

**CENTRAL WEST VIRGINIA REGIONAL AIRPORT AUTHORITY  
KANAWHA COUNTY, WEST VIRGINIA**

**YEAGER AIRPORT JET BRIDGE REPLACEMENT**

**ADDENDUM #5**

**July 8, 2021**

**THRASHER PROJECT #060-10003.00**

TO WHOM IT MAY CONCERN:

This Addendum forms a part of the Contract Documents and modifies the original Bidding Documents dated April 6, 2021. Acknowledge receipt of this Addendum in the space provided on the Bid Form. Failure to do so may subject the Bidder to disqualification.

**A. GENERAL**

1. A parking study was performed on Gate C2. The new PBB requirements will be to accommodate only up to a CRJ-900 with still being able to accommodate a Embraer-145.
2. PBB supplier shall provide an aircraft parking plan as part of the submittal process.
3. Luggage hut dimensions should be a minimum of 40" deep x 100" long x 52.5" tall. See attached photo.

**B. SPECIFICATIONS**

1. None

**C. DRAWINGS**

1. 01 – General Notes

## **D. QUESTIONS AND RESPONSES**

### **QUESTION**

1. B.1.g. Swing limits – Operational and ultimate. B.11.e. PBB Limits Set-Up: Both of these sections require the Rotunda, Swing and Length limits to be software limits in the PLC and adjustable through the HMI. We use proximity switches for both slowdown and stop travel limits and mechanical-type NEMA switches for ultimate over-travel limits. Although we can provide programmable software limits, we prefer to use our standard that we feel is more reliable. Therefore, we kindly request for acceptance of our standard.

### **RESPONSE**

We will accept manufacturer's standard.

### **QUESTION**

2. B.2.d. Swing limits – Electrical cable conveyance and management: This section requires the cable conveyance system to be (-50 degrees C to +40 degrees C). Our standard cable is rated (-40 degrees C to +90 degrees C). We kindly request allowance of our standard rated cabling.

### **RESPONSE**

We will accept manufacturer's standard.

### **QUESTION**

3. 12. Interior Finishes and Lighting f: Wall finish. The tunnel wall treatment shall be high-pressure laminate melamine plastic panels, floor to ceiling. Our standard wall panels are made from a 20 gauge ASTM 635 galvanized sheet metal to provide a durable surface finish. The outer surface side of the wall panel is painted to the customer's specified color (our standard color is RAL 9002), and the inner side has the clear epoxy backer. Please advise your acceptance of our standard wall panel, which is as attractive as and more durable than the wallboard that are called out in the specifications.

### **RESPONSE**

We will accept manufacturer's standard.

### **QUESTION**

4. Plan Note #4 on Drawing Sheet 05 and 06 states, "... existing foundations can be utilized if applicable." Until we have an ability to physically test the existing foundation and/or complete soil boring samples and/or complete professional engineering analysis or review as-built foundation drawings, it is extremely difficult in a low bid project to professionally determine if a new foundation will be required. In order to ensure all bidders price the same scope, can the Owner

consider one of the following two options. (Option 1) All bidders should include the cost to test, excavate and install a typical PBB foundation within all the bids.

After the assessments are complete, if a new foundation is not required, then contractor shall present a cost credit to the Owner for review and approval for not doing the foundation work. (Option 2) All bidders should only include site assessments / testing / analysis by professional structural engineer to determine if a new foundation is required, but the base bid does not include a new foundation. If a new foundation is ultimately required after the assessments, then the contractor can present these costs to the Owner for review and approval.

## **RESPONSE**

All bidders should include cost to test, excavate and install a typical PBB foundation with their respective bid.

## **QUESTION**

5. If bidders are directed to include cost to provide new foundation, who is providing the foundation design details, professional structural engineer foundation design drawings, concrete mix design, etc.? If the bidders are supposed to provide this, please confirm the foundation drawings must be stamped by a West Virginia professional engineer. Will a general construction permit be required to pour the new foundation? Are there any special inspections required by the City or Airport we need to be aware of?

