

Date: July 25, 2024
To: Prospective Firms
From: City of Cleveland, Department of Port Control
Subject: Addendum No. 3 to Request for Proposal – Tenant Temporary Structure Design/Build Services

Please be advised that the City of Cleveland, through its Director of the Department of Port Control (“Department”), hereby publishes Addendum No. 1 to the Request for Proposal – Tenant Temporary Structure Design/Build Services, dated July 5, 2024.

This addendum serves as to provide response to all inquiries received prior to the question deadline date of July 22, 2024.

PROPOSAL SUBMITTAL DEADLINE: Extended to Friday, August 9, 2024 4 p.m. local time

UPDATED REVISIONS

Item	Section	Description of Change
1.7	Project Specific Services (2.2)	The updated dimensions of the doors shall now be 14’ high by 24’ wide.
1.8	Project Specific Services (2.2)	Tenant is responsible for the generator, provide wiring in place for connection.

PAST INQUIRY UPDATE

Building MS -2 is no longer an option as an available power source. The updated site to extract external power is now the glycol tank area. The following information on the projected area and specifications are listed below:

1.	Question	What is the voltage and phase of the closest power source? What is the manufacturer and what is the space capacity in the panel? Is a separate consumption meter required?
	Answer	The distribution transformer outside of the glycol tanks is now the closest available power source. 480V three phase can be tapped to a disconnect that the contractor will need to install. 200 amps could be

available at 480V. There is also a 120/208-volt panel that is closer with a 100-amp spare that can possibly be used if capacity is determined to be insufficient.

See diagram location and photos below:








INQUIRIES

1.	Question	What are the dimensions of the service vehicles and what is their turning radius?
	Answer	Largest trucks are 32' long and 13'6" high with a 20-degree wheel cut. The fully loaded weight of all trucks combined is 913,140 lbs.
2.	Question	Does the existing circular pedestrian security gate with card readers need to be re-installed someplace else in the east fence after 8ft walk is widened and contained in a new fence structure to allow service vehicles to enter from the temporary structure?
	Answer	To request fence work through security. Security will monitor and ensure compliance is always adhered to. Will not proceed until request approved.
3.	Question	Entry into the secured area will be controlled by the west 14ft high x 28ft wide motorized door. Can you supply the brand of the card reader needed to control secured doors on the west side of the temporary structure that allow entry into secured airport space?
	Answer	To allow entry into a secured space, badging is required. Door shall no longer be on west side of the temporary structure per Addendum 2.
4.	Question	Will the new fence enclosing the west pedestrian and vehicle doors match the present fence design?
	Answer	N/A.
5.	Question	Is there a project budget that can be provided?
	Answer	None available.
6.	Question	Please confirm the design schedule of about October 2024 thru January 2025. And that the design submittals will be at 60%, 90% and 100%. This would be a design submittal due about one per month. What is the City review and approval process and timeframe for each design stage?
	Answer	Total timeframe of project is 6 months (design and construction). City will review design submittals in 5 business days or less.
7.	Question	The current City of Cleveland permitting process is two to three months. With the construction to start in early 2025, will the City be able to expedite this process?
	Answer	Building permits are issued through the Department of Building & Housing. The Department of Port Control (who this project is for) is not involved in the permitting process. Would recommend that chosen designer/contractor closely coordinate with Department of Building &

