

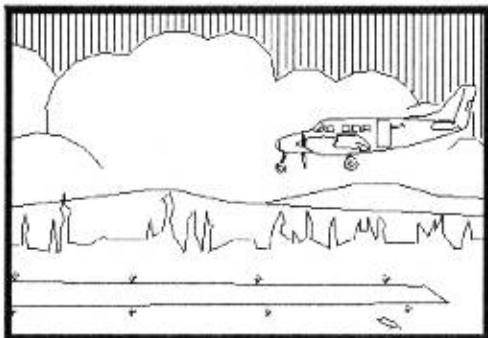
INVITATION TO BID

FAIRBANKS INTERNATIONAL AIRPORT

SPECIFICATIONS & BID DOCUMENTS

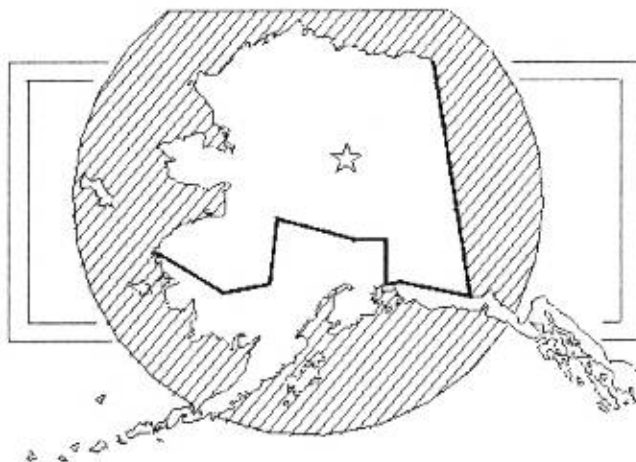
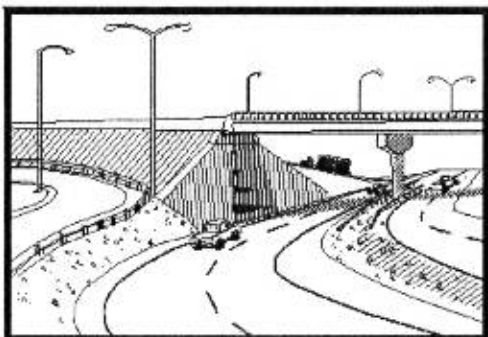
**PROJECT: Fairbanks International Airport Passenger Boarding
Bridge Gate 3**

ITB NO: 2515N017

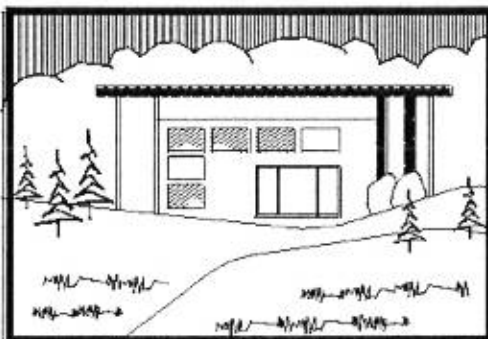


STATE OF ALASKA

**Department of Transportation
And Public Facilities**



Northern Region



DATE: August 22, 2014

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

INVITATION TO BID
for Construction Contract

Date August 22, 2014

FIA Passenger Boarding Bridge Gate 3, ITB # 2515N017

Project Name and Number

Location of Project: Fairbanks International Airport, Gate 3, Fairbanks, Alaska
Contracting Officer: Sandra Harrel, Procurement Specialist I
Issuing Office: Northern Region Procurement, Department of Transportation & Public Facilities
State Funded ☒ Federal Aid ☐

Description of Work:

Provide all required to fully install an operable, safe and reliable reconditioned passenger loading bridge at Fairbanks International Airport Boarding Bridge Gate 3.

CONTRACT AWARD SUBJECT TO AVAILABILITY OF FUNDS.

The Engineer's Estimate is: ☐ Less than \$100,000 ☐ Between \$1,000,000 and \$2,500,000
☐ Between \$100,000 and \$250,000 ☐ Between \$2,500,000 and \$5,000,000
☒ Between \$250,000 and \$500,000 ☐ Greater than \$5,000,000
☐ Between \$500,000 and \$1,000,000

All work shall be completed by May 15, 2015.

Interim Completion dates, if applicable, will be shown in the Special Provisions.

Bidders are invited to submit sealed bids, in single copy, for furnishing all labor, equipment, and materials and for performing all work for the project described above. Bids will be opened publicly at 11:00 a.m. local time, Department of Transportation & Public Facilities, Northern Region Procurement, 2301 Peger Road, Building 4, Fairbanks, Alaska 99709 on the 17th of September 2014.

SUBMISSION OF BIDS

ALL BIDS INCLUDING ANY AMENDMENTS OR WITHDRAWALS MUST BE RECEIVED PRIOR TO BID OPENING. BIDS SHALL BE SUBMITTED ON THE FORMS FURNISHED AND MUST BE IN A SEALED ENVELOPE MARKED AS FOLLOWS:

Bid for Project: ITB #: 2515N017, FIA Passenger Boarding Bridge Gate 3	ATTN: Northern Region Procurement State of Alaska Department of Transportation & Public Facilities 2301 Peger Road Fairbanks, Alaska 99709-5399
---	--

Bids, amendments or withdrawals transmitted by mail must be received at the above specified address no later than 30 minutes prior to the scheduled time of bid opening. Hand-delivered bids, amendments or withdrawals must be received by **Supply Section** at the DOT&PF Supply Building, 2301 Peger Road, Building 4, Fairbanks, Alaska 99709 prior to the scheduled time of bid opening. Faxed bid amendments must be addressed to **Northern Region Procurement**. Fax number: (907) 451-5238.

A bid guaranty is required with each bid in the amount of 5% of the amount bid. (Alternate bid items as well as supplemental bid items appearing on the bid schedule shall be included as part of the total amount bid when determining the amount of bid guaranty required for the project.)

The Department hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this Invitation, Disadvantaged Business Enterprises (DBEs) will be afforded full opportunity to submit bids and will not be discriminated against on the grounds of race, color, national origin, or sex in consideration for an award.

NOTICE TO BIDDERS

Bidders are hereby notified that data to assist in preparing bids is available as follows:

Plans and Specifications may be ordered, for the price of \$0, from:

Supply Section

Supply Building

2301 Peger Road, Building 4

Fairbanks, Alaska 99709-5399

Phone: (907) 451-5240

TDD (for Hearing Impaired, required special equipment): (907) 451-2362

All questions relating to design features, constructability, quantities, or other technical aspects of the project should be directed to the following. Bidders requesting assistance in viewing the project must make arrangements at least 48 hours in advance with:

Steve Henry

Phone: (907) 474-2587, Email: steve.henry@alaska.gov

All questions concerning bidding procedures should be directed to: Sandra Harrel, Procurement Specialist

Phone: (907) 451-5240

Other Information:

Bid results are available after each bid opening by dialing (907) 451-5240 or by accessing the DOT&PF home page at (<http://www.dot.state.ak.us/>). Additional information, such as Planholder Lists and Contract Award Status, is also available on the DOT&PF Home Page.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

REQUIRED DOCUMENTS
State Funded Contracts

REQUIRED FOR BID. Bids will not be considered if the following documents are not completely filled out and submitted at the time of bidding:

1. **Bid Form (Form 25D-9N)**
 2. **Bid Schedule**
 3. **Bid Security**
 4. Any bid revisions must be submitted by the bidder prior to bid opening on the following form:
Bid Modification (Form 25D-16)
-

REQUIRED AFTER NOTICE OF APPARENT LOW BIDDER. The apparent low bidder is required to complete and submit the following document within 5 working days after receipt of written notification:

1. **Subcontractor List (Form 25D-5)**
-

REQUIRED FOR AWARD. In order to be awarded the contract, the successful bidder must completely fill out and submit the following documents within the time specified in the intent to award letter:

1. **Construction Contract (Form 25D-10A)**
2. **Payment Bond (Form 25D-12)**
3. **Performance Bond (Form 25D-13)**
4. **Contractor's Questionnaire (Form 25D-8)**
5. **Certificate of Insurance** (from carrier)
6. Bidders must register annually with the Civil Rights Office in order to be eligible for award. If not registered, or if unsure, submit the following: **Bidder Registration (Form 25D-6)**



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SUBCONTRACTOR LIST

FIA Passenger Boarding Bridge Gate 3, ITB # 2515N017

Project Name and Number

The apparent low bidder shall complete this form and submit it so as to be received by the Contracting Officer prior to the close of business on the fifth working day after receipt of written notice from the Department.

Failure to submit this form with all required information by the due date will result in the bidder being declared nonresponsive and may result in the forfeiture of the Bid Security.

Scope of work must be clearly defined. If an item of work is to be performed by more than one firm, indicate the portion or percent of work to be done by each.

Check as applicable: ☐ All Work on the above-referenced project will be accomplished without subcontracts greater than $\frac{1}{2}$ of 1% of the contract amount.

☐ or
Subcontractor List is as follows:

LIST FIRST TIER SUBCONTRACTORS ONLY

FIRM NAME, ADDRESS, PHONE NO.	AK BUSINESS LICENSE NO., CONTRACTOR'S REGISTRATION NO.	SCOPE OF WORK TO BE PERFORMED

CONTINUE SUBCONTRACTOR INFORMATION ON REVERSE

For projects with federal-aid funding, I hereby certify Alaska Business Licenses and Contractor registrations will be valid for all subcontractors prior to award of the subcontract. For projects without federal-aid funding (State funding only), I hereby certify the listed Alaska Business Licenses and Contractor's Registration were valid at the time bids were opened for this project.

Signature of Authorized Company Representative

Title

Company Name

Company Address (Street or PO Box, City, State, Zip)

Date

Phone Number



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
Civil Rights Office – DBE Program

BIDDER REGISTRATION

All firms must register annually or prior to project award with the Alaska Department of Transportation and Public Facilities (DOT&PF) Civil Rights Officer (CRO). Complete this form for each contractor and subcontractor. Firms will be listed on the bidder registration online directory <http://www.dot.state.ak.us/cvlrts/bidreg.shtml>.

Name of Firm: _____

Street Address: _____

Mailing Address: _____

Contact Name: _____

Telephone Number: _____

Fax number: _____

E-mail Address: _____

Date Firm was Established: _____

The firm listed above is a (check all that apply):

- | | | |
|--------------------|--------------------------|---|
| Prime Contractor? | <input type="checkbox"/> | |
| Subcontractor? | <input type="checkbox"/> | Identify specialty: |
| Service Provider? | <input type="checkbox"/> | Identify service: |
| Material Supplier? | <input type="checkbox"/> | Identify material: |
| Manufacturer? | <input type="checkbox"/> | Identify product: |
| Certified DBE? * | <input type="checkbox"/> | *DBE- Disadvantaged Business Enterprise |

Firm's gross annual receipts:

- ☐ < \$500,000
- ☐ \$500,000- \$999,999
- ☐ \$1,000,000- \$4,999,999
- ☐ \$5,000,000- \$9,999,999
- ☐ \$10,000,000- \$16,999,999
- ☐ > \$17,000,000

Type of contracts/proposals bid by the firm (check all that apply):

- ☐ Highways ☐ Airports ☐ Transit ☐ AMHS

Signature of Company Representative	Title	Date
-------------------------------------	-------	------

Send this completed form to:
ADOT&PF Civil Rights Office
PO Box 196900
Anchorage, Alaska 99519-6900

OR You may fax your completed form to:
(907) 269-0847

If you have any questions, please call (907) 269-0851.

2. What percent of the total value of this contract do you intend to subcontract? _____ %

3. Do you propose to purchase any equipment for use on this project?
☐ No ☐ Yes If YES, describe type, quantity, and approximate cost:

4. Do you propose to rent any equipment for this work?
☐ No ☐ Yes If YES, describe type and quantity:

5. Is your bid based on firm offers for all materials necessary for this project?
☐ Yes ☐ No If NO, please explain:

C. EXPERIENCE

1. Have you had previous construction contracts or subcontracts with the State of Alaska?
☐ Yes ☐ No

Describe the most recent or current contract, its completion date, and scope of work:

2. List, as an attachment to this questionnaire, other construction projects you have completed, the dates of completion, scope of work, and total contract amount for each project completed in the past 12 months.

I hereby certify that the above statements are true and complete.

Name of Contractor

Name and Title of Person Signing

Signature

Date



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

BID FORM

for

FIA Passenger Boarding Bridge Gate 3, ITB # 2515N017

Project Name and Number

by

Company Name

Company Address (Street or PO Box, City, State, Zip)

**TO THE CONTRACTING OFFICER,
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES:**

In compliance with your Invitation to Bid dated _____, the Undersigned proposes to furnish and deliver all the materials and do all the work and labor required in the construction of the above-referenced Project, located at or near Fairbanks, Alaska, according to the plans and specifications and for the amount and prices named herein as indicated on the Bid Schedule consisting of _____ sheets, which is made a part of this Bid.

The Undersigned declares that he has carefully examined the contract requirements and that he has made a personal examination of the site of the work; that he understands that the quantities, where such are specified in the Bid Schedule or on the plans for this project, are approximate only and subject to increase or decrease, and that he is willing to perform increased or decreased quantities of work at unit prices bid under the conditions set forth in the Contract Documents.

The Undersigned hereby agrees to execute the said contract and bonds within fifteen calendar days, or such further time as may be allowed in writing by the Contracting Officer, after receiving notification of the acceptance of this bid, and it is hereby mutually understood and agreed that in case the Undersigned does not, the accompanying bid guarantee shall be forfeited to the State of Alaska, Department of Transportation and Public Facilities as liquidated damages, and the said Contracting officer may proceed to award the contract to others.

The Undersigned agrees to commence the work within 10 calendar days, and to complete the work within _____ calendar days, after the effective date of the Notice to Proceed, or by _____, unless extended in writing by the Contracting Officer.

