



CITY OF ATLANTA

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Kasim Reed
Mayor

DEPARTMENT OF PROCUREMENT
Adam L. Smith, Esq., CPPO, CPPB, CPPM, CPP,
CIPC, CISCC, CIGPM
Chief Procurement Officer
asmith@atlantaga.gov

September 28, 2015

Dear Proponents:

**Re: FC-8071, Explosive Detection System Recapitalization
and Optimization at Hartsfield-Jackson Atlanta International
Airport**

Attached is one (1) copy of **Addendum No. 2**, which is hereby made a part of the above-referenced project.

For additional information, please contact Mr. Leslie H. Page, Contracting Officer, at (404) 330-6107, or via e-mail at lpag@atlantaga.gov.

Sincerely,


Adam L. Smith

ALS:LHP/jab



Addendum No. 2

**Re: FC-8071, Explosive Detection System Recapitalization
and Optimization at Hartsfield-Jackson Atlanta International
Airport**

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This Addendum No. 1 modifies and forms a part of the Request for Proposals for Project Number FC-8071 (“RFP”).

Questions and answers; and

Revision to technical specifications.

Proposals are due **Wednesday, October 7, 2015**, should be time stamped in no later than 2:00 p.m., and delivered to the address below:

Adam L. Smith, Esq., CPPO, CPPB, CPPM, CPP,
CIPC, CISCC, CIGPM
Chief Procurement Officer
Department of Procurement
55 Trinity Avenue, S.W.
Suite 1900
Atlanta, Georgia 30303

**** All other information remains unchanged ****

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and Optimization at Hartsfield-Jackson Atlanta International
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Acknowledgment of Addendum No. 2

Proponents must sign below and return this form with proposal to the Department of Procurement, 55 Trinity Avenue, City Hall South, Suite 1900, Atlanta, Georgia 30303 as acknowledgment of receipt of this Addendum.

This is to acknowledge receipt of Addendum No. 2 for **FC-8071, Explosive Detection System Recapitalization and Optimization at Hartsfield-Jackson Atlanta International Airport** on this the _____ day of _____, 2015.

Legal Company Name of Proponent

Signature of Authorized Representative

Printed Name

Title

Date

MODIFICATIONS ARE INDICATED IN BOLD ITALIC FACE TYPE
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The following questions and/or clarifications were requested by various Contractors:

1.	Question:	The RFP document was provided in paper form only in addition to electronic copies of the supporting documents. Will the RFP documents (Parts 1 and 2) be made available electronically in a format such as PDF?
	Answer:	<i>The ITB document (Parts 1 and 2) is available in PDF format on the City of Atlanta website.</i>
2.	Question:	The RFP states, Bids will be opened and read on Wednesday, September 23, 2015, at 2:01 P.M. in the Department of Procurement's Bid Conference Room, Suite 1900, 1st Floor, 55 Trinity Avenue, S.W., City Hall South, Atlanta, GA 30303. Will the bid opening be open to the public and/or qualified bidders?
	Answer:	<i>The bid opening will be open to the public and qualified bidders.</i>
3.	Question:	Please clarify the means in which Value Engineering (VE) Alternatives may be submitted and considered with the proposal. Some VE's may have a unique and competitive advantage and may be suitable for not just this RFP (North Terminal Recap), but for the future South Terminal and Concourse E Recap projects as well. Will the City of Atlanta accept VE alternatives that are to be reviewed in a discrete and non-public manner?
	Answer:	<i>The ITB does not provide for Value Engineering Alternatives to be submitted or considered with the bids. Nor will the City of Atlanta accept Value Engineering alternatives that are to be reviewed in a discrete and non-public manner.</i>
4.	Question:	Please clarify how the successful bidder will be selected (i.e. lowest responsive bidder, best value, etc.). If awarded via best value, please clarify the details of the weighted scoring criteria that is to be utilized.
	Answer:	<i>Lowest Responsive and Responsible Bidder, as indicated in "Part 1; Information and Instructions to Bidders" section "2. Method of Source Selection."</i>
5.	Question:	The RFP letter states the following relative to floor sealant: "The Design/Build Contractor shall prepare and seal the floor surface of the South Terminal CBIS. The Sealant shall be a water-based, low VOC, acrylic

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		copolymer solution that dustproofs concrete without yellowing. Compound shall comply with ASTM C 309. "Does this requirement also apply to the North CBIS room? If not, can it be redacted from the requirements?"
	Answer:	<i>Floor Sealant will only be required for the South CBIS. In Part II, Exhibit C-1 "Scope of Work and Technical Specifications" section 11.8 delete the word South and replace it with North.</i>
6.	Question:	The RFP letter states the following relative to warranty terms: " CONTRACTOR warrants all equipment and material it furnishes, and all work it performs against defects in CONTRACTOR's design/build, equipment, materials, or workmanship for a period from commencement of work to a date twenty-four (24) months after Beneficial Occupancy provided that all of requirements of this section have been met, unless more stringent requirements are otherwise specified elsewhere in the Contract documents. CONTRACTOR shall provide an additional thirty-six (36) month warranty on all chillers, pumps, starters, compressors, ventilation systems, fire detection systems, fire suppression equipment, emergency power, and communication equipment. A minimum of one (1) year labor warranty is required for all equipment/system replacement and repairs. "The CAGE specification (B-05 ATL_30p_Spec_North_2015_06) states the following relative to warranty: " Warrant the baggage handling system for one year against defective parts and labor from the date of beneficial use of the baggage handling system, and for five years against defective design beginning on the final acceptance date of the complete baggage handling system. " Please clarify which warranty term is to govern this work.
	Answer:	<i>See revisions to Part II, Exhibit A, General Conditions, GC-41.2, later in this Addendum.</i>
7.	Question:	The referenced Variance Requests were provided with the bid documents; however, they do not have TSA responses listed on the forms with which the requests were made. Please provide the TSA responses to these Variance Requests.
	Answer:	<i>The TSA responses to the PGDS Request for Variance are provided as an attachment to this Addendum.</i>

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8.	Question:	<p>The following documents were provided with password protections. Please provide the necessary passwords to access all these files: B-08 ATL_MainNorth_BoD_061413-1.pdf 01 HSTS04-12-R-CT1252-B015-ATL NORTH-NOROM - MJS.DOCX 10 ATL_North_PreDesign_BoD_043013.pdf 20 ATL_MainNorth_BoD_061413-1.pdf 29 ATL_NORTH_SIM_Report_061413.pdf 47 ATL TSA Rebuttal HSTS04-10-J-CT8521-B012-SOS 2013-07-17 ATL Main North 30pct Rebuttal Com.xlsx 54 Copy of ATL Recap Variables 4-15-14_p.xlsx</p>
	Answer:	<p><i>In accordance with the bid documents, TSA policies, regulations and applicable laws, the three prequalified general contractors have received the necessary passwords to access the Sensitive Security Information (SSI) documents. It is the responsibility of the prequalified general contractors to adhere to the bid documents, TSA policies and regulations including the Checked Baggage Screening Equipment Sensitive Security Information Identification Guide of the PGDS, and all applicable laws in handling and providing access to SSI documents.</i></p>
9.	Question:	<p>The body text of this letter references a list of TSA responses to the 30% design that was provided as a password protected file from the TSA. Please provide a copy of the file along with any necessary passwords.</p>
	Answer:	<p><i>In accordance with the bid documents, TSA policies, regulations and applicable laws, the three prequalified general contractors have received the necessary passwords to access the Sensitive Security Information (SSI) documents. It is the responsibility of the prequalified general contractors to adhere to the bid documents, TSA policies and regulations including the Checked Baggage Screening Equipment Sensitive Security Information Identification Guide of the PGDS, and all applicable laws in handling and providing access to SSI documents.</i></p>
10.	Question:	<p>In several of the reference documents, the TSA's advertised capacity of the CTX 9800 has been challenged. Are bidders required to perform benchmark testing of the existing CBIS prior to all modification work? The goal of the benchmark testing would be to obtain existing CBIS data such as total CBIS bag volumes, individual CTX 9000 through-put, alarm rates, jam reports, and number of lost in tracking bags such that a comparison might be made to the new system.</p>