## **RESPONSE**

Bidders will need to provide a design of the new foundation. Drawings will be required to be stamped by a WV professional engineer. The owner will take cylinders and test the concrete to make sure it reaches specified strength requirements.

## **QUESTION**

6. The Addendum Q&A infer that all contractors are to remove 2" of asphalt and 12" of concrete pavement, however the limits of removal are not provided to allow bidders to determine an accurate cost for this work. Can the Owner provide a drawing showing the overall limits / dimensions of the 2" asphalt removal and 12" concrete pavement removal if we are supposed to include this cost. If this project does include the asphalt and concrete removal, please advise who is responsible to provide the engineering calculations and details for the replacement of the apron? Please provide so we know what concrete design and associated rebar, backfill, etc should be used in any replacement.

## **RESPONSE**

Addendum #2 Question 4 and 5 were in reference to the existing foundations for excavation. There is no apron work as part of this project. The asphalt/concrete removal that was previously specified was for information when removing the existing PBB foundation. Limits of removal will be dependent on each bidder's foundation design.

**QUESTION**

7. Drawing Sheet 04 includes coordinates for the existing Stop Bars and Lead In Lines at both Gate C3 and Gate C4. Page 170 of 267 PDF specification file states, "The project will also include modifications to all aircraft parking as necessary to accommodate the desired fleet mix at the gate." The *Sequence of Work* on the same page specifically states Gate C2. Can you please confirm if bidders should include costs to eradicate the existing pavement marking at BOTH Gate C3 and C4 and replace with new? If bidders are to include this scope, can you please provide a specification for the pavement marking removal (water blasting vs. sand blasting) and any specifications for new pavement markings (what type FAA glass beads, color requirements for CRW, etc.).

**RESPONSE**

A parking study was performed on Gate C2. The aircraft the PBB is required to accommodate has been modified to a CRJ-900. It is not anticipated, with this change, adjustments will need to be made to the surrounding gates.

**QUESTION**

8. The project specification package states the power distribution panel will be installed by others. Thus, we understand the power distribution panel is installed by others and the PBB bidders will provide a new electrical disconnect panel near the PBB Rotunda. Can you please confirm if PBB Bidders are to include the electrical connections for each specific piece of equipment from the power distribution panel (provided by others) to the new disconnect provided by PBB bidders, or will these electrical runs also be provided by others? If we are to include this work, can you share a drawing or let us know the location of the power distribution panel so we can determine the quantity of our electrical work.

**RESPONSE**

Please refer to section C.3 – Power Requirements/Characteristics.

**QUESTION**

9. Please confirm if we will be required to provide any electrical permits associated with this project?

**RESPONSE**

No permits will be required.

**QUESTION**

10. Passenger Boarding Bridge – Section 060-10003.00:  
Will the removal of the existing envelope striping require bead or water blast?

**RESPONSE**

Water blast will be an acceptable means of eradicating existing striping.

**QUESTION**

11. Passenger Boarding Bridge – Section 060-10003.00:

Will new disconnects for the reuse of the existing PCA and GPU be required? Or just spares for future PCA & GPU?

**RESPONSE**

The disconnect panel shall incorporate the same provisions for the pre-conditioned air, ground power unit and other systems at the gate in addition to the PBB (where required). The disconnect panel shall be equipped with an interior dead front door, accessible only with a tool or a key. A variety of power source options shall be accommodated where needed: for example either a single power feed or separate power feeds into the disconnect panel shall be accommodated.

**QUESTION**

12. Passenger Boarding Bridge – Section 060-10003.00:  
What are the power requirements for the existing GPU & PCA unit?

**RESPONSE**

Please see attached photos.

**QUESTION**

13. Providing the equipment is the majority cost of this project, and the onsite labor for all field work will be less than \$500,000.00 Will the West Virginia Job Acts still be required?

**RESPONSE**

Yes.

**QUESTION**

14. If Contractor is unable to satisfy the 75% requirement for local labor, and Contractor files and receives a waiver from Workforce WV, please confirm that Contractor will not be responsible for the payment of civil penalties?

