To: See Email Distribution List

From: Mary Wheeler
Manager of Contract Administration

Date: October 13, 2016

No Pages: 1

This addendum is issued on October 13, 2016 prior to the due date to add, delete, modify, clarify and/or to respond to questions submitted by prospective bidders regarding the work included in the above referenced solicitation.

CLARIFICATIONS, CHANGES AND ADDITIONS TO THE BID DOCUMENTS

Please see the attached additional information

1. Division of Aviation Permit # T16-104, with James Jones’ Memo dated 9/23/16.

2. PPA written responses to the memo dated October 13, 2016.

3. Request for Quotations #4620 for Fiber Optic Splice, revised to October 13, 2016.

QUESTIONS

1. Question: My question is about this scale. If you look at drawing SS 02.001, the note number three says approximately 200 feet. It doesn't matter how we tried to scale this, we're not getting 200 feet. We got 350.

   Response: The drawings will be revised to correct this inaccuracy. Bidders need to satisfy themselves of the correct dimension of the length of these new underground conduit runs.

END OF ADDENDUM ONE
October 5, 2016

Frank Ragozzino
Philadelphia Parking Authority
One Main Toll Plaza
Philadelphia International Airport
Philadelphia, PA 19153

Subject: Philadelphia International Airport – Permit #T16-104
Re-routing of All Toll Related Fiber to the EF Helix
Review Comments – Fiber Optic 01

Dear Mr. Ragozzino:

The Division of Aviation (DOA) has completed the review of the above referenced permit application. The permit is hereby “approved as noted/responses required” pending compliance to the following items:

1. MPR must reply to the attached review comments, in writing, prior to construction of the project. Reply may be in the form of a letter, sketch, or revised drawing as necessary.

2. As-built drawings (reproducible 22” x 34”) and all other closeout documentation must be submitted to DOA after the completion of project. Also, a CADD disk utilizing the latest version of Auto CADD and PDF of the construction documents is required.

3. Provide proof of Contractor’s Liability Insurance with a minimum coverage amount of $1,000,000. Statutory Limits on Worker’s Compensation. The referenced permit name and number must be listed in the certificate description. Also to be listed as additional insured will be the “City of Philadelphia, its officers, employees and agents.” Cancellation wording shall read “Should any of the above described polices be cancelled or materially changed before the expiration date thereof, the issuing company will mail 30 days prior written notice to the Certificate Holder and all additional insured parties.”

4. All applicable permits from the City of Philadelphia (License and Inspections Unit) and any other applicable agency having jurisdiction over this project must be procured and submitted to DOA Engineering prior to the start of construction.

5. Provide a construction schedule with start dates and finish dates.
6. Provide a list of all subcontractors with 24 hour / 7 day emergency contact information.

Construction of the permitted work is to begin within six months from the date of this letter. If construction is delayed after that date, a new permit will be required.

Please note that the approval of this permit application in no way implies that the Division of Aviation has reviewed the application and associated documentation for compliance with applicable local, state, and/or federal codes, laws, and regulations. It is the responsibility of the applicant to ensure that the construction meets all local, state, and/or federal codes, laws, regulations, requirements and standards.

Contact Lisa Boyer, DOA Engineering, at 215-937-5506, to schedule a pre-construction meeting at least seven (7) days prior to the proposed start date. Insurance forms and permits from other agencies must be submitted at the pre-construction meeting.

Sincerely,

Michael J. McCartney
Airport Engineering Manager

LB

Cc: D. Rincon, K. Brune, R. Scheinfeld, A. Moore, J. Tyrrell, M. Evans, C. Dougherty, R. Tufts, J. Donnelly

File: T16-104
Encl: Review comments from DOA
MEMORANDUM

TO: Lisa Boyer
FROM: James Jones, Airport Security Engineering Manager

DATE: 9/23/2016

SUBJECT: PPA Re-routing of All Toll Related Fiber to EF Helix
          T16-104

I have reviewed the plans for the aforementioned and have the following questions and general comments.