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	Answer:	<i>Benchmarking of the current system will not be required.</i>
11.	Question:	Please clarify the local sales tax rate that is to be utilized in our pricing calculations.
	Answer:	<i>It is the responsibility of the Contractor to determine the local sales tax rate to be utilized in their pricing calculations.</i> <i>Rates are available at: http://dor.georgia.gov/documents/sales-tax-rate-chart.</i>
12.	Question:	The contract limits markups on change orders. This is based on contractors who only provide supervision, labor and materials. The logic does not extend to companies which research, develop, patent, manufacture, and install proprietary equipment and develop the software code to operate that equipment. The overhead rate for such a company is many times greater than that of a construction contractor. Please confirm that the overhead rate for changed work will be negotiated based on actual proven overhead costs plus a reasonable profit.
	Answer:	<i>The contractor shall submit with their bid a list of fully burdened labor unit prices that would be applicable to pricing adjustment for professional services personnel as per the Contract.</i>
13.	Question:	The contract states, "For delays in the construction of the Project caused by reason of Force Majeure, an extension in the time for Contract completion shall be CONTRACTOR's sole and exclusive remedy for any such delay. In no event shall CONTRACTOR be entitled to any increase in the Total Contract Price or any other additional compensation for costs resulting by reason of Force Majeure." The Contract Documents provide that the Contractor will not be compensated for costs incurred due to project delays caused by the Force Majeure events. This pushes excessive cost and risk to the Contractor. Please confirm that the Contract will be amended to provide the following or similar language: "The Contractor shall be permitted an adjustment in the Contract Sum if any delays caused by a Force Majeure event or any event beyond the reasonable control of Contractor, either individually or taken in the aggregate, cause the Contract Time to be increased more than twenty-one (21) calendar days (the "Grace Period"). Any adjustment made in the Contract Sum under this provision shall be limited to the increase, if any, of direct costs incurred by

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		the Contractor in performing the Work as a result of that portion of any delay or delays which caused the Contract Sum to be increased beyond the Grace Period. Contractor shall be entitled to additional compensation where acceleration of its work is required by a Force Majeure event or factors beyond the control of Contractor.”
	Answer:	<i>No modification will be made.</i>
14.	Question:	The FAA has taken the position that all AIP terminal projects require a waiver of Buy American requirements, as certain BHS components such as LCD screens, photo eyes, and processors are not produced in the United States. Please confirm that the Airport has obtained a waiver under 49 USC Section 50101(b) for this project. The 50101(b) (3) waiver is issued by the local FAA regional or Airport District Office and reduces the requirement to 60% domestic material.
	Answer:	<i>This is a TSA project that is funded by the TSA. The DOA has reviewed the TSA Buy American requirement for this TSA project and found no requirement for Buy American.</i>
15.	Question:	Reference document 57 indicates there may be a need to perform work on the existing HVAC system and perform plumbing work. The scope of work is generally described as rebalancing the HVAC to suit the cooling needs of the CBIS area after recapitalization and reworking the floor drains and EDS condensate piping. The RFP from City, however, indicates that all HVAC work is to be done by a single vendor and makes no mention of plumbing work. Please confirm that all HVAC work is considered "single vendor" and is therefore covered by the allowance monies provided, and that the plumbing work is not required or out of scope.
	Answer:	<i>The HVAC or plumbing work is not required to be performed by any "single vendor".</i> <i>The Contractor will be compensated for any required HVAC or plumbing work under the Exhibit E – Pricing Form SP-2 Project Contingency Allowance.</i>
16.	Question:	The specification allows for NORD motors, but does not allow for NORD variable frequency drives (VFD). Please approve NORD VFD products for use.

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	Answer:	<i>Nord motors and VFD drives are approved for use.</i>
17.	Question:	Please confirm if emergency power is required. If required, please confirm that emergency power is only required for Fire Doors and associated conveyors.
	Answer:	<i>No emergency power is required for this project. Delete Part 1.1 H 22. from the specifications.</i>
18.	Question:	In the event that the stated schedule milestones are not achievable, is the Owner willing to negotiate schedule milestones during and/or after the bid process?
	Answer:	<i>Bids shall be based upon the milestones presented in the Bid Documents.</i>
19.	Question:	The RFP document was provided in paper form only in addition to electronic copies (on CD) of the back-up documents (drawings, etc.). Will the RFP "front end" documents (Parts 1 and 2) be made available electronically in a format such as PDF?
	Answer:	<i>See answer to #1.</i>
20.	Question:	I have a subcontractor that is worried about the City of Atlanta having a Project Labor Agreement with the Union. Is anything like this in place?
	Answer:	<i>No.</i>
21.	Question:	In the spec section #347716-34 Part 2.1.B.5.C Acceptable manufacturers of BHS Equipment – Mechanical Assemblies – Vertical Sorting and Merge Devices lists only Logan and Van Der Lande Industries. Webb requests to have the Jervis Webb VSU and VMU added to this list. Additional information on the VSU and VMU can be provided if necessary.
	Answer:	<i>Jervis Webb VSU and VMU is approved.</i>
22.	Question:	Page 54 2.3. E. Electrical Equipment and Components 10. Variable Frequency Drives – g. "It is preferred that VFDs be mounted in self-contained enclosures at the conveyors or devices they control and not in centralized MCPs or BPEs." (the specification states to match existing;

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		whose VFD (type/manufacturer) is installed now?)
	Answer:	<i>Match the existing Power Flex 75 VFD's currently being used on the North CBIS.</i>
23.	Question:	There are (8) new MCP's; the locations for 1-7 are shown in the drawings but not MCP8 where will MCP8 be located?
	Answer:	<i>Locate new MCP8 west of the new MCP1 on the south CBIS wall.</i>
24.	Question:	Since Brock is pre-qualified for controls, does form 9 need to be filled out for Brock?
	Answer:	<i>Brock must fill out Form 9.</i>
25.	Question:	The CBRA room is presently being certified to PGDS v4.1. With the recap project will it be needed to re-certify CBRA to 4.2 along with the rest of CBIS?
	Answer:	<i>The CBRA room will stay as a PGDS 4.1 compliant area and the CBIS will be brought into compliance with PGDS 4.2.</i>
26.	Question:	Please confirm if emergency power is required, (as per Part 1.1 H 22.). If required, please confirm that emergency power is only required for Fire Doors and associated conveyors.
	Answer:	<i>No emergency power is required for this project. Delete Part 1.1 H 22. from the specifications.</i>
27.	Question:	Has TSA feedback on the 30% design been released? If so, can this feedback be shared with all bidders?
	Answer:	<i>Yes, TSA responses to 30% design have been received. The responses appear in Reference Document # 47 on the CD given to the three prequalified general contractors. In accordance with the bid documents, TSA policies, regulations and applicable laws, the three prequalified general contractors have received the necessary passwords to access the Sensitive Security Information (SSI) documents. It is the responsibility of the prequalified general contractors to adhere to the bid documents, TSA policies and regulations including the Checked Baggage Screening</i>

