

BURLINGTON INTERNATIONAL AIRPORT

TERMINAL INTEGRATION PROJECT

AIP No. TBD

ADDENDUM NO. 8

September 30, 2020

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The attention of Bidders submitting proposal for the subject Contract is called to the following Addendum to the Plans and/or Specifications. The revisions set forth herein, whether of omissions, additions or substitutions are to be included in and form a part of the Proposal submitted. The bidders must acknowledge receipt of this Addendum on Page BP-1 of the Bid Proposal, using the Addendum number and date shown above.

**APPENDICES – BASIS OF DESIGN (BOD) REPORT**

**Addendum Item 8.01**

**ADD**, in the Basis of Design Report, Section 4 *Architecture and Interior Design*, on Page 16, prior to the “OTHER COMMON AREAS ON BOTH FLOORS” section, the following:

**“LEVEL 2 FINISHES (HOLD ROOM AREA ONLY)**

**Gate Hold Room Areas** - Please refer to Sheet A1.102A

- Floors: Terrazzo
- Walls (circulation): At open areas, provide painted Gypsum Wallboard (GWB) with Stainless steel protective guard to be provided in areas potentially impacted by luggage.
- Ceiling: Fire-rated, tongue-and-groove wood (e.g. maple or warm oak finish) paneled ceiling adhered to the roof decking and sheathing.
  - A minimum of 50% sound absorbing material will be required on the ceiling, regardless of their height, to ensure the acoustic environment is controlled
- Internal Glazing: provide at select locations including above the convenience charging and work countertops located at the northern end of the holdroom area, adjacent to the restrooms
- Partitions: provide full-height (8'-0" AFF) self-supporting aluminum-framed interior paneling to maintain passenger sterile separation during boarding process

**Hold Room Furniture Fixtures and Equipment** - Please refer to Sheet A1.102A

- Seating Type 1: conventional beam seating (130 units). All seating units will be provided with “at-seat charging” outlets that are wired to electrical poke-throughs provided for every cluster of beam seating.
- Seating Type 2: counter-height stool seating (15 units).
- Convenience charging and work counters: at select locations along the perimeter of the holdrooms, provide convenience charging casework for customers using the holdrooms. The casework will be comprised of the following:

- 1) solid surface countertop (e.g. ¾” thick non-porous composite acrylic and / or resin slabs; no laminates accepted);
  - 2) Countertops shall be framed and supported by solid metal or clad casework and framing and
  - 3) All counters will include charging outlets. Each work counter cluster is provided with an electrical ‘poke-through,’ as per the floor plan.
- Gate Podium and Back Wall: BTV will approve the final common use gate podium and backwall design. Please note the following minimum guidelines for the purpose of pricing assumptions:
    - 1) Behind the gate podium and set 6” from the back wall there shall be a monitor support and framing armature.
    - 2) The main gate podium casework shall be located on the centerline of the monitor support structure. The shell of the casework shall be 6’-0” in width. It shall be located adjacent to the secure door for the gate which may be to the right or left of the service counter. The base of the counter shall have a toe kick front and back, made of brushed stainless steel kick plate on all sides. The kick plate shall be mechanically attached with stainless steel fasteners that are flush with the face of the kick plate. All tops of the service counters shall be a solid surface material.
    - 3) The color and material selection for all gate counter finishes and casework may vary by airline tenant. All final
    - 4) The back of the counter shall be open to receive a casement insert, with open shelves and ventilated locked compartments for computers. Access panels to power and data connections are recommended. It should be assumed that a wireless access point will be located in either the gate podium or the back wall.”

**Addendum Item 8.02**

**ADD**, in the Basis of Design Report, Section 4 *Architecture and Interior Design*, on Page 16, in the “Key Decisions and Issues” section, the following additional items:

- “2) Final programming of the holdroom, which includes but is not limited to:
  - a. Confirming preferred Level of Service (IATA LOS “Optimal” or more traditional seating calculations)
  - b. Confirming preferred seating layout concepts
- 3) Final technology selection for gate podium counter – for instance, will biometric, contactless self-boarding gate turnstiles be utilized?”

**Addendum Item 8.03**

**ADD**, in the Basis of Design Report, Table of Contents, Page TOC-2, the following:

“16. Passenger Boarding Bridge..... Page 59

- a. General Conditions and Permitting Assumptions
- b. Passenger Boarding Bridge Scope Overview
- c. Coordination and Sequencing Assumptions
- d. Potential Manufacturers
- e. Warranty Assumptions”

**Addendum Item 8.04**

**ADD**, in the Basis of Design Report, following Section 15 *Systems*, the new Section 16 *Passenger Boarding Bridge* that is attached to this Addendum.