The Undersigned proposes to furnish Payment Bond in the amount of **50%** (of the contract) and Performance Bond in the amount of **50%** (of the contract), as surety conditioned for the full, complete and faithful performance of this contract.

The Undersigned acknowledges receipt of the following addenda to the drawings and/or specifications (give number and date of each).

Addenda Number	Date Issued	Addenda Number	Date Issued	Addenda Number	Date Issued

NON-COLLUSION DECLARATION

The Undersigned declares, under penalty of perjury under the laws of the United States, that neither he nor the firm, association, or corporation of which he is a member, has, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this bid.

The Undersigned has read the foregoing and hereby agrees to the conditions stated therein by affixing his signature below:

Signature of Authorized Company Representative

Typed Name and Title

()

Phone Number

()

Fax Number

BID SCHEDULE

PROJECT NAME: FIA Passenger Boarding Bridge Gate 3

PROJECT NUMBER: ITB # 2515N017

Bidders Please Note: Before preparing this Bid Schedule, read carefully the Invitation for Bids, Instructions to Bidders, and the Technical Specifications.

The Bidder shall insert a unit price opposite each pay item in the Bid Schedule and multiply by estimated quantities for this contract. No price is to be tendered for any item not appearing in the Bid Schedule.

If in checking the extension of bids, the Department finds any discrepancy between the amount written numerically and the amount written in words, the amount in words will prevail.

Contract award shall be made to the lowest responsible and responsive bidder who can provide all labor, equipment, subsistence, mobilization, demobilization and administrative costs. Bids will be compared on the basis of the summation of the total amounts of all Pay Items in the Basic Bid.

BASIC BID:

Pay Item #1: Provide all required to fully install an operable, safe and reliable
reconditioned passenger loading bridge at Fairbanks International Airport
Boarding Bridge Gate 3.

Total Pay Item #1 (In Figures)

Total Pay Item #1 (In Words)

CONTRACTOR'S NAME

TELEPHONE NUMBER

ALASKA CONTRACTOR'S LICENSE NUMBER

EXPIRATION DATE

ALASKA BUSINESS LICENSE NUMBER

EXPIRATION DATE

BID SCHEDULE:

ITB # 2515N017, FIA Passenger Boarding Bridge Gate 3

PAGE 1 OF 1

INSTRUCTIONS FOR ALASKA PRODUCTS PREFERENCE WORKSHEET

Special Notice: All procurements, except those funded from Federal sources, shall contain Contract provisions for the preference of Alaska products. **To be considered for the Alaska Product Preference, each product listed by the Bidder on this worksheet must have current certification from the Alaska Products Preference Program at the time of Bid Opening. A product with expired certification at the bid opening date will not be considered eligible. Products that are not specified for use on the project will not be considered eligible.** The Alaska Product Preference Program List of certified products is available online at: <http://www.commerce.state.ak.us/devprodref/proddref.htm> or may be obtained by contacting the local DCED office or writing: Dept. of Commerce & Economic Development, Alaska Products Preference List, P.O. Box 110800, Juneau, Alaska 99811-0800.

BIDDERS INSTRUCTIONS:

- A. General.** The contracting Agency may request documentation to support entries made on this form. False presentations may be subject to AS 36.30.687. All Bidder's entries must conform to the requirements covering bid preparations in general. Discrepancies in price extensions shall be resolved by multiplying the declared total value times the preference percentage and adjusting any resulting computation(s) accordingly.
- B. Form Completion – BASIC BIDS.**
 - (1) Enter project number and name, the words "Basic Bid" and the CONTRACTOR'S name in the heading of each page as provided.
 - (2) The Bidder shall compare those candidate products appearing on the preference listing (see Special Notice comments above) against the requirements of the technical specifications appearing in the contract documents. If the Bidder determines that a candidate product can suitably meet the contract requirements, then that product may be included in the worksheet as follows.
 - (3) For each suitable product submitted under the "Basic Bid" enter:
 - The product name, generic description and its corresponding technical specification section number under the heading "PRODUCT".
 - The company name of the Alaska producer under the heading "Manufacturer", and
 - The product class (I, II, or III) and preference percentage (3, 5, or 7% respectively) under the "CLASS/%" heading.
 - (4) For each product appearing on the list and to be utilized by the CONTRACTOR enter:
 - Under the heading "TOTAL DECLARED VALUE" the manufacturer's quoted price of the product, (caution: this value is to be the manufacturer's quoted price at the place of origin and shall not include costs for freight, handling or miscellaneous charges of incorporating the product into the Work,) and
 - The resulting preference – i.e. the preference percentage times the total declared value amount – under the heading "REDUCTION AMOUNT".
 - (5) Continue for all "suitable" basic bid products. If the listing exceeds one page enter the words "Page # ___ SUB" in front of the word "TOTAL" and on the first line of the following pages enter "SUBTOTAL OF REDUCTION AMOUNT FROM PREVIOUS PAGE".
 - (6) On the final page of the listing enter "BASIC BID PREFERENCE GRAND" immediately before the word "TOTAL".
 - (7) Total the entries in the "REDUCTION AMOUNT" column for each page by commencing at the first entry for that page. If a continuation page exists, ensure that the subtotal from the previous page is computed into the running total. Number pages as appropriate.
 - (8) Compute a Grand Total for the Basic Bid Preference. Enter the amount on the final page of the worksheet. (Note: When solicitations require written bids this amount should also be entered on line "C" of the Basic Bid Schedule.) Submit worksheet(s) with the Bid Schedule.
- C. Form Completion – ALTERNATE BIDS.**
 - (1) Enter project number and name, the words "ALTERNATE BID # ___", and CONTRACTOR'S name in the heading of each page as provided.
 - (2) On the first entry line enter "ADDITIONAL ALASKA PRODUCTS FOR ALTERNATE BID # ___", and repeat procedures 2 through 5 under part B these Bidder's instructions except that references to "Basic Bid" shall be replaced with the words "Alternate Bid # ___".
 - (3) Following the listing of all additional Alaska products enter the words "ADDITIONAL PRODUCTS PREFERENCE FOR ALTERNATE BID # ___ - SUBTOTAL" and enter a subtotal amount for all additional products as listed. Subtotal amount to be determined by adding all additional product entries in the "REDUCTION AMOUNT" column.
 - (4) Skip three lines and enter "LESS THE FOLLOWING NON-APPLICABLE ALASKA PRODUCTS:
 - (5) Beginning on the next line, enter the product name and manufacturer of each Alaska Product appearing on the "Basic Bid" listing which would be deleted or reduced from the Project should the "Alternate Bid" be selected. Details of entry need only be sufficient to clearly reference the subject product. (i.e. "Pre-hung doors by Alaska Door Co., Anchorage.") Products being reduced shall specify the amount of the reduction. Should no products require deletion enter "None". When a product is listed as a "NON-APPLICABLE ALASKA PRODUCT" for this alternate bid and if under the basic bid the Bidder received a preference on his basic bid as a result of that product, then the applicable entries under the headings "TOTAL DECLARED VALUE" and "REDUCTION AMOUNT" (for each product and from the basic bid listing) shall also be entered into the corresponding headings of this form. Where only a portion of the products has been deleted, the entry (which will differ from those on the basic bid listing) may be "pro-rated" or as otherwise substantiated.
 - (6) Following the listing of all non-applicable Alaska products enter the words "NON-APPLICABLE PRODUCTS PREFERENCE FROM BASIC BID ___ SUBTOTAL" and enter a subtotal amount for all non-applicable products listed. Subtotal amount to be determined by adding all non-applicable entries in the "REDUCTION AMOUNT" column.
 - (7) At the bottom of the final page enter the words "ALTERNATE BID # ___ PREFERENCE GRAND" immediately before the word "TOTAL".
 - (8) Compute a Grand Total for the Alternate Bid Preference (for Alternate # ___) by subtracting the non-applicable product preference subtotal from the additional product preference subtotal. Enter on the final page. (Note: When solicitations require written bids this amount should also be entered on line "C" of the Alternate Bid Schedule.) Submit separate worksheet(s) with each Alternate Bid.

(See Reverse Side for Instructions)

Contractor: _____



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CONSTRUCTION CONTRACT

FIA Passenger Boarding Bridge Gate 3, ITB # 2515N017

Project Name and Number

This CONTRACT, between the STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, herein called the Department, acting by and through its Contracting Officer, and

Company Name

Company Address (Street or PO Box, City, State, Zip)

a/an ☐ Individual ☐ Partnership ☐ Joint Venture ☐ Sole Proprietorship ☐ Corporation incorporated under the laws of the State of _____, its successors and assigns, herein called the Contractor, is effective the date of the signature of the Contracting Officer on this document.

WITNESSETH: That the Contractor, for and in consideration of the payment or payments herein specified and agreed to by the Department, hereby covenants and agrees to furnish and deliver all the materials and to do and perform all the work and labor required in the construction of the above-referenced project at the prices bid by the Contractor for the respective estimated quantities aggregating approximately the sum of:

_____ Dollar
(\$ _____), and such other items as are mentioned in the original Bid, which Bid and prices named, together with the Contract Documents are made a part of this Contract and accepted as such.

It is distinctly understood and agreed that no claim for additional work or materials, done or furnished by the Contractor and not specifically herein provided for, will be allowed by the Department, nor shall the Contractor do any work or furnish any material not covered by this Contract, unless such work is ordered in writing by the Department. In no event shall the Department be liable for any materials furnished or used, or for any work or labor done, unless the materials, work, or labor are required by the Contract or on written order furnished by the Department. Any such work or materials which may be done or furnished by the Contractor without written order first being given shall be at the Contractor's own risk, cost, and expense and the Contractor hereby covenants and agrees to make no claim for compensation for work or materials done or furnished without such written order.

The Contractor further covenants and agrees that all materials shall be furnished and delivered and all labor shall be done and performed, in every respect, to the satisfaction of the Department, on or before: **May 15, 2015.** It is expressly understood and agreed that in case of the failure on the part of the Contractor, for any reason, except with the written consent of the Department, to complete the furnishing and delivery of materials and the doing and performance of the work before the aforesaid date, the Department shall have the right to deduct from any money due or which may become due the Contractor, or if no money shall be due, the Department shall have the right to recover Three Hundred dollars (**\$300.00**) per day for each calendar day elapsing between the time stipulated for the completion and the actual date of completion in accordance with the terms hereof; such deduction to be made, or sum to be recovered, not as a penalty but as liquidated damages.

The bonds given by the Contractor in the sum of \$ _____ Payment Bond, and \$ _____ Performance Bond, to secure the proper compliance with the terms and provisions of this Contract, are submitted herewith and made a part hereof.

IN WITNESS WHEREOF, the parties hereto have executed this Contract and hereby agree to its terms and conditions.

CONTRACTOR

Company Name

Signature of Authorized Company Representative

Typed Name and Title

Date

(Corporate Seal)

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

Signature of Contracting Officer

Typed Name

Date



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PAYMENT BOND

Bond No. _____

For _____

FIA Passenger Boarding Bridge Gate 3, ITB # 2515N017

Project Name and Number

KNOW ALL WHO SHALL SEE THESE PRESENTS:

That _____
of _____ as Principal,
and _____
of _____ as Surety,
firmly bound and held unto the State of Alaska in the penal sum of _____ Dollars

(\$ _____) good and lawful money of the United States of America for the payment whereof,
well and truly to be paid to the State of Alaska, we bind ourselves, our heirs, successors, executors, administrators, and assigns,
jointly and severally, firmly by these presents.

WHEREAS, the said Principal has entered into a written contract with said State of Alaska, on the _____ of _____
A.D., 20____, for construction of the above-referenced project, said work to be done according to the terms of said contract.

Now, THEREFORE, the conditions of the foregoing obligation are such that if the said Principal shall comply with all requirements
of law and pay, as they become due, all just claims for labor performed and materials and supplies furnished upon or for the work
under said contract, whether said labor be performed and said materials and supplies be furnished under the original contract, any
subcontract, or any and all duly authorized modifications thereto, then these presents shall become null and void; otherwise they
shall remain in full force and effect.

IN WITNESS WHEREOF, we have hereunto set our hands and seals at _____,
_____ this _____ day of _____ A.D., 20____.

Principal: _____

Address: _____

By: _____

Contact Name: _____

Phone: () _____

Surety: _____

Address: _____

By: _____

Contact Name: _____

Phone: () _____

The offered bond has been checked for adequacy under the applicable statutes and regulations:

Alaska Department of Transportation & Public Facilities Authorized Representative

Date

INSTRUCTIONS

1. This form, for the protection of persons supplying labor and material, shall be used whenever a payment bond is required. There shall be no deviation from this form without approval from the Contracting Officer.
2. The full legal name, business address, phone number, and point of contact of the Principal and Surety shall be typed on the face of the form. Where more than a single surety is involved, a separate form shall be executed for each surety.
3. The penal amount of the bond, or in the case of more than one surety the amount of obligation, shall be typed in words and in figures.
4. Where individual sureties are involved, a completed Affidavit of Individual Surety shall accompany the bond. Such forms are available upon request from the Contracting Officer.
5. The bond shall be signed by authorized persons. Where such persons are signing in a representative capacity (e.g., an attorney-in-fact), but is not a member of the firm, partnership, or joint venture, or an officer of the corporation involved, evidence of authority must be furnished.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PERFORMANCE BOND

Bond No. _____

For

FIA Passenger Boarding Bridge Gate 3, ITB # 2515N017

Project Name and Number

KNOW ALL WHO SHALL SEE THESE PRESENTS:

That _____
of _____ as Principal,
and _____
of _____ as Surety,
firmly bound and held unto the State of Alaska in the penal sum of _____ Dollars

(\$ _____) good and lawful money of the United States of America for the payment whereof,
well and truly to be paid to the State of Alaska, we bind ourselves, our heirs, successors, executors, administrators, and assigns,
jointly and severally, firmly by these presents.

WHEREAS, the said Principal has entered into a written contract with said State of Alaska, on the _____ of _____
A.D., 20____, for construction of the above-named project, said work to be done according to the terms of said contract.