**RESPONSE**

Contractor will be responsible for all waivers and/or paying any civil penalties for not following the WV Jobs Act.

If you have any questions or comments, please feel free to contact me at your earliest convenience. As a reminder, bids will be received until 2:00 p.m. on Thursday, July 15, 2021 at Central West Virginia Regional Airport, Charleston, WV. Good luck to everyone and thank you for your interest in the project.

Sincerely,

THE THRASHER GROUP, INC.



Craig Baker  
Project Manager










POWER	Volts	Ph	FLA	Freq	KVA	KW
INPUT	480	3	99	60	80	78
400Hz Output	200/115	3	260	400	90	72
DC Output	28V		600		KVA	16.8

MODEL NO.	FCXTREME400.90.H.28
SERIAL NO. (DATE CODE)	0011513
TOTAL WEIGHT	1,440 lbs
AMBIENT TEMP	50°C MAX
ENCLOSURE TYPE	OUTDOOR

<i>Twist Aero</i> 		PRECONDITIONED AIR	
Model No.:	PCA030480WH	Serial No.:	15506
Mfg. Date:	4/15	Refrigerant:	R-410A
Air Flow:	180 PPM	Static Pressure:	20 in. of water
Input Power:	480 V, 3 PH, 60 HZ.	RLA	79 MCA 100 MOP 100
Motors:	Qty. HP AMP.	Compressors:	Qty. RLA LRA Chg.
Evaporator Blower	1 15 17.2	System 1	1 26.9 160.0 20 lb.
Condenser Fans	1 5 6.12	System 2	1 26.9 160.0 18 lb.
Condensate Pump	1 190W		
Control Circuits	2.3 Amps.		
Heating Capacity	80 KW		
Maximum Outlet Temperature 180 F			
Minimum design pressure: Low side 236 psig. High side 448 psig.			
Minimum spacing top and bottom 10 inches, sides open.			
Short-circuit current: 5kA rms symmetrical, 600V maximum.			
 LISTED SPECIAL PURPOSE AIR CONDITIONER		FOR OUTDOOR USE ONLY  MANUFACTURED BY:  P.O. BOX 177 JAMESTOWN OHIO 43338 WWW.TWISTAERO.COM	

***Twist Aero***

PCA030480WH







1. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL PLAN AND ELEVATION DIMENSIONS OF THE VARIOUS WORK ITEMS ON THIS PROJECT.
2. ANY CONSTRUCTION METHOD OR MATERIAL THAT IS NOT COVERED IN THESE CONTRACT DOCUMENTS WILL BE COVERED BY WEST VIRGINIA DEPARTMENT OF ENVIRONMENTAL PROTECTION, WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS STANDARD SPECIFICATIONS, ROADS AND BRIDGES, ADOPTED 2017 AND THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, SUPPLEMENTAL SPECIFICATIONS DATED JANUARY 1 2021, STANDARD DETAILS VOLUME I DATED JANUARY 1, 2016 AND VOLUME II DATED JANUARY 1, 1994. THE CONTRACT DOCUMENTS AND CONTRACT PLANS ARE THE GOVERNING PROVISIONS APPLICABLE TO THIS PROJECT.
3. THE LOCATION AND/OR ELEVATIONS OF ALL KNOWN UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON THE BEST AVAILABLE INFORMATION FROM EXISTING PLANS AND FIELD INVESTIGATION. IT IS THE CONTRACTORS RESPONSIBILITY TO ASCERTAIN THE STATUS AND LOCATION OF EACH UTILITY WHERE PERFORMING WORK WHICH MAY AFFECT THESE FACILITIES, INCLUDING PROBING, EXCAVATION, OR ANY OTHER PRECAUTION REQUIRED TO CONFIRM LOCATION. CONTRACTOR SHOULD CONTACT "WEST VIRGINIA 811" (800-254-4848) TO FIELD LOCATE ALL ABOVE AND BELOW GROUND UTILITIES IN THE AREA. HOWEVER IN THE EVENT OF DAMAGE OR DISRUPTION TO UTILITIES WHICH ARE ACTIVE AND ARE TO REMAIN IN SERVICE, CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RESPONSIBLE OFFICIAL OF THE ORGANIZATION OPERATING THE UTILITY INTERRUPTED. CONTRACTOR SHALL IMMEDIATELY LEND ALL POSSIBLE ASSISTANCE IN RESTORING SERVICES AND SHALL ASSUME ALL COST, CHARGES, OR CLAIMS CONNECTED WITH THE INTERRUPTION AND REPAIR OF SUCH SERVICES.
4. THE CONTRACTOR SHALL PROVIDE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES (INLET PROTECTION) AND OTHER ACTIONS AS REQUIRED BY LOCAL AND STATE REGULATIONS OR REQUESTED BY ENGINEER. CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING OR MODIFYING SEDIMENT CONTROL MEASURES DURING CONSTRUCTION IN ORDER TO PREVENT EROSION.
5. MATERIAL TESTING WILL BE PROVIDED BY THE OWNER THROUGH THE THRASHER GROUP.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A VALID CITY AND STATE CONTRACTOR'S LICENSE.
7. THE DATUM FOR THIS PROJECT IS NAD83 WV STATE PLANE, SOUTH ZONE, US FOOT. SURVEY PROVIDED BY THE THRASHER GROUP, INC.