		Housing to assure that permits are received in the needed timeframes.
8.	Question	With the project anticipated to have an emergency generator and transfer switch, the current lead times for these items are 52+ weeks. In order to meet the completion of mid-2025, this equipment would have already been ordered. Can these be installed after the rest of the project is completed? Or the schedule be extended to accommodate?
	Answer	The tenant is responsible for their own generator, have wiring in place for connection.
9.	Question	Are as-built or survey of the existing site be made available to identify utility locations?
	Answer	N/A. Question already addressed previously in Addendum 2.
10.	Question	In Section 3.4 Insurance under Comprehensive General Liability Insurance, would the combined single limit of Five Million Dollars (\$5,000,000.00) in reference to a single limit or aggregate?
	Answer	\$5,000,000.00 is the limit for each claim and the limit for all claims in the aggregate.
11.	Question	Exhibit "E" Fee Proposal – For the Lump Sum Price for each items 1, 2 and 3 – What are you looking for in the Lump Sum Price? Would this be the Pre-Construction Fees, D/B Fee, D/B Contingency and D/B Construction stage staffing as would typically be required for a Design Build Project? We would need an anticipated project budget in order to calculate the Fee and Contingency amounts – OR- is Airport looking for a total, all-in cost, including the sub-contractor cost of work, for each item?
	Answer	Exhibit "E" has been revised. Please reference revised Exhibit "E" in Addendum 2.
12.	Question	The bulk of this project will be the tenant structure itself and all other work will be ancillary. If the cost works out that the structure is more than 70% of the cost of the project, will there be any consideration for that when verifying the OEO participation of 8% CSB, 15% MBE and 7% FBE, if the 30% goal is not met? Since this project has limited scope and the biggest piece will need to be sole sourced from one vendor, fulfilling these goals this level may be difficult without compromising the integrity of the project and increasing the price.
	Answer	If a Bidder/Proposer is unable to meet the 15% MBE, 7% FBE and/or 8% CSB subcontracting goals assigned to the project, the Bidder/Proposer should explain the cause of the shortfall in a letter attached to OEO Schedule 4. OEO will consider project-specific challenges to meet the subcontracting goal (s) as part of its good faith effort evaluation of the bid documents.
13.	Question	The RFP notes that the existing pavement should be reused. In either the base bid, or by add-alternate, please advise if/how proposals should account for any costs associated with re-grading, new storm drainage, etc. The existing pavement appears to slope towards a single grate in the center (which would likely be inside of the proposed structure).
	Answer	This will be the responsibility of the designer/builders.
14.	Question	Is this project tax exempt?
	Answer	Yes.
15.	Question	Should proposals allow for any environmental remediation (e.g. contaminated soils)?
	Answer	No known environmental remediations.
16.	Question	Is the tool storage and locker storage mentioned in the pre-bid presentation the

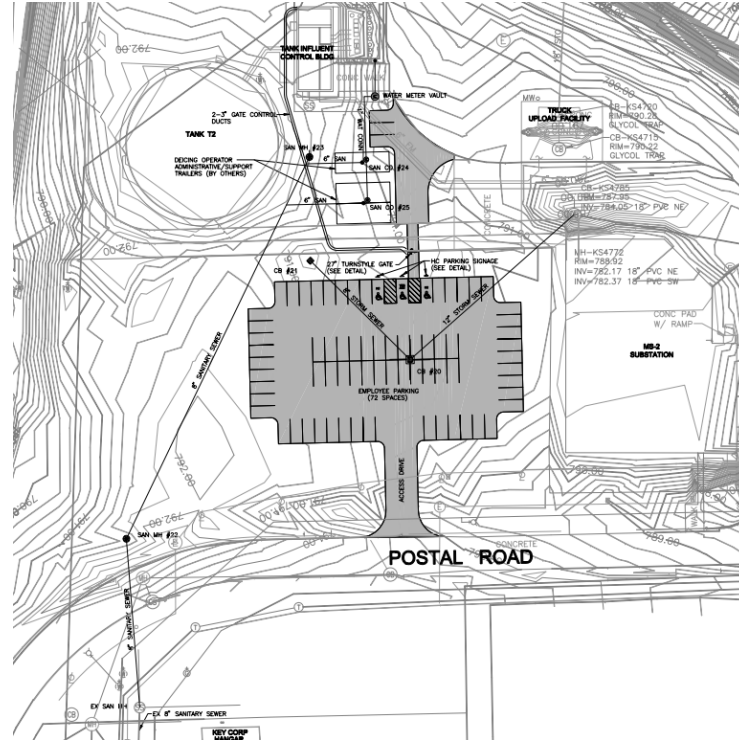
		responsibility of the tenants?
	Answer	Yes.
17.	Question	Please advise what assumptions should be made in proposals about the location of domestic/fire water service.
	Answer	<p>Domestic/firewater service lines are below:</p>  <p>The screenshots show a GIS application with a legend on the right. The legend includes categories like 'ASSETS' (Hydrant, Control Valve, Curb Valve, Line Valve, Automatic Air Valve, Check Valve, Flash Pipe Valve, Drain Valve, Fittings, Air Cock, Electrolysis Test Station, Backflow Preventer, Master Meter) and 'Pipe - Active' (Circulation Main, Distribution Main, Drain Pipe, Flash Pipe, Large Valve Bypass, Other, Potable Plant Pipe, Pre-Potable, Pump Pipe, SL, Supplemental Connection, Trunk Main). There are also 'Connections' and 'DISPLAY ONLY LAYERS' sections.</p>
18.	Question	Per RFP section 2.2.B.6, please advise if the cost of the generator should be included in the fee proposal, or whether the intent to provide only the infrastructure for a roll-up generator by others.
	Answer	The tenant is responsible for their own generator, have wiring in place for connection.
19.	Question	Per RFP section 2.2.A, can additional instructions be provided for the above-grade containment system?
	Answer	The intent of the “above-grade containment system” is to prevent materials/contamination (such as oils, greases, aircraft deicers – propylene glycol, detergents, snow melt, etc.) from entering the storm sewer system by having the building act as secondary containment or other similar means. The design-build team is expected to address these concerns in their design.