Now, THEREFORE, the conditions of the foregoing obligation are such that if the said Principal shall well and truly perform and
complete all obligations and work under said contract and if the Principal shall reimburse upon demand of the Department of
Transportation and Public Facilities any sums paid him which exceed the final payment determined to be due upon completion of the
project, then these presents shall become null and void; otherwise they shall remain in full force and effect.

IN WITNESS WHEREOF, we have hereunto set our hands and seals at _____,
this _____ day of _____ A.D., 20____.

Principal: _____

Address: _____

By: _____

Contact Name: _____

Phone: () _____

Surety: _____

Address: _____

By: _____

Contact Name: _____

Phone: () _____

The offered bond has been checked for adequacy under the applicable statutes and regulations:

Alaska Department of Transportation & Public Facilities Authorized Representative

Date

INSTRUCTIONS

1. This form shall be used whenever a performance bond is required. There shall be no deviation from this form without approval from the Contracting Officer.
2. The full legal name, business address, phone number, and point of contact of the Principal and Surety shall be typed on the face of the form. Where more than a single surety is involved, a separate form shall be executed for each surety.
3. The penal amount of the bond, or in the case of more than one surety the amount of obligation, shall be typed in words and in figures.
4. Where individual sureties are involved, a completed Affidavit of Individual Surety shall accompany the bond. Such forms are available upon request from the Contracting Officer.
5. The bond shall be signed by authorized persons. Where such person is signing in a representative capacity (e.g., an attorney-in-fact), but is not a member of the firm, partnership, or joint venture, or an officer of the corporation involved, evidence of authority must be furnished.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

BID BOND

For

FIA Passenger Boarding Bridge Gate 3, ITB # 2515N017

Project Name and Number

DATE BOND EXECUTED: _____

PRINCIPAL (Legal name and business address):

TYPE OF ORGANIZATION:

	<input type="checkbox"/> Individual	<input type="checkbox"/> Partnership
	<input type="checkbox"/> Joint Venture	<input type="checkbox"/> Corporation
STATE OF INCORPORATION:		

SURETY(IES) (Name and business address):

A.	B.	C.
PENAL SUM OF BOND:		DATE OF BID:

We, the PRINCIPAL and SURETY above named, are held and firmly bound to the State (State of Alaska), in the penal sum of the amount stated above, for the payment of which sum will be made, we bind ourselves and our legal representatives and successors, jointly and severally, by this instrument.

THE CONDITION OF THE FOREGOING OBLIGATION is that the Principal has submitted the accompanying bid in writing, date as shown above, on the above-referenced Project in accordance with contract documents filed in the office of the Contracting Officer, and under the Invitation for Bids therefor, and is required to furnish a bond in the amount stated above.

If the Principal's bid is accepted and he is offered the proposed contract for award, and if the Principal fails to enter into the contract, then the obligation to the State created by this bond shall be in full force and effect.

If the Principal enters into the contract, then the foregoing obligation is null and void.

PRINCIPAL

Signature(s)	1.	2.	3.
Name(s) & Title(s) (Typed)	1.	2.	3.
See Instructions on Reverse			
Corporate Seal			

CORPORATE SURETY(IES)

Surety A	Name of Corporation	State of Incorporation	Liability Limit \$
Signature(s)	1.	2.	Corporate Seal
Name(s) & Titles (Typed)	1.	2.	
Surety B	Name of Corporation	State of Incorporation	Liability Limit \$
Signature(s)	1.	2.	Corporate Seal
Name(s) & Titles (Typed)	1.	2.	
Surety C	Name of Corporation	State of Incorporation	Liability Limit \$
Signature(s)	1.	2.	Corporate Seal
Name(s) & Titles (Typed)	1.	2.	

INSTRUCTIONS

1. This form shall be used whenever a bid bond is submitted.
2. Insert the full legal name and business address of the Principal in the space designated. If the Principal is a partnership or joint venture, the names of all principal parties must be included (e.g., "Smith Construction, Inc. and Jones Contracting, Inc. DBA Smith/Jones Builders, a joint venture"). If the Principal is a corporation, the name of the state in which incorporated shall be inserted in the space provided.
3. Insert the full legal name and business address of the Surety in the space designated. The Surety on the bond may be any corporation or partnership authorized to do business in Alaska as an insurer under AS 21.09. Individual sureties will not be accepted.
4. The penal amount of the bond may be shown either as an amount (in words and figures) or as a percent of the contract bid price (a not-to-exceed amount may be included).
5. The scheduled bid opening date shall be entered in the space marked Date of Bid.
6. The bond shall be executed by authorized representatives of the Principal and Surety. Corporations executing the bond shall also affix their corporate seal.
7. Any person signing in a representative capacity (e.g., an attorney-in-fact) must furnish evidence of authority if that representative is not a member of the firm, partnership, or joint venture, or an officer of the corporation involved.
8. The states of incorporation and the limits of liability of each surety shall be indicated in the spaces provided.
9. The date that bond is executed must not be later than the bid opening date.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ALASKA VETERAN'S PREFERENCE AFFIDAVIT

In response to the Invitation to Bid for:

Project Name and Number: **FIA Passenger Boarding Bridge Gate 3, ITB # 2515N017,**

I certify under penalty of perjury that _____
(Name) qualifies for the Alaska Veteran's Preference under the following conditions:

(a) If a bidder qualifies under AS 36.30.170(b) as an Alaska bidder and is a qualifying entity, a five percent bid preference shall be applied to the bid price (preference may not exceed \$5,000). In this subsection, "qualifying entity" means a:

- (1) Sole proprietorship owned by an Alaska Veteran;
- (2) Partnership under AS 32.06 or AS 32.11 if a majority of the members are Alaska Veterans;
- (3) Limited liability company organized under AS 10.50 if a majority of the individuals are Alaska Veterans.
- (4) Corporation that is wholly owned by individuals and a majority of the individuals are Alaska veterans.

(b) To qualify for a preference under this section, a bidder must add value by the bidder itself actually performing, controlling, managing and supervising a significant part of the services provided, or the bidder must have sold supplies of the general nature solicited to other state agencies, governments, or the general public.

(c) In this section, "Alaska Veteran" means an individual who is a:

- (1) Resident of this state; and
- (2) Veteran; means an individual who:

(A) Served in the:

- (i) Armed Forces of the United States, including a reserve unit of the United States armed forces; or
- (ii) Alaska Territorial Guard, the Alaska Army National Guard, the Alaska Air National Guard, or the Alaska Naval Militia; and

(B) Was separated from the service under a condition that was not dishonorable.

Authorized Signature

Printed Name

Date

Special Notice to Bidders

A formal visit to the site will occur on Thursday, September 4, 2014 at 1:30 p.m. at the Fairbanks International Airport. Bidders attending the site visit must confirm by contacting Steve Henry at (907)474-2587, Email: steve.henry@alaska.gov

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

INFORMATION TO BIDDERS

The Department is concerned over the manner in which bids are submitted. Bidders are requested to study and follow the bid assembly instructions as to the method and form for submitting bids so there will be no reason to reject a bid.

EXAMINATION OF CONTRACT REQUIREMENTS

Bidders are expected to examine carefully the plans, specifications and all other documents incorporated in the contract to determine the requirements thereof before preparing bids.

Any explanation desired by bidders regarding the meaning or interpretation of drawings and specifications must be requested in writing and with sufficient time allowed for a reply to reach them before the submission of their bids. Oral explanations or instructions given before the award of the contract will not be binding. Any interpretation made will be in the form of an addendum to the specifications or drawings and will be furnished to all bidders and its receipt by the bidder shall be acknowledged.

CONDITIONS AT SITE OF WORK

Bidders are expected to visit the site to ascertain pertinent local conditions such as the location, accessibility and character of the site, labor conditions, the character and extent of the existing work within or adjacent thereto, and any other work being performed thereon.

PREPARATION OF BIDS

- (a) Bids shall be submitted on the forms furnished, and must be manually signed in ink. The person signing the proposal must initial any erasures or changes made to the bid.
- (b) The bid schedule will provide for quotation of a price or prices for one or more pay items which may include unit price or lump sum items and alternative, optional or supplemental price schedules or a combination thereof which will result in a total bid amount for the proposed construction.

Where required on the bid form, bidders must quote on all items and **THEY ARE WARNED** that failure to do so will disqualify them. When quotations on all items are not required, bidders should insert the words "no bid" in the space provided for any item not requiring a quotation and for which no quotation is made.

- (c) The bidder shall specify the price or prices bid in figures. On unit price contracts the bidder shall also show the products of the respective unit prices and quantities written in figures in the column provided for the purpose and the total amount of the proposal obtained by adding the amounts of the several items. All the figures shall be in ink or typed.
- (d) Neither conditional nor alternative bids will be considered unless called for.
- (e) Unless specifically called for, telegraphic or telefacsimile bids will not be considered.
- (f) Bid Schedule form should be enclosed in a separate sealed envelope and enclosed with all other bidding forms required at the opening.

BID SECURITY

All bids shall be accompanied by a bid security in the form of an acceptable Bid Bond (Form 25D-14), or a certified check, cashier's check or money order made payable to the State of Alaska. The amount of the bid security is specified on the Invitation for Bids.

Bid Bonds must be accompanied by a legible Power of Attorney.

If the bidder fails to furnish an acceptable bid security with the bid, the bid shall be rejected as non-responsive. Telegraphic notification of execution of Bid Bond does not meet the requirements of bid security accompanying the bid. An individual surety will not be accepted as a bid security.

The Department will hold the bid securities of the two lowest bidders until the Contract has been executed, after which they will be returned. All other bid securities will be returned as soon as practicable.

BIDDERS QUALIFICATIONS

Before a bid is considered for award, the bidder may be requested by the Department to submit a statement of facts, in detail, as to his previous experience in performing comparable work, his business and technical organization, financial resources, and plant available to be used in performing the contemplated work.

SUBMISSION OF BIDS

Bids must be submitted as directed on the Invitation for Bids. Do not include in the envelope any bids for other work.

ADDENDA REQUIREMENTS

The bid documents provide for acknowledgement individually of all addenda to the drawings and/or specifications on the signature page of the Proposal. All addenda shall be acknowledged on the Proposal or by telegram prior to the scheduled time of bid opening. If the bidder received no addenda, the word "None" should be shown as specified.

Every effort will be made by the Department to insure that Contractors receive all addenda when issued. Addenda will be issued to the individual or company to whom bidding documents were issued. Addenda may be issued by any reasonable method such as hand delivery, mail, telefacsimile, telegraph, courier, and in special circumstances by phone. Addenda will be issued to the address, telefacsimile number or phone number as stated on the planholder's list unless picked up in person or included with the bid documents. It is the bidder's responsibility to insure that he has received all addenda affecting the Invitation For Bids. No claim or protest will be allowed based on the bidder's allegation that he did not receive all of the addenda for an Invitation for Bids.

WITHDRAWAL OR REVISION OF BIDS

A bidder may withdraw or revise a bid after it has been deposited with the Department, provided that the request for such withdrawal or revision is received by the designated office, in writing, by telegram, or by telefacsimile, before the time set for opening of bids.

Telegraphic or telefacsimile modifications shall include both the modification of the unit bid price and the total modification of each item modified, but shall not reveal the amount of the total original or revised bids. Form 25D-16 shall be used to submit such modifications.

RECEIPT AND OPENING OF BIDS

- (a) The Department must receive all bids, including any amendment or withdrawal prior to the scheduled time of bid opening. Any bid, amendment, or withdrawal that has not actually been received by the Department prior to the time of the scheduled bid opening will not be considered.
- (b) No responsibility will be attached to any officer or employee of the Department for the premature opening of, or failure to open, a bid improperly addressed or identified.
- (c) The Department reserves the right to waive any technicality in bids received when such waiver is in the interest of the State.

BIDDERS PRESENT

At the time fixed for bid opening, bids will be publicly opened and read for the information of bidders and others properly interested, who may be present either in person or by representative. The amount of the bid and the name of the bidder shall be compiled and distributed as soon as possible after bid opening. Bids are not open for public inspection until after the Notice of Intent to Award is issued.

BIDDERS INTERESTED IN MORE THAN ONE BID

If more than one bid is offered by any one party, by or in the name of his or their clerk or partner, all such bids will be rejected. A party who has quoted prices to a bidder is not thereby disqualified from quoting prices to other bidders or from submitting a bid directly for the work.

REJECTION OF BIDS

The Department reserves the right to reject any and all bids when such rejection is in the best interest of the State; to reject the bid of a bidder who has previously failed to perform properly, or complete on time, contracts of a similar nature; to reject the bid of a bidder who is not, in the opinion of the Contracting Officer, in a position to perform the contract; and to reject a bid as non-responsive where the bidder fails to furnish the required documents, fails to complete required documents in the manner directed, or makes unauthorized alterations to the bid documents.

AWARD OF CONTRACT

- (a) The letter of award, if the contract is to be awarded, will be issued to the lowest responsible and responsive bidder as soon as practical and usually within 40 calendar days after opening of proposals.
- (b) The successful bidder will be notified of the Department's intent to award the contract and requested to execute certain documents, including the contract form and bonds.
- (c) The contract will be awarded to the successful bidder following receipt by the Department of all required documents, properly executed, within the time specified in the intent to award. Failure to enter into a contract within the specified time shall be grounds for forfeiture of the bid security and consideration of the second low bidder for award.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SUPPLEMENTARY INFORMATION TO BIDDERS

This document modifies or adds to the provisions of Department of Transportation and Public Facilities form 25D-3, INFORMATION TO BIDDERS.

Following subparagraph (c) under subject area "PREPARATION OF BIDS", add the following subparagraph:

"(C-1) When provided within the supplements to the bid schedule the Bidder shall specify those Alaska bidder and product preferences applicable to their bid. All entries made by the Bidder and designating applicable preferences must conform to the requirements of AS 36.30 and the instructions on the forms to warrant consideration."