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		<i>Equipment Sensitive Security Information Identification Guide of the PGDS, and all applicable laws in handling and providing access to SSI documents.</i>
28.	Question:	In order to facilitate the comparison of bids, bidders are being required to provide a firm, fixed price bid on the existing 30% design drawings and specifications. Bidders are also required to meet the design/build objectives of bringing the 30% design to a 100% design that meets PGDS 4.2 requirements. Bringing the 30% design to 100% could potentially result in additional scope of services adding an element of risk to everybody's bid on the 30% design. Should the need to refine the 30% design result in additional scope of services would the airport consider a mechanism to compensate the bidder. This would substantially reduce the bidder's need to incorporate risk into their bid and facilitate the airport's ability to directly compare bids.
	Answer:	<i>The 30% design is completed therefore there is no plan for additional work to be done on the 30% design. The evolution of the design from 30% to 100% is an integral part of the design/build process and therefore is at the risk of the design/build Contractor.</i>
29.	Question:	347716 page 5 1.1.H 27. Update of the remote touch screen BHS controls interface located on the ISD crossovers. If this interface does not exist in the north CBIS, provide uniformity. Continue to utilize the existing HMIs on catwalk, manual encode and other areas as required. Match existing equipment with equal or better equipment, subject to the Owner's approval. Does this interface exist? How many HMI's, manual encode and other areas are there?
	Answer:	<i>Add one (1) remote touch screen control interface in central location on catwalk above the CTX machines. Update HMI's at Manual encode locations near BHS Control Room. There are two (2) stations at the manual encode location. See attached drawing for locations.</i>
30.	Question:	Page 52 2.3.D 1. Control stations and control devices are defined in the Contract Drawings. 2. Control stations and control devices are located as required on the Contract Drawings. Please identify which drawings the above are shown on.

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	Answer:	<i>Control Stations and Control devices are not shown on the 30% drawings; these are to be located as part of the 70% and 100% design documents. The Owner requires that the devices that are required for the CTX machines be located between the machines in pairs, one on right for right machine and one on left of same aisle for the machine on the left.</i>
31.	Question:	Exhibit C1 4.3.3 Additive Alternate #2: Provide the design, procurement and construction of an additional non-clear conveyor line in the Domestic North Terminal C81S that will serve approximately one half (1/2) of the EDS machines. Provide an additional second chance diverter that discharges into a different clear line than the existing non-clear line diverter. The new non-clear line shall merge into the existing non-clear line at existing merge MT1-15. Refer to Supplemental Documents 802 Drawing # B6-N-101 for details of the location of Domestic North Terminal CBIS existing merge MT1-15. Where is this shown on drawing B6-N-101? Need more clarification of what exactly is required to be designed.
	Answer:	<i>The Additive Alternate asks for a design and the construction of an additional non-clear line to route one half of the bags coming into the CBRA via a second last chance divert. This route and its exact location is not shown on the drawings. It is indicated in this section that the location of this route should be located near the MT1 line, which is now inactive. The purpose of this Alternate is to eliminate a 'single point of failure' location that would starve the CBRA of bags in the case of a failure of the current feed line. The design and exact location will be the responsibility of the Contractor.</i>
32.	Question:	347716 page 6 g. The upper level computer control systems will be replaced to provide complete new sort control, system monitoring and system reporting features for the terminal. New manual encoding stations will also be installed to replace the existing system. Conflict - This is not identified in the drawings. Please clarify if drawings or spec is followed.
	Answer:	<i>The new sort control, system monitoring, system reporting features for the North Sortation system and the manual encode station are to be programed with the new Brock Controls. An attached drawing shows the location of the main BHS control Room and the Manual Encode station.</i>

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33.	Question:	Please confirm if emergency power is required, (as per Part 1.1 H 22.). If required, please confirm that emergency power is only required for Fire Doors and associated conveyors.
	Answer:	<i>See answer #17.</i>
34.	Question:	Has TSA feedback on the 30% design been released? If so, can this feedback be shared with all bidders?
	Answer:	<i>See answer #9.</i>
35.	Question:	Are there any OCIP requirements for this project?
	Answer:	<i>No OCIP requirements.</i>
36.	Question:	What level of SIDA badging will be required to perform the scope of work for this project? Will custom seals be required?
	Answer:	<i>SIDA Contractor Badges will be required as indicated within Exhibit I and as per the Airport's Security Requirements. Custom Seals will not be required for work on the North CBIS.</i>
37.	Question:	The performance and payment bond forms included in Exhibit D to the contract do not appear to match those in Exhibits J and K. Which bond forms will the City require?
	Answer:	<i>See the revised Exhibit D Performance and Payment Bonds forms per this Addendum.</i>
38.	Question:	This paragraph indicates that the existing HCD's on the main lines are to be replaced with new HCD's. Further in the drawings it appears that these HCD are in a different location from the existing. Is it the airports expectation that the main lines will remain operational on a daily basis?
	Answer:	<i>The project specifications require that the main lines will remain operational on a daily basis.</i>
39.	Question:	Vertical Sorting and Merge Devices. This section only indicates that Logan and Van Der Lande industries units are approved for this project. Please confirm that the Siemens Vertical Sorting and Vertical merge units are

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		considered an approved equal.
	<i>Answer:</i>	<i>Siemen's Vertical sorting and merge units are approved.</i>
40.	Question:	High speed Sorting Devices (HSSD). The specifications indicate that these units are subject to project approval. As the pricing for these units between the BHS companies could have a significant range please indicate the airports preference?
	<i>Answer:</i>	<i>In order to provide the most efficient use of spare parts and repair and maintenance services the Siemen's HSSD is the approved device to match the majority of the existing HSSD's.</i>

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1. REVISION TO PART I, INFORMATION AND INSTRUCTIONS TO BIDDERS

Addition: *5.4. Additive Alternate 4 – Cost for providing a 1 year extension to the 1 year required warranty.*

Delete: 6. Pricing forms: Pricing forms (Exhibit E) have been created to facilitate the bidding of the base scope of work as well as the 2 additive alternates as described above. Bid prices must be presented on the appropriate form and in the format provided by each of the Pricing Forms. Additionally, Bidders shall include a schedule of unit prices that may be used as the basis of determining the cost of scope deletions or additions.

Replace with: *6. Pricing forms: Pricing forms (Exhibit E) have been created to facilitate the bidding of the base scope of work as well as the four (4) additive alternates as described above. Bid prices must be presented on the appropriate form and in the format provided by each of the Pricing Forms. Additionally, Bidders shall include a schedule of Unit Prices (construction services and professional services) that may be used as the basis of determining the cost of scope deletions or additions.*

Delete: Required Bid Submittal Check Sheet, in its entirety.

Replace with: *Required Bid Submittal Check Sheet, attached to this Addendum.*

2. REVISION TO PART I, FORMS

Delete: Form 10: AIP Grant Forms, in its entirety.