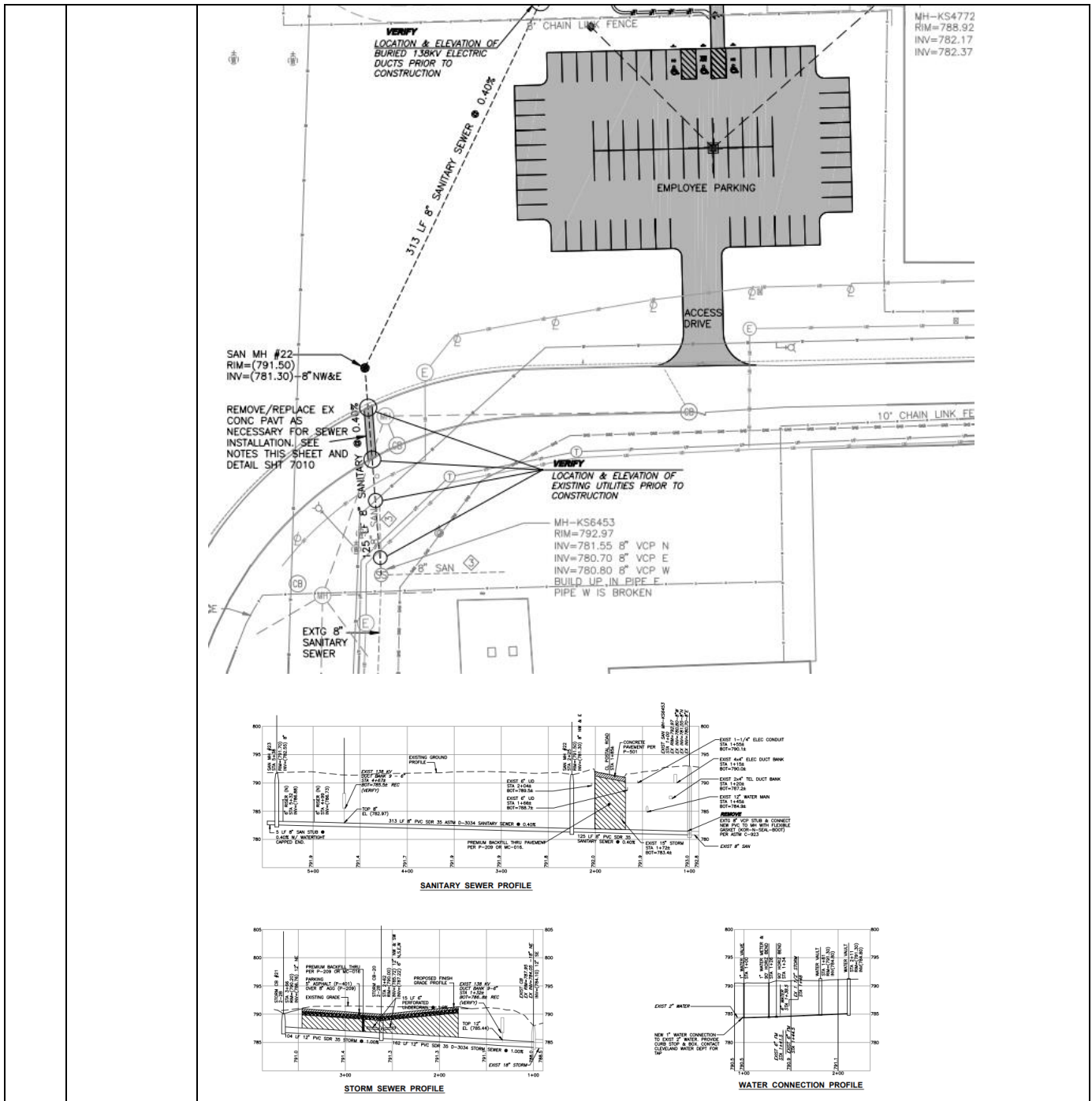
20.	Question	Per RFP section 2.2.B, an aluminum frame is called for. Are steel-frame structures also acceptable?
	Answer	Yes.
21.	Question	<p>Part 2.2B – The prefabricated tenant structure is required to feature a flat end aluminum substructure for efficiency of installation and a long-lasting, lightweight performance. The aluminum frame of the project shall be supported by a tension fabric membrane designed for implications of adverse weather.</p> <ul style="list-style-type: none"> - Aluminum structural members have their place in construction, typically where a high strength to weight ratio is required, such as decorative panels or facades. However, in building construction there is a reason the vast majority of the construction industry uses steel, not aluminum. ASTM Gr. B/C A500 structural steel is over 30% stronger than the specified aluminum, it deforms, warps and bends less than aluminum. This is relevant in a climate where heat can influence the malleability of aluminum – is less resistant to dents and scratches and, using its inherent strength properties, steel allows for more efficient material use (stronger supports means less frequent supports needed, fewer supports mean less time on site installing said supports, this all equates to less overall cost). Steel is also less expensive relative to aluminum and widely available. It is believed that this clause serves no other purpose than to limit competition by forcing suppliers to comply with a specific company's product offerings which is anti-competitive and an objective disservice to the taxpayers and stakeholders of this project and those financing it. Please confirm that structural steel will be accepted as a building material for the Tenant Temporary Structure.
	Answer	Structural steel is acceptable.
22.	Question	<p>Part 2.2B #2 – the end wall of the structure shall have a minimum 17' clear height and the center of the structure shall have a 32' minimum clear height.</p> <ul style="list-style-type: none"> - Is there a specific reason for these clear height minimums? Please confirm the reason for the 17' and 32' clear height. - If this structure is going to be temporary, when will the dismantlement happen? Please confirm whether there will be a date for dismantlement of the tenant temporary structure. - What badging or access requirements will need to be followed to work in this area of the airport? - Will the equipment needed for construction be subject to any FAA regulations on height? - Who would be awarding the contract to the fabric building manufacturer? Will it be the GC or the City?
	Answer	<ul style="list-style-type: none"> - These questions are not relevant to bidding. - No badging is needed. - Yes. - City will be entering into contract with a single entity as a designer/builder. The design/builder is responsible for all design, material procurement, construction and any other necessary activities to create the project.
23.	Question	RFP Page 6, Figure 1 and Figure 2 shows the proposed location for the temporary structure on an existing ramp pavement area. Section 2.2 Project Specific Services states that the structure is to be erected on existing ramp pavement. Please provide additional information associated to this location such as allowable property work limits, current ramp pavement composition and thickness. Existing utilities within

