

Addendum No. 1
November 18, 2022

TIA – Parking Garage Level 1 Electric Vehicle Charging Stations
Tulsa Airports Improvement Trust Project No. 70684

This addendum is hereby made a part of the project documents to the same extent as though it were originally included therein. The following changes, modifications, corrections, clarifications, additions and/or deletions as set forth herein shall apply to the above referenced proposal package and shall be made apart hereof and be subject to all of the requirements as though originally specified and/or shown. **The bidder shall acknowledge receipt of this addendum in the appropriate blank of the bid form.**

This Addendum is issued to provide the following information/clarification:

1. Bid opening postponed. TAIT will receive sealed bids until 2:00 pm (Local Time) on Thursday, December 1, 2022.
2. Contractor shall include cost for Point of Purchase Payment and Data system. Detailed requirements for system will be provided in Addendum #2.

The following questions (Q) and answers (A) are provided for clarification:

- Q1 What kind of Point of Purchase Payment and Data system are you looking for?
A1 Detailed requirements for system will be provided in Addendum #2.
- Q2 Are you open to allowing a Complete Expandable Skid mounted System tailored to your plan scope?
A2 A skid mounted system would be acceptable if it met the requirements of the One-Line Diagram and the physical constraints of the Parking Garage.
- Q3 Siemens is not listed as an approved manufacturer; is the airport flexible on this?
A3 The Airport would consider products that are “labeled and listed” per the National Electrical Code and have a label from a recognized US or Canadian Testing Laboratory. “Made in USA” preferred.
- Q4 Our chargers would require different electrical support than what is listed in the proposal. Is the airport flexible on this?
A4 No, the design is for 120/208 Volts 3 phase. Quick charging is not required for this application.
- Q5 Will additional chargers come under separate RFP’s or will they be awarded as a continuation of this one?

- A5 Additional chargers will be advertised as separate project(s).
- Q6 Are you looking for EV charging performance monitoring and/or maintenance services?
A6 See A1
- Q7 On sheets D-1 and D-2 there is an equipment list in Key Notes 3-18. Are we to provide all of that equipment list in phase 1, or only what's needed for phase 1?
A7 Contractor to provide all equipment listed for all Phases to the location indicated. Beyond that location, Contractor to provide cabling to chargers only for Phase 1.
- Q8 On sheets D-1 and D-2 Keynote 17 states "2 to 3 - 24 strands each, 10G multimode fiber, 50 micron, armored, aqua color; 2 to 3 runs length TBD".
a) Are we to provide 2 or 3 runs?
b) Are we to determine the length?
c) Is this portion a part of phase 1?
A8 a) Provide 2 runs.
b) Contractor responsible for determining length.
c) Refer to A7.
- Q9 How many data drops are needed per Dual EV Charging Station?
A9 Two data drops per each Dual EV Charging Station
- Q10 Where I can obtain information on the Dual EV Charger Station License Fee?
A10 This should be available from the EV Charger Station supplier.
- Q11 Will dimensions be provided for locations of AEP/PSO transformers and switches?
A11 Contractor to coordinate with AEP/PSO and Airport for final locations. AEP/PSO will stake desired locations.
- Q12 Will any landscaping be required?
A12 Only as far as restoration to pre-construction status.
- Q13 Are there requirements for excess dirt produced during trenching and foundation work?
A13 Excess dirt to be removed off site by Contractor. Streets to be cleaned daily during construction.
- Q14 Will a 'staging area' be provided?
A14 Yes, the Airport will coordinate with Contractor to define an adequate staging area.

End of Addendum No. 1