Following subject area "REJECTION OF BIDS", add the following subject area:

"CONSIDERATION OF PROPOSALS

After the Proposals are opened and read, they will be compared on the basis identified on the bid schedule and the apparent low Bidder announced. The apparent low Bidder shall, within 5 working days following identification as the apparent low Bidder, submit a list of all firms with which the prime CONTRACTOR intends to execute subcontracts for the performance of the Contract. The list shall include the name, business address, Alaska business license number and contractor's registration number of each proposed Subcontractor.

Upon confirmation of the contents of the proposal the low Bidder will be identified by the DEPARTMENT by telephone and in writing. If the low Bidder differs from the apparent low Bidder then the requirements for Subcontractor listing, as noted above, shall become effective upon the low Bidder at the time of identification.

If a Bidder fails to list a Subcontractor or lists more than one Subcontractor for the same portion of Work and the value of that Work is in excess of one-half of one percent of the total bid, the Bidder agrees that it shall be considered to have agreed to perform that portion of Work without the use of a Subcontractor and to have represented that the Bidder is qualified to perform the Work.

A Bidder who attempts to circumvent the requirements of this section by listing as a Subcontractor another contractor who, in turn, sublets the majority of the Work required under the Contract, violates this section.

If a Contract is awarded to a Bidder who violates this section, the Bidder agrees that the Contracting Officer may:

- (1) cancel the Contract without any damages accruing to the State; or
- (2) after notice and a hearing, assess a penalty on the Bidder in an amount that does not exceed 10 percent of the value of the Subcontract at issue.

A Bidder may replace a listed Subcontractor who:

- (1) fails to comply with AS 08.18;
- (2) files for bankruptcy or becomes insolvent;
- (3) fails to execute a contract with the Bidder involving performance of the Work for which the Subcontractor was listed and the Bidder acted in good faith;
- (4) fails to obtain bonding;
- (5) fails to obtain insurance acceptable to the State;
- (6) fails to perform the Contract with the Bidder involving Work for which the Subcontractor was listed;
- (7) must be substituted in order for the prime CONTRACTOR to satisfy required State and Federal affirmative action requirements;
- (8) refuses to agree or abide with the bidder's labor agreement; or
- (9) is determined by the Contracting Officer to be nonresponsive."

Modify subject area "AWARD OF CONTRACT" as follows:

Subparagraph (a) substitute the word "generally" for the phrase "as soon as practical and"

Subparagraph (b) delete and substitute the following:

"All Bidders will be notified of the DEPARTMENT's intent to Award the Contract and the successful Bidder will be requested to execute certain documents, including the Contract form and bonds."

February 8, 2011

Special Notice to Bidders
Change in Prevailing Wage Requirements

Notice: The Department of Labor and Workforce Development (DOLWD) proposed a revised regulatory definition of "on-site" in 8 AAC 30.910 to clarify the scope of activities covered by Alaska's Little Davis Bacon Act (AS 36.05.010 – AS 36.05.110). For a copy of the revised definition of 8 AAC 30.910, go to: <http://labor.alaska.gov/commish/12-2010-OT-language.pdf>

DOLWD will enforce the revised provisions on all projects with a bid opening date on or after February 15, 2011. Prospective bidders on projects with a bid opening date on or after February 15, 2011, must consider the impact of the revised regulation and bid accordingly. DOLWD will not enforce the new "on-site" definition on projects with a bid opening date prior to February 15, 2011.

a contractor's use of this system.

What happens if I don't use this system? There are no fines or penalties for not using this system, however our normal processing time can take up to 10 days to initially process a Notice of Work and up to 30 days to process a Notice of Completion. This system will eliminate this waiting process in most cases.

What is bulk upload? A 'bulk' upload is a way of uploading your company's certified payroll data files containing the payroll information about your employees. To enhance your company's ability to submit certified payroll in the bulk format, your certified payroll accounting program may require some conversion. Please visit (<https://mytest2.state.ak.us/certpay/BulkUploadTest.aspx>) to view an example of a bulk upload formatted file.

My business already uses Master Builders software; will the bulk upload system allow me to submit payrolls using Master Builders? There are several certified payroll programs that are ready to upload directly to this system. The specifications for this system are available online and any certified payroll software manufacturer can view the file and make the needed changes that would allow their software to be compatible with this system. The State encourages all contractors to make their certified payroll manufacturers and programmers aware of this new system. The changes needed to make any existing payroll program compatible are very small.

Can anyone use this system, I'm a sub-contractor? Any contractor performing work on a public construction project can access and use this system.

How long does it take to submit paper-work through this system? The answer depends on your activities within the system. Entering information into this system takes no more time than sitting at a desk and completing a Notice of Work or a certified payroll. With the data recognition features built into this system, time spent entering some information can now be cut in half. As example, at the completion of a project you will find that the Notice of Completion form is partially completed with the project information extracted from the Notice of Work.

What happens if I need to quit in the middle of my work when I am entering data into the on-line certified payroll system? Will the work be saved in my-Alaska for editing at a later date/time? Any records that have been saved and have no errors will be saved for the next time you visit. Simply ensure that your screen shows no errors and that you have clicked 'Save Employee Payroll' on the 'Payroll' page and that the current employee is saved on the 'Demographics' page and close your web browser.

Who do I contact if I have a problem entering my CPs into the new online system? You can call the Wage and Hour office that is within the project region or send an email to:

Anchorage: 907-269-4900
Anchorage.LSS-WH@alaska.gov

Juneau: 907-465-4842
Juneau.LSS-WH@alaska.gov

Fairbanks: 907-451-2886
Fairbanks.LSS@alaska.gov

We are an equal opportunity employer/program. Auxiliary aids and services are available upon request to individuals with disabilities.



Alaska

Online Payroll Filing System

An overview and FAQs

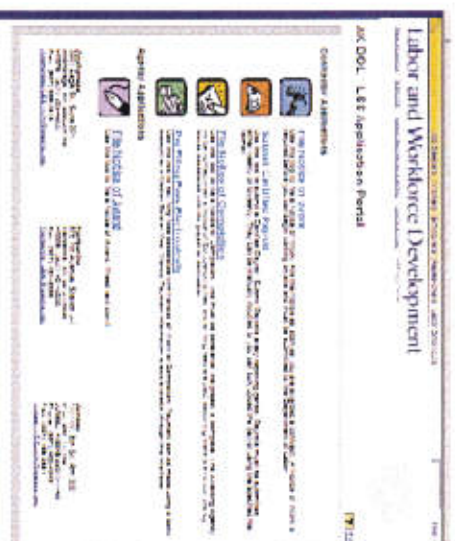
Welcome to the Department of Labor and Workforce Development Online Payroll Filing System. This is a joint venture with the Department of Transportation and Public Facilities.

This system has been designed to assist contract awarding agencies and contractors to achieve and maintain compliance with Alaska's resident hire and prevailing wage laws.

This system is web-based and can be accessed via the internet allowing unlimited availability. This is another step in Alaska's advancement towards providing the electronic business tools needed to be competitive in today's economic environment.

This pamphlet is designed to provide a small overview of the program, with a Q & A section of the most commonly asked questions.

The online system can be accessed through the myAlaska portal (<https://myalaska.state.ak.us/home/app>) after signing on with a user name and Password. The system can be found under "LSS-Online Filing Services"



Users of the system will experience increased efficiency and reduced costs and waste, associated with filing paper forms. Once an employee's personal data and classification information has been entered into the system, it will be available for future use, so only weekly changes (classifications, hours, and wages) would be updated. Rather than paying for postage, users will submit payrolls free of charge and receive an electronic confirmation that the information was received.

Highlights of Online System:

Using the myAlaska portal, the system can be accessed 24 hours a day, 365 days of the year, from any computer anywhere in the world where the internet is available.

When correctly submitted, a Notice of Work and Notice of Completion will receive instantaneous numbering and approval. This will be particularly useful for contractors waiting for the Notice of Completion process in order to receive final payment from a contracting agency. However, to take advantage of this

instantaneous process, all certified payrolls for the project must have been submitted through the electronic system. Payments of the 1% fee for projects meeting the criteria can be submitted in the form of either a credit card charge or a bank ACH withdrawal.

There are two ways to enter payroll information into the system, manually and using the bulk upload feature. The bulk upload feature requires payroll data to meet certain specifications, but will greatly reduce the time and effort needed to submit certified payroll information. Even if you decide to use the manual entry system, you will see time savings as the system will save employee names, addresses, and other static information so you will not have to reenter it on future payrolls unless there is a change.

The system allows for the revision to any submitted payrolls.

Users will have access to review submitted information at any time. The system will allow for archiving and instant recall of all submitted documents. Contractors working on DOT & PF/ DOLWD projects will only be required to submit their payroll information once rather than submitting one copy to DOLWD and a separate copy to DOT/PF.

Do I have to use this system?

At present, the State of Alaska does not require the mandatory use of this system. Your normal submission of certified payrolls, through mail or hand delivery, would continue if you do not use this system.

What will it cost me to use this system? There are no fees associated with

SECTION 01005 – ADMINISTRATIVE PROVISIONS

PART 1 GENERAL

1.1 REQUIREMENTS INCLUDED

- A. Drawings, Photos, and General and Supplementary Conditions of the Contract apply to this Section.
- B. Work of Contract.
- C. Operations.
- D. Pay Rates.
- E. Type of Contract.
- F. Work Sequence and Schedule.
- G. Contractor Use of Premises.
- H. Using Agencies and Building Tenants Occupancy.
- I. Operations at the Site.
- J. Schedule.
- K. Security and Emergencies.
- L. Disposal.
- M. Reference Standards.
- N. Record Documents.

1.2 WORK COVERED BY CONTRACT DOCUMENTS

- A. Work of this Contract comprises the **FIA Passenger Boarding Bridge Gate 3**; ITB# 2515N017, located at the Passenger Terminal, of Fairbanks International Airport, Fairbanks, Alaska, the Airport Engineer, hereinafter, called the DEPARTMENT, acting for the State of Alaska. Work under this contract shall be as indicated by the Contract Documents.

1.3 CONTRACTOR OPERATIONS

- A. Contractor staging area indicated on the Drawings will be provided by the DEPARTMENT for use from the Notice to Proceed (NTP) date until the required Substantial Completion date. The area may only be used by the Contractor for activities and storage directly associated with the Work.
- B. Vehicles, equipment, and materials may not be stored at the Airport without prior written approval of DEPARTMENT, except within the designated staging area.
- C. The Contractor shall not use any equipment anywhere on Airport property that is taller than the closest building without obtaining written approval for the proposed use and schedule of use from the DEPARTMENT. The Contractor is required to submit a FAA 7460 through the Airport for any equipment that extends taller than the building.

1.4 RATE OF PAY

- A. State of Alaska, Department of Labor, "Laborers' and Mechanics' Minimum Rates of Pay" apply.

1.5 CONTRACT METHOD

- A. Construct the work under a single lump sum contract.
- B. Alternates: See Division 1 Section "Alternates" for award of Alternates.

1.6 WORK SEQUENCE AND SCHEDULE

- A. Work shall be performed in accordance with Contractor's approved Construction Progress Schedule. Work performed out of sequence with the accepted schedule may be stopped by DEPARTMENT Project Manager or Safety Personnel without prior notice. Such action by the DEPARTMENT will **not be considered an infringement on the Contractor's right to determine his schedule and therefore will not** create a delay in the Work or an increase in cost to the DEPARTMENT.
- B. Contractor Completion Schedule:
 - 1. Substantial Completion: May 1, 2015
 - 2. Final Completion: May 15, 2015

1.7 CONTRACTOR USE OF PREMISES

- A. All Airport facilities will remain fully operational throughout the contract period except for the Gate 3 Aircraft parking area. The Contractor will have limited and restricted use of the premises during the contract period.
- B. The Contractor shall:
 - 1. Provide and install suitable plastic tarps or other means to protect finishes, windows, furnishings, and equipment that remain in areas included in or adjacent

to Work areas during construction. It shall be fastened in a manner as to protect all covered areas from the intrusion of dust and debris and shall be installed prior to any work in the area.

2. Provide written notification of any utility disruptions at least three working days (does not include weekends or holidays) prior to shutoff or disruption. Plan work to minimize time utility is out of service. Work with DEPARTMENT to schedule disruption to minimize impact on Airport operations.
3. Limit use of premises to Work and for construction operations; allow for Using Agency occupancy and public access.
4. Assume full responsibility for protection and safekeeping of materials stored on site.
5. Move any stored products, under Contractor's control, which interfere with operations of the Airport.

1.8 USING AGENCY AND BUILDING TENANT OCCUPANCY

- A. Airport will occupy buildings and parking areas during entire period of construction for the conduct of normal operations. Coordinate with DEPARTMENT to minimize conflict and to facilitate normal Airport operations and public access.

1.9 OPERATIONS AT THE SITE

- A. Safety Precautions: The Contractor shall take all reasonable steps to prevent injury to persons, including employees, and property in performance of the Contract. The Contractor shall take all steps and actions required under Safety and Protection conditions and applicable laws and construction codes.
- B. Airport Operations and Conditions: The operations of Contractors, firms, companies, agents, and others, including Contractor employees and ground equipment (mobile and stationary) required for construction, repairs, or any other purpose within the confines of the Fairbanks International Airport shall be governed by the current airport regulations. Contractor is referenced to the Fairbanks International Airport Web site for the latest Operational Orders.

1.10 SCHEDULE

- A. Submit under provisions of Section 01300.

1.11 SECURITY

- A. Contractor shall be liable for any fines levied against the State by the Transportation Security Administration (TSA) resulting from actions by Contractor or those for whom the Contractor is responsible that cause a failure in the maintaining of security, to include any points of entry into the Air Operations Area (AOA) utilized for the construction project. Failure to maintain security will also include failure to abide by the identification program or other requirements pertaining to the security of the AOA as set out herein.
- B. Contractor, subcontractors, outside agencies, and firms doing business with the project shall comply with all Airport Security regulations as they may apply to the Work.