the property apron area, and Postal Rd. Right of Way such as: existing storm sewers, sanitary sewers, electrical, gal, telecommunication, waterlines, etc.

Answer

Lot thickness is unknown. Fiber-optic connection on Postal Rd. Below are drawings that show additional information associated to proposed site for reference only:





24.	Question	Invitation to Bid dated 7/5/24 states that proposals may be mailed to Cleveland Airport System, Department of Port Control. It also states that firms may also elect to submit their proposal electronically. We request clarification and confirmation that the submission can be either hard copies via mail or Hand Delivery or sent electronically.
	Answer	Firms may mail their hard copy submittal (cannot be hand delivered) OR submit their submittal electronically.
25.	Question	RFP states that the structure will allow the Department's management to temporarily house their customer base service tenants until permanent buildings can be built. Please advise if this temporary structure is to house 1 tenant, or multiple tenants,

		concurrently. If there is more than 1 tenant, will the unit have to be separated for each tenant?
	Answer	No.
26.	Question	RFP Project Specific Services 2.2B states the Prefabricated Tenant Structure is required to feature a flat end aluminum structure and aluminum frame. Will the owner allow a Steel Frame and/or Galvanized Steel Frame Structure?
	Answer	Yes.
27.	Question	Current documentation does not mention if a sanitary sewer system and restrooms are required inside the temporary structure. Please advise if the owner will require this facility to have plumbed restrooms inside the structure. Or will the owner/future tenants provide and utilize portable restroom facilities?
	Answer	Sanitary sewer not required. Tenant to provide their own restroom facilities.
28.	Question	How is this contract being funded?
	Answer	City funded.
29.	Question	Will this project be tax exempt?
	Answer	Yes.
30.	Question	Will a Bid Bond be required to be submitted? If so, please provide required Bid Bond information/requirements and Bid Bond Form.
	Answer	Bid Bond attached.
31.	Question	RFP Section 3.4 – O – Cyber Policy. The second paragraph states: if contractor will have access to City data networks, it is required that contractor hold a Cyber and Technology Errors & Omissions Policy with limits of at least \$5,000,000.00 per claim. Please advise if the design/build contractor will, or will not, have access to City data or networks? This is currently unknown and we request that this insurance requirement be removed from the RFP documents.
	Answer	Access to City networks not likely. Policy waived.
32.	Question	RFP Section 3.5 last paragraph Subcontractor Bonds states that each subcontractor with a subcontract greater than \$100,000.00 shall be required to execute a similar Performance Bond in the full amount naming the Design/Build Team and the City as Joint Obliges. We request that this section be removed. This requirement will only result in additional costs to the owner, and potentially burden CSB/FBE/MBE subcontractors who may not be able to provide a Performance Bond.
	Answer	Subcontractor requirement waived.
33.	Question	Will there be a warranty period for this contract? If so, please provide the warranty duration. Current documents do not specify any warranty information.
	Answer	Yes, 1-year after final completion accepted by City.
34.	Question	We could not locate any information in the bid documents that define the owner’s method of payments to the Design/Build team. Please provide the Owner’s terms of payment. Will retainage be withheld from payments? If so, what percentage will be held? How long will retainage be withheld by the Owner?
	Answer	Yes. A retainage will be held and will hold for the standard City of Cleveland timeframes (Find language for this and find payment terms from another design/build contract and insert into the documents.
35.	Question	Is there any information / or specific needs that the tenant wants inside the Temporary Structure?
	Answer	All requirements addressed in Scope of RFP or Addendums.