3. REVISION TO PART II, EXHIBIT "A" GENERAL CONDITIONS

Delete: **41.2 Warranty Period.** CONTRACTOR warrants all equipment and material it furnishes, and all work it performs against defects in CONTRACTOR's design/build, equipment, materials, or workmanship for a period from commencement of work to a date twenty-four (24) months after Beneficial Occupancy provided that all of requirements of this section have been met, unless more stringent requirements are

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otherwise specified elsewhere in the Contract documents. CONTRACTOR shall provide an additional thirty-six (36) month warranty on all chillers, pumps, starters, compressors, ventilation systems, fire detection systems, fire suppression equipment, emergency power, and communication equipment. A minimum of one (1) year labor warranty is required for all equipment/system replacement and repairs.

Replace with: GC 41.2 Warranty Period. CONTRACTOR warrants all equipment and material it furnishes, and all work it performs against defects in CONTRACTOR's design/build, equipment, materials, or workmanship for a period from commencement of work to a date twelve (12) months after Beneficial Occupancy provided that all of requirements of this section have been met, unless more stringent requirements are otherwise specified elsewhere in the Contract documents. A minimum of one (1) year labor warranty is required for all equipment/system replacement and repairs."

Delete: CAGE specification (Supplemental Document B05) Part 1, Section 1.9.B General Warranty Terms. Warrant the baggage handling system for one year against defective parts and labor from the date of beneficial use of the baggage handling system, and for five years against defective design beginning on the final acceptance date of the complete baggage handling system.

Replace with: CAGE specification (Supplemental Document B05) section 1.9.B General Warranty Terms. Warrant the baggage handling system for one year against defective parts and labor from the date of Beneficial Occupancy of the baggage handling system and for twelve (12) months against defective design beginning on the final acceptance date of the complete baggage handling system.

Delete: CAGE specification (Supplemental Document B05) Part 1, Section 1.1 H22. No emergency power is required for this project.

Addition: CAGE specification (Supplemental Document B05) Part 2, Product Information, Section 2.1, 5 Mechanical Assemblies, C. Vertical Sorting and Merge Devices – add #3 – Jarvis Webb

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4. EXHIBIT C-1, DESIGN-BUILD CONTRACTOR'S SCOPE OF WORK

Delete: **11.8 Floor Sealant:** The Design/Build Contractor shall prepare and seal the floor surface of the South Terminal CBIS. The Sealant shall be a water-based, low VOC, acrylic copolymer solution that dustproofs concrete without yellowing. Compound shall comply with ASTM C 309.

*Replace with: **11.8 Floor Sealant: The Design/Build Contractor shall prepare and seal the floor surface of the North Terminal CBIS. The Sealant shall be a water-based, low VOC, acrylic copolymer solution that dustproofs concrete without yellowing. Compound shall comply with ASTM C 309.***

5. REVISION TO PART II, EXHIBIT "C" Program Requirements

Delete: Exhibit C-4, Contract Provisions for Airport Improvement Program and for Obligated Sponsors, in its entirety.

6. REVISION TO PART II, EXHIBIT "D" INSURANCE AND BONDING REQUIREMENTS

Delete: Exhibit D-1, Performance Bond and Payment Bond Forms

*Replace with: **Exhibit D-1, Performance Bond and Payment Bond, attached to this Addendum.***

7. REVISION TO PART II, EXHIBIT "D" INSURANCE AND BONDING REQUIREMENTS

*Addition: **Exhibit "D" Construction Safety and Health Plan (Non-OCIP) – Preface***

8. REVISION TO PART 11, EXHIBIT "E" PRICING FORMS

Delete: Exhibit "E", Pricing Form, in its entirety.

*Replace with: **Exhibit "E", Pricing Form, attached to this Addendum***

The following submittals must be completed and submitted on Wednesday, October 07, 2015:¹

Item #	Required Bid Submittal Check Sheet	Check (v)
1.	Form 1; Illegal Immigration Reform and Enforcement Act Forms	
2.	Form 2; Contractor Disclosure Form	
3.	Form 3; Proponent Financial Disclosure (NOT APPLICABLE FOR THIS ITB)	
4.	Form 4A; Certification of Insurance	
5.	Form 4B; Certification of Bonding Ability	
6.	Form 5; Acknowledgement of Addenda	
7.	Form 6; Respondent/Bidder Contact Directory	
8.	Form 8; Bid Bond	
9.	Form 9; Essential Subcontractor Qualification Statement	
10.	Documentation evidencing Proponent's authority to transact business in the State of Georgia (Certificate of Existence)	
11.	Georgia General Contractor's License Per Minimum Qualification 3.2	
12.	Conveyor System Subcontractor Resumes of Key Staff and Experience per Minimum Qualification 3.4	
13.	Georgia Electrical Subcontractor's Resumes of Key Staff and License per Minimum Qualification 3.5	
14.	Designer of Record Georgia Architect or Engineer Licenses, Resumes of Key Staff, and Requirements per Minimum Qualification 3.6	
15.	Executive Schedule	
16.	Executive Work Plan	
17.	Executive Safety Plan	
18.	Executive Quality Assurance/Quality Control Plan	

¹ This table is included for Bidder's convenience and may be used to track the preparation and submittal of certain required information with its Bid.

Item #	Required Bid Submittal Check Sheet	Check (v)
19.	Exhibit "E", Form E-1: Pricing Forms	
20.	Fully Burdened Labor Unit Prices for Extra Professional Services	
21.	Exhibit "D", Non-OCIP Insurance Information	
22.	Appendix "A": DBE Forms 1-4	

EXHIBIT D-1
PERFORMANCE AND PAYMENT BONDS

1. At, or prior to, Service Provider's execution of the Agreement, Service Provider must, at its own expense, deliver to the City a Performance and a Payment Bond each in an amount equal to one hundred percent (100%) of the first year's contract value as specified in the Agreement, naming the City as co-obligee and issued by a surety company or companies in such form as approved by the City's Attorney as attached hereto at **Exhibit D-1**. The bonds must be renewed annually at one hundred percent (100%) of the then current year's contract value as specified in the Agreement. The bonds must be kept in full force and effect during the Term and any renewals. In lieu of a Performance Bond, Service Provider may submit to the City an Irrevocable Letter of Credit in a form acceptable to City, in its sole discretion.
2. The bonds must be issued as security for the faithful performance of this Agreement, including, maintenance and guarantee provisions, its covenants, stipulations and agreements of the Agreement, the payment of all bills and obligations arising out of the performance its obligations under the Agreement, which bills and obligations might or would in any manner become a claim against the City, and guaranteeing all services and work set forth in the Agreement against faulty materials or poor workmanship, or both, in accordance with any warranty provisions of the Agreement.
3. The surety company issuing the bonds must give the City notice in writing by registered mail at least sixty (60) days prior to an anniversary date of the bonds of its intention not to renew or to terminate the bonds.
4. A Corporate Surety that is satisfactory to City, authorized to do business in the State of Georgia, and listed in the latest issue of U.S. Treasury Circular 570 must execute the bonds.
5. An agent of the Surety residing in the State of Georgia must execute the bonds. The date of the Bonds must be the same as the date of execution of the Agreement by City. The Surety must appoint an agent for service in Atlanta, Georgia upon whom all notices must be shown on each Bond. The person executing the Bonds on behalf of the Surety must file with the Bonds a general power of attorney unlimited as to amount and type of Bonds covered by such power of attorney, and certified to by an official of said Surety. The Bonds must be on forms provided by City. The Agreement will not be executed by City until after the approval of the Bonds by City's Attorney.