8. THE SCOPE OF WORK INCLUDES TURN-KEY INSTALLATION OF ONE (1) NEW "APRON DRIVE" TYPE PASSENGER BOARDING BRIDGE (PBB) UNIT WITH LUGGAGE HUT, PROVIDED AND INSTALLED AT YEAGER AIRPORT GATE C2. THE CONTRACTOR SHALL VERIFY ALL FIELD CONDITIONS PRIOR TO BIDDING AND IS RESPONSIBLE FOR ANY ENGINEERING, PURCHASING, COORDINATION AND OTHER RELATED ITEMS IN ORDER TO PROVIDE ONE (1) COMPLETE, INSTALLED AND OPERATIONAL PBB. THE CONTRACTOR SHALL REMOVE THE EXISTING GROUND POWER UNIT (GPU) AND PRECONDITIONED AIR UNIT (PCA) FROM THE EXISTING PBB AND INSTALL THE GPU AND PCA ON THE NEW PBB. CONTRACTOR WOULD BE REQUIRED TO VERIFY IF EXISTING LEAD IN LINES WITH STOP BARS IS ADEQUATE FOR NEW PBB. IF THEY ARE NOT, IT IS THE CONTRACTOR RESPONSIBILITY TO REMOVE AND REPLACE LINES.

13. CONTRACTOR SHALL REMOVE THE EXISTING JET BRIDGE AND TAKE OWNERSHIP AND RESPONSIBILITY FOR REMOVING IT OFF AIRPORT PROPERTY.

16. PASSENGER BOARDING BRIDGES SHALL BE CAPABLE OF HANDLING UP TO A CRJ900 WITH THE ABILITY TO ACCOMMODATE AN EMBRAER - 145.

17. THE CONTRACT DOCUMENTS INDICATE THE LOCATION OF THE PBB FOUNDATION AND TYPE OF AIRCRAFT AT GATE C2. THE CONTRACTOR IS RESPONSIBLE TO VERIFY ALL LOCATIONS (ROTUNDA, FOUNDATION, AIRCRAFT POSITIONS) FOR ALL AIRCRAFT SERVICED AT GATE C2 AND ADVISE OWNER/ENGINEER OF ANY CONFLICTS PRIOR TO BEGINNING FABRICATIONS OF THE PBB.

