the attached dated 01/11/19.

**Plan Sheet Revisions**

1. Drawing CP is revised and replaced with the attached dated 01/11/19.
2. Drawing PBB-2.02 is revised and replaced with the attached dated 01/11/19.
3. Drawing PBB-3.03 is revised and replaced with the attached dated 01/11/19.
4. Drawing PBB-3.04 is revised and replaced with the attached dated 01/11/19.
5. Drawing PBB-4.01 is revised and replaced with the attached dated 01/11/19.
6. Drawing PBB-4.02 is revised and replaced with the attached dated 01/11/19.
7. Drawing PBB-4.03 is revised and replaced with the attached dated 01/11/19.
8. Drawing PBB-4.04 is revised and replaced with the attached dated 01/11/19.

### **Schedule Revisions**

1. N/A

### **RFB Revisions**

1. Appendix 1 – Bid Detail is replaced with the attached and revised to include acknowledgement of this Addendum No.4.

### **Solicitation Questions (Q) and Answers (A)**

1. (Q) Thyssenkrupp's standard bridge tunnel design consists of the exterior side, roof and floor panels manufactured from 14 gauge galvanized (galvanized material provides additional corrosion protection superior to hot-rolled, coil steel, and galvanized) steel panels attached to a framework of angle and tubing. These panels are formed, welded, sealed and painted to form the steel enclosure. Strength is derived from the formed sheet metal ribs, while the flat, exterior walls provide a pleasing architectural appearance. Changing our design to a corrugated or truss style would be significant cost. As an approved manufacturer, we feel that our standard design should be allowed.

(A) Refer to added Section 118504 – Passenger Boarding Bridge: Page 1, 1.A.1

2. (Q) Our bridges do not require the periodic tunnel roller adjustments like others. Because of this, our rollers are set at fixed points to the angle and do not move out of adjustment during use. Since the rollers are fixed with respect to the angle, any ice that forms along the angle is sheared off by the roller as it passes along. We have stopped using ice scrapers in all projects in the US and Canada 10 years ago, and have not had any problems with ice. Due to this fact we request leaving the ice scrapers off if the rollers are fixed.

(A) Refer to removed Section 118504 – Passenger Boarding Bridge: Page 11, 1.12.H.4

3. (Q) We request approval to use our standard bridge floor. Our standard floor is made of formed, galvanized sheet metal panels. These are installed with a flat internal profile over the entire length of the bridge that allows a continuous surface for the adhesion of carpet. The corrugated floors used by others require the use of an additional flooring material (usually plywood) to span the down pans and provide a continuous floor for the adhesion of carpet. Also, the use of galvanized material provides additional corrosion protection that is superior to hot-rolled sheet and coil steel.

(A) See revised Section 118504 - Passenger Boarding Bridge: Page 12, 1.12.H.10

4. (Q) ThyssenKrupp would like to request an exception to providing continuous welding of seams. TKAS uses a flat panel construction method for our walls, roofs, and floors. The panels are formed so that they are spot welded together leaving seams every thirteen inches on the roof and walls and every nine inches on the floor. As with the older corrugated type construction the panels are every four feet between seams. As in both types of construction there is continuous welding along the roller angles located in the roof and floor. In our construction the seams between panels are not continuously welded, instead they are spot welded together. The sole reason for this is that if we were to weld the seam every thirteen inches the panels would oil can and not remain flat due to the amount of heat being generated from the weld. With corrugated construction the welded seams are four feet apart which keeps the panels from oil canning. The benefit of having a flat panel construction is that we install insulation continuously in the tunnel floors as standard to help with heat build-up radiating from the Apron. If required by the specifications, the same goes for the walls and roof. We can install insulation continuously in both these areas too.

(A) See removed Section 118504 - Passenger Boarding Bridge: Page 13, 1.12.J.7

5. (Q) Please confirm if walkway refurbishments are a requirement for this project. If walkway refurbishments are required, please provide a specification that will identify all items that are included in the refurbishment.