- C. Contractor shall not permit any person or vehicle into any secure or restricted area without proper clearance and valid identification approved by the Operations.
- D. Contractor shall keep all doors and gates shut and locked, except where necessary to permit immediate passage of authorized vehicles and/or personnel. No designated security access point shall be unlocked and unattended at any time.
- E. Contractor personnel working on this project are required to have a badge issued from FAI, for working inside the AOA or the Security Identification Display Area (SIDA) at all times.
- F. Contractor will be issued clearance, for the areas of the buildings included in the Work.

1.12 EMERGENCY SITUATIONS

- A. In the event an emergency or hazardous situation is identified by FAI Security, FAI Administration, or the DEPARTMENT Project Manager, effecting work area, Work shall cease and Contractor's employees shall immediately leave the area or shall follow direction of the DEPARTMENT Project Manager or FAI Security personnel present. It is the responsibility of the Contractor's employees to notify the Contractor.
- B. If scheduled Work is delayed more than one half work shift a Change Order may be requested by Contractor to adjust Period of Contract. DEPARTMENT will consider other adjustments on a case by case basis.

1.13 COORDINATION

- A. Coordinate work of the various sections of specifications to assure efficient and orderly sequence of installation of construction elements with provisions for accommodating items installed later.
- B. Verify characteristics of elements of interrelated operating equipment are compatible; coordinate work of various sections that have interdependent responsibilities for installing, connecting to, and placing in service, such equipment.
- C. Coordinate space requirements and installation of mechanical and electrical work.

1.14 DISPOSITION AND DISPOSAL OF WASTE

- A. Contractor shall be responsible for control of foreign object debris (FOD) from work of this contract, which may affect aircraft operations. FOD can be vacuumed into jet aircraft engines and cause considerable damage. Contractor may be held liable for failure to exercise diligence and reasonable care in maintaining site clean of FOD.
- B. Any waste removed to the airside of the building shall be placed directly into a closed receptacle. No waste may be accumulated on the airside surfaces for any period of time. Dumpsters and waste receptacles shall be emptied promptly when full.

- C. Waste materials and rubbish will be disposed of off-site on a regular basis in accordance with State of Alaska Department of Environmental Conservation (DEC) and Fairbanks North Star Borough requirements.

1.15 REFERENCE STANDARDS

- A. For products specified by association or trade standards, comply with requirements of the standard, except when more rigid requirements are specified or are required by applicable codes.
- B. The date of the standard is that in effect as of the bid date, except when a specific date is specified.
- C. Obtain copies of standards when required by Contract Documents. Maintain copy at job site during progress of the specific work.

1.16 RECORD DOCUMENTS

- A. Contractor shall maintain a full-size set of contract documents at the jobsite and shall mark to record deviations from the originals which occur through construction.
- B. Submit original mark-ups and scanned pdf file of record documents to DEPARTMENT as project close out.

PART 2 PRODUCTS (NOT USED)

PART 3 EXECUTION (NOT USED)

END OF SECTION 01005

PART 1 – GENERAL

1.1 SCOPE

- A. This specification section provides the performance, supply, and installation requirements for One (1) reconditioned apron drive Passenger Loading Bridge (hereafter referred to as PLB) for airline passenger use at the Fairbanks International Airport(hereafter referred to as FAI or Owner).
- B. The Contractor is responsible for the procurement and installation of all components listed in these specifications. The Supplier/Contractor (hereafter referred to as the Contractor) shall be responsible for the necessary repairs and replacement of components, fabrication and assembly, shipping, installation, debugging, testing, documentation, and start-up of the Reconditioned Passenger Loading Bridge.
- C. The Contractor shall provide and install fully operable, safe and reliable reconditioned passenger loading bridges for this project. Including all electrical and Communication work. The Owner has installed existing electrical boxes, 400 Hz boxes, and Communication box on the face of the building for the Contractor to attached to.
- D. The Contractor shall undertake the responsibility for confirming existing actual height measurements and existing anchor bolt pattern at interface with the terminal building and foundation.
- E. The Contractor shall be responsible for verifying layout and proper alignment/mating with the types of aircraft listed herein and shown on the plans.

1.2 APPLICABLE CODES, REGULATIONS, REFERENCES AND SPECIFICATIONS

- A. The publications listed below form a part of this specification to the extent referenced. The publications are referred in the text by basic designation only.
- B. The Passenger Loading Bridges shall be reconditioned to conform to all applicable Federal, State, and Local codes and regulations that apply to the installation site. The necessary design, fabrication, and installation of all new parts and subassemblies shall be in accordance with good commercial practices to assure safe, efficient, and practical systems in keeping with standards, which have been adopted by the Passenger Loading Bridge industry. Applicable documents include, but are not limited to, the following:

1 Codes, Regulations and Publications:

- a. American Institute of Steel Construction (AISC)
- b. Society of Automotive Engineers (SAE) Standards
- c. American Society of Mechanical Engineers (ASME) Standards
- d. National Fire protection Association (NFPA — 70, 415 and 417)
- e. Steel Structures Painting Council (SSPC)
- f. National Electrical Code (NEC)

- g. National Electrical Manufacturers Association (NEMA) Standards
 - h. Occupational Safety and Health Administration (OSHA)
 - i. American Welding Society (AWS) Standards
 - j. Sheet Metal and Air Conditioning Contractors National Association (SMACNA)
 - k. Underwriters Laboratories (UL)
 - l. Institute of Electrical and Electronic Engineers (IEEE)
 - m. Air Transportation Association (ATA) — Specification 101 — Manufacturer's Technical Data
 - n. Code of Federal Regulations (CFR)
 - 1) 36 CFR 1191 — Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities
 - 2) 14 CFR 382 — Nondiscrimination on the Basis of Disability in Air Travel
 - 3) 28 CFR 36 — Nondiscrimination on the Basis of Disability by Public Accommodation and in Commercial Facilities
- 2 Material Specifications
- a. Structural Steel ASTM-A36
 - b. Structural Steel Shapes ASTM-500
 - c. Steel Pipe ASTM-A53
 - d. Steel Sheet ASTM-A570
 - e. T-1 Steel ASTM-A514 & A517
 - f. Hinge Pins ASTM — A311 Grade 1018 & Grade 1144
 - g. Bolts — Standard ASTM-A307
 - h. Bolts — High Strength SEA J429 Grades 5 and 8
 - i. American Welding Society (AWS)
 - j. American Wood Preservers' Association (AWPA)
 - k. International Conference of Building Officials (ICBO)
 - l. National Association of Architectural Metal Manufacturers (NAAMM)
 - m. Steel Door Institute (SDI)
 - n. American National Standards Institute (ANSI)

1.3 INTENT

- A. The reconditioned PLB covered by these specifications shall be modified, reconditioned, and installed to extend from the terminal departure level doorway to the aircraft boarding door so that passengers can walk between the two, completely protected from inclement weather, aircraft engine blast, and blown dust. The PLB shall provide a simple convenient, safe, and controlled method for passenger loading. The complete assembly shall be weatherproof, both when sealed to the aircraft and when parked with the cab weather door closed. Particular attention shall be given to the safety of the passengers.
- B. The bridge shall consist of the following components:
 - 1. Rotunda entry corridor (as required)

2. Rotunda
3. Telescoping tunnels (3 sections)
4. Vertical and horizontal drive column assembly
5. Rotating cab with operator control console
6. Automatic leveling device (auto leveler).
7. Service door, landing and service stair
8. Canopy closure to aircraft

C. This specification includes one reconditioned Apron Drive PLB model A3 – 64/131 or equal.

D. Reconditioned PLB provided shall accommodate all aircraft listed in the DESIGN AIRCRAFT MIX of these Specifications.

1.4 SUBMITTAL

A. The following information shall be submitted:

1. Operation and Maintenance Data

- a. PLB: Two paper copies and one electronic copy of the Operation Manual outlining the step-by-step procedures for system startup, operation and shutdown. Manuals shall include original manufacturer's name, model number, service manual parts list and brief description of all equipment, including basic operating features. Two paper copies and one electronic copy of the maintenance manual listing routine maintenance procedures, possible breakdowns and repairs, and troubleshooting guides. Manuals shall include equipment layout and complete wiring and control diagrams of applicable new (replacement) systems as installed.

2. Close-Out and As-Built Drawings a. Reconditioned PLB

- 1) One set of As-Built (red lined) drawings depicting the as-built conditions at each reconditioned PLB installed under this contract.
- 2) Laminated Electrical Drawings shall be provided inside of the electrical cabinets of each reconditioned PLB, prior to acceptance.

1.5 FIELD MEASUREMENTS

A. The Contractor shall become familiar with all details of the work, verify all dimensions in the field and advise the Airport's project representative of any discrepancy before performing any work.

B. The Contractor shall be responsible for verifying all field conditions including, but not limited to the following:

- 1 Foundation Heights/Locations/Supports
- 2 Foundations Bolt Patterns
- 3 Terminal Door Sill Heights
- 4 Existing Electrical Power
- 5 Aircraft Ramp Elevations at Aircraft Parking Positions

6 Any and all other Special Conditions that may affect the installation of the bridge(s).

1.6 DESIGN AIRCRAFT MIX

- A. The reconditioned (apron drive) PLBs furnished under this contract shall accommodate, (at a minimum) the following Aircraft: **737-900**
- B. The reconditioned PLB must be capable of reaching all specified aircraft types and aircraft parking positions as designed on the Aircraft Layout Plan. The bridge cab shall have sufficient flexibility to enable it to mate with the aircraft passenger-boarding door when the aircraft is parked at the gate. The bridge shall have sufficient vertical travel to accommodate all aircraft specified in the "Design Aircraft Mix" section of this specification.

1.7 PRODUCT RELIABILITY

- A. The reconditioned PLB being installed under this contract shall meet the following criteria:
 - 1. All reconditioned PLBs shall be from the same original manufacturer.
 - 2. The Owner reserves the right to determine if design differences between manufacturers/models affect the ability of the reconditioned Passenger Loading Bridge to meet this Specification.

1.8 SAFETY PROVISIONS

- A. The bridges shall be reconditioned and installed to achieve the maximum safety of aircraft passengers, crew, operators, and maintenance personnel. The bridge shall conform to all applicable current Federal, State, Local, Occupational Health and Safety Codes, and NFPA, along with standards developed and adopted by the Passenger Loading Bridge industry to the extent practical for reconditioned PLBs. All new components used in the reconditioned PLB must conform to the latest version of the NFPA and UL requirements, as required.
- B. Operating controls and maintenance features shall be rebuilt, reconditioned, or replaced so that errors in the operation and maintenance of the bridge cannot cause structural damage to any of its elements.
- C. Positive mechanical stops shall be provided to prevent hazardous over-travel where any component might become disengaged from its guiding or restraining component.
- D. The operator's position in the cab shall be arranged to permit the operator to operate the PLB with the cab weather door closed. The Operator console shall be positioned on the left side for jet aircraft (when facing the aircraft from inside the cab).
- E. Sheared or sharp metal edges must be deburred or broken and all exposed metal corners are to be rounded. All critical fasteners are to incorporate suitable locking devices.

- F. Audible and visual alarms shall be included to alert personnel when the PLB is in motion or operational.

1.9 DELIVERY OF PASSENGER BOARDING BRIDGES

- A. Delivery and installation of the reconditioned PLBs shall be scheduled to meet the operational dates required by the Owner.

1.10 OPERATIONAL DATE OF PASSENGER BOARDING BRIDGES

- A. PLB to be installed and Operational by May 1st 2015.

PART 2 - PROCUREMENT

2.0 GENERAL

- A. The Contractor shall provide (1) one apron drive reconditioned PLBs covered by this specification. The PLBs shall have independent style lift columns for maximum versatility. The PLBs shall be able to extend from a terminal departure lounge doorway to the aircraft-boarding door. The PLB shall enable passengers to enplane and deplane during normal or emergency operations while providing an environment, which is protected from hazardous and atmospheric conditions. The PLB shall provide a simple, convenient and controlled method for loading passengers. The complete assembly shall be protected against inclement weather conditions, both when sealed against an aircraft and when parked with the weather door closed. The quantity and location of the PLB installations shall be as shown on the plans. Any new materials or products used in the PLB reconditioning process shall be in accordance with NFPA 415 and local fire code regulations as applicable.

2.1 PASSENGER BOARDING BRIDGE

- A. Rotunda Assembly
 - 1. The rotunda assembly shall be made up of a corridor, rotunda and support column with walkway support haunch. The assembly shall be designed and installed so that no loads or vibrations are transmitted to the building,
 - 2. The rotunda assembly shall be installed as the terminal end pivot for PLBs vertical and horizontal motion. As the main pivot for the PLB, the rotunda assembly shall allow the PLB to swing a total of nearly 175 degrees, or about 87.5 degrees clockwise, and about 87.5 degrees counterclockwise from the corridor centerline.
 - 3. Slope, over-travel and operational swing limits are located on the rotunda assembly. Slope limits shall be adjustable up to 10% (5.71 degrees) for both up and down slopes. This limit shall be adjustable to meet local operating conditions and requirements.
 - 4. The over-travel swing limit switch shall be located on the support column. The trip plate for this switch shall be located on the rotunda and shall be adjustable to meet local

conditions. When this switch is actuated it shall cut off all control power so that the PLB can only be moved by using the by-pass switch in the control console. The rotunda frame shall be equipped with rubber bumper type mechanical stops to prevent collapse of the telescoping tunnel sections,

5. The PLB shall be equipped with a potentiometer on top of the rotunda that senses the position of the PLB swing and sounds a warning buzzer at the control console prior to the actuation of the over-travel swing limit. The actuation of this warning buzzer shall be adjustable to meet local conditions. The warning buzzer shall be within the over-travel limit envelope and signals the rotational operational limits.

B. Corridor

1. The corridor is the interface between the rotunda and the terminal building or fixed walkway. The rotation of the PLB shall not restrict the inside clear width of the corridor to less than 4 feet - 4 inches. This restriction will be limited to a minimum distance of 15 inches. The minimum clear height shall be 7 feet - 3 inches.
2. The configuration of the corridor shall allow for the installation of flexible weather seals and a floor threshold to the face of the fixed walkway or terminal portal doorway.