**GENERAL – RESPONSES TO BIDDER QUESTIONS**  
**RECEIVED THROUGH SEPTEMBER 29, 2020**

**Addendum Item 8.05 – Bidder Question and Response**

**Question:** Is the “exterior terrace” on the 2<sup>nd</sup> floor a firm project requirement? Would the Owner entertain extending the offices to the angled exterior wall instead?

**Response:** *The exterior terrace was a design solution to avoid an angled wall that would make office FFE selection difficult. The Owner will entertain an extension of these offices to the angled wall if that proves to be a lower-cost option.*

**Addendum Item 8.06 – Bidder Question and Response**

**Question:** What are the “white box” requirements for the 2<sup>nd</sup> floor “future lease areas” (as shown on Alt Item #3 drawings)? What provisions, if any, should be included to allow for future build-out of these spaces?

**Response:** *As the future lease area and use has not been confirmed, it is suggested that the bidder prepare an allowance to assume provisions that include adequate ducting, electrical and HVAC provisions for a range of potential concession programs from speciality retail to sit-down food service.*

**Addendum Item 8.07 – Bidder Question and Response**

**Question:** Can the bid deadline be extended to October 30, 2020?

**Response:** *Due to FAA grant application schedules, the Owner does not have the ability to extend the bid deadline any further.*

**END OF ADDENDUM NO. 8**

One (1) Attachment follows:

1. Basis of Design Report – Section 16 *Passenger Boarding Bridge*

## PASSENGER BOARDING BRIDGE

The following item is intended to provide guidance for BTV’s design-build bid procurement for a Passenger Boarding Bridge (PBB) to be located at a modified location for the parking position currently identified as Gate 12 on the South Apron. It is assumed that the other elements typically included at the gate, including Ramp striping, Apron area lighting, Visual Docking Guidance Systems (VDGS) to serve the PBB, are NOT included in this bid.

The proposed scope conceptually illustrated in drawing and in writing must be verified in final design after the Owner has confirmed final PBB layouts, service road, AOA fence line setbacks, airside and aircraft clearance and parking requirements with their Owner’s Representative, Jacobs Engineering.

### Preliminary Passenger Boarding Bridge Guidelines – Additive Alternate 4

#### **General Conditions and Permitting Assumptions**

- Permits: all City of South Burlington permitting requirements apply.
- Safety Plans: all extant and applicable BTV safety plans apply.
- Security Plans: all extant and applicable BTV security plans apply.
- Geotechnical testing and reports: General Contractor is responsible for obtaining all the relevant soil sampling and geotechnical analysis prior to commencing foundation design.
- Site survey: General Contractor is responsible for obtaining all relevant site, aircraft parking, civil and utilities mapping required to design the new PBB

#### **Passenger Boarding Bridge Scope Overview**

- The Bidder will purchase the following:
  - One (1) Passenger Boarding Bridge (PBB),
  - One (1) 180Kva Dual Output 400Hz Aircraft Ground Power Unit (GPU)
  - One (1) 90/100 ton Aircraft Preconditioned Air Units (PCAir).
- The sub-contractor supplying the new PC Air as well as GPU shall also be required to fully coordinate with the Bidder performing the other part of this project, which includes the terminal building modifications and PBB foundations, installation, testing and commissioning of the new equipment.
- Other Design Considerations:
  - Assume a two-tunnel PBB
  - Design Aircraft – narrowbody-equivalent aircraft; the bidder shall assume an *Airbus A-320* for design and bidding purposes; including PCA and GPU sizing.
  - Design in accordance with [FAA Advisory Circular 150/5220-21C](#), Chapter 3, with the following purchasing specification clarifications:

<b>Paragraph</b>	<b>Item</b>	<b>Comments</b>
3.4.b(1)(a)(i)	PBB swing radius.	The cab rotation angle shall allow for the maximum flexibility in adjustment.
3.4.b(1)(b)	Docking operation sensor.	Sensors and limit switches shall be the same type as utilized on other PBBs at the Airport.
3.4.b(5)	PBB / airport communication system.	Communications system shall be the same type utilized on other PBBs at the Airport.