(A) Yes, see Section 118504 - Passenger Boarding Bridge: Page 15, 1.12.N.

6. (Q) Our standard wheel loading is 303psi. We kindly ask that you accept our standard wheel loads.

(A) See removed Section 118504 - Passenger Boarding Bridge: Page 15, 1.12.R.6

7. (Q) Thyssenkrupp's 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 mis-calibration as seen on Ball Screw designs and it is mounted at the wheel cross-member for easy access for maintenance. It should also be noted that no periodic maintenance is required on a Thyssenkrupp PBB roof. 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.

(A) See added Section 118504 - Passenger Boarding Bridge: Page 16, 1.12.R.9.c.1: Vertical Drive – Electrical Mechanical

8. (Q) Our standard service stair handrail assembly is constructed as one piece and is easily removable. It is not separated into separate sections. We kindly ask that you allow our standard handrail assembly to be allowed.

(A) Yes, see removed Section 118504 - Passenger Boarding Bridge: Page 23, 1.12.X.3.a

9. (Q) We use painted, galvanized steel sheets for the ceiling panels instead of aluminum plank-type ceiling panels. The material is processed at the steel distribution warehouse and is formed in long continuous coils and cut to the width that we require. It comes pre-painted (coated) in the color that we specify. Our design also allows us to fully insulate the ceiling. We kindly request approval of our standard ceiling.

(A) Yes, see added Section 118504 - Passenger Boarding Bridge Page 27, 1.12.AA.4.c

10. (Q) The majority of our power and branch circuit requirements are located at the aircraft end of the bridge; thus, we locate our transformer(s), circuit breakers, and branch circuit distribution components at the aircraft-end of the last tunnel (near the cab). The purpose is to allow for fewer conductors over the cable conveyance system and to reduce voltage drop issues. Also, its interior location provides weather protection and is more convenient for maintenance personnel to service. We request your acceptance of our standard location for these devices. NOTE: As required by the NEC, we will provide a fusible equipment disconnect at the rotunda column to turn main power off to the PBB.

(A) Yes, see removed Section 118504 - Passenger Boarding Bridge: Page 24, 1.12.Z.

11. (Q) Our telescoping tunnels are equipped with an exterior, side-mounted electrical cable conveyance (side trolley) system. This system is accessible to maintenance personnel for inspection or cable additions at all bridge positions and operating conditions. Access to the cable conveyance system does not impede passenger traffic or bridge operation. The cable conveyance system is capable of supporting a combination of cables and hoses, totaling 12 lbs/ft (17.86 kg/m). We kindly ask that you allow our standard side mounted electrical cable conveyance (side trolley) system in lieu of a pantograph or overbridge device.

(A) Yes, see added Section 118504 - Passenger Boarding Bridge: Page 25, 1.12.Z.22

12. (Q) ThyssenKrupp's standard lighting arrangement has our light fixture mounted perpendicular to the tunnel centerline. Our light arrangement will provide an equal or greater amount of light in the tunnel than what is being requested. We kindly ask that you approve our standard tunnel lighting arrangement.

(A) See revised Section 118504 - Section 118504 - Passenger Boarding Bridge: Page 26, 1.12.Z.26.b

13. (Q) We kindly ask for an exception to recessed lighting at the operator's console. Our standard light at the operators console is wall mounted above the operator console. Our light arrangement will provide an equal or greater amount of light at the operator console than what is being requested. We kindly ask that you approve our standard operator console lighting arrangement.

(A) See revised Section 118504 - Passenger Boarding Bridge: Page 26, 1.12.Z.26.e

14. (Q) Kelly Moore #KM811-L appears to be a discontinued number. Please provide the interior colors of the bridges.