C. Rotunda

1. The rotunda floor shall remain stationary and level at all times and provide a smooth transition between the terminal and telescoping tunnels.
2. Flap type seals will provide weather protection between the rotunda and the hinged telescoping tunnel section. Flap type seals shall also be provided along the top of rotating curtain to prevent wildlife from entering/nesting in the rotunda.
3. The Contractor shall include terminal flashing (both interior and exterior) and the threshold in the installation.

D. Support Column

1. The support column is the structural support for the PLB. The support column shall be custom built to meet specific site conditions. Contractor shall procure and provide structural design and calculations, stamped by a registered professional Engineer in Alaska, unless otherwise provided within the contract documents. Contractor shall field verify the dimensions required for fabrication and installation of the support column. The support column shall also be painted to match the PLBs.
2. Contractor shall verify installation of anchor bolts of foundations prior to fabrication and to shipping of columns. Contractor shall make necessary adjustments or modifications to anchor bolts and patterns as necessary to accommodate the support column using the existing foundations.
3. The Contractor shall provide an electrical disconnect panel to be mounted on the rotunda support column or an electrical cabinet to be located inside the bridge. Disconnects and J-boxes mounted on the column shall not exceed the

outside parameters of the PLB foundation. Either shall provide the electrical disconnects and transformers needed to adapt the specified terminal power to the PLB electrical requirements. Contractor shall make all necessary electrical connections for a complete and operations system in accordance with local, State and National code requirements.

2.2 TELESCOPING TUNNELS

- A. The reconditioned apron drive PLBs shall be three telescoping tunnels model A3-64/131.
The telescoping tunnels, "A" (smallest), "B", and "C" (largest) shall be rectangular in cross section. The roof, wall and floor panels shall be constructed from 14 gauge (0.0747") steel or a structure of equivalent strength as approved by the Owner. The tunnels with the largest cross section shall be closest to the aircraft.
- B. The telescoping tunnels shall have "flat" style roof sections. Tunnel roofs shall be slightly domed from the center outward to each side to allow for proper water runoff. Panels shall be continuous the width of the tunnel and shall include an overlap between panels.
- C. The operational tunnel floor slope will be limited to 8.33% (1:12) maximum.
- D. Provide hinged transition ramp to accommodate the difference in elevation where telescoping tunnel sections overlap. The ramps shall have yellow chamfered edges and brushed aluminum or stainless steel handrails, with returns, on both sides. The transition ramps shall be covered with the same carpet that is installed in the tunnel section. The carpet shall, in a continuous piece, extend beyond the end of the tunnel, covering the transition ramp hinge and transition ramp surface up to the end nosing.
- E. Right side and left side handrails, with returns, shall be provided for this full length of the "A" tunnel. A new smooth continuous brushed stainless steel or aluminum handrail shall be provided.
- F. The tunnel's walls and ceiling shall have new insulation to meet industry standards.
- G. The telescoping tunnels shall be equipped with an exterior electrical cable conveyance system mounted on the side of the PLB. The system shall contain all PLB power and control cabling on one side. This system shall be accessible to maintenance personnel for inspection or cable addition at all PLB positions and operating conditions. Access to the conveyance system shall not impede passenger traffic or PLB operation. The largest tunnel shall be equipped with an aluminum wire way to continue electrical cable routing beyond the electrical cable conveyance system.
- H. Fire resistant plywood or steel shall be used in the repair of all damaged or rotted sub floor material in tunnel sections.
- I. Emergency Lighting: A self-engaging UPS device will be installed to power all interior LED tunnel lights when power to the system is lost. UPS shall be a sufficient size as to power the lights for at least 30 minutes without power.

- J. Tunnel Ice Scrapers: Provide tunnel ice scrapers — EXTERNAL to the tunnels.
- K. All existing tunnel rollers shall be inspected and adjusted. Rollers should be replaced as required.

2.3 SERVICE ACCESS

- A. A service door, landing, and stair leading to the apron area constitute the service access. The service access shall be located on the right hand side of the cab end of the PLB. It shall provide access between the PLB and apron for authorized personnel.
- B. The service door shall be steel, half wire-glass, hollow core, with matching hardware. At a minimum, the door shall be 2'-6" wide and 6'-8" height. The door shall be equipped with medium duty commercial-type hardware and automatic door closure. The door opens outward onto the landing. A 30-inch stainless steel kick plate shall cover the lower side portion of the door. A wire-glass window (16 inch x 29 inch minimum) shall be provided in the service door.
- C. A keyed outside knob with inside knob shall be provided at the service door. All knobs shall be keyed to the Airport's standards for locks and hardware.
- D. The service stair landing shall be parallel to the adjacent tunnel floor. It shall be made of hot dipped galvanized steel, open mesh grating. The landing shall be protected on the open sides by steel handrails that are designed to meet the OSHA standards. A switch operated light shall be provided above the landing. LANDING TO BE RE-GALVANIZED DURING REFURBISHMENT OR PROVIDED NEW.
- E. The service stair shall be equipped with self-adjusting risers and tread made from deckspan, which shall be expanded metal with a serrated edge for a gripping surface. All steps shall have an equal rise. The tread width shall be 28 inches and the maximum tread rise shall be 9-1/2 inches. The length of the stair stringers shall vary depending on the type of aircraft serviced. The service stair shall be equipped with handrails on each side that are designed to meet OSHA standards for handrails located at stairs. The service stair shall be accessible to ramp service personnel at all operational heights and positions of the PLB. Stair assembly shall be free of dents, cuts, or defects and shall be rust free. SERVICE STAIR TO BE REGALVANIZED DURING REFURBISHMENT OR PROVIDED NEW.

2.4 CONTROL STATION

- A. The control station or operator compartment shall be located at the aircraft end of the PLB. It shall provide the operator with a control console, service utilities, and control interlocks required to accomplish PLB operation. This compartment shall be positioned on the left side of the cab and oriented to position the operator facing forward in full view of the aircraft during the maneuvering and docking operations. It shall provide the optimum PLB maneuvering visibility for 95% of the adult population without obstructing passenger traffic flow.

- B. Control Console: The control console shall be located in the operator compartment and is protected from the outside environment. Control console shall be cleaned/repainted, and all damaged control buttons, lights, devices replaced with new or similar parts of good condition.

1. Controls: All PLB motion controls shall be the momentary contact type (deadman) controls. All of the motion controls shall be of the design type relative to the function of the PLB being controlled, i.e., raise and lower functions, the "raise" push button shall be located above the "lower" push button. The control console shall include the following controls:
 - a. Provide a three-position master key switch used to select "OFF", "OPERATE" or "AUTO" (automatic leveling).
 - b. Provide a joystick for forward/reverse horizontal drive control and Left and Right pushbutton controls for horizontal drive steering control.
 - c. Push button switches for raising and lowering the cab end of the PLB.
 - d. Push button switches for cab rotation, left or right. The Aircraft Closure Cab Rotate Interlock prevents cab rotation during deployment of the cab enclosure. This will not prevent the PLB from being driven away from the aircraft in reverse.
 - e. Push buttons for independent activation of each side of the bellows-type aircraft closure.
 - f. A switch for floodlights that illuminate the apron area under the aircraft and drive column undercarriage.
 - g. A switch to change the cab floor level adjustment from an automatic operation to a manual operation.
 - h. A relative motion push-button switch is to be provided to control the cab floor level adjustment while in the manual mode.
 - i. An emergency stop button shall shut down all PLB movement when pressed.

- C. Indicators: The control console shall have indicators that display the current PLB status.

The PLB status indicators shall be as follows:

1. A position indicator displays the relative vertical position of the lift column.
2. A wheel Position indicator displays wheel orientation with respect to the operator's position. A wheel position indicator maintains correct wheel orientation while the cab is being rotated.
3. An amber light that indicates the auto-leveling system is energized and functioning.
4. A red light and audible warning that indicates the auto-leveler sustained travel timer has tripped. See "AUTOMATIC LEVELING" of this specification for a full description of this protection.
5. A red light that indicates the PLB has reached the operational horizontal rotation limits. An audible warning shall precede this light.
6. A red light that indicates the drive wheels have reached an over-steer condition, unless mechanical stops prevent over-steer conditions.

7. A red light indicates the aircraft closure is deployed. The closure must be fully retracted before the PLB can be moved forward.
8. A red light that indicates vertical drive column fault. See "DRIVE COLUMN" of this specification for additional system description.

D. Utilities

1. A four pair, category 6 cable outlet for the installation of telephone or intercom equipment shall be located on left side wall adjacent to the control console.
2. Duplex outlets (un-switched 120 volt, single phase, 20-amp) shall be located near control console, on the lower portion of the drive column (GFI), and in the corridor.

E. Control Features and Interlocks

1. Mechanical interlocks shall be provided to prevent damage to control circuits or PLB components by selecting opposite motions simultaneously. For example, depressing the up button prevents depressing the down.
2. When the master switch is in the "OFF" or "AUTO" position, the controls for horizontal and vertical movement, steering, aircraft closure and cab rotation shall be inoperative.

25 AIRCRAFT CAB

- A. The aircraft cab shall be capable of rotating approximately 125 degrees (near the original manufacturer's specification). Rotation is about 92.5 degrees counter-clockwise and about 32.5 degrees clockwise from the tunnel centerline.
- B. The cab shall rotate at a speed near that of the original manufacturer's specification of 145 degrees per minute (or about 2.41°/sec). Limit switches and physical stops control the rotation limits.
- C. The cab shall be equipped with a forward facing control console. The console shall be located behind laminated glass windows. Operation of the PLB shall be possible without opening the weather doors. Additional visibility shall be obtained through the vision panels in the cab side- coiling curtains and windows located in front, left and right to the operator. When the front weather door is closed, the window in the front of the control console must be able to provide the operator full view of the entire aircraft contact area, including the auto-leveler, without opening the weather doors.
- D. The cab shall allow docking to all of the aircraft listed without the use of a "gang-plank" or placement of a manual ramp. Docking to RJ aircraft is to be accomplished by means of an approved Regional Jet Floor. The Regional Jet Floor system shall include the addition of any required canopy pad modifications required for proper seal to regional jet aircraft.
- E. Cab Mirrors shall be mounted to allow the operators to view the apron area from their console.

Provide 3 mirrors as follows:

1. A wheel-bogie mirror shall be installed and positioned in such a manner that the operator can constantly view the wheel bogies from the control console while the cab is in a left rotation position.
 2. A mirror shall be located to allow the operator to view the service stairs and the ramp around the service stair area.
 3. A mirror shall be positioned to allow the operator to view the other side of the bridge (opposite side than the service station).
- F. An aluminum, slatted, roll up weather door shall be supplied at the transition between the inner cab and outer cab so that the bridge can be closed off from inclement weather.
- G. A new full width spacer shall be located at the aircraft end of the cab floor. The spacer material, shall meet the fire protection specifications of NFPA-415, and shall be sufficiently flexible regardless of the temperature and shall be non-abrasive to prevent scratching or other damage to the aircraft fuselage. Spacers shall be properly equipped to drain so as to not retain precipitation or moisture.
1. The spacer must be designed to not cause damage to any fuselage protrusion such as antenna or pilot tubes, etc.
- H. The aircraft end of the cab shall be equipped with a cab floor that adjusts to the optimum position relative to the aircraft door. The floor shall be actuated and independently adjustable to adapt to the slope of aircraft doorsills. It shall be designed to manually level. The floor shall be capable of providing a level surface adjacent to the aircraft doorsill for PLB slopes from -10% to +10%. No portion of the cab floor shall exceed 8.33% slope in the direction of expected passenger traffic. The automatic leveling system shall correct the floor to a slope less than 0.5% (0.30) after a slope of 2.0% (1.20) has been reached.
- I. A hinged floor shall be included to provide a smooth transition between the level floor and the tunnel section. This transition floor shall provide a smooth platform sloped approximately in the direction of passenger traffic flow. There shall be no raised surfaces, which may introduce a tripping hazard to the passenger. Adjacent surfaces shall be at the same level regardless of the position of the cab floor or the PLB.
- J. Exterior LED type floodlights shall be provided for nighttime operation to illuminate the apron area ahead of the PLB. A floodlight shall also be provided to illuminate the drive column wheel bogey area. This light shall be located under the tunnel section.
- 1 A weatherproof LED fixture shall be also provided outside the weather doors to illuminate the cab-aircraft interface.
- K. The Inner cab floor area or "bubble" shall be equipped with new Aluminum flooring for the highest level of maintainability and serviceability. The outer cab floor shall be aluminum sub-floor and shall be equipped with a thermostat controlled floor-heat system to prohibit the buildup of ice and snow during inclement weather.

2.6 AIRCRAFT CLOSURE

- A. The aircraft end of the cab shall be equipped with a one piece new folding bellows style aircraft closure. The closure, when fitted against the fuselage, surrounds both the open aircraft door and the doorway to protect passengers from the elements. The covering shall not absorb water, shall be highly tear resistant and remains flexible from -31 degrees F to 127 degrees F. The aircraft closure fabric shall be fire rated.
- B. Each side of the aircraft shall be independently actuated to seal against the aircraft contours.
- C. The aircraft closure shall be designed to prevent excessive pressure on the aircraft through the use of pressure sensitive switches or other pressure sensitive switch devices.
- D. The contacting seal shall be a soft material to prevent scratching or damage to the aircraft skin.
The seals that contact the aircraft shall be segmented for easy replacement. Seals shall also be properly equipped to drain so as to not retain precipitation or moisture.
- E. The aircraft closure shall be capable of safely and securely providing full closure on all aircraft listing the aircraft mix.
- F. Closure arms shall be rounded to prevent damage to the canopy fabric.