EXHIBIT D-1

ATTACHMENT 1

Performance Bond

INSTRUCTIONS

1. This form is required for use in connection with the Agreement identified on its face. There shall be no deviation from this form without approval by the City.
2. The full legal name and business address of the Principal shall be inserted in the space designated "Principal" on the face of the form. The bond shall be signed by an authorized person. 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 office of the corporation involved, evidence of this authority must be furnished.
3. Corporation executing the bond as surety must be among those appearing on the U.S. Treasury Department's most current list of approved sureties and must be acting within the amounts and limitations set forth therein.
4. Corporate surety shall be duly authorized by the Commissioner of Insurance of the State of Georgia to transact surety business in the State of Georgia.
5. Do not date this bond. The City will date this bond the same date or later than the date of the Agreement.
6. The Surety shall attach a duly authorized power-of-attorney authorizing signature on its behalf of any attorney-in-fact.
7. Corporations executing the bond shall affix their corporate seals. Individuals shall execute the bond opposite the word "Seal."
8. The name of each person signing this bond shall be typed or printed in the space provided.

Performance Bond

KNOW ALL MEN BY THESE PRESENTS:

That _____ as principal ("Principal"),
(Legal Name and Address)

and _____ as surety ("Surety"), are held and firmly bound unto the
(Legal Title and Address of Surety)

CITY OF ATLANTA as Obligee ("Owner"), in the amount of _____ DOLLARS

(\$ _____), to which payment Principal and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has entered into an Agreement with the Owner bearing date of _____ and in the same monetary amount of this bond for:

FC-8071, EDS Capitalization and Optimization – North Domestic Terminal in accordance with drawings and specifications prepared by: _____ which said
(Full Name and Title)

Contract are incorporated herein by reference and made a part hereof, and is hereinafter referred to as the Contract.

NOW THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if the Principal shall promptly and faithfully perform and comply with the terms and conditions of said contract; and shall indemnify and save harmless the Owner against and from all cost, expenses, damages, injury or loss to which said Owner may be subjected by reason of any negligent act or omission, including patent infringement, misconduct, want of care or skill, default or failure of performance on the part of said Principal, his agents, subcontractors, materialmen or employees, in the execution or performance of said Contract, then this obligation shall be null and void; otherwise it shall remain in full force and effect.

(1) The said Surety to this bond, for value received, hereby stipulates and agrees that no change or changes, extension of time or extensions of time, alteration or alterations or addition or additions to the terms of the Contract or to the work to be performed thereunder, or the specifications or drawings accompanying same, or the exercise of the Owner's right to do work, shall in any way affect its obligation on this bond, and it does hereby waive notice of any such change or changes, extension of time or extensions of time, alteration or alterations or addition or additions to the terms of the Contract or to the Work or to the specifications or drawings. In addition the Surety to this bond, for value received, hereby agrees to the provisions of the Agreement for increases in the penal amount of this bond and waives notice from the Owner of any such changes, as set forth in the Contract Documents.

(2) If pursuant to the Contract Documents the Principal shall be declared in default by the Owner under the aforesaid Contract, the Surety shall promptly perform this bond agreement in accordance with its terms and conditions. It shall be the duty of the Surety to give an unequivocal notice in writing to the Owner, within twenty-five (25) days after receipt of a declaration of default, of the Surety's election to either remedy the default or defaults promptly or to perform the Contract promptly, time being of the essence. In said notice of election, the Surety shall indicate the date on which the remedy or performance will commence, and it shall then be the duty of the Surety to give prompt notice in writing to the Owner immediately upon completion of (a) the remedy and/or correction of each default, (b) the remedy and/or correction of each item of defective work, (c) the furnishing of each omitted item of work, and (d) the performance of the Contract. The Surety shall not assert its Principal as justification for its failure to give notice of election or for its failure to promptly remedy the default or defaults or perform the Contract.

(3) It is expressly agreed by the Principal and the Surety that the Owner, if he desires to do so, is at liberty to make inquiries at any time of subcontractors, laborers, materialmen, or other parties concerning the status of payments for labor, materials, or services furnished in the prosecution of the work.

(4) No right of action shall accrue on this bond to or for the use of any person or corporation other than the Owner named herein or the legal successors of the Owner.

(5) For the purposes of this bond, the name and address of the Authorized Agent of the Owner to whom correspondence and telecommunications may be addressed and/or with whom business concerning this bond may be conducted will be as follows:

(6) Further, this bond shall be the Performance Bond furnished under O.C.G.A. §§ 36-91-70, et seq. and shall be subject to increase in the penal amount of the bond pursuant to such statutes of the Agreement.

[Signatures on following page]

<p>Approved as to form:</p> <hr/> <p>Senior Assistant City Attorney</p>	<p>Contractor:</p>
<p>Corporate Surety:</p> <hr/> <p>Surety Name (Type)</p> <p>By: _____ Attorney-In-Fact (Sign)</p> <p>Name: _____ Attorney-In-Fact (Type) (Seal)</p>	<p>By: _____</p> <p>By: _____ Name: _____ Title: _____</p> <p>ATTEST:</p> <hr/> <p>SECRETARY/ASST. SECRETARY</p> <p>[Affix Corporate Seal]</p> <p>By: _____</p> <p>ATTEST:</p> <hr/> <p>SECRETARY/ASST. SECRETARY</p> <p>[Affix Corporate Seal]</p>

EXHIBIT D-1

ATTACHMENT 2

Payment Bond

INSTRUCTIONS

1. This form is required for use in connection with the Agreement identified on its face. There shall be no deviation from this form without approval by the City.
2. The full legal name and business address of the Principal shall be inserted in the space designated "Principal" on the face of the form. The bond shall be signed by an authorized person. 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 office of the corporation involved, evidence of this authority must be furnished.
3. Corporation executing the bond as surety must be among those appearing on the U.S. Treasury Department's most current list of approved sureties and must be acting within the amounts and limitations set forth therein.
4. Corporate surety shall be duly authorized by the Commissioner of Insurance of the State of Georgia to transact surety business in the State of Georgia.
5. Do not date this bond. The City will date this bond the same date or later than the date of the Agreement.
6. The Surety shall attach a duly authorized power-of-attorney authorizing signature on its behalf of any attorney-in-fact.
7. Corporations executing the bond shall affix their corporate seals. Individuals shall execute the bond opposite the word "Seal."
8. The name of each person signing this bond shall be typed or printed in the space provided.

Payment Bond

KNOW ALL MEN BY THESE PRESENTS:

That _____ as Principal ("Principal") and
(Legal Title and Address)

_____ as Surety ("Surety") are held and firmly bound unto the
(Legal Name and Address of the Surety)
CITY OF ATLANTA as Oblgee ("Owner") in the amount of: _____ DOLLARS
(Insert Contract Price)
(\$ _____), to which payment Principal and Surety bind themselves, their heirs, executors,

administrators, successors and assigns jointly and severally, firmly by these presents.