(A) See revised PBB Specification Section 118504 - Passenger Boarding Bridge: Page 27, 1.12.AA.4.a.1

15. (Q) Thyssenkrupp's 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. It should also be noted that no periodic maintenance is required on a thyssenkrupp PBB roof. 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.

(A) Yes, see added section 118504 - Passenger Boarding Bridge: Page 16, 1.12.R.9.c.1: Vertical Drive – Electrical Mechanical

16. (Q) 1. Sheets PBB-4.01, 02, 03, & 04 indicate that the existing electrical disconnects for the PBB, cable hoist, 400hz, PCA, and the shared splice box, and the rotunda comm j-box are to be reused/reinstalled on the new equipment. Please confirm that no new electrical disconnects, j-boxes, and shared splice boxes are to be provided with the new equipment.

(A) See revised PBB specification section 1.12.Z.27

17. (Q) Sheet PBB-2.02, Legend Note 5 makes reference to a safety chain. The drawing however would indicate that the safety chain is note 6 and that note 5 is part of the railing. Please confirm if the drawing is missing a "Legend Note". Also, section 118504, Page 23, 1.12.X.6 states that a catering gate is to be provided. Please confirm if a safety chain or catering gate is required.

(A) See revised PBB-2.02 drawing, and revised PBB specification section 1.12.X.6

18. (Q) Sheets PBB-3 & 4.01, 03, & 04, Legend Note 3 (regarding the TAD tube) states to "Remove and re-install on (N) PBB, or provide & install (N) as necessary. In order for all bidding parties to submit an equal and competitive bid, we must all bid per the same requirements. The statement to "supply new or re-install existing" is too subjective and allows for variances in what is actually included in the bid. Please determine and advise if you would like our scope to either include new TAD tubes or should our scope only include reusing the existing TAD tubes.

(A) See revised spec 01 11 00, section 1.1, A.

19. (Q) Sheets PBB-3.02 & 4.02, Legend Note 3 (regarding the 20T DX Unit) states to "Remove and re-install on (N) PBB, or provide & install (N) as necessary. In order for all bidding parties to submit an equal and competitive bid, we must all bid per the same requirements. The statement to "supply new or re-install existing" is too subjective and allows for variances in what is actually included in the bid. Please determine and advise if you would like our scope to either include a new 20T DX Unit or should our scope only include reusing the existing 20T DX Unit.

(A) See revised spec section 01 11 00, section 1.1, A., and drawing AP-2.01, AP-2.02

20. (Q) Sheets PBB-3 & 4.01, 03, & 04, Legend Note 3 (regarding the PCA Air Handler) states to "Remove and re-install on (N) PBB, or provide & install (N) as necessary. In order for all bidding parties to submit an equal and competitive bid, we must all bid per the same requirements. The statement to "supply new or re-install existing" is too subjective and allows for variances in what is actually included in the bid. Please determine and advise if you would like our scope to either include new PCA Air Handlers or should our scope only include reusing the existing PCA Air Handlers.

(A) See revised spec section 01 11 00, section 1.1, A., and drawing AP-2.01, AP-2.02

21. (Q) Is a cab floor deicer to be provided with the passenger boarding bridges.

(A) No

22. (Q) Please allow Ameribridge as an approved manufacturer of Passenger Boarding Bridges and Fixed Walkways, as long as the requirements of the specification are met. Ameribridge has been in business for 30 years and manufacturing passenger boarding bridges for more than 10 years in the U.S.

(A) Yes, see added PBB specification section 2.1, C

23. (Q) Please allow Page Industries as an approved manufacturer of the baggage slides.

(A) Yes, see added Section 118504-Page 23 of 35.

24. (Q) Twist Aero acquired FCX Systems PCA Product Line in 2012. May Twist Aero be added as an approved Manufacturer

(A) Yes, see revised Section 118501 PCA AIR HANDLING UNITS.

25. (Q) Please confirm what type of hose storage device is to be provided. Within the specification and drawings, a hose reel, hose basket and hose trolley are listed as new equipment required.