2.7 AUTOMATIC LEVELING

- A. The PLB shall be equipped with an automatic leveling system. This system shall allow the PLB to follow changes in the aircraft elevation that occur during aircraft loading and unloading. The auto-leveling system shall function with equal reliability for all aircraft contours. The auto-leveler shall be located on the right side of the cab.
- B. The auto-leveler shall be in full view of the operator at the control console.
- C. The auto-leveler shall be engaged when the master key switch is positioned to "AUTO."
- D. The auto-leveler circuit shall include a sustained travel timer. The timer limits auto-level, operation to a time, which shall be adjustable from 1.6 to 16 seconds (Contractor shall recommend the setting). If the operation exceeds the set time limit a fault condition shall be assumed, all motor power shall be disconnected; audible and visual alarms shall be energized.

2.8 DRIVE COLUMN

- A. The drive column shall provide the vertical and horizontal motion for the PLB. The drive column and control systems shall be designed for smooth, quiet operation. The vertical and horizontal movements can both be operated at the same time.
- B. The drive column shall be divided into two major components: Vertical Drive and Horizontal Drive.
- C. Vertical Drive
 - 1 Electrical/Mechanical
 - a The PLB shall be moved vertically by means of two re-circulating ball bearing screw assemblies. These are to be provided new to the reconditioned PLB.
 - b Each assembly shall be independent with individual motors and brakes. Each assembly is capable of supporting the PLB under full design load. This design shall provide 100% redundancy.
 - c The ball nut shall be equipped with wiper brushes to remove grit or dirt from the screw threads.
 - d The ball nut shall be equipped with a special thread profile designed to support the PLB in the absence of the re-circulating ball bearings.
 - e The vertical drive motors shall be new 5 HP Sumitomo AC induction motors Sumitomo with integral reducer and brake. The brakes shall be spring applied and electrically released. The brakes shall hold securely at all elevations whenever electrical power is not applied.
 - f A fault detector shall sense differential motion of the ball screw assemblies. The detector shall disconnect electrical power from the vertical drive motors if a fault is detected. A fault detector is not required when the lift columns are parentally linked through a drive shaft assembly. The drive shaft design eliminates the possibility of differential motion.
- D. Horizontal Drive
 - 1 Electrical/Mechanical
 - a A variable speed, electro-mechanical drive system shall provide horizontal travel.
 - b Tires for each reconditioned PLB shall be solid tires of a design currently used in the industry.
 - c The horizontal drive system shall use gear motors with integral brakes. The motors shall be driven by solid -state variable frequency motor controllers. The drive system shall provide high efficiency, smooth performance, and good component availability. The controller provides a variable frequency signal to provide adjustable speeds from 0 to 90 feet per minute. The controller can be adjusted to provide optimum responsiveness to the horizontal controls. The controller provides built in diagnostics to assist with troubleshooting.
 - d A steer angle of nearly 180 degrees shall be possible. Steering speed shall be adjustable from approximately 16 degrees per second minimum to approximately 42 degrees per second maximum.
 - e A regenerative braking system shall allow the PLB to come to smooth controlled stops. Integral spring-applied electrically released brakes shall be provided with each drive motor. The brakes shall lock the PLB in place

- when electrical power is disconnected. This shall also occur when the joystick is in the neutral position or in a neutral position (if equipped with joystick).
- f. The horizontal drive motors shall be equipped with manual brake releases. This shall allow the PLB to be towed in the event of power failure. Tow lugs shall be a component of the lower wheel frame.
- g. The bogeys shall be equipped with supports capable of supporting the PLB in the event of tire failure.
- h. The horizontal drive motors shall be new Sumitomo AC induction motors

2.9 ELECTRICAL SYSTEMS AND COMPONENTS

- A. From the cab of the PLB, there shall be a 3 phase 480 volt, 60 amp, 60 Hz, "Y" configuration with neutral and ground service terminating in a weather-proof "J" box on the terminal wall. A manual, fused, main disconnect for the motor, lighting, and control circuits shall be mounted on the building face or rotunda support column. If a rotunda mounted electrical cabinet is provided, it shall be positioned to create no interference for the Ground Service Equipment (GSE) (i.e., may require rotating disconnect 90 degrees).

Contractor shall connect PLB electrical to existing PLB electrical service boxes on the face of the building, 400 Hz electrical to existing 400 Hz electrical service box on the face of the building, and communications to existing communications box on the face of the building, all in accordance with the PLB technical Specifications.

- B. All standard lighting, duplex receptacles, operator controls, and fractional HP motors shall operate on 120 volt, single phase, 60 Hz power. The transformer and separate circuit breaker for lighting and control power shall be mounted in the power control panel.
- C. All electrical boxes on the PLB shall be non-corrosive NEMA rated enclosures (painted steel boxes are not acceptable) with the exception of the auto-level enclosure, canopy actuator enclosures, and Rotunda disconnect.
- D. All new electrical equipment and methods of installation shall conform to the requirements and a. recommendations of the American Insurance Association (AIA), the National Electrical Manufacturers Association (NEMA), and the National Electrical Code (NEC). E. Any new wiring and installation shall be in accordance with National Electric Code, applicable local electrical codes, and the Airport's requirements. All power and communications wiring and cables shall be replaced new within the reconditioned PLB including the E81C Cable which provides connection(s) between the main PLB power panel and the control console.
 - 1. Both ends of all conductors shall be color coded or identified. Particular attention shall be given to separating circuits of different voltages, emergency lighting, and telephone lines.
 - 2. Un-switched, parallel slots, 125 volt, 1 phase, 60Hz, 20 Amp three-conductor duplex receptacles shall be provided as follows:
 - a. One near the operator's console,
 - b. One in the Rotunda,

- c. One weatherproof outlet at the wheel undercarriage near one of the lift columns,
- 3. The bridge shall contain a flush mounted "J" box containing 12 pair communication cables near the operator's position and wall-mounted telephone connected to the Airports phone system.
- F. The bridge shall be designed with safety as the first priority. The following control features, interlocks, and warning devices shall be included in the bridge.
 - 1) With the Operator Key Switch in the "Off" position, all controls shall be inoperative.2 Spring- loaded wheel brake(s) shall be automatically set whenever controls for horizontal travel are not actuated by the operator. The drive system shall have provisions to manually release the brakes to permit towing of the unit in the event of a power failure. The manual release mechanism shall automatically reset when electrical power is applied to the motor/brake circuit.
 - 2) The vertical lift column safety stops are to be automatically engaged whenever controls for vertical travel are not actuated by the operator.
 - 3) With the Operator Key Switch in the "Auto-Level" position, all manual motion controls shall be inoperative. In this mode, vertical travel shall be regulated by the automatic leveling system.
 - 4) With the Operator Key Switch in the "Operate" position, the Auto-Leveler shall be inoperative.
 - 5) The control circuits shall be wired so that it is impossible to select opposite motions simultaneously, e.g., extend and retract or raise and lower travel.
 - 6) Two limit switches, one for slow and one for stop, shall slow to half speed and then halt forward or reverse travel of the bridge when the tunnel extension or retraction limits have been reached. New limit switches shall be provided.
 - 7) Limit switches shall prevent movement of the bridge beyond specified Rotunda and Cab operating parameters.
 - 8) A 6-inch diameter alarm bell located under the aircraft cab shall sound continuously whenever the bridge is in drive mode of operation. An amber colored rotating beacon located under the aircraft cab shall illuminate when the key switch is in the "Operate" position.
 - 9) Limit switches mounted on each of the electrical mechanical vertical drive columns to stop the motion of the screws prior to reaching the mechanical limits of the screw and in the event that the normal electronic travel controls fail to stop the screws. New limit switches shall be provided.
 - 10) An audible alarm shall sound in the event the horizontal controls are activated.
- G. The operator shall be able to manually pre-position the bridge to the approximate height of the aircraft serviced by reading the vertical height indicator while raising or lowering the bridge in the manual mode.
- H. The following interior and exterior lights shall be provided:
 - 1) Interior lighting shall include the lighting in the cab/bubble area.
 - 2) The tunnel and rotunda interior lighting shall be provided by LED lighting

- 3) Two LED exterior floodlights forward facing, and one drive column floodlight shall be provided.
 - 4) A sealed exterior type LED fixture shall illuminate the cab area forward of the door.
 - 5) A weatherproof exterior LED fixture shall be installed over the service door to illuminate the service stairs and landing. It shall be controlled by a switch located on the inside wall of the tunnel adjacent to the door.
 - 6) Beacon lights and a horn/buzzer/bell will be supplied which will warn of bridge movement prior to the drive motors engaging. The horn/buzzer/bell shall be located on the drive column cross tube. Beacon lights shall be provided under the cab and at the ends of the wheel bogie cross tubes.
- I. Deployed Canopy Interlock: All bridge motions, except auto leveling shall be possible only when aircraft canopy is in the fully retracted position.
- 1) Provide dead-man type canopy interlock bypass switch to permit retraction of bridge tunnels only in the case of mechanical emergency or mechanical failure with canopy not in the fully retracted position.
- J. When master key switch is in "OFF" or "AUTO" position, controls for horizontal and vertical movement, steering, aircraft closure, and cab rotation shall be rendered inoperative.

2.10 INTERIOR FINISHES

- A. The interior finish of the PLB shall be durable and easy to clean.
- B. The ceiling shall be made of plank type panels. The planks run perpendicular to the tunnel centerline and continuously from wall to wall. The planks shall be manufactured from aluminum, with a baked-on enamel finish as selected by the Owner. Planks located at the ends of light fixtures shall have a finish to match the fixtures.
- C. Provide LED lamps in the rotunda. UPS device to supply Emergency lights to all tunnel lights.
- D. The aluminum corner molding that finishes the ends of the ceiling plank and the top edge of the wall panels shall be painted to match the interior light fixtures.
- E. Insulation in the ceiling shall be at a minimum 1/2 inch thick, fire resistant fiberglass.
- F. The sub-floor throughout the PLB shall be at minimum 3/4-inch plywood, and shall provide high resistance to moisture and moisture damage. New sub-floor shall be provided for all damaged or rotted areas within the tunnel sections.
- G. Fire Rated ribbed rubber 3/16 inch thick shall be applied to the floor from the aircraft end of the PLB to the terminal side of the service door.
- H. The tunnel wall treatment consists of floor to ceiling high-pressure laminate phenolic and melamine plastic panels. The panels are approximately 4 ft. on center and are supported by clear anodized aluminum trim with a black accent strip. The

design allows each panel to be removed individually. The color shall be Wilson Art Haze (D9760604).

- I. Wall treatments in the pivoting sections (rotunda and cab support) shall be galvanized steel slats.
- J. Cab curtains to be supplied with view panels

2.11 WARRANTY

- A. Warranty shall include all parts, labor, travel time, and expenses necessary for repairs or replacement of defective or malfunctioning bridge units or defective system components. All new parts and materials shall be guaranteed against defects in material and workmanship for a period of 1 year from the date of acceptance of the work by the Owner.
- B. All work by the contractor within this warranty period shall be provided without cost to the Owner and shall include all labor and necessary materials required to replace defective material and workmanship.
- C. Contractor shall warrant that the equipment and all new components and accessories furnished in connection therewith, shall comply fully with contract documents; be free of any defect in design, material, or workmanship; be new and of good quality; and free and clear from any liens, encumbrances and title defects.
- D. Contractor shall supply evidence of maintaining minimum spare parts on hand during the warranty period.

PART 3 - GENERAL REQUIREMENTS

3.1 TECHNICAL AND PERFORMANCE SPECIFICATIONS

- A. The PLB shall be reconditioned and installed to accommodate all imposed loads collectively, in the worst-case operating configuration. Structural margins of safety as recommended by AISC specifications or the local building official for the design and erection of steel structures shall be maintained.
- B. All mechanisms for actuating, restraining, and guiding the bridge and its components shall be supplied and installed so that no noise, sway, or sense of insecurity will be apparent to the passengers. No operating vibration or loads are to be transmitted to the terminal building.
- C. Performance Criteria
 - 1. The PLB selected shall not to exceed 1 in 12 (8.33%) tunnel slope when servicing any aircraft specified.
 - 2. The bridge floor structure, as originally manufactured, to accommodate 40 lbs. per square foot over the total floor area.
 - 3. The roof, as originally manufactured, to accommodate snow loads of 25 lbs. per square foot over the total roof area.

4. The bridge, as originally manufactured, when in use at any extended length to accommodate a wind load of 12.5 lbs. per square foot without loss of stability or control.
5. The bridge, as originally manufactured, when retracted to the stowed position, to accommodate a wind load of 25 pounds per square foot (90 mph).
6. The bridge shall be able to accommodate the future added loads of 400 Hz ground power.
7. The bridge, when reconditioned and with adequate maintenance, shall provide a minimum useful service life of 10 to 15 years.
8. The PLB is to drain all water entering the PLB to the exterior. All "water entering joints, condensation, and migrating moisture shall be drained to the exterior of the PLB. Replace all drainage tubes, parts, etc. as required for fully functioning systems.
9. All new electrical control panels, disconnect switches, and cabinets shall be mounted at a height and location that is accessible to maintenance personnel standing at the Apron Level without the use of a ladder, regardless of the vertical position of the PLB. Electrical panels and cabinets may be located inside the boarding bridge

3.2 ENVIRONMENTAL CONSIDERATIONS

- A. The PLBs, as originally manufactured, must be able to operate satisfactorily under the areas average ambient temperatures, humidity conditions, and loads corresponding to wind speeds of up to 60 mph on wet, ice covered or snow-laden surfaces.
- B. All new components and materials shall be individually and collectively selected for long life service under such conditions.
- C. All electrical junction boxes used on the PLB shall be made from high strength non-corrosive materials NEMA 4 rated or greater. Painted steel boxes will not be considered acceptable.

3.3 GROUNDING

- A. Cabs, tunnel sections, service stairs and landings, rotundas, and all electrical items shall be interconnected by a continuous grounding conductor. The main grounding conductor shall be provided with the power supply feeder.

PART 4 - INSTALLATION, INSPECTION, TESTING

4.1 INSTALLATION

- A. General: Install all work, meeting the requirements of the Contract Conditions and in accordance with product manufacturer's instructions and recommendations, NFPA requirements, and requirements as specified herein.
- B. Workmanship: Install all equipment, materials, specialties, etc., in accordance with the best practice and standards for this type of work.