WHEREAS, the Principal has entered into an Agreement with the

Owner bearing date of _____ and in the same monetary amount of this bond for

FC-8071, EDS Capitalization and Optimization- North Domestic Terminal in accordance with the drawings and specifications

prepared by: _____ which said Contract and Task Order are incorporated
(Here insert Full Name and Title)

herein by reference and made a part hereof, and is hereinafter referred to as the Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that if the Principal shall promptly make payment to all claimants as hereinafter defined, for all labor and materials supplied in the prosecution of the work provided for in said Contract, then this obligation shall be void, otherwise it shall remain in full force and effect subject, however, to the following conditions:

- (1) The said Surety to this bond, for value received, hereby stipulates and agrees that no change or changes, extension of time or extensions of time, alteration or alterations or addition or additions to the terms of the contract or to the work to be performed thereunder, or the specifications or drawings accompanying same, or the exercise of the Owner's right to do work, shall in any way affect its obligation on this bond, and it does hereby waive notice of any such change or changes, extension of time or extensions of time, alteration or alterations or addition or additions to the terms of the contract or to the Work or to the specifications or drawings. In addition the Surety to this bond, for value received, hereby agrees to the provisions of the Contract for increases in the penal amount of this bond and waives notice from the Owner of any such changes.
- (2) A claimant is defined as any subcontractor and any person supplying labor, materials, machinery or equipment in the prosecution of the work provided for in said Contract and as provided in O.C.G.A §§ 36-91-90, et seq.
- (3) Every person entitled to the protection hereunder and who has not been paid in full for labor or materials furnished in the prosecution of the work referred to in said bond shall have the rights and obligations set forth in O.C.G.A §§ 36-91-90, et seq.
- (4) No action can be instituted on this bond after one year from the completion of the Contract and acceptance of the Project by the proper public authorities.
- (5) Further, this bond shall be the Payment Bond furnished in compliance with O.C.G.A. §§ 36-91-90, et seq. and shall be subject to increase in the penal amount of the bond pursuant to such statutes of the Agreement.

<p>Approved as to form:</p> <hr/> <p>Senior Assistant City Attorney</p>	<p>Contractor</p>
<p>Corporate Surety:</p> <hr/> <p>Surety Name (Type)</p> <p>By: _____ Attorney-In-Fact (Sign)</p> <p>Name: _____ Attorney-In-Fact (Type) (Seal)</p>	<p>By: _____</p> <p>By: _____ Name: _____ Title: _____</p> <p>ATTEST:</p> <hr/> <p>SECRETARY/ASST. SECRETARY</p> <p>[Affix Corporate Seal]</p> <p>By: _____</p> <p>ATTEST:</p> <hr/> <p>SECRETARY/ASST. SECRETARY</p> <p>[Affix Corporate Seal]</p>

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

EXHIBIT "D", CONSTRUCTION SAFETY AND HEALTH PLAN (NON-OCIP) – PREFACE

The CONTRACTOR is required to provide a Site Specific Safety and Health Plan (Plan). This Plan is part of the Contract Documents. The CONTRACTOR must, at all times, comply with all aspects of the approved Plan as well as ensure that all employees and subcontractors comply with the provisions of the Plan. This Plan is a "living document" and will be updated as needed. This Site Specific Safety and Health Plan must be developed in accordance with the guidelines in Appendix 1 of this document.

The Site Specific Safety and Health Plan must be submitted in writing to the Engineer and approved prior to commencing Work at the Jobsite.

Costs for performing all Work necessary to provide a secure site must be incidental to the prices for other items of Work, and not priced separately.

All contractors and sub-contractors shall have an EMR rating of 1.0 or lower. The contractor shall submit to the City Engineer or designated representative "verifiable" documentation of all Contractors' and all Sub-Contractor's Experience Modifier Rating (EMR) such as but not limited to:

- Submit the company's Insurance Rate Sheets illustrating the previous year's EMR on Insurance Company letter head and signed by an officer or agent of the insurance provider
- Submit current insurance policy
- Submit the company's Insurance Rate Sheets illustrating the previous two (2) year's EMR on Insurance Company letter head and signed by an officer or agent of the insurance provider
- Submit the three (3) previous years OSHA 300/300A/301 forms.
- Submit company/employee training records

Additional documents may be required for submission to complete the vetting process. This can also include (but not limited to):

- Three (3) previous years of vehicle maintenance records.
- Copies of corporate safety commitment statement or other documentation from a corporate principal.
- Copy of contractors corporate "Back to Work" policy.
- Copy of contractors Drug & Alcohol free policy.

Any contractors or sub-contractors with an EMR above 1.0 may, at the discretion of the City Engineer or designated representative, be considered to perform work in the HJDP. If a "high

risk contractor" is permitted to work in the HJDP, additional safety measures to mitigate the risk will be imposed.

**CITY OF ATLANTA
DEPARTMENT OF AVIATION
HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT**

PROJECT NUMBER FC-8071

EDS RECAPITALIZATION AND OPTIMIZATION – NORTH DOMESTIC TERMINAL

EXHIBIT E – PRICING FORM

<u>BASE SCOPE</u>						
PROVIDE THE DESIGN AND CONSTRUCTION OF DOMESTIC NORTH TERMINAL CBIS EDS						
ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
SP-1	LUMP SUM	L.S., MOBILIZATION, AT <hr/> <hr/> PER LUMP SUM				
SP-2	ALLOWANCE	AS REQUIRED, PROJECT CONTINGENCY, AT <u>THREE MILLION DOLLARS AND ZERO</u> <u>CENTS</u> PER ALLOWANCE			\$3,000,000	00
SP-3	ALLOWANCE	AS REQUIRED, SPARE PARTS, AT <u>ONE MILLION DOLLARS AND ZERO</u> <u>CENTS</u> PER ALLOWANCE			\$1,000,000	00

BASE SCOPE

PROVIDE THE DESIGN AND CONSTRUCTION OF DOMESTIC NORTH TERMINAL CBIS EDS

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
SP-4	ALLOWANCE	AS REQUIRED, WORK ON DOA STIPULATED SINGLE VENDOR SYSTEM, AT <u>SEVENTY THOUSAND DOLLARS AND</u> <u>ZERO CENTS</u> PER ALLOWANCE			\$ 70,000	00
SP-5	LUMP SUM	L.S., DESIGN – NORTH TERMINAL CBIS, AT _____ _____ PER LUMP SUM				
SP-6	LUMP SUM	L.S., CONTROLS AND PROGRAMMING INCLUSIVE OF DESIGN, INSTALLATION AND IMPLEMENTATION, AT _____ _____ PER LUMP SUM				
SP-7	LUMP SUM	L.S., CONSTRUCTION – NORTH TERMINAL CBIS, AT _____ _____ PER LUMP SUM				

BASE SCOPE

PROVIDE THE DESIGN AND CONSTRUCTION OF DOMESTIC NORTH TERMINAL CBIS EDS

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
		TOTAL BASE BID <hr/> <hr/> <hr/>				

ADDITIVE ALTERNATE #1

CONTRACTOR'S COST FOR PROVIDING INSURANCE FOR THE BASE SCOPE OF WORK

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
	LUMP SUM	L.S., CONTRACTOR'S COST FOR PROVIDING INSURANCE FOR THE BASE SCOPE OF WORK IN ACCORDANCE WITH EXHIBIT D, AT _____ _____ _____ PER LUMP SUM				