36.	Question	Would the owner want to lease? Or own the Temporary Structure?
	Answer	Own.
37.	Question	Please consider reducing the current Cleveland Small Business Participation goals. RFP documents and the pre-proposal meeting on 7/15 depict a total of 40% CSB Subcontracting goal participation for this contract. Typical City of Cleveland Contracts only require 30% CSB.
	Answer	City of Cleveland Design/Build projects have a standard goal of 10% CSB for the design and 15% MBE, 7% FBE and 8% CSB for the build/construction portion of the project. It is in the best interest, of the Proposer, to explain their good faith effort, on Schedule 4, with additional documentation as to why they could not meet the goal that is set forth in the RFP. See related question #12.
38.	Question	Would the City allow a permanent building structure in lieu of the noted Temporary Prefabricated Structure outlined in the RFP if the design/build team could build it cheaper?
	Answer	No.
39.	Question	We respectfully request an extension to the current bid date of 8/2/24. A design/build proposal of this special scope requires additional time to complete compared to a typical unit price bid. There are currently two addendums issued, and the pre-bid question cut off period isn't until 7/22/24, which will require an additional addendum be issued with a significant amount of information with only approximately 1 week to complete the proposal package. This short period of time will not allow bidders to complete a cost-effective and economical proposal package. Please extend the bid opening a minimum 3 weeks.
	Answer	The bid date will be extended by one week to 8/9.
40.	Question	Addendum 2 clarification item 1.3 Project Specific Services 2.2 provided an Alternate for resurfaced 2" mill and fill for up to 22,000 square feet of pavement. This addendum also revised Exhibit E Fee Proposal for each of the 3 potential packages. Please confirm that this alternate item is to be utilized to level the existing pavement to accept the new proposed Temporary Structure.
	Answer	Potentially. It is only being included as an alternate.
41.	Question	Does the Airport have a Phase 1 environmental study, for the site, that we could use to determine pricing to subsequent work? If no environmental studies have been done, should we include Phase 1 only pricing in our proposal with subsequent phases and remediation handled as change orders after Phase 1 completion?
	Answer	City does not have a Phase 1 for the site and doesn't need one.
42.	Question	Does the vehicle diagram in Addendum 2 reflect the dimensions of all 17 service vehicles? Alternately, is there an itemized list of vehicles in the fleet?
	Answer	Vehicle diagram provided in Addendum 2 to represent service vehicle dimensions. No itemized list.
43.	Question	Could Airport define what type of maintenance will occur within the structure? We assume light maintenance, but are unclear what, if any, type of equipment would need to be provided (ex: lube reels, compressors, lifts, etc.)
	Answer	No equipment is required for RFP, unless otherwise stated in RFP.
44.	Question	Will the tenant require any kind of spray off area for the vehicles?
	Answer	No.
45.	Question	Will a Firm that is a subcontractor on the Tenant Temporary Structure Design/Build Services contract, and other upcoming Terminal Modernization enabling design and

		construction projects, be precluded from being a subcontractor on the upcoming Program Management contract?
	Answer	No.
46.	Question	Placing the 28' overhead door on the side wall, per Addendum #2, would require a header system to be inserted into the building, which will eat up valuable floor space and create a large snow shed problem, as there is no hood over the door. This is also not cost effective. Does the 28' door need to be on the side facing the road?
	Answer	Refer to RFP. The motorized overhead door is 14' high and 28' wide. Due to the prerequisite of the door opening and structural requirements for header, it is encouraged to have this door opening in vertical surface – Either in exterior volume or beyond with shed roof to avoid reduction in interior square footage and limit any snow accumulation.
47.	Question	Why is the width of the overhead door 28'?
	Answer	The dimensions were based on an estimation of existing opening width. It has been verified to be 24' in width instead.
48.	Question	If the door can be reduced in width, what is the minimum width?
	Answer	City has accepted a minimum of 22' width, however the updated width has been verified to be 24'.