18. EXISTING FOUNDATIONS CAN BE UTILIZED IF APPLICABLE. COORDINATION OF THE ANCHOR BOLT SIZE AND PATTERN ALONG WITH FOUNDATION ANCHOR NUTS SHALL BE PROVIDED BY PBB MANUFACTURER. IF THE EXISTING FOUNDATIONS WILL NOT BE UTILIZED AND THEY DO NOT AFFECT THE NEW PBB FOUNDATIONS THEY CAN REMAIN IN PLACE. HOWEVER IF THE EXISTING FOUNDATIONS IMPACT THE NEW PBB FOUNDATIONS THEY SHALL BE REMOVED PRIOR TO THE CONSTRUCTION OF THE NEW PBB FOUNDATIONS.

19. CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE THEMSELVES TO THE EXISTING CONDITIONS AT THE PROJECT SITE.

20. THE CONTRACTOR WILL BE RESPONSIBLE FOR COMPLYING WITH AIRPORT SECURITY, BADGE AND VEHICLE ACCESS REQUIREMENTS AS STATED IN THE CONSTRUCTION SAFETY PLAN REPORT.

21. CONTRACTOR WILL BE REQUIRED TO SUBMIT PASSENGER BOARDING BRIDGE DOCUMENTS WITHIN 10 DAYS OF INTENT TO AWARD, AS A MINIMUM THE FOLLOWING INFORMATION:

- 21.1. PBB MANUFACTURER'S QUALIFICATIONS, MEETING THE MINIMUM REQUIREMENTS AS SPECIFIED ELSEWHERE.
- 21.2. DETAILS OF PROPOSED PBB MODEL INCLUDING LAYOUT DRAWINGS (SPECIFIC TO THE PROJECT SITE), STANDARD EQUIPMENT DRAWINGS (PLAN AND SECTIONAL VIEWS AND KEY DETAILS), CATALOGUE DATA, RELEVANT TECHNICAL SPECIFICATIONS, ELECTRICAL SINGLE LINE DIAGRAM, AND EQUIPMENT AND MATERIALS LIST.
- 21.3. BRAND NAMES AND DESCRIPTIVE CATALOGUE DATA OF ALL ANCILLARY PRODUCTS, EQUIPMENT AND ACCESSORIES.
- 21.4. DESCRIPTION OF ELECTRICAL SUPPLY REQUIREMENTS FOR THE PROPOSED SYSTEM, OR CONFIRMATION THAT ALL ELECTRICAL SUPPLY AS SPECIFIED ON THE CONTRACT DRAWINGS IS ADEQUATE FOR THE PROPOSED SYSTEM.
- 21.5. STATEMENT OF TECHNICAL COMPLIANCE TO THIS PERFORMANCE SPECIFICATION.
- 21.6. USEFUL LIFE, RELIABILITY AND PERFORMANCE STATEMENT FOR PROPOSED PBB MODEL.

1. LOCATE ALL EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY WEST VIRGINIA 811 AT 1-800-245-4848 MINIMUM OF (2) DAYS PRIOR TO ANY EXCAVATION OR CONSTRUCTION.
2. CONTRACTOR TO REMOVE AND STORE GPU AND PCA FROM EXISTING PASSENGER BOARDING BRIDGE. CONTRACTOR TO REMOVE EXISTING PASSENGER BOARDING BRIDGE AT GATE C2 AND INSTALL NEW PASSENGER BOARDING BRIDGE AT GATE C2. CONTRACTOR TO REINSTALL GPU AND PCA.

**OWNER**

**CENTRAL WEST VIRGINIA REGIONAL  
AIRPORT AUTHORITY  
100 AIRPORT ROAD, SUITE 175  
CHARLESTON, WV 25813  
CONTACT: NICK KELLER  
304-344-8033**

## ENGINEER

**THE THRASHER GROUP  
ATTN: CHAD BILLER, PE  
304-624-4108**

## MISS UTILITY

**1-800-245-4848 - <http://www.wv811.com>**

**AMBULANCE, FIRE, LAW ENFORCEMENT**  
**911**

## GATE C2

**MANUFACTURER:DEW ENGINEERING AND  
DEVELOPMENT LIMITED  
MODEL: R48-R2D3  
SERIAL:1049**