ADDITIVE ALTERNATE #2

PROVIDE THE DESIGN AND CONSTRUCTION OF AN ADDITIONAL NON-CLEAR CONVEYOR LINE IN THE NORTH TERMINAL CBIS

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
SP-8	LUMP SUM	L.S., PROVIDE THE DESIGN AND CONSTRUCTION OF AN ADDITIONAL NON-CLEAR CONVEYOR LINE IN THE NORTH TERMINAL CBIS, PER DRAWING #B6-N-101, AT _____ _____ _____ PER LUMP SUM				
	LUMP SUM	L.S., CONTRACTOR'S COST FOR PROVIDING INSURANCE FOR ADDITIVE ALTERNATE #2 IN ACCORDANCE WITH EXHIBIT D, AT _____ _____ _____ PER LUMP SUM				

ADDITIVE ALTERNATE #3

UPS SYSTEMS FOR DOMESTIC NORTH TERMINAL

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
SP-9	LUMP SUM	L.S., PROVIDE THE DESIGN AND INSTALLATION OF ONE UNINTERRUPTED POWER SUPPLY (UPS) FOR EACH OF 6 EDS MACHINES IN THE DOMESTIC NORTH TERMINAL CBIS. UPS UNITS PROVIDED BY OTHERS, AT <hr/> <hr/> <hr/> PER LUMP SUM				
	LUMP SUM	L.S., CONTRACTOR'S COST FOR PROVIDING INSURANCE FOR ADDITIVE ALTERNATE #3 IN ACCORDANCE WITH EXHIBIT D, AT <hr/> <hr/> <hr/> PER LUMP SUM				

ADDITIVE ALTERNATE #4

CONTRACTOR'S COST FOR PROVIDING 1 YEAR EXTENSION WARRANTY

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
	LUMP SUM	L.S., CONTRACTOR'S COST FOR PROVIDING A 1-YEAR EXTENSION TO THE 1 YEAR REQUIRED WARRANTY, AT <hr/> <hr/> <hr/> PER LUMP SUM				

from local TSA is available however since the BHS provides summary reports, these were used for the sake of readability and comparison. Based on the month of January 2013, the average Alarm Rate was 29.71%. To further examine these occurrences, the five Thursdays in January 2013 were queried and provided for review, noting that the highest Alarm Rate in this group was EDS SS1 on January 10 at 33.5%.

PROPOSED METHOD FOR MEETING PGDS PERFORMANCE REQUIREMENT:
Applying the higher Alarm Rates would exceed the guidance of 20%.

REQUESTOR:

DATE REQUEST SUBMITTED: April 26, 2013

PRINT NAME: Tom Nissafke

SIGNATURE: _____

TSA RESPONSE TO VARIANCE:

RFV #: -120

Recommend Approve (see HSTS04-10-J-
CT8521-RFV-SOS RFV-120 2013-05-13 ATL
RO 001 Rates Document for Alarm rates)

Accepted

Rejected

PRINT NAME: TSA/SOS John Reed / 05.13.2013 DATE RESPONDED: 05/13/2013

SIGNATURE: _____

CC:



Transportation
Security
Administration

PGDS Request for Variance

The PGDS Request for Variance (PRFV) form is used by the CBIS ILDT to request a variance from the requirements set forth in the PGDS. The RFV is used prior to TSA's Acceptance Testing, and should be submitted to the TSA Regional Deployment Manager (RDM) for review and acceptance.

RFV #: PRFV-ATL-RO-002
SUBJECT: PGDS TRI ratio of 1 TSO per 2 EDS

FROM: Tom Nissalke	TO: John Reed
ADDRESS: City of Atlanta P.O. Box 20509 Atlanta, GA 30320-2509	ADDRESS: Checked Baggage Deployment Coordinator - East Office of Security Capabilities 1 West Post Road Ronald Reagan Washington National Airport Washington, DC 20001-6000

PGDS REFERENCE: Section 6.1.3 OSR AIRPORT CODE: ATL
Station
Requirements (pg. 6-
4/5)

MOA/LOI/OTA NO.: HSTS04-13-H-CT1043 **CB PROJECT NO.:**

ATTACHED DWG's: Yes No **OTHER DOCUMENTS ATTACHED:** Yes No

DWG LISTING: **OTHER DOCUMENTS LISTING:**

REQUESTED VARIANCE:

This Request for Variance is to increase the amount of OSR stations that would otherwise be rendered by the formula using the nonredundant count of EDS equipment.

Based on actual OSR equipment/staffing for the MDI 9800 Classics in Terminal F, during peak periods local TSA will utilize all 9 OSR to maximize Level 2 processing and maintain the flow of operator confirmed Alarm bags to CBRA. This would reflect a ratio of 1.29 OSR to 1 EDS.

PROPOSED METHOD FOR MEETING PGDS PERFORMANCE REQUIREMENT:

Increasing the OSR Equipment would exceed formula guidance.

REQUESTOR:

DATE REQUEST SUBMITTED: April 26, 2013

PRINT NAME: Tom Nissalke

SIGNATURE: _____

TSA RESPONSE TO VARIANCE:

RFV #: -121

Use same caculations as used for Machine count.

Accepted

Rejected

PRINT NAME: TSA/SOS

DATE RESPONDED: 05/07/2013

SIGNATURE: John Reed / 05.07.2013

CC:



**Transportation
Security
Administration**

PGDS Request for Variance

The PGDS Request for Variance (PRFV) form is used by the CBIS ILDT to request a variance from the requirements set forth in the PGDS. The RFV is used prior to TSA's Acceptance Testing, and should be submitted to the TSA Regional Deployment Manager (RDM) for review and acceptance.

RFV #: PRFV-ATL-RO-003
SUBJECT: PGDS Bag Length Confirmation

FROM: Tom Nissalke ADDRESS: City of Atlanta P.O. Box 20509 Atlanta, GA 30320-2509	TO: John Reed ADDRESS: Checked Baggage Deployment Coordinator - East Office of Security Capabilities 1 West Post Road Ronald Reagan Washington National Airport Washington, DC 20001-6000
---	---

PGDS REFERENCE: 6.3.2 Statistical Distribution **AIRPORT CODE:** ATL

MOA/LOI/OTA NO.: HSTS04-13-H-CT1043 **CB PROJECT NO.:**

ATTACHED DWG's: Yes No **OTHER DOCUMENTS ATTACHED:** Yes No

DWG LISTING: **OTHER DOCUMENTS LISTING:**

REQUESTED VARIANCE:
 This Request for Variance is for confirmation that the average bag length planned for the Atlanta EDS Recapitalization project applies 28" for Domestic and 32" for International baggage.

PROPOSED METHOD FOR MEETING PGDS PERFORMANCE REQUIREMENT:
 NA For Clarification only

REQUESTOR: **DATE REQUEST SUBMITTED:** April 26, 2013
 PRINT NAME: Tom Nissalke

SIGNATURE: _____

TSA RESPONSE TO VARIANCE: **RFV #:** -122

Accepted Rejected

PRINT NAME: TSA/SOS

DATE RESPONDED: 05/07/2013

SIGNATURE: John Reed / 05.07.2013

CC:



Transportation
Security
Administration

PGDS Request for Variance

The PGDS Request for Variance (PRFV) form is used by the CBIS ILDT to request a variance from the requirements set forth in the PGDS. The RFV is used prior to TSA's Acceptance Testing, and should be submitted to the TSA Regional Deployment Manager (RDM) for review and acceptance.