(A) See revised spec section 01 11 00, 1.1, A.

26. (Q) Please confirm the following supply from the central plant to the Air Handling Unit:
- A. Glycol supply temperature.
  - B. Glycol return temperature.
  - C. Gallons per minute.
  - D. % glycol.

(A) System parameters should have no impact on what is provided in the bid. Please provide in the bid the PCA unit that adequately serves the aircraft as listed in the design documents.

27. (Q) Please confirm if the existing passenger boarding bridges will be removed by others?

(A) No.

28. (Q) If the removal of the PBBs is under our scope of work, please specify if the equipment is to be scrapped or turned over to the Owner.

(A) The contractor is responsible for all demo work. Existing PBB's are to be scrapped.

29. (Q) Please provide requirements to interface with the existing Building Automation Systems (BAS). What type of communication protocol is required? What are the data points needed? What equipment needs to be connects to the system?

(A) See revised PCA specification section 2.6.I

30. (Q) Please indicate what is meant by "adequate". Replacing like for like shouldn't be an issue however seismic codes have change drastically since these PBB's were installed. Depending on if local codes dictate that once any improvements or changes are made to a structure then all subsequent improvements should be brought up to the most recent code. If this is the case then a full assessment would need to be completed on the existing foundations. To make such an assessment then we as the contractor would need the original engineering documents associated with the existing foundations so as to make the proper assessment. Will these documents be forthcoming?

(A) See revised spec 01 11 00, section 1.1, A.

31. (Q) Refurbishment requirements are not listed in the documents or drawings. Please provide a list of refurbishment requirements on the existing walkways

(A) See revised PBB specification section 1.12.N.5

32. (Q) Our standard door opening clear width is 43 3/8, please allow our standard.

(A) Yes, see revised Section 1.12.S.11

33. (Q) Our standard door opening height is 6' 7-1/8" and the width is 2' 3" for an A2 unit and 2' 5" for a A3 model PBB. Please accept or standard opening dimensions.

(A) Yes, see revised Section 1.12.X.2.

34. (Q) We no longer offer a catering gate handrail modification. Note we offer a chain barrier for a bag slide system where the top and bottom handrail are in place and only the center handrail is the chain. We will only provide this option if the stair has a bag slide.

(A) Yes, 1.12.X.6.

35. (Q) Usually there is a delay between when we lose the main power and when the emergency circuit is available. During this time we need a signal (dry contact) from the building indicating that this power is on emergency backup system. We will use this dry contact to prevent the axillary from starting. Please indicate that some form of signaling will be provided.

(A) See revised PBB specification 1.12.Z

36. (Q) We only use one 4-pair CAT 6 cable in the telephone in the wall of the cab near the control console. 12 pair is three separate CAT 6 cables. Is the intent of this statement to use all three CAT 6 cables just for one telephone system?

(A) See revised PBB specification section 1.12.Z.22

37. (Q) Our standard four foot fixtures are mounted at 12 foot centers (span is 8 feet apart). We meet the average 200 LUX levels at floor level. We cannot meet the 8 foot centers due to structural members in the roof. Please allow our standard 120 foot center design.

(A) Yes. See revised PBB specification section 1.12.Z.26.b

38. (Q) Due to the shape of the walls on a corrugated PBB, the wall insulation is; Walls: R tot = 3.42 ft<sup>2</sup>.F.hr/BTU; Floor: R tot = 2.61 ft<sup>2</sup>.F.hr/BTU; Roof: R tot =14.1 ft<sup>2</sup>.F.hr/BTU. Please accept these values.

(A) Yes. See revised PBB specification section 1.12.AA.4.b

39. (Q) We cannot comply with this request without getting a release that the owner will take on all responsibility of any software issues for operating the PBB and equipment.

(A) See PBB specification section 1.13.B.3.

