

**QUESTIONS AND ANSWERS**  
RFB Number 24-0011 Re-Bid  
**ARFF OVERHEAD DOOR REPLACEMENT**

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|-----------|---|
| <b>1.</b> | <b>What will our exact times we will be able to perform work?</b>   |
|           | <p>Work will be allowed during normal business hours, 8:00am -5:00pm</p> <p>1. Protocol in the event of a fire call.<br/>If the fire station receives an Alert, the Airport ARFF Equipment will respond from Station 9 as usual. We will have the ARFF equipment parked on the apron outside station #9 ready to respond. We request that you have one of the bay doors open where the personnel from station 9 can respond to ARFF alerts.</p> |
| <b>2.</b> | <b>Is the existing CMU core filled, particularly above the headers?</b>   |
|           | <p>Based on the section detail from the original archived drawing and as shown on the bid drawing the header appeared to be core filled bond beam. But we are not 100 % sure the blocks above the header are core filled.</p>   |
| <b>3.</b> | <b>What is thought to be the new control panel locations?</b>   |
|           | <p>Control panels should be mounted next to each door and wired back to the group buttons.</p>  |
| <b>4.</b> | <b>The existing main panels with 3 button stations are not being replaced? New wire being pulled (by others) from them to new control panels?</b>   |
|           | <p>The existing control panel and 3 button stations can be reused as long as the system is completely functional. The contractor team is responsible for any new wire necessary for the full functionality of the system.</p>   |
| <b>5.</b> | <b>18' 3 5/8" is headroom required to achieve 15'2" clear opening height on the tarmac side. Will this fit under the existing hot water lines? 4 square boxes above existing motors will have to be raised, is this an issue?</b>   |

The existing door is 16'. There are about 3 and a half CMU blocks above the door before any obstructions. The clearance should be about 18'-5".

**6. IF a door is not able to be reinstalled by the end of the day, what will be required?**

A. If a door unit is unable to be reinstalled and secured for the AOA side by the end of the day, the contractor has two options.

Option 1: Contractor can install a temp wall that can be secured preventing anyone from entering at that point (east side AOA doors) and to help prevent any inclement weather at any opening from entering and/or damaging the interior of the firehouse.

OR

Option 2: Contractor can secure the security services of ACTS from the Airport Authority while the contractor is not on site (for the east AOA side doors only), ACTS security rates list at \$32.60 an hour and a 30-day notice will need to be given before services can be acquired. All door openings will need some form of protection preventing inclement weather from entering and/or damaging the Interior of the firehouse.

**NOTE:** All AOA doors shall be manned at all times, any door openings found unmanned/unsecured will receive a notice of failure to comply with airport procedures from the TSA, which can result in loss of badge and not being able to return to site for a minimum of five workdays. We recommend the contractor assign this task to an employee making sure all door openings stay secure while on site and secured before leaving the site at the end of each workday, if Option 2 is chosen we ask that you stay on site at door opening until security company has arrived.

Questions are listed as submitted; company names are withheld.