RFV #: PRFV-ATL-RO-004
SUBJECT: PGDS EDS Redundancy Factor

FROM:	Tom Nissalke	TO:	John Reed
ADDRESS:	City of Atlanta P.O. Box 20509 Atlanta, GA 30320-2509	ADDRESS:	Checked Baggage Deployment Coordinator - East Office of Security Capabilities 1 West Post Road Ronald Reagan Washington National Airport Washington, DC 20001-6000

PGDS REFERENCE: 6.1.2 EDS Equipment AIRPORT CODE: ATL
Redundancy

MOA/LOI/OTA NO.: HSTS04-13-H-CT1043 CB PROJECT NO.:

ATTACHED DWG's: Yes No OTHER DOCUMENTS ATTACHED: Yes No

DWG LISTING: OTHER DOCUMENTS LISTING:

REQUESTED VARIANCE:

This requested variance is for the inclusion of one (1) additional EDS machine in each of the Terminal North, Terminal South, and Concourse E in-line systems. All three systems are stand-alone systems and have no crossover connectivity to or back-up availability from other systems.

Current PGDS guidance states a system availability goal of 99% and an individual machine availability goal of 98%. These goals result in the addition of one EDS machine for systems with fewer than seven EDS machines (N+1). For systems with seven or more EDS machines, two additional EDS machines would be required to reach that goal (N+2).

All three existing systems scheduled for recapitalization use the CTX 9000 and each contains more than 7 EDS machines. A configuration of 7 machines could yield a system hourly throughput of 2,800 BPH with 2 redundant machines. With a CTX 9800-based system, to achieve that same throughput of 2,800 BPH, 4.09 machines are required. However, because 4.09 machines is less than 7 machines, the N+2 level of redundancy is not triggered. PGDS 4.1 does not describe the level of reliability of the CTX

9800 SEIO and the TSA has not declared that the CTX 9800 SEIO is more reliable than the CTX 9000. Because the CTX 9800 SEIO does not have a demonstrated history of greater reliability than the CTX 9000, Atlanta believes that the same level of redundancy provided under a CTX 9000-based system should be provided under a CTX 9800-based system.

The six-EDS machine in-line system at Atlanta's international terminal (and not subject to recapitalization) is predicated on the CTX 9800 Classic. This system became operational in May 2012 and serves a high volume of international baggage. Almost one year of field experience with these EDS machines has shown instances, during peak period operations, where two machines went off-line simultaneously.

Therefore, Atlanta is requesting a variance to employ the N+2 formula. This request is based on two factors. One factor is the need to supply the same level of redundancy to a CTX 9800-based system as is supplied with a CTX 9000-based system to ensure that rated system throughput is maintained should 2 CTX 9800 SEIOs go off-line simultaneously. The second factor is that based on local field experience in a high baggage volume environment, two machines have gone off-line simultaneously.

PROPOSED METHOD FOR MEETING PGDS PERFORMANCE REQUIREMENT:
Current proposal exceeds PGDS performance guidelines.

REQUESTOR:

DATE REQUEST SUBMITTED: 06/05/2013

PRINT NAME: Jim Murray

SIGNATURE: _____

TSA RESPONSE TO VARIANCE:

RFV #: -123

Accepted

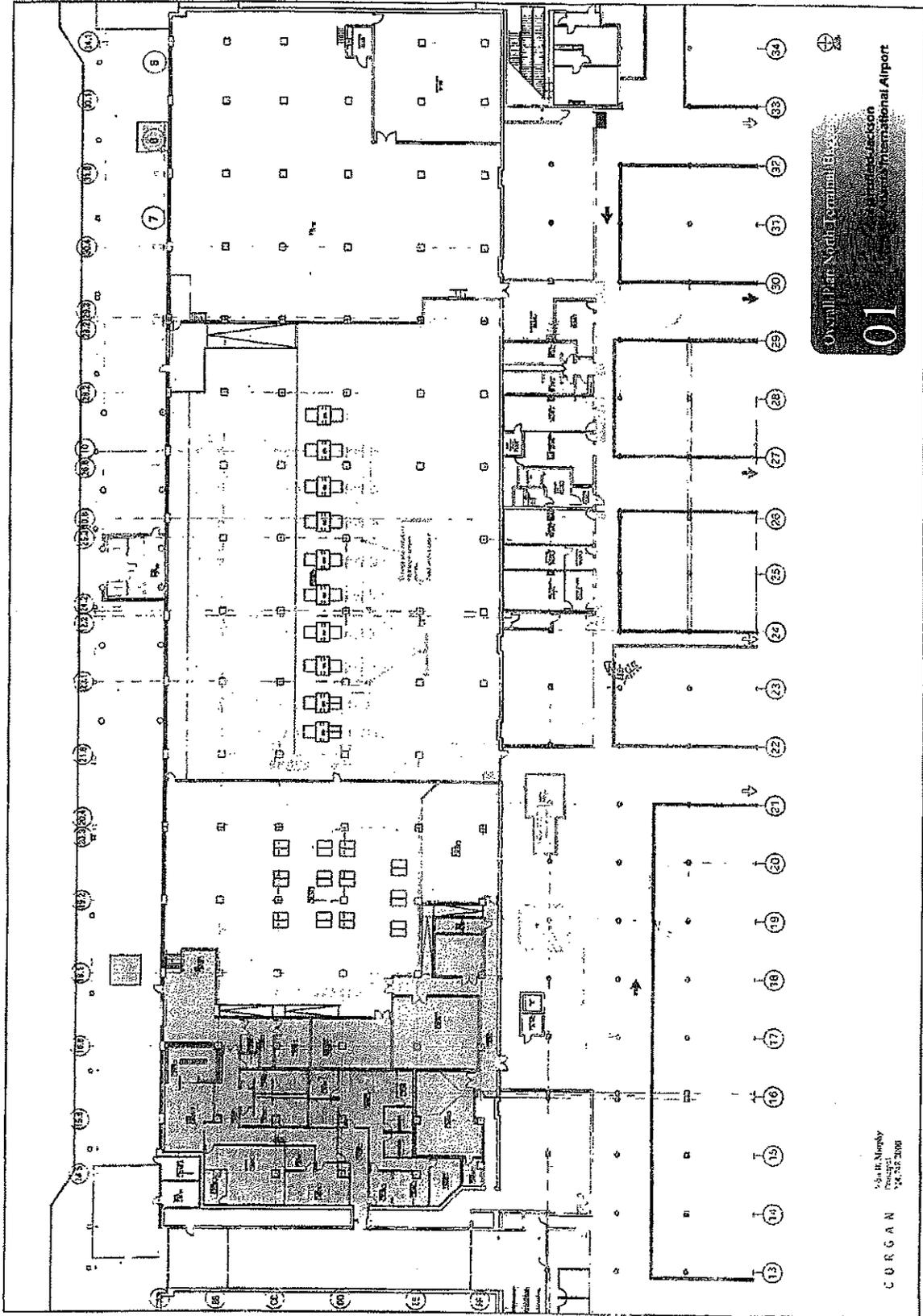
Rejected

PRINT NAME: TSA/SOS

DATE RESPONDED: 06/05/2013

SIGNATURE: __John Reed__

CC:



Overall Plan North Terminal Block
01
 Jackson-Medgar Evers International Airport

C O R G A N
 Sean H. Murphy
 1/4, 3/5, 2008