40. (Q) The standard configuration of the PBB is a slave to the BMS, using the Modbus\_tcp protocol. It appears that Tridium Niagara would use its "Modbus TCP" driver to achieve this functionality. Typically JBT PCA and JBT 400 hertz units communicate with the PBB to pass their information to the BMS. Please confirm these relationships.

(A) Yes



41. (Q) Please confirm if we are to re-install existing Telescoping Air Ducts or are we to provide new?
- (A) See revised spec 01 11 00, section 1.1, A.
42. (Q) Please confirm if we are to re-install existing cable hoist and output cable or provide new?
- (A) See revised spec 01 11 00, section 1.1, A.
43. (Q) Are we to re-use/reinstall existing RIDS and VDGS equipment?
- (A) See revised spec 01 11 00, section 1.1, A.
44. (Q) Do we need to supply power for this equipment on the new PBBs?
- (A) No
45. (Q) PBB-2.02 General Notes: #18 All existing equipment relocated to new bridge shall be painted to match new bridge color. Existing AHU, POU PCA and baggage conveyor will be relocated to new PBB. Are these items to be repainted?
- (A) Yes
46. (Q) Drawings indicate that existing PBB to receive new DX RTU at C-Tunnel under separate contract. If DX RTU is present remove from existing PBB and re-install on new PBB. Equipment chart on AP-2.02 lists new RTUs at Gates E31 & E34. Please confirm if we are to provide new RTUs or will they be provided by others. If we are to provide RTUs in our scope, please confirm quantity, gate and mounting location of RTU.
- (A) See revised drawings AP-2.01, AP-2.02, PBB-4.03, PBB-4.04
47. (Q) Please provide a listing of all equipment that needs to be removed so that we can determine if any want electrical and mechanical components are required for reinstallation?
- (A) See revised spec 01 11 00, section 1.1, A.
48. (Q) Are there any requirements to indicate that the PBB is in the park box or that the aircraft is parked? If so can this be done using dry contacts?
- (A) No
49. (Q) 1. Are the two RTU units listed in the scope of work "two (2) new PBB unitary AC/Heating roof top units (RTU)" to be used for the relocation of the PBE cooling duct?
- (A) See revised drawings AP-2.01, AP-2.02, PBB-4.03, PBB-4.04

50. (Q) 2. Roof top units (RTU)" to be used for the relocation of the If so what manufacturer, type and capacity is the RTU to have? PBU cooling duct?

(A) See revised drawings PBB-3.03, PBB-3.04

51. (Q) 3. If not and we are to reuse the existing RTU, what is its size and electrical load requirement?

(A) See revised drawings PBB-3.03, PBB-3.04

57. (Q) 4. In either case where is the RTU to be mounted?

(A) See revised drawings PBB-3.03, PBB-3.04

58. (Q) Do we need to hire a specialist to balance the air flow of the ducts?

(A) Yes

59. (Q) Do we need to provide any return air ducting for the RTU?

(A) Yes

60. (Q) It indicates that we are to reuse the existing camera mounted on the cab. What is the camera power and video signal requirements so we can pre-wire the new PBB?

(A) See revised drawings PBB-3.03, PBB-3.04

61. (Q) There is a cable hoist power supplied from the building. Normally we provide the hoist power through the PBB circuit. Our design eliminates the extra circuit breaker required in our disconnect for the hoist power. This will also allow the hoist to operate when the PBB is on emergency power so the cable can be stowed. Please allow our standard design.

(A) No

62. (Q) Usually we connect the JBT PCA with the JBT PBB PLC. Then we communicate with the BMS network through the PBB interface. The protocol is Modbus TCP. Is this acceptable?

(A) See revised PBB spec section 1.14 .

63. (Q) The RTU communication requirements have not been addressed in the PBB specifications. What type of communication protocol is required? Note RTU communication protocol is limited therefore it needs to be defined so we can price in the correct communication module.

