

ADDENDUM NO. THREE (3)

**PASSENGER BOARDING BRIDGE REPLACEMENT
TBI Project No. 3502-2104**

**Newport News/Williamsburg Airport
Newport News, Virginia**

April 24, 2025

From: Talbert & Bright
10105 Krause Road, Suite 100
Chesterfield, Virginia 23832

To: All Bidders of Record

This Addendum is hereby made a part of the contract documents and specifications of the referenced project. All other requirements of the original specification shall remain in effect in their respective order. The bidders shall acknowledge receipt of this Addendum in the appropriate location in the Bid Proposal.

QUESTIONS AND ANSWERS

Q1. Please confirm if the DBE goal is 9.4% or 12.2% as both are listed in the bid docs.

A1. **The DBE goal is 9.4%.**

Q2. Hose lengths specified on drawings are a minimum length only. The PCA unit, hoses and reels are not shown on the drawings. Please provide desired configuration of reels and hose lengths.

A2. **PB-9 was added in previous addendum with hose lengths and mounting configuration.**

Q3. 34 77 13.16 – 8: Section 2.01 General. C. m. References an Electrical Baggage/Wheelchair Lift, drawing AP-2 does not indicate Bag Valet/Lift is required. Please confirm no Bag Valet/Lift is required for this project.

A3. **There are no bag valets or lifts to be provided new. The existing Telford conveyor mounted on the existing PBB at the cab end is to be removed and reinstalled on the new PBB.**

Q4. The Customer drawing AP-1 lists the existing PBB as an A3-60/119 125R and that is has a 90kva unit, a bag slide, a Telford Conveyor, but does not have a PCAir unit. The Customer drawing identified as AP-2 lists the new PBB as an A3-64/131 125R and that it requires a 90kva/28v combo unit, a bag slide, a relocated Telford Conveyor (from existing PBB), and a 30ton PCAir unit. The new PBB model/size along with the PCAir unit will impose higher loads on the existing foundation; it is also likely that any newer codes would be to have higher wind and/or seismic requirements. As a result, we will provide a foundation load sheet based upon the new equipment requirements, however we want to be sure and point out to Aero BridgeWorks that there will be a need to decide if the existing

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foundation is adequate to support the new equipment. Please indicate if in fact the airport is wanting to go up one size in PBB length. If this is only a replacement project, we should be able to use the same size PBB. This would simply things significantly.

- A4. **Please provide a load sheet of the size PBB, or equivalent as shown in the design documents with the intent of reusing the existing foundation. Apparent low bidder load sheets will be used to provide further foundation evaluation.**
- Q5 Customer specification 34 77 13, item 2.03 .1.i. states “The exterior sides of the boarding bridge shall be constructed of no less than 14 gauge flat steel panels. The Supplier shall detail panel specifications in the proposal. The tunnel sides are to allow for 100% insulation throughout.” However, the Customer drawing AP-2 lists a corrugated PBB model. The existing PBB is a corrugated PBB model but (4) PBB provided around 2010 were the truss/steel-clad design. Please confirm what PBB design we are to provide for the bid. Do you want to quote the truss/steel-clad, the corrugated design with steel-cladding, or just a corrugated design.
- A5. **Flat sided or corrugated PBBs are both suitable for bid purposes. The corrugated model shown in the documents was used only for basis of design.**

END OF ADDENDUM NO. THREE (3)