1. On sheet SS05.002 Note: In mechanical room splice case (IP2) the first 24 strands are already fusion spliced and being used. Do not damage these!
2. Coordinate the work in IP2 with the building administration.
3. The DOA requests, assuming there is capacity in the existing conduits and ducts, that you pull and terminate 24 strands of SM fiber from Economy Lot Comm. Hut back to the E-F Helix. You could pull it in addition to what you have already specified, probably at the marginal cost of the fiber. You are already paying for the labor.
4. You may want to consider installing SM from the Island Ave toll plaza and the Maintenance Bldg. to the E-F Helix due to the superior bandwidth and distance qualities of single mode over multimode fiber.
DOA Permit #T16-104  
Re-routing of All Toll Related Fiber to the EF Helix  
Review Comments - Fiber Optic 01  
(PPA Bid No. 16-19)  
October 13, 2016

Replies to James Jones’ Memo dated 9/23/16

**Comment 1.** On sheet SS05.002 note: In mechanical room splice case (IP2) the first 24 strands are already fusion spliced and being used. Do not damage these!

**Response 1.** Due to schedule, that splicing was removed from the scope of work and issued as a separate project. The drawing will be revised accordingly.

See attached scope of work for the fiber splice, Request for Quotations # 4620, revised to October 13, 2016.

**Comment 2.** Coordinate the work in IP2 with the building administration.

**Response 2.** See attached scope of work for the fiber splice, Request for Quotations # 4620, revised to October 13, 2016, Requirements: number 1, identifying the building administrator, Amerimar IP Management Company.

**Comment 3.** The DOA requests, assuming there is capacity in the existing conduits and ducts, that the contractor pull and terminate 24 strands of SM fiber from Economy Lot Comm. Hut back to the E-F Helix.

**Response 3.** This work will be added to the project as requested by DOA. The drawings will be revised accordingly.

**Comment 4.** You may want to consider installing SM from the Island Ave toll plaza and the Maintenance Bldg. to the E-F Helix due to the superior bandwidth and distance qualities of single mode over multimode fiber.

**Response 4.** This fiber run was just tested and found to be in good condition, and the cost for this is significant in relation to the budget for the overall project. Therefore, the PPA does not want to incur the added cost to install SM at this time. Since the existing PPA fiber plant is MM, the proposed span between Island Ave and the maintenance building shall be MM as well.
Request for Quotations # 4620  
Perform Fiber Optic Cable Splice  
Ground Level Mechanical Room  
International Plaza Building #2 (IP-2)  
Philadelphia International Airport  

REVISED to October 13, 2016

Scope of Work:

The purpose of this contract is to connect the existing PPA Toll Revenue Server (referred to herein as ‘Server 1’) located in the PPA Admin Building’s Toll Revenue MDF, to the new (redundant) PPA Toll Revenue Server (referred to herein as ‘Server 2’) located in the PPA MDF of the International Plaza I basement.

To obtain connectivity from the Primary Server 1 to the PPA MDF in IP1, the contractor must fusion splice a 24 strand single mode fiber cable located in the IP-2 Mechanical ground floor room. The contractor must then patch (plug in), fiber coming from the CUB MDF room going to the PPA Admin Building MDF, at a rack located in the Terminal F MDF (Rack FT1049).

Special Notes:

1. In the mechanical room splice case (IP2), the first 24 strands are already fusion spliced and being used by the Division of Aviation. Do not damage these!

2. The contractor shall perform an OLTS/OTDR test of the entire segment, from the server room 1 to server room 2, once the patching and splicing work is complete.

Requirements:

1. The contractor will be required to attend an on-site preconstruction meeting with PPA, the Division of Aviation Engineering Department, and the IP-2 building manager, Amerimar IP Management Company.

2. The contractor shall schedule all work in advance with the PPA Director of Airport Operations.

3. The contractor can work during the day.

4. The contractor will be required to provide a certificates of insurance.
Schedule:

The splice and patch must be completed by Friday, November 11, 2016.

Bid Pricing: Lump sum.

Due Date for cost proposals: Friday, October 14, 2016, 2:00 PM

Contact:
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Philadelphia, PA 19106
ERodriguez@philapark.org