<b>Paragraph</b>	<b>Item</b>	<b>Comments</b>
3.4.b(8)(a)	Fire alarm pull station.	Fire alarm pull station shall be provided, and shall be compatible with the terminal's alarm system.
3.4.b(9)	Storage and security requirements.	Lockable, swinging double doors shall be provided.
3.5.a(3)	Service / access stairs.	Service door, landing, and stairs to be provided on the right hand side of the cab.
3.5.a(3)(a)(ii)	Service door security device/system.	Service door to be secured with an electronic keypad. No alarm is required.
3.5.a(3)(b)(i)	Stair landing light.	Photocell light to be provided.
3.5.a(4)	Location of PBB ground service connections.	Connection locations to be coordinated with Airport prior to installation.
3.5.a(5)(c)	Double-row panels in cab coiling curtains.	Coordinate fitment with Owner.
3.5.a(5)(d)	Cab mirror or camera provision.	Provide mirror and camera system.
3.5.b(2)(f)	Fire extinguisher provision.	Provide fire extinguisher.
3.5.e(5)	Potable water requirement.	Potable water not required.
3.5.f	Provision of HVAC system.	Heat to be provided by electric baseboard units.
3.5.g(1)(b)(vi)	Provision of PBB jack-stand supports.	Provide jack stands and one (1) tow bar.
3.5.h(1)(a)	Requirement for control operation by operator wearing winter clothing.	Cold weather clothing must be accommodated.
3.5.h(2)(j)	PCA indicator.	Required.
3.6.a(1)	Approval of quality, material fitness, and workmanship.	Final approval and acceptance by Airport.
3.6.b(1)	Alternate metal filler materials.	Manufacturer to submit for approval by Airport.
3.6.d(2)(a)	Approval of substituted equipment.	Substitutions to be reviewed by the Airport. Approval will be made in writing.
3.6.f(1)	Approval of compliance certificates.	Modifications to be reviewed by the Airport. Approval will be made in writing.
3.7.a(4)	Provision of a gate sign.	Provide illuminated gate sign with 3-position switch.
3.7.b	Interior finishes.	Provide similar finish features, type and quality to existing PBBs at Airport. Submit material, color and texture samples; final selections by Airport.
3.7.b(7)	Interior floor covering material.	Carpet tiles in rotunda and tunnel sections. Rubber flooring in cab. Submit color and texture samples; final selections by Airport.
3.7.c	Interior and exterior paint systems.	Manufacturer to submit color and finish options to Airport for final selection.

### **Coordination and Sequencing Assumptions**

- Working Area: Coordinate location of PBB staging area, storage area and erection area with Owner's Project Manager
- PBB Foundation: General Contractor responsible for coordinating with sub-contractor performing the design and construction of the PBB and Walkway foundations for this Project.
- Bridge-Installed Equipment: General Contractor responsible for coordinating with sub-contractor performing the installation of the PBB, 400 Hz GPU, PCAir units and other accessories, including bag slides.
- Electrical power, communication, security and fire alarm services. All sub-contractors must coordinate with the General Contractor to tie-into and / or coordinate the building services.

### **Potential Manufacturers**

- Please be advised of this list of potential product manufacturers. Kindly note that this list does NOT constitute pre-approval for this project:
  - Passenger Boarding Bridges:
    - JBT Aero Tech
    - ThyssenKrup Airport Systems
    - Aero Group
  - Pre-Conditioned Air Units:
    - JBT Aero Tech
    - ITW Hobart
    - Cavotec INET US, Inc.
  - Ground Power Units:
    - JBT Aero Tech
    - ITW Hobart
    - FCX

### **Warranty Assumptions**

- General Contractor to provide special project warranty, signed by Contractor, installer, and manufacturer, agreeing to replace, repair, or restore defective materials and workmanship of passenger boarding bridge work during warranty period of 2 years from final acceptance.
- General Contractor shall provide a two (2) year parts and labor warranty for the entire PCAir system. A separate, minimum five (5) year factory warranty or Authority approved equal, shall be required for the Programmable Logic Controllers (PLC), Direct Digital Controllers (DDC), I/O Controllers, PCAir unit compressors, motors, and coils. Warranty shall commence with Substantial Completion of installation. Manufacturer agrees to replace, repair, or restore defective materials and workmanship of preconditioned air unit work during warranty period. This warranty shall be in addition to, and not a limitation of, other rights BTV may have against the Contractor under the Contract Documents.