- C. Surface Finishes: All surfaces and edges of miscellaneous steel, etc. shall be smooth and free of
- D. The Contractor will be responsible for installation of the reconditioned PLB, fixed walkways and all ancillary equipment as described in this specification. All permits, FAA 7460 crane applications, etc., shall be submitted by, and paid for by the Contractor. The Owner will sign the completed application(s) if required by the local permit authority prior to submission to the governing authority.
- E. The Supplier/Contractor shall provide qualified supervisory and service personnel during the installation of the passenger loading bridges and fixed walkways to assure proper installation. The same supervisor shall be on-site the entire duration of the installation.
- F. The PLB will be installed within a Secure Access Location. An FAI issued Security Badge is required in this area.
- G. Pre-construction meeting will be held at FAI, at least 7 days before start of installation.
- H. A 7460, that includes any tall equipment, like fork lift, crane, etc. A FAA 7460 needs to be applied for 45 days before construction installation and can be applied for at <http://oeaaa.faa.gov>.

4.2 PAINTING AND COATINGS

- A. All external components shall be constructed and finished in a manner to inhibit corrosion.
- B. The exterior paint finish shall meet the following as a minimum:
 - 1.Surface preparation:
 - a. Power-wash entire boarding bridge with detergent additive to remove dirt and cracked or chipped paint from the surface.
 - b. The surface shall be mechanical cleaned (power tool) to remove loose scale, contaminants, and rust from the surface where required. Rust shall be cleaned to bare metal. All sanded areas shall be "feathered out" to give a smooth appearance before priming and painting.
 - 2.Primer:
 - a. One coat of Pittsburg Paint and Glass (PPG) "Americote" primer / sealer shall be applied. Color: clear (8T 851/16).
 - 3.Finish Coat:
 - a. Two coats of Pittsburg Paint and Glass (PPG) Pitthane finish coat shall be applied. The Color shall be standard white. (95-8001/01)
- C. All electric motor connections, controls, and electrical wiring equipment to be installed outdoors shall be installed in non-corrosive NEMA rated enclosures in order to protect this equipment and connections from the elements.

- D. All machined surfaces shall be coated with a suitable rust preventative.
- E. Service stair and landing to be re-galvanized or new.

4.3 INSPECTIONS AND TESTS

- A. General: Test all of the equipment installed under this specification and demonstrate its proper operation to the Owner. Furnish all required labor, testing, instruments and devices required for tests and pay for all expenses involved in conducting such tests. Provide 48 hours written notice to the Owner of all tests and demonstrations.
- B. Install electrical connections for power, controls, and devices in accordance with the
adjusted in accordance with manufacturer's published instructions and the requirements specified herein.
- C. Perform equipment pre-operational checks activities, where appropriate. Note that these activities shall be coordinated with the startup and testing work.
- D. Field Testing and Final Checking: After the equipment has been installed and the various units have been inspected, adjusted, and placed in correct operating condition, the equipment shall be field tested in accordance with Contractor's testing procedures and requirements. The field tests shall demonstrate that the equipment functions in compliance with the specifications over the entire range of operation. Report any unusual conditions. Correct deficiencies of any of the field- installed units.

PART 5 - QUALITY ASSURANCE

51 GENERAL

- A. Notify the Engineer and Owner in writing of any instances in the Specifications that are in conflict with the aforementioned Codes. Required changes shall be adjusted before the Contract is awarded.
- B. Deviations from the Specifications required for conformance with the applicable codes and/or laws shall be corrected immediately but not until such deviations have been brought to the attention of the Engineer and Owner.

5.2 SUPPLIER / INSTALLER/CONTRACTOR QUALIFICATIONS

- A. The PLB supplier/installer shall be by companies who have previously installed aircraft passenger loading bridges, fixed walkways, and ground electrical power systems for aircraft at major airport installations.
- B. All work done on the reconditioned PLB and associated systems/appurtenances shall be performed by a company who has at least 10 years' experience in this type of work and must be able to supply a list of at least 20 similar projects involving the provision and installation of refurbished PLB during the same time period.
- C. The Superintendent or person in charge of all craft personnel shall have at

least 5 years' experience in installing and installed at least 15 aircraft PLBs and associated systems/ equipment. Also, said individual shall be knowledgeable in the fabrication, assembly, installation, and operation of the required electrical and mechanical systems and equipment, the engineering essentials, safety requirements and be capable of reading, interpreting and coordinating the drawings, specifications, and submittal data of the electrical and mechanical work.

- D. Coordinator shall plan and expedite delivery of the PLB products to the Project site, and to schedule labor to meet the progress schedule of the work,
- E. It will not be acceptable for a Contractor who meets the experience qualifications to subcontract the PLB reconditioning work to a Sub-Contractor.
- F. Contractor shall submit, as part of their proposal a Statement of Qualifications that attests to each of the above requirements. Statement must include a list of projects as referenced in Item B.

PART 6 - ON-SITE ASSISTANCE, TRAINING AND MAINTENANCE

6.1 GENERAL

- A. On-site instructions/demonstrations shall be given to designated operating personnel covering operation, adjustments, and maintenance of PLBs. It shall be included as part of the four hour training as outlined in the following section.

6.2 TRAINING

- A. On-site training shall be provided for operator's trouble shooting and problem solving. It shall include theory and hands on training. Four (4) hours of training shall be provided for technicians on Owner's Maintenance Staff. It shall cover the PLB power points system. On completion of training, each participant shall be issued with a certificate of competency.
- B. On-site Training shall be provided for operating procedures. One four (4) hour training class shall be included. A completed training roster shall be provide to the owner's representative following the course completion.

PART 7 - EQUIPMENT

7.1 GENERAL REQUIREMENTS

- A. All equipment and material shall be new where specified or otherwise cleaned and reconditioned to "like new" appearance, undamaged, and of the best grade and workmanship feasible; decisions concerning quality, fitness of materials, or workmanship shall be by the Owner.
- B. Where items exceed one in number, provide products with similar construction, model numbers, and appearance, from the same manufacturer.

- C. Insofar as possible, products shall be the standard and proven design of the manufacturer. Manufacturer shall be engaged in the manufacture of the product for a minimum of 5 years. When standard products are modified to suit these Contract Conditions, manufacturer shall certify operating conditions, ratings and capacity of the product based on qualification tests and Contractor shall submit compliance certificates.
- D. Acceptable Products: Certain makes and/or manufacturers of material and equipment are specified herein and/or indicated on the Drawings as acceptable products. Prior to submittal, use manufacturer's published data to verify that the product meets the requirements of the Contract Documents. Notify the Owner of conflicts.
- E. Substitutions: Submit the specified materials and equipment. Where "or equal" products are specified, equivalent materials and equipment of other manufacturers may be submitted for consideration for approval by the Owner but shall be clearly distinguished in the submittal as substitutions.

END OF SECTION

Fairbanks International Airport Passenger Boarding Bridge
ITB# 2515N017, Photo Album



Side of Terminal, Showing Gate #3 PLB Location, near existing Gate #2 PLB

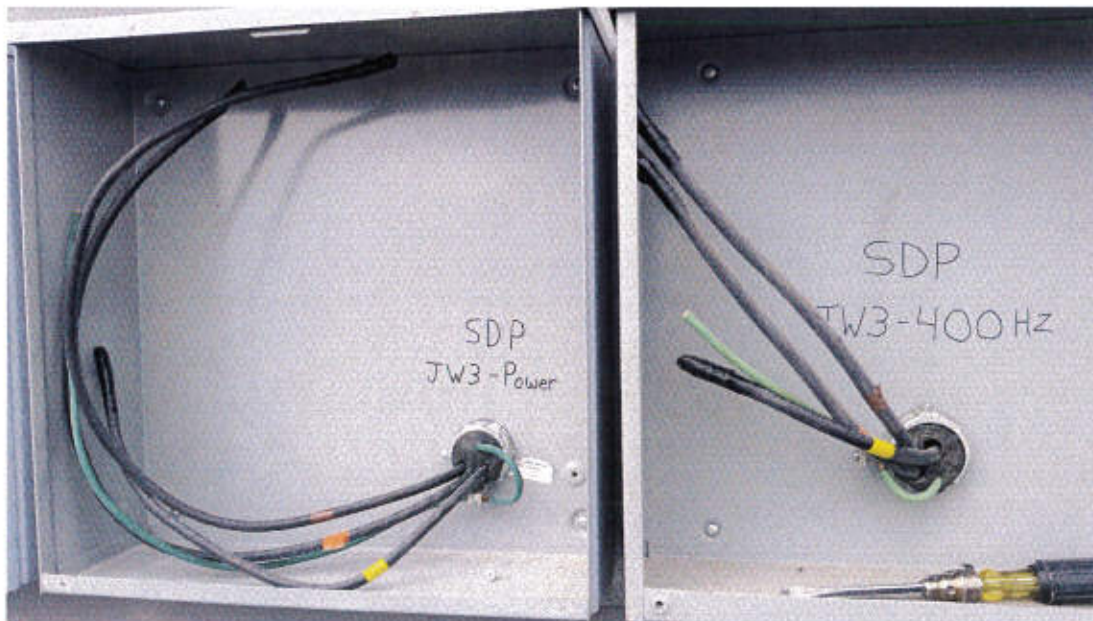


Gate #3 Interior Door

Fairbanks International Airport Passenger Boarding Bridge
ITB# 2515N017, Photo Album



Gate #3 Exterior



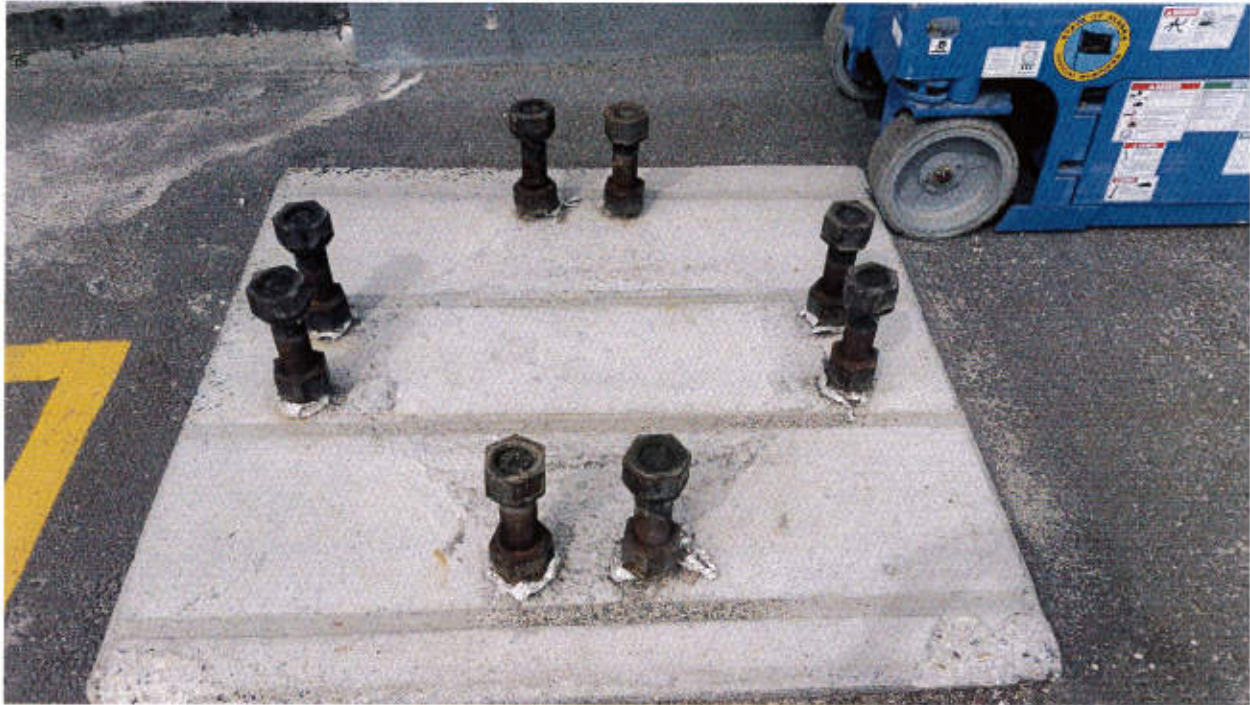
Gate #3 Existing J-Boxes for Power and 400 HZ



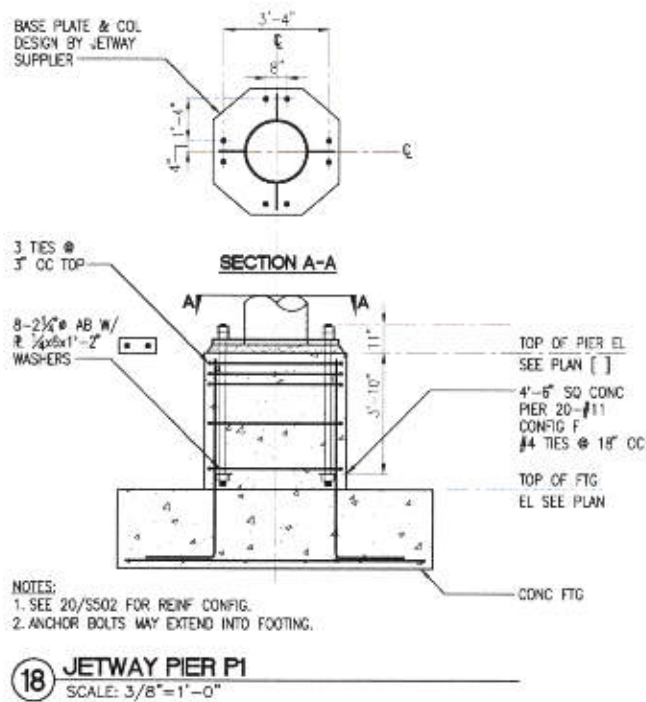
Gate #3 Existing Comm Line box



Gate #3 Existing J-Box for Heating



Anchor bolt for Gate #3 Pier



Anchorage Bolt for Gate #3 from As-builts.