(A) See revised drawings PBB-3.03, PBB-3.04 and spec 01 11 00, section 1.1, A.

64. (Q) The RTU for the A tunnel interior duct is not shown on the drawings. Please indicate the RTU mounting location so we can determine how to run the electrical and condensation lines?

(A) See revised drawings PBB-3.03, PBB-3.04 and spec 01 11 00, section 1.1, A.

65. (Q) At gate location E31 and E34 it indicates RTU on the C tunnel location. The not indicates using an existing RTU or install new. Are these RTU the ones listed in the scope of work we are to supply? If so what size (cooling tons) and does it require any heating (how many KW)?

(A) See revised drawings PBB-3.03, PBB-3.04 and spec 01 11 00, section 1.1, A.

66. (Q) If we are to re-install the existing units, what is the power requirement so we can wire in the power?

(A) See revised spec 01 11 00, section 1.1, A.

## Appendix 1 – Bid Detail

### Contract No. 9500667

#### Terminal B & E Passenger Boarding Bridge Replacement Gates B9, B26, E31, E34

- 1) This is a solicitation for bids on the construction of the project detailed in the contract documents of Appendix 5 – The Agreement. The Contractor shall be responsible for reviewing all existing conditions associated with the work prior to commencement of work activities.
- 2) The Board reserves the right to reject any bid for any reason, including if, on the face of the bid received, it is clear that acceptance of the bid would not comply with any applicable bidding laws, rules, or regulations.
- 3) The undersigned Contractor, declares that the only person or parties interested in this Bid as principals are those named herein; that this Bid is made without collusion with any other person, firm, or corporation; that he has carefully examined the Bid Requirements, all incorporated references and Appendices, and the conditions and classes of materials of the Work; and will provide all the necessary supervision, labor, machinery, tools, supplies, equipment, transportation and other facilities, apparatus, and other means of construction and will do all the Work and furnish all the materials called for by such, in the manner prescribed therein and according to the requirements therein set forth, and to perform all other obligations imposed by the Contract Documents for the prices named in the Bid Schedule hereinafter appearing.
- 4) It is understood and agreed that if awarded the Contract, the Work will commence within ten (10) calendar days after the date of the Notice to Proceed and that the total Work will be completed in accordance with the Schedule of Construction set forth herein.
- 5) It is further understood that the Prevailing Wage Rates TX180322 revised 01/12/2018, issued by the Department of Labor as established by law are to govern the Work. The Contractor certifies that he has examined the wage rate determination and that prices bid are based on compliance with said determination.
- 6) Accompanying this Bid is the required Bid Guaranty consisting of Bid Bond or Cashiers' Check in the amount of five percent (5%) of the total Bid, or in the case of bid alternates, five percent (5%) of the highest total Bid. The certified check accompanying a Bid shall be returned to the Contractor upon execution of the Contract.
- 7) In the event of the award of a Contract, the undersigned will deposit with the Board a Contract Performance Bond and a Payment Bond as required by the Contract Documents, guarantying faithful performance of the Contract, and any payment of all labor, materials and other sundry items, in accordance with the Contract Documents, and will deliver certificates of insurance evidencing insurance required by the Contract Documents.
- 8) The Work proposed to be done shall be fully completed and finished to the entire satisfaction of the Board.
- 9) The undersigned certifies that the price contained in this Bid has been carefully reviewed and is submitted as correct and final.
- 10) In conformity with the Special Provisions, the amount of liquidated damages for this Contract shall be as shown in Article 1.0, of the Special Provisions.
- 11) Ancillary/Integral Professional Services – Contractor certifies that in selecting an architect, engineer or land surveyor, etc., to provide professional services, if any, that are required by the specifications, Contractor shall not do so on the basis of competitive bids but shall make such selection on the basis of demonstrated competence and qualifications to perform the services in the manner provided by Section 2254-004 of the Texas Government Code.
- 12) Certification of compliance with the provisions of Section 2254-004 of the Texas Government Code:(initial here)\_\_\_\_\_

13) Certificate Regarding Debarment And Suspension – By submitting a bid/proposal under this solicitation, the Contractor or offeror certifies that at the time the Contractor or offeror submits its bid/proposal that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

14) Receipt is hereby acknowledged of the following Addenda to the Contract Documents:

Addendum No. 1 Date Received	<u>12/10/18</u>	Ack. By	<u>_____</u>
Addendum No. 2 Date Received	<u>12/21/18</u>	Ack. By	<u>_____</u>
Addendum No. 3 Date Received	<u>01/07/19</u>	Ack. By	<u>_____</u>
Addendum No. 4 Date Received	<u>01/11/19</u>	Ack. By	<u>_____</u>
Addendum No. 5 Date Received	<u>_____</u>	Ack. By	<u>_____</u>

15) Summary of Bid

a. **Base Bid** – Contractor agrees to construct **Contract No. 9500667, Terminal B & E Passenger Boarding Bridge Replacement Gates B9, B26, E31, E34**, in accordance with the contract terms, plans and specifications and to complete the work within three hundred and thirty-five (335) consecutive calendar days for substantial completion, with an additional sixty (60) consecutive calendar days for final completion, from the date set forth in the Notice to Proceed for the following lump sum amount:

BASE BID PRICE: \_\_\_\_\_  
 \_\_\_\_\_ DOLLARS and \_\_\_/100 \$ \_\_\_\_\_.

**Separate Cost Breakdown (for Tax Exemption Information)**

Materials to be Incorporated .....	\$ _____
All Other Costs .....	\$ _____
Total Base Bid .....	\$ _____

**TOTAL BID Detail**

Total Base Bid .....	\$ _____
Pre-Defined Allowances .....	\$ 100,000.00
<b>TOTAL BID .....</b>	<b>\$ _____</b>

16) The contract, if awarded, shall be to the lowest responsive, responsible Contractor whose bid, conforming with all materials terms and conditions of the invitation for bids, is the lowest in price.

17) When alternates are used, the Board reserves the right to Contract for any combination of Base and or Alternates stated, or none of the above. Contractor must bid on the base and all alternates. Bids addressing only the base or alternate items will be considered non-responsive.

18) The Contractor shall complete the following statement by checking the appropriate space.

- a. The Contractor has \_\_\_ has not \_\_\_ participated in a previous contract subject to the equal opportunity clause prescribed by Executive Order 10925, or Executive Order 11114, or Executive Order 11246.
- b. The Contractor has \_\_\_ has not \_\_\_ submitted all compliance reports in connection with any such contract due under the applicable filing requirements; and that representations indicating submission of required compliance reports signed by proposed subcontractors will be obtained prior to award of subcontracts.
- c. If the Contractor has participated in a previous contract subject to the equal opportunity clause and has not submitted compliance reports due under applicable filing requirements, the Contractor shall submit a

compliance report on Standard Form 100, "Employee Information Report EEO-1" prior to the award of contract.

d. Standard Form 100 is normally furnished contractors annually, based on a mailing list currently maintained by the Joint Reporting Committee. In the event a contractor has not received the form, he may obtain it by writing to the following address: Joint Reporting Committee, 1800 G Street, Washington, DC 20506.

e. ( ) The below listed firm is a Disadvantaged Business Enterprise (DBE / M/WBE).

NAME OF CONTRACTOR/CORPORATION: \_\_\_\_\_

CONTRACTOR'S ADDRESS: \_\_\_\_\_

CITY, STATE, ZIP: \_\_\_\_\_ PHONE NO.: \_\_\_\_\_

\_\_\_\_\_  
PRINTED NAME & TITLE OF PERSON SIGNING BID

\_\_\_\_\_  
FEDERAL I.D. NUMBER

SIGNATURE: \_\_\_\_\_

(Seal, if